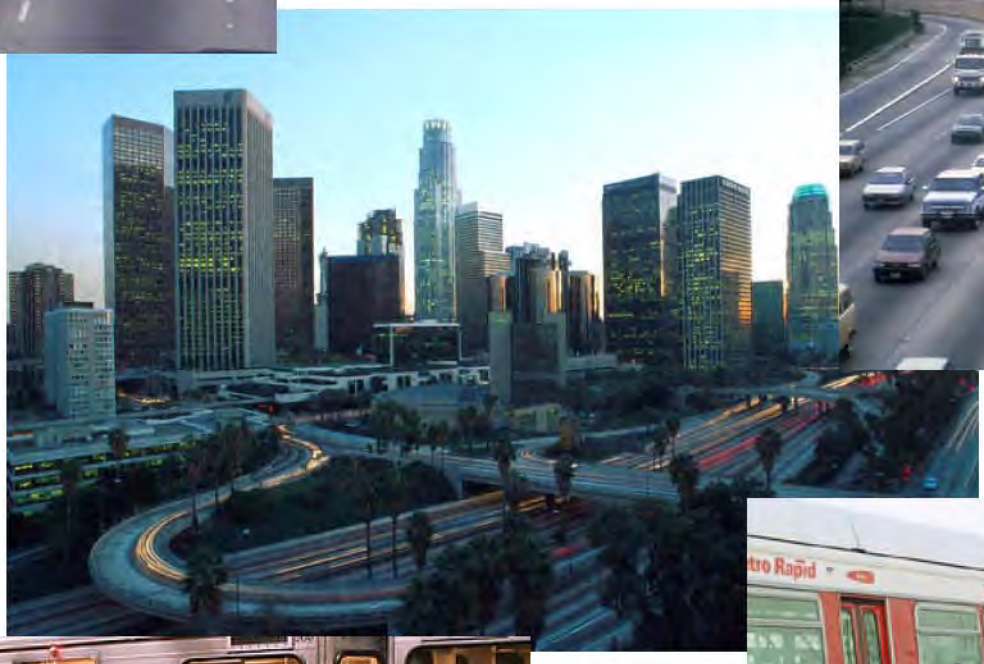
2002 Congestion Management Program

For Los Angeles County



Metropolitan Transportation Authority

2002

CONGESTION MANAGEMENT PROGRAM FOR LOS ANGELES COUNTY

Los Angeles County Metropolitan Transportation Authority

Adopted June 2002

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EXECUTIVE SUMMARY

1.0 INTRODUCTION

The 2002 Congestion Management Program (CMP) marks the ten year anniversary since the adoption of the first CMP for Los Angeles County in 1992. The 1992 CMP forged new ground in linking transportation, land use, and air quality decisions for the most populous and one of the most complex urban areas in the country. The 2002 CMP is the sixth CMP adopted for Los Angeles County since the requirement became effective with the passage of Proposition 111 in 1990. The hallmark of the CMP program is that it is intended to address the impact of local growth on the regional transportation system.

As a multimodal program, the 2002 CMP summarizes the results from eight years of highway and transit monitoring, six years of monitoring local growth, and eleven years of local transportation improvements. The following chapters of this document provide the reader with a comprehensive review and analysis of the monitoring data gathered through the CMP. These chapters also contain specific information about the program, its requirements, and implementation responsibilities. The Appendices also contain material related to the monitoring data, and provide additional technical guidance and assistance for local jurisdictions.

1.1 CONGESTION MANAGEMENT PROGRAM HIGHLIGHTS

The following points highlight some of the key trends and results of this unique program.

CMP Highway and Roadway System

- On a system-wide basis, the Los Angeles County freeway system is a mature system - meaning it is operating at its designed capacity and it is not prone to radical changes in congestions levels.

- Half of the freeway system operates at LOS E and F, the two most congested levels, in the morning and afternoon rush hours. Almost mimicking this pattern, 40% of the arterial intersections operate at LOS E and F in the morning rush hours, and half of the intersections operate at LOS E and F in the afternoon.

- Freeway monitoring data indicates a highly complex travel pattern for Los Angeles County, with many freeway segments experiencing congestion in both directions during the morning and afternoon rush hours. This differs from the traditional suburban to a central downtown commute patterns.

- The complex travel pattern for Los Angeles is further illustrated by the substantial changes in congestion levels within a single freeway segment over the last ten years. Two drivers traveling the same freeway segment in opposite directions, can simultaneously experience a worsened and an improved commute, depending upon where they work and live.

- CMP arterial monitoring data suggest a linkage between congestion levels and the economy – during the economic downturn of the first half of the 1990's congestion levels improved. Conversely, as the economy rebounded, arterial intersection congestion levels worsened.

CMP Transit Network

- Performance statistics for the 2001 CMP Transit Network (Network) show improvements in both how fast and how many people the Network is moving.

- Looking at all of the eleven CMP Transit Network corridors combined, the Network speed increased about 19% (16 to 19 miles per hour) from 1992 to 2001.

- Passenger throughput (the routing index) increased 33% between 1992 and 2001.

- The CMP Transit monitoring data indicates that the implementation and expansion of the County's rail system has led to the increase in passenger throughput on the CMP Transit Network.

  - For example, the Harbor Freeway corridor and the Artesia Freeway corridor have both seen increases of 140% in passenger throughput due to rail services being implemented since 1992. The Harbor Freeway corridor's increase is due to expansion of the Metro Red Line to North Hollywood, as the Red Line subway service maintains the highest passenger throughput of any transit service in the County. The Artesia Freeway corridor's increase is due to the Metro Green Line's light rail service.

  - Metrolink service results in higher passenger throughput contributions on five of the corridors since 1992. For example, the Santa Ana Freeway corridor has shown an 86% increase in passenger throughput due to Metrolink's Orange County Line.

- The new Metro Rapid service has also helped improve passenger throughput on those corridors where the demonstration projects has been implemented.

  - For example, the Wilshire Boulevard Metro Rapid service has increased transit throughput for the Santa Monica Freeway corridor. The Wilshire Metro Rapid has a passenger throughput over three times greater than the local bus service along Wilshire Boulevard. This is due to Metro Rapid's significantly greater speed, frequency and reliability. The Metro Rapid's level of passenger throughput is substantially higher than any other bus service on the Network.

Land Use Growth Trends

- From 1995 through 2001, building permits have been issued for the construction of 71,343 residential dwelling units and 135.3 million square feet of non-residential (commercial, industrial, and office) building space were issued.

- Growth has not been evenly dispersed across Los Angeles County jurisdictions. 60 percent of the growth occurred in the ten most active jurisdictions. The ten fastest growing cities are:

1. City of Los Angeles	6. Industry
2. Los Angeles County	7. Lancaster
3. Long Beach	8. Torrance
4. Santa Clarita	9. Burbank
5. Carson	10 Pasadena

- At the other end of the spectrum, thirty-six cities (about forty percent of all cities) had very limited growth and accounted for less than 5 percent of new development.

- At a subregional level, the percentage of countywide growth is as follows (see Exhibits 7-1 and 7-2 for sub-area definitions):

  - Los Angeles County 22%
  - San Fernando Valley Cities/North County 22%
  - San Gabriel Valley 17%
  - Southbay 13%
  - Southeast 13%
  - City of Los Angeles 10%
  - Westside 3%

- Sub-areas with the greatest residential growth were the County of Los Angeles, City of Los Angeles, and the San Fernando Valley Cities/North County area.

- In looking at commercial, industrial and office growth:
  - The Southeast area had significantly more industrial growth than other sub-regions, followed by the San Gabriel Valley and Southbay areas.
  - The greatest commercial growth was in the San Fernando Valley Cities/North County and Los Angeles County areas, followed by the Southbay and San Gabriel Valley.
  - The greatest office growth was in the San Fernando Valley Cities/North County, City of Los Angeles, and San Gabriel Valley areas.

Mobility Improvements

- From 1990 through 2001, local jurisdictions have implemented 4,460 local mitigation strategies that have eliminated or accommodated approximately 4.8 million vehicle miles each day - a $514 million annual savings to the public in time and fuel costs.

- By far, Transportation System Management and Capital Improvement Projects were the most implemented projects and accounted for 82 percent of the mobility benefit.

- Transit Service improvements are making substantial strides as a congestion mitigation tool for cities implementing the CMP. From 1997 to 2001, transit service increased its role in congestion management, accounting for 6% of all mobility improvements in 1997 to 10% in 2001.

- Of all the 65 CMP congestion management strategies, land use strategies continue to be implemented the least amongst local jurisdictions. As a result, between 1990 and 2001, land use strategies have generated only 3% of the total mobility benefit.

- The 2002 CMP recommends that greater emphasis occur on land use/transportation coordination by convening forums reflecting a broad spectrum of land use/transportation policy academic experts, practitioners, elected officials, private sector and other stakeholders.

Where Did The CMP Come From?

California experienced tremendous economic growth during the 1980's as well as increasing traffic congestion. The business community became concerned that transportation infrastructure was not keeping pace with growth and industry representatives worked with the State to explore possible solutions. Representatives from environmental organizations, who also participated in these discussions, were concerned that decisions about regional transportation infrastructure were not connected to local growth decisions. Proposition 111 was created with input from these and other interests. It included a gas tax increase and the CMP requirement. The CMP was developed as a new mechanism for implementing both regional and local transportation improvements in consideration of growth.

Why We Need It?

Los Angeles is the most populous county in the United States covering over 4,000 square miles. It includes 88 incorporated cities plus the County of Los Angeles. Many of the county's roads experience heavy congestion lasting many hours daily. Los Angeles County's population in 2001 was nearly 10 million people. By 2025, this is projected to increase between 2.9 to 3.5 million people, which is equivalent to adding a city the size of Los Angeles to the County population. Employment in the County is projected to increase to approximately 5.6 million, adding 1.2 million new jobs to our local economy.

Approximately 50 percent of Los Angeles County's freeway and major arterials currently experience heavy congestion in morning and evening commute periods. Without improvements to our current transportation system, and changes in the behavior of the traveling public, the projected increase in population and employment will reduce the average current countywide travel speed of approximately 30 miles per hour to less than 20 miles per hours.

The CMP alone does not solve all mobility issues within Los Angeles County. Many mobility issues are localized traffic concerns, and are not addressed through the CMP. The CMP is one of

many important tools to address transportation needs throughout Los Angeles County. The MTA, through its Long Range Transportation Plan, provides major transportation improvements needed by Los Angeles County. The CMP represents the local component of the partnership needed to address the County's mobility needs.

Transportation improvements implemented at the local level are critical to supporting and ensuring access to the regional transportation system. The relationship of the CMP to other regional planning activities is discussed later in this chapter.

What Does It Do?

The CMP was created for the following purposes:

- To link local land use decisions with their impacts on regional transportation, and air quality;
- To develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and

To meet these goals, the CMP for Los Angeles provides:

- Tracking and analysis to determine how the regional highway and transit systems are performing;
- Local analysis of the impacts of local land use decisions on regional transportation;
- Local implementation of Transportation Demand Management design guidelines that ensure new development includes improvements supportive of transit and TDM;
- Tracking new building activity throughout Los Angeles County; and
- Implementation of local strategies which benefit the regional transportation system and offset the impact of new development.

1.2 CMP REQUIREMENTS

The Congestion Management Program (CMP) for Los Angeles County has been developed to meet the requirements of Section 65089 of the California Government Code.

As required by statute, Los Angeles' CMP has the following elements:

- A system of highways and roadways with minimum level of service performance measurements designated for highway segments and key roadway intersections on this system.
- A performance element including performance measures to evaluate multimodal system performance.

- A travel demand element promoting alternative transportation strategies.
- A program to analyze the impacts of local land use decisions on the regional transportation system, including an estimate of the costs of mitigating those impacts.
- A seven-year capital improvement program of projects that benefit the CMP system.
- A Deficiency Plan.

Los Angeles' CMP has also been developed to meet the federal requirements for a Congestion Management System (CMS) initially enacted in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and continued in the Transportation Equity Act for the 21st Century (TEA-21) in 1998. The federal CMS requirement was modeled after California's CMP. Like the CMP, CMS requires monitoring, performance measures, and, in certain cases, mitigation measures. Without the CMP, the Southern California Association of Governments (SCAG) would need to develop a separate CMS for Los Angeles County. This would give SCAG the federal authority to require the implementation of mitigation strategies for capacity enhancing highway and transit projects. The 2002 CMP functions as the Los Angeles County portion of the Congestion Management System.

While many levels of government are involved in developing and implementing the CMP, local jurisdictions have significant implementation responsibilities. These responsibilities include assisting in monitoring the CMP system; adopting and implementing a transportation demand management ordinance; adopting and implementing a program to analyze the impacts of local land use decisions on the regional transportation system; and participating in the Countywide Deficiency Plan.

MTA annually reviews the performance of local jurisdictions to verify that they are conforming to CMP requirements. After notice and a correction period, MTA is required to report to the state controller those jurisdictions that are not complying. The state controller will then withhold a portion of their state gas tax funds.

1.3 DEVELOPING THE 2002 CMP

In developing the 2002 CMP, the MTA reestablished the Policy Advisory Committee (PAC) that worked very successfully from 1990-93 during initial development of the program, and in each of the previous five updates to the MTA's CMP for Los Angeles County. The new PAC began meeting in December 2000 and included staff from local jurisdictions around the County, representatives of regional and state agencies, transit operators, the private sector, environmental community representatives, and others. In addition, individuals identified as "CMP contacts" for every local jurisdiction were sent announcements, agenda packets, and summaries of all PAC meetings. CMP contacts were invited to the PAC meetings and many attended and participated regularly. Along with the PAC, the MTA uses a consensus approach in updating any element of the CMP.

MTA has also been working with the PAC to examine alternatives to the current debit/credit approach to the CMP deficiency plan requirement. While some local agencies have been interested in exploring potential alternatives to the debit/credit approach for the CMP deficiency plan requirement, others support the current approach to ensure a common mechanism exists for mitigation development on a countywide basis.

Work will continue in consultation with the PAC on the development of deficiency plan alternatives, ensuring that any alternative approach is technically viable, can be effectively implemented by local agencies, and has the policy consensus of the PAC. Recommendations will be brought back to the MTA Board at a future date, and will be amended into the CMP at that time.

One activity currently being considered to strengthen the CMP land use/transportation coordination is convening forums reflecting a broad spectrum of land use/transportation policy academic experts, practitioners, elected officials, private sector and other stakeholders. Such forums would help solicit new and practical approaches to the Los Angeles County CMP.

1.4 IMPLEMENTING THE CMP

Jurisdictions are required to conform to local requirements of the CMP in order to continue receiving their portion of state gas tax money allocated by Section 2105 of the California Streets and Highways Code, and to preserve their eligibility for state and federal funding for transportation projects. Refer to Chapter 9 for more information about these requirements.

Since the adoption of the first CMP, MTA has worked closely with Los Angeles' 89 local jurisdictions and others interested in CMP implementation. The main focus of activity has been to ensure smooth implementation of CMP requirements for local jurisdictions so that they maintain CMP compliance and continued eligibility for state gas tax and other transportation funds. To date, all but one city of the 88 cities, and the County of Los Angeles have maintained CMP conformance and their eligibility for these funds.

Individuals identified as CMP contacts at each local jurisdiction receive regular notices explaining approaching CMP deadlines. MTA staff often contact local jurisdictions directly in order to monitor implementation progress. Members of the Policy Advisory Committee are kept informed of CMP implementation developments and are consulted from time to time. Other mechanisms are used for public outreach and consultation as well. A telephone hotline provides a convenient mechanism for people to request CMP documents *(213-922-2830)*.

1.5 RELATIONSHIP TO MTA'S LONG RANGE PLANNING EFFORTS

Long Range Transportation Plan. MTA's most recent Long Range Transportation Plan was adopted in April 2001. The Long Range Transportation Plan looks at transportation needs over the next twenty-five years. The plan identifies the transportation challenges that the county will face over this time period, and recommends countywide transportation improvements that will be needed in order to meet future mobility needs. The plan proposes expanded bus services, including a systemwide expansion of the Rapid Bus program; completion of the Eastside and

Pasadena light rail projects, as well as bus and rail guideway projects along other transit corridors; completion of the countywide High Occupancy Vehicle Lane system and other highway projects; as well as funding for arterials, goods movement, and signal coordination. The Plan encourages more ridesharing, walking and bike riding, and telecommuting.

Through local CMP implementation, local jurisdictions work toward countywide mobility goals of the LRTP by implementing the CMP TDM Ordinance which focuses on "TDM friendly" development and the CMP Land Use Ordinance which requires analysis of regional transportation impacts to the CMP system, as well as coordination with transit operators, through the CEQA process.

Five Year (Short Range) Transportation Plan. MTA is embarking on the development of a Five Year Transportation Plan. The development of this plan was initiated early in 2002 and is scheduled for completion in June 2003. It will identify priority projects that will be funded from the early years of the Long Range Transportation Plan, in particular, the FY 04-09 period. The Five Year Plan will evaluate current and future highway and transit performance. The 2002 CMP highway and transit counts will be integrated in the analysis of system performance at both a sub-regional and transportation corridor level.

County TIP/RTIP/STIP Development. Through the Call for Projects process, local jurisdictions submit candidate projects for funding through a competitive, mobility based selection process. Considerable information is required for each project that helps MTA assess the mobility benefit of candidate projects. Information provided by applicants include data regarding the benefit of the project to the CMP system, as well as providing information to assist MTA understand the anticipated congestion reduction or mobility enhancement performance that will result from project implementation. Over 80 percent of the evaluation criteria relate to the mobility benefit of individual projects. As a result of this analysis, projects that are selected enhance the operation of the countywide CMP system. Once approved by the MTA Board, projects approved through the Call for Projects process are integrated into the County TIP, Regional TIP, and State TIP, and serve as the CMP's Capital Improvement Program.

1.6 RELATIONSHIP TO THE REGIONAL TRANSPORTATION PLAN AND AIR QUALITY MANAGEMENT PLAN

Federal law mandates the preparation of a Regional Transportation Plan (RTP) for metropolitan areas. SCAG is responsible for preparation of this RTP, as the designated metropolitan planning organization (MPO) and the regional transportation planning agency for the metropolitan area including Los Angeles, Orange, San Bernardino, Ventura, Riverside and Imperial counties.

CMP statute requires the CMP to be developed consistent with and incorporated into the RTP. The RTP assists in the development of the CMP by establishing the magnitude of congestion problems that face the region and the types of solutions that will be necessary to maintain mobility. The CMP, in turn, assists in revising the RTP by relating these long-term goals to specific actions at the county and local level, developing implementation strategies, and monitoring the effectiveness of transportation improvements.

The CMP is also linked to the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP). While the CMP is designed to address regional congestion, its implementation also supports efforts to improve air quality. The CMP's Transportation Demand Management (TDM) element is designed to complement SCAQMD's Rule 2202, which calls on employers of 250 or more employees to reduce mobile source emissions through a variety of strategies, including TDM. Further, the mitigation strategies in the CMP Deficiency Plan work toward the air quality goals of the AQMP. Finally, the local mitigation measures that are included in the CMP Local Implementation Reports document reasonable further progress in implementing the AQMP.

CHAPTER

3

TRANSIT SYSTEM

3.1 INTRODUCTION

This chapter describes the existing transit system in Los Angeles County, the statutory requirement for analyzing the transit system as a mechanism for reducing congestion, the minimum performance measures for transit analysis, and CMP transit network reporting requirements. The purpose of the CMP transit component is to make the most effective use of bus and rail transit services as alternatives to the automobile, thereby alleviating congestion on the CMP Highway and Roadway System and improving countywide mobility.

The MTA operates one of the largest bus systems in the United States, with a service area covering 1,433 square miles and ridership of 1.4 million passenger trips per day. MTA's transportation partnerships also include twelve fixed-route operators who receive regional formula funding, and forty-two local agencies and cities providing community and shuttle services.

MTA is committed to improving its countywide transportation system. MTA has added service to its Metro Red and Blue Lines, has increased its fleet size by placing new compressed natural gas (CNG) buses in to service, and has introduced the innovative Metro Rapid service. In conjunction with the Metrolink regional commuter rail system, which connects Los Angeles County with five neighboring counties, the new service that both agencies have added has resulted in a significant increase in transit ridership since the 1997 CMP was adopted.

Local jurisdictions play a vital role in providing transit solutions that alleviate congestion and improve mobility. Through the Countywide Deficiency Plan, local jurisdictions have earned CMP credits for their contributions to the County transportation system, including the construction of new Metro Rail and Metrolink facilities, the provision of new or improved local fixed and express transit services, the increase in transit ridership on local systems, and the subsidy of fares. Through these CMP transit-related improvements, local jurisdictions have claimed an increase of approximately 950,000 passenger miles traveled (PMT) countywide, and have earned approximately 675,000 CMP Deficiency Plan credits (See Appendix F, Strategy Nos. 221, 222, 223, 331, 361 - 366).

3.1.1 Statutory Requirement. CMP statute requires each CMP to include a performance element containing measures that evaluate current and future multimodal system performance for the movement of people and goods. The transit system performance measures discussed in this chapter, the highway and roadway level of service indicators discussed in Chapter 2, and the Deficiency Plan performance measure of person-miles accommodated or reduced discussed in Chapter 6 and Appendix F meet the requirements for this performance element.

3.1.2. Transit System Providers. While Los Angeles County is known for its extensive highway and roadway system, there is also a comprehensive public transportation system provided by various transit operators. This system includes:

- **Fixed-Route Bus Service.** The MTA operates about 2,000 buses during the peak periods and has about 1.2 million average weekday boardings. The MTA's Long Range Transportation Plan (LRTP) adopted in April 2001 calls for a significant expansion of the Metro Rapid Bus and other services by 2025. In addition to MTA, there are twelve fixed-route operators that receive regional formula funding. These operators are Antelope Valley Transit, City of Commerce, Culver City, Foothill Transit, Gardena, Long Beach, Los Angeles, Montebello, Norwalk, Santa Monica, Santa Clarita and Torrance. Furthermore, forty-two cities provide community and shuttle services.

- **Metrolink Service**. Metrolink is the Southern California Regional Rail Authority's (SCRRA) commuter rail system and connects commuters living and working in six counties: Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura. SCRRA is a joint powers authority funded by the Los Angeles County MTA, the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commisision (RCTC), the San Bernardino Associated Governments (SANBAG) and the Ventura County Transportation Commission (VCTC). Metrolink has added additional service with new stations (e.g., Sun Valley, Downtown Pomona) and more frequent service and now carries an average of 35,000 daily trips for an increase of about 40% since publication of the 1997 CMP.

- **Metro Rail Service.** The county's rail system has continued its development since the 1997 CMP with expanded Red Line service to North Hollywood, capacity improvements on the Metro Blue Line and additional Metrolink service (please see Exhibits 3-1 and 3-2). In addition, the Metro Gold Line to Pasadena is under construction, and the Gold Line extension through East Los Angeles to the intersection of Whittier and Atlantic Boulevards is in the design phase and is targeted for completion in 2008. Metrolink plans to add new stations, implement track improvements for faster service, and purchase new trains for more service.

  MTA's Metro Rail lines span 55 miles and serve over 240,000 passengers each weekday. The five Metrolink commuter rail lines serving Los Angeles County now carry an average of 46,000 daily passengers, an increase of approximately 10% since the 1997 CMP. The higher average speed of these rail services results in a greater amount of passengers being moved faster compared to traditional fixed-route bus service.

  The Metro Rail Blue Line, which provides 22 miles of light rail service between Downtown Los Angeles and Long Beach, recently completed a major capital expansion project by lengthening passenger platforms in order to allow three car trains for a growth in ridership of over 60% since the 1997 CMP.

The Metro Rail Red Line is the backbone of the Metro rail system. It began operation of its first segment in early 1993, providing the County with convenient subway service from Union Station to the Westlake/MacArthur Park Station. Since the 1997 CMP, the Red Line has completed its extension to North Hollywood and is now carrying an average of 125,000 passengers per day.

- **Metro Rapid**. Introduced in June of 2000, the new and innovative Metro Rapid program has resulted in considerable success. The Metro Rapid program introduced several attributes specifically designed to reduce travel times, including bus traffic signal priority (allowing buses to experience a higher percentage of green lights), low-floor buses (curb level) resulting in decreased boarding and alighting times, and separate bus stops at major intersections only. The initial service operates on Wilshire and Whittier Boulevards between the cities of Santa Monica and Montebello (Line 720), and Ventura Boulevard between Woodland Hills and Universal City connecting with the Metro Red Line Universal City station (Line 750).

  By the end of their first year of service, the two Metro Rapid lines combined experienced a 25% increase in passenger travel time, and a ridership increase of nearly 30%. Moreover, a passenger on-board survey found that 33% of this increase in ridership was due to new riders trying out the new Metro Rapid service.

- **Specialized Transportation Service.** Characterized as demand responsive, these systems provide curb-to-curb service, generally requiring a minimum advance notice. Over one hundred local systems currently provide service either to the general public or to specialized service groups, such as the elderly and persons with disabilities. In addition to local dial-a-ride services, Access Services, Inc., a public benefit, non-profit corporation, provides federally required paratransit service throughout Los Angeles County for individuals who qualify under the Americans with Disabilities Act (ADA) of 1990. MTA is the primary funding source for the Access Services program.

  Without these specialized services provided by the local jurisdictions and Access Services, each local municipal and regional operator, such as MTA and Foothill Transit, would be required under federal law to provide paratransit services within their respective service areas. This is another example of the importance of building partnerships when addressing improvements to public transportation and operations between local jurisdictions and the MTA.

3.1.3 Purpose. CMP statute requires the development of transit performance measures for the purpose of monitoring transit performance. The purpose of monitoring the transit system is to gauge the effectiveness of transit in relieving congestion on the CMP Highway and Roadway System and to improve countywide mobility. Transit monitoring also serves as a planning tool to identify potential gaps in the current transit service as well as to identify opportunities to make transit a more effective traffic mitigation strategy.

As described earlier in this chapter, there are a wide range of transit services in Los Angeles County providing a mixture of local, regional and specialized service transportation. However, for purposes of CMP analysis, a subset of transit services has been established which can be

effectively monitored and used to analyze its traffic congestion on the CMP Highway and Roadway System. This subset of transit services is referred to as the CMP Transit Monitoring Network.

Transit operators will also be able to use results of this transit analysis in developing recommended mitigation measures to address impacts of development projects on transit services. Chapter 5 and Appendix D discuss in detail the requirement that affected transit operators be consulted regarding the potential impacts of those projects subject to an Environmental Impact Report (EIR).

3.2 CMP TRANSIT MONITORING NETWORK

The CMP Transit Monitoring Network (Network) includes routes of five miles or more that provide service parallel to the CMP Highway and Roadway System. These routes are shown in Exhibit 3-2, and the transit lines within the Network are listed in Appendix B.

Ninety bus routes are included in the Network. Also included are the Metro Rail Blue Line (Long Beach - Downtown Los Angeles), the Metro Rail Red Line (Union Station – North Hollywood), the Metro Rail Green Line (Norwalk-Redondo Beach), and Metrolink commuter rail service (Downtown L.A. - North Los Angles County, Ventura County, San Bernardino, Riverside, Orange, and San Diego Counties). The Network includes approximately 40% of the bus and all the rail lines currently in operation, and carries approximately 55% of the total daily boardings of transit operators within the county. There are additional rail services currently under development that will be in operation in the next several years. As these services become operational they will also be incorporated into the Network.

The Network is reviewed as part of the biennial CMP update. Modifications have been necessary since the 1992 CMP to reflect expanding transit systems and new transit routes, route changes, or deletions. For example, the Metro Rail Green Line was added in 1995 after it became operational, and the new six-mile Metro Rail Red Line extension to North Hollywood is being added in the 2002 CMP.

3.3 MINIMUM CMP TRANSIT PERFORMANCE MEASURES

3.3.1 CMP Transit Performance Measures. As required by statute, the CMP requires transit performance measurements for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. The CMP Transit Monitoring Network performance measures are as follows:

- **Routing Index:** The Routing Index is a performance statistic measuring passenger throughput of a transit service or corridor. It is a combination of two statistics: total passenger miles per vehicle service mile for a transit service or corridor, times that service or corridor's average speed. This statistic measures how many people are being moved at what speed, and is quantified by the Routing Index. The higher the Routing Index (RI) number, the more people are being moved at a greater speed. Note that an increase in one of the RI's components will increase the RI figure, but an increase in both raises it even higher.

- **Frequency Measure:** The average number of transit trips in a three hour morning and evening peak period (e.g., trips made in the 6-9 a.m. and 3-6 p.m. peak periods divided by two).

- **Coordination Requirements:** Transit coordination requirements for all transit funding recipients have already been established through Proposition A Local Return Guidelines. These requirements are reaffirmed through the CMP as well. CMP coordination requirements for all transit operators include:

  - Issuance and acceptance of interagency transfers;

  - Participation in the Computerized Customer Information System which provides information on all transit routes and fares through a toll-free telephone service; and

  - Dissemination of new service proposals to potentially affected transit operators in order to avoid duplication of transit services.

3.3.2 CMP Transit Network Reporting And Monitoring Requirements. To effectively monitor the Network, MTA requires the collection of transit service and ridership data for each transit line in the Network. Transit operators complete a monitoring form that is shown in Appendix B.

3.4 CMP TRANSIT ANALYSIS

The Network is a subset of the overall countywide transit system, and includes those transit routes (bus and rail) of five or more miles in length that provide parallel service along eleven specific CMP freeway and highway corridors. The CMP transit performance measures were developed in order to identify changes and trends in transit use on the Network for system-wide planning purposes. A discussion of findings follows.

Performance statistics for the Fiscal Year 2001 Network show improvements overall in both how fast and how many people the Network is moving. Looking at all of the corridors combined, the Network speed increased about 6% from Fiscal Year 1996 to Fiscal Year 2001 and passenger throughput (routing index) increased 3.4% between these two periods. However, the Fiscal Year 2001 Network is performing significantly better than it was in Fiscal Year 1992, the base year. Again, looking at all of the corridors combined, the Network speed increased about 19% (16 to 19 miles per hour) from Fiscal Year 1992 to Fiscal Year 2001, and passenger throughput (routing index) increased 33% between these two periods. The Network data indicates that the expansion of the County's rail system has led to this improvement in the CMP Transit Network.

3.4.1 Routing Index. Exhibit 3-3 shows the RI statistics for each of the Network's corridors. Several corridors, such as 1B, the San Bernardino, Pomona and Orange Freeways corridor; 3, the Harbor Freeway corridor; 6, the Santa Ana Freeway corridor; and 8, the Artesia Freeway corridor, showed large improvements since the base year (Fiscal Year 1992). Only one corridor showed a significant decrease and that was 1A, the Santa Monica Freeway corridor. This indicates that the increase in the system-wide RI is attributable to the additional rail services and implementation of Metro Rapid service. All rail service, except for the Metro Blue Line, has

been added to the system since the base year. This includes the Metro Red Line from Union Station to North Hollywood and the Metro Green Line, and all of the Metrolink lines. Looking at the performance of the individual corridors confirms the effect of rail service. For example, the RI of Metrolink service averages 1,856 in 2001. Compare this to the overall Network average of 274 in 1992.

The new Metro Rapid service has also helped improve passenger throughput. The Wilshire Boulevard Rapid service produced a RI of 529. This level is substantially higher than any other bus service on the Network. In addition, if the Wilshire Rapid service was removed from the Santa Monica Freeway corridor, the RI as a whole for the 2001 data in that corridor would have shown a decrease of 11.1% compared to the Fiscal Year 1996 statistic, rather than the actual 2.2% decrease reported. Similarly, the RI for the San Fernando Valley / Downtown L.A. corridor increased over Fiscal Year 1996 by 6.4% due to the Ventura Boulevard Metro Rapid implementation and increases in the Ventura County Metrolink line ridership.

The Harbor Freeway corridor's RI was up an impressive 86% over Fiscal Year 1996. This is due to the Red Line's extension to North Hollywood. The increase in the RI for corridors with rail and Rapid Bus shows their effect of increasing speed in the corridor as well as the addition of transit ridership. Improved speed is most likely attributable to the mobility benefit of grade separated or prioritized fixed transit service systems that do not have to compete with traffic on congested freeways and arterials. Generally, line-by-line RIs for traditional fixed-route bus service decreased due to lower speed, lower ridership or both.

3.4.2. Frequency Index. The frequency index (FI) data indicate no change in the Network system-wide between Fiscal Years 1992, 1996 and 2001 (please see Appendix B). The FI performance measure represents the average number of round trips within the morning and evening peak hour commute periods. This peak period trip data falls within the same a.m. and p.m. peak period window required for the CMP highway monitoring requirement. This measure can also be viewed as the "availability" of transit services to individuals commuting during this period.

3.4.3. Speed. The speed data comparison is shown in Exhibit 3-4 and indicates an increase in the overall average for the Network system-wide from 18 mph in Fiscal Year 1996 to 19 mph in Fiscal Year 2001. A comparison of Fiscal Year 2001 to the base year Fiscal Year 1992 shows an increase in overall speed of 18.8%, with average speed climbing from 16 to 19 mph. This is due to rail and Rapid Bus service, as average speeds for most traditional fixed-route bus service have declined over this period. Two corridors, the San Diego Freeway and San Gabriel River Freeway, experienced double digit decreases in average speed (-14.3% and –18.8% respectively). Both of these corridors have no rail or Rapid Bus service. The unit of measure for speed is daily vehicle service miles divided by daily vehicle service hours, translating into transit miles per hour (mph). While speed is not a statutorily required performance measure for the CMP Network, the average speed is reported on as it is considered an excellent indicator of mobility. Most commuters consider their commute an improvement if they are traveling faster than before.

3.5 TRANSIT COORDINATION IN LOCAL JURISDICTION EIR PROCESS

Chapter 4 discusses in detail the requirement incorporated in the model Transportation Demand Management Ordinance that affected transit operators must be consulted regarding the potential impacts of development projects on transit services. All development projects/programs for which an Environmental Impact Report (EIR) will be prepared are required to consult with affected transit operators and to incorporate an analysis of transit impacts in the EIR. The specific requirements for EIR transit consultation and analysis are detailed in Section D.8.4, Appendix D, Transportation Impact Analysis guidelines. This responsibility strengthens the existing CEQA link between the development process and transportation planning.

In addition, jurisdictions are encouraged to consult existing transit friendly design standards available from such sources as MTA, Orange County Transportation Authority, and the American Public Transit Association, during the early design stages. See Appendix D for references.

CHAPTER 4

TRANSPORTATION DEMAND MANAGEMENT ELEMENT

4.1 INTRODUCTION

Transportation Demand Management (TDM) programs and projects play an important role in making efficient use of the transportation system. TDM generally refers to policies and programs that increase the use of high occupancy vehicles (transit, carpooling, and vanpooling), bicycling and walking, shortening trips, and avoiding trips altogether (telecommuting). TDM also includes activities that shift travel away from the congested peak period.

TDM programs and projects provide low cost travel solutions that reduce or eliminate demand for travel alone by automobile. This is critical because improved mobility will not be achieved solely by expanding transportation supply. The demand for transportation facilities must also be reduced. At a time when government agencies at the federal, state and local levels are fiscally constrained, and travel demand continues to increase due to increasing population, TDM strategy implementation becomes a viable alternative to building expensive infrastructure.

4.1.1 Statutory Requirement. CMP statute requires development of a travel demand management element that promotes alternative transportation methods. Examples of these methods include carpools, vanpools, transit, bicycles, improvements in the balance between jobs and housing, and other strategies such as flexible work hours and parking management.

4.1.2 Purpose. Because of the magnitude of congestion problems within Los Angeles County, TDM strategies are a key element of a countywide transportation program. Such strategies are an important part of the Regional Transportation Plan and the Air Quality Management Plan. Strategies that are identified in this chapter are supportive of both documents and work toward attainment of regional mobility and air quality goals.

The CMP TDM Ordinance was designed as a first step in getting local jurisdictions involved in travel demand strategies. These features are not designed to attain a specific performance target. Such features, however, encourage ridesharing and transit use, and can also increase the desirability of a new facility for tenants. TDM-friendly facilities also complement other TDM approaches that are being promoted such as the South Coast Air Quality Management District's (SCAQMD) Rule 2202 which provides employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements. Many employers do not have control over the site that they occupy and are unable to install physical improvements such as bicycle parking and preferential carpool and/or vanpool parking. The basic requirements of the model CMP TDM ordinance make these facilities available to employees, as well as employers whether or not they are required to comply with Rule 2202. TDM design standards are the first step in broadening the options travelers have in getting to and from places.

The TDM ordinance also addresses the importance of the transit system by requiring that transit system operators be incorporated into the development process for those projects subject to an Environmental Impact Report (EIR). By linking this transit coordination to existing California Environmental Quality Act (CEQA) processes, transit concerns can be addressed without lengthening or interrupting the local jurisdiction's land use review process.

4.1.3 Implementation to Date. Since 1993, all 89 local jurisdictions in Los Angles County have been implementing a CMP TDM ordinance. The CMP TDM ordinance focuses on designing "TDM-friendly" facilities as part of new development. TDM-friendly facilities refer to building design elements that support use of travel modes other than driving alone. Examples include: bicycle parking, preferred parking for carpools and vanpools, direct building access from the street for pedestrians and transit patrons, and safe and convenient transit waiting areas near the building.

The Countywide Deficiency Plan also provides local jurisdictions with mitigation credits for implementation of their CMP TDM ordinance. This is because cities automatically accrue credit at a rate of 30% per every 1,000 square feet of new non-residential development. Local jurisdictions also have the opportunity for credit when retrofitting existing development with TDM support facilities (See Appendix F, Strategy Nos. 322, 324, 325)

4.2 MINIMUM CMP TDM REQUIREMENT

The CMP TDM Ordinance applies to all new non-residential development and requires certain TDM-friendly development standards, such as carpool/vanpool preferential parking and pedestrian access, to be incorporated into the project design. The applicable development standards are triggered when a new project exceeds established gross square footage thresholds. In addition, all development projects/programs for which an EIR will be prepared must consult with affected transit operators. CMP TDM ordinance requirements are detailed in Appendix C and summarized in Exhibit 4-1.

The development of the requirements for the CMP TDM Ordinance involved the participation of many different interests. The ordinance underwent several revisions and incorporated the work of a TDM Working Group and changes recommended by the CMP Policy Advisory Committee (PAC). This ordinance identified the minimum TDM effort necessary to be found in CMP conformance and identified model ordinance language to ease implementation by local jurisdictions. The CMP TDM ordinance has been adopted and implemented by all 88 cities and the County of Los Angeles since 1993.

Exhibit 4-1

CMP TDM ORDINANCE REQUIREMENTS

TDM Requirements	New Non-Residential Development		
	25,000+ Square Feet	50,000+ Square Feet	100,000+ Square Feet
Transportation Information Area	✓	✓	✓
Preferential Carpool/ Vanpool Parking		✓	✓
Parking Designed to Admit Vanpools		✓	✓
Bicycle Parking		✓	✓
Carpool/Vanpool Loading Zones			✓
Efficient Pedestrian Access			✓
Bus Stop Improvements			✓
Safe Bike Access from Street to Bike Parking			✓
Transit Review	For All Residential and Non-Residential Projects Subject To EIR		

4.2.1 TDM Ordinance Implementation and Revision Guidance. The following procedures should be followed by local jurisdictions in implementing or preparing revisions to their current CMP TDM Ordinance:

- At the discretion of the local jurisdiction, variances to the minimum ordinance requirements for individual projects may be considered if:

  - a TDM development standard required by the ordinance will not be applicable due to special circumstances relating to the project, including, but not limited to, the location or configuration of the project, the availability of existing TDM strategies, or other specific factors which will make infeasible or reduce the effectiveness of a TDM development standard required by the ordinance, and

  - alternative TDM strategies commensurate with the nature and trip generating characteristics of the proposed facility are feasible.

  Any variance from the requirements of the ordinance must be conditioned upon the substitution of an alternative TDM development standard or strategy.

- Future modifications of the jurisdiction's TDM ordinance must be submitted to MTA prior to local adoption. These ordinances are kept on file as documentation of local CMP implementation. Alternative TDM measures may be substituted for minimum TDM requirements if they are found, after consultation with MTA staff, to have equal or greater ability to reduce trips. Such review is done on a case-by-case basis.

4.3 EXISTING TDM PROGRAMS IN LOS ANGELES COUNTY

One purpose of the CMP is to ensure a partnership between the MTA and local jurisdictions in addressing regional congestion concerns. In addition to local implementation of the CMP TDM Ordinance, there exists a wide range of transportation demand management strategies, programs, and services being funded and implemented by MTA and other agencies in Los Angeles County. They include:

- **Ridesharing Requirements.** SB 836, signed into law September 27, 1996, exempts worksites with 100-249 employees from SCAQMD's Rule 2202. Under Rule 2202, regulated employers must implement an emission reduction program and are allowed to choose from three types of emission reduction options: 1) Emission reduction strategies, such as old vehicle scrapping, clean vehicles and equipment, remote sensing, and other approved efforts; 2) Air Quality Investment Program, a per employee payment into a special fund for emission reduction projects; and 3) Employee commute reduction program, known as employee ridesharing program. See Section 4.4, Potential Changes in the TDM Environment, for discussion on Rule 2202 and SB 836 legislation and the future of ridesharing programs.

Those cities who continue to implement Rule 2202 rideshare programs, and attain an Average Vehicle Ridership (AVR) over and above what was modeled in the CMP Deficiency Plan (1.22 AVR), are eligible for CMP credit through the "Special Credit" process (See Chapter 6). For example, the cities of Alhambra and Santa Monica have earned CMP credit through this process for their rideshare programs.

- **Rideshare/TDM Support.** Southern California Rideshare, a department of SCAG, that is funded by MTA, and other transportation agencies in the region, offers rideshare services to area employers. Southern California Rideshare provides carpool/vanpool matchlists, and additional survey data services to calculate employer AVR's for the Rule 2202 rideshare option. It also serves as a TDM information clearing house, marketing TDM strategies and advises employers on successful incentives for trip reduction programs. Good information on travel alternatives is critical to encourage people to leave their cars and try other travel modes. These rideshare efforts also help support the implementation of MTA's planned 586-mile HOV system, as described in MTA's Long Range Transportation Plan

- **MTA Voluntary Rideshare Incentive Programs.** In 1998, MTA initiated two voluntary rideshare programs focused on employer work sites not regulated by Rule 2202. Rideshare Rewards provides incentives to drive alone commuters that commit to rideshare for a three-month trial period. Club Metro provides incentives to eligible employees that currently use a rideshare mode. For the purposes of these programs, rideshare refers to any travel mode other than driving alone to the work site.

- **Other MTA TDM Actions.** In addition to funding regional rideshare services, MTA shows its commitment to TDM as an integral component of its countywide mobility strategy through other efforts. Through the biennial Call for Projects grant program, the MTA has funded over 200 TDM demonstration projects at a cost of $99 million dollars. These TDM projects range from vanpool information programs, a televillage at a transit center, tele-work centers, shuttles to rail stations, parking management projects, and bicycle parking facilities at rail and transit stations. Many of these projects have been evaluated and others will be evaluated to help guide MTA's future funding decisions for implementing effective transportation alternatives to driving alone and improving air quality. The MTA also promotes the use of new and emerging telecommunications technologies for improving mobility and shortening or eliminating trips. Moving work closer to the worker through strategies such as telecommuting, video teleconferencing and teleservices can decrease traffic. One information resource the MTA offers to promote telecommuting is "Telecommuting: A Formula for Business Success," an extensive manual to help companies develop successful telecommute programs for their employees. MTA's commitment to TDM is also reflected in the development of master plans for bicycle facilities within the six subregions of the Los Angeles County.

- **Local Development Review Process.** Many jurisdictions require additional TDM strategies to mitigate the impact of development on the local transportation system. This occurs during the development's environmental impact review (CEQA) process. This approach to implementing TDM gives cities CMP Deficiency Plan credits to offset the debits accrued through the new development (See Chapter 6).

- **Transit Service.** Encouraging ridership on transit is an important TDM strategy. The following services are particularly useful for TDM purposes because they increase the potential for commuters to ride transit:

  - Regional Pass Development: MTA is working with municipal operators to provide a new regional transit pass. The regional pass will encourage greater transit ridership by providing the ability for transit patrons to use different transit services with only one pass.

    Los Angeles County is a large area where transit services are provided by many different operators. The current lack of a coordinated fare structure and regional pass is confusing and inconvenient for transit riders, especially those who ride more than one system or transfer from bus to rail to complete a trip. The regional pass will allow riders to transfer from one transit system to another without worrying about transfer payments or fare differentials. This will be a significant step forward in providing a seamless transit trip to Los Angeles County transit customers. Initially, the regional pass will be paper and is anticipated to be available in July 2002. It will be replaced over the next several years as the Universal Fare System "smart card" is developed and becomes operational.

  - Employer-based transit fare subsidies: Employers and transit agencies encourage alternate modes of transportation for work and personal mobility throughout the county with pre-paid fare media such as transit passes and tickets distributed at employer worksites.

- **Transportation Management Associations/Organizations.** A Transportation Management Association (TMA)/Organization (TMO), is a private/non-profit association that collects fees and operates under a joint agreement for the purpose of achieving mobility and air quality goals and objectives within a designated area. There are four operating TMA's/TMO's in Los Angeles County.

- **Vanpool Formation Efforts.** Various vanpool programs have been undertaken in recent years by several agencies. The Vanpool Rider Rebate Program, funded by MTA and administered by SCAG/Southern California Rideshare, is a special incentive program designed to introduce commuters to vanpooling. Drive alone commuters from employers worksites with 250 or more employees are eligible for a $100 rebate for sustained vanpool ridership.

- **Parking Cash-out Programs.** Generally, parking cash-out refers to an employer program that offers employees a cash amount equivalent to the employer's out-of-pocket parking subsidy. Employees are then free to use the cash as they please, potentially as a subsidy for alternative commute modes.

  As required by CMP statute MTA has considered parking cash-out programs and determined that it is an appropriate strategy for the Deficiency Plan Toolbox. Parking cash-out programs are included as part of the CMP Deficiency Plan TDM strategy list as described in Chapter 6.

4.4 CHANGES IN THE TDM ENVIRONMENT

The regulatory environment for TDM measures has experienced significant changes since the CMP was first adopted. MTA staff continues to actively monitor legislation pertinent to the CMP and will provide cities with supplemental information should any aspect of the CMP Toolbox strategies be affected by amendments to law. The most significant TDM regulatory changes relate to recent changes in employer trip reduction and emission reduction requirements.

In 1995, legislation modified SCAQMD's Regulation XV transforming it to an employer-based emissions reduction requirement (Rule 2202) from an employer trip reduction requirement. Instead of requiring employers with 100 or more employees to implement worksite trip reduction programs, the new requirement allowed employers to choose from a list of emission reduction strategies to meet this regulation. Employee trip reduction programs remained one of the options for employers.

In 1996, SB 836 was approved which exempted worksites with 100-249 employees from Rule 2202. This legislation also required the SCAQMD to provide funds on an annual basis to the Regional Transportation Agencies Coalition (RTAC) to implement voluntary rideshare programs. In early 1998, pursuant to SB 836, SCAQMD and SCAG reported to the Air Resources Board (ARB) that voluntary rideshare efforts and other replacement measures did not achieve the same air quality benefit as Rule 2202. Despite these findings, effective June 1998 with the passage of SB 432, the worksite threshold for Rule 2202 was raised to 250 on a permanent basis. SB 432 also ended the AQMD's annual funding to the RTAC for voluntary rideshare programs targeting the exempted sites.

CHAPTER

5

LAND USE ANALYSIS PROGRAM

5.1 INTRODUCTION

This chapter addresses the statutory requirement for a Land Use Analysis Program. In 1994, Los Angeles County and the 88 cities within the County adopted local regulations that implemented the requirements contained in this chapter. The Los Angeles County CMP relies on the California Environmental Quality Act (CEQA) process for implementation of the Land Use Analysis Program. CMP requirements are very similar to those embodied in the CEQA process, and using an existing, familiar process reduces the burden to local jurisdictions.

5.1.1 Statutory Requirement. Statute requires that the CMP include a program that analyzes the impacts of land use decisions on the regional transportation system, and that provides estimates of the cost of mitigating associated impacts. The cost of mitigating the impact of inter-regional trips (trips with both origin and destination outside the county) is excluded from this analysis. The land use program is also required to provide credit for public and private contributions for improvements to the regional transportation system.

5.1.2 Purpose. The CMP Land Use Analysis Program provides assurance to the general public that local jurisdictions will consider the regional transportation impacts that may result from major development projects. While cities and the County routinely examine and mitigate impacts to transportation services and facilities within their jurisdiction, this commitment often does not extend to the regional transportation system. CMP statute highlights the responsibility of local jurisdictions to consider the impact of new development on the regional system as part of the decision-making process.

The Land Use Analysis Program and the Countywide Deficiency Plan, discussed in Chapter 6, were designed to work together to facilitate local control and implementation of these state mandated requirements. Through the local jurisdiction's existing environmental impact review process (i.e., the CEQA process), the Land Use Analysis Program provides jurisdictions with the opportunity to plan ahead to satisfy Deficiency Plan requirements. The mitigation strategies in the Deficiency Plan Toolbox can be used by a local jurisdiction to accommodate or reduce the travel demand of a new development project. See Chapter 6 and Appendix F for information on eligible CMP Toolbox mitigation measures.

5.1.3 Objectives. The Land Use Analysis Program is an information sharing process that seeks to improve communication between public agencies, private entities, and the general public regarding the impact of new development on the CMP system. It provides a consistent methodology for examining regional impacts in an Environmental Impact Report (EIR). This will aid local jurisdictions in determining when mitigation is necessary and what mitigation strategies are most appropriate.

The Land Use Analysis Program has the following objectives:

- Reaffirming the responsibility of the lead agency as the decision-making authority;
- Establishing a program that can be integrated into existing local review processes, with minimal additional burden placed on public and private entities;
- Promoting increased inter-jurisdictional coordination in evaluating and mitigating land use impacts; and
- Encouraging consistent analysis of regional impacts and the sharing of this information through the CEQA process.

5.2 LAND USE ANALYSIS PROGRAM

5.2.1 Integration With CEQA. The statutory requirements for the Land Use Analysis Program are similar to procedural guidelines for project review established by CEQA. CEQA requires an EIR to include the analysis of a project's impacts on the regional transportation system. CEQA further requires that lead agencies consult with other affected agencies regarding a project's impact on regional transportation facilities. Together, these two CEQA requirements embody the primary requirements for the CMP Land Use Analysis Program. This CMP Land Use Analysis Program has therefore been structured to coincide with and be implemented through the CEQA process.

Except as modified herein, all procedural requirements of CEQA for projects that are required to prepare an EIR, including notices, consultation with other agencies, scoping the content of the EIR, determinations of significant effect, time limits, and public hearings, shall continue to be the responsibility of the local jurisdiction. While distribution of the Notice of Preparation (NOP) to MTA is both a CMP and a CEQA requirement, the role of MTA will be limited to that of a "responsible agency" as defined by CEQA.

5.2.2 Projects Subject to the Land Use Analysis Program. All development projects that are required by a local jurisdiction to prepare an Environmental Impact Report (EIR) shall be subject to the CMP Land Use Analysis Program and shall incorporate into the EIR a CMP Transportation Impact Analysis (TIA) as defined herein. This requirement applies equally to the various forms of EIRs permitted under CEQA, including Subsequent and Supplemental EIRs or an EIR Addendum.

5.2.3 Exempted Projects. Projects that are exempted from the Land Use Analysis Program include:

- Projects determined not to have a significant effect on the environment, or that receive a Negative Declaration, Mitigated Negative Declaration or Notice of Exemption, are not subject to the CMP Land Use Analysis Program, and preparation of a TIA is unnecessary.
- Projects that entered into a development agreement with a local jurisdiction prior to July 10, 1989. Development agreements are obligations entered into on the part of a developer and a jurisdiction as specified under Sections 65864 through 65869.5 of the California Government

Code. Revisions to existing development agreements that do not require an updated EIR are included within this definition.

- Traffic generated by "set-aside" housing units for low and very low income persons. Definitions of low and very low income housing are provided by the California Department of Housing and Community Development as follows:

  - Low-Income: equal to or less than 80% of the median income, with adjustments for family size.

  - Very Low-Income: equal to or less than 50% of the median income, with adjustments for family size.

- High density residential development located within one quarter mile of a fixed rail passenger station. State statute defines "high density" residential development as development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which 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.

- Mixed use development located within one quarter 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, as determined by the lead agency. Mixed use development is defined by statute as development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

- Buildings or structures damaged or destroyed as a result of the January 1994 earthquake, which received entitlements for reconstruction prior to June, 1997.

- 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.

- Projects for which an NOP was prepared and distributed pursuant to CEQA prior to the local jurisdiction's adoption of the Land Use Analysis Program.

- Phased development projects, or development projects requiring subsequent approvals, need not repeat this process as long as no significant changes are made to the project, and the lead agency determines that updating the project EIR is unnecessary.

5.2.4 CMP Transportation Impact Analysis. The objective of this process is to identify site-specific impacts and mitigation for the regional highway, freeway and transit systems within the vicinity of major projects, as defined by the TIA Guidelines contained in Appendix D. This analysis shall be documented within the project EIR. Appendix D contains the specific TIA guidelines required to be followed.

The CMP TIA guidelines are largely geared toward the analysis of projects where specific land use types and project design details are known. When the project is less specific and the proposed land uses and project design details are not well defined (such as in a zone map amendment or a general plan amendment), the level of detail in the TIA may be adjusted accordingly.

A CMP TIA is comprised of two components: A) highway and freeway impact analysis, and B) transit impact analysis.

A) The steps involved for preparation of the highway and freeway component of the TIA are:

- Following determination that an EIR is necessary for a proposed project, the local jurisdiction notifies MTA and other affected transit operators through preparation and distribution of the NOP required by CEQA.

- Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented.

- Traffic generation estimates are made, conforming to the procedures of the current edition of Trip Generation by the Institute of Transportation Engineers (ITE).

- Trip distribution by manual assignment are made using the generalized trip distribution factors contained in Appendix D.

- An analysis of the project's traffic impacts is conducted utilizing the guidelines contained in Appendix D.

- The TIA is conducted examining the following minimum geographic area:

    - All CMP arterial monitoring intersections, including monitored freeway on-ramps or off-ramps, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours. Where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.

    - Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

- If, based on these criteria, no CMP facilities are identified for study, no further highway or freeway system analysis need be conducted, and only the transit component of the TIA is required. If CMP facilities are identified for further study, then:

    - Determine if significant impacts occur on the CMP system as a result of the project. For purposes of the CMP, a significant impact occurs when the proposed project

increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02), causing LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02). The lead agency may apply a more stringent criteria if desired.

- Investigate measures which will mitigate significant CMP system impacts identified in the TIA. Such mitigation measures must consider significant impacts of the proposed development on neighboring jurisdictions.

- Develop cost estimates, including the fair share costs to mitigate impacts of the proposed project, and indicate the responsible agency.

- Develop appropriate mitigation measures. Selection of final mitigation measures is at the discretion of the local jurisdiction. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

B) The steps involved for the transit system impact analysis of the TIA are:

- Evidence that affected transit operators received the NOP.

- A summary of existing transit services in the project area. Include local fixed-route services within a one quarter mile radius of the project; express bus routes within a 2 mile radius of the project, and rail service within a 2 mile radius of the project.

- Information on trip generation and mode assignment for both AM and PM peak hour periods, as well as daily. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both "peak hour" and "daily" refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.

- Documentation on the assumptions and analyses that were used to determine the number and percent of trips assigned to transit. Appendix D provides calculation guidance on assigning trips to transit.

- Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction's TDM Ordinance measures, but other project specific measures.

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures.

- Development of appropriate mitigation measures. Selection of final mitigation measures remains at the discretion of the local jurisdiction. Once a mitigation program is selected the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

5.2.5 Relationship to Localized Impact Analysis and Mitigation. The Land Use Analysis Program provides for analysis and mitigation of the regional impacts of development; it does not replace the need for localized impact review. Moreover, this program does not change the existing prerogative of local jurisdictions to require additional analysis of projects not addressed herein. Furthermore, the need for physical mitigation to provide adequate project access, including, but not limited to, arterial turn lanes, signalization, and freeway/arterial interchange improvements, remains the responsibility of local jurisdictions above and beyond the analysis described by this program.

5.2.6 The EIR As A Credit Opportunity. Local jurisdictions have the lead authority for determining the level of mitigation required and for ensuring that mitigation measures are reasonably related to the impact. Within that context, the EIR process provides local jurisdictions with the opportunity to incorporate traffic mitigation measures that are multi-modal, and that encourage the use of alternative transportation modes. To take advantage of the opportunity to receive CMP credit, the EIR should evaluate the potential for including CMP approved mitigation strategies as project mitigation measures. A full description of the CMP mitigation strategies is contained within Appendix F.

5.3 LOCAL CONFORMANCE.

Consistent with state statute, all local jurisdictions within Los Angeles County, including the County of Los Angeles, adopted and are currently implementing the Land Use Analysis Program. Generally, jurisdictions adopted resolutions or ordinances that are based on the model Land Use Analysis Program resolution contained in Appendix D. Future modifications to the jurisdiction's adopted Land Use Analysis Program must be submitted to MTA prior to local adoption. These documents will be kept on file as evidence of local CMP implementation.

Techniques that jurisdictions have found useful in implementing and coordinating Land Use Analysis Program requirements include:

- Incorporating CMP Land Use Analysis Program requirements and related information into project/permit applications and guidance packages provided to project applicants.
- Incorporating a CMP reference into Initial Study checklists.
- Adding CMP related requirements and information into standard Requests for Proposals and contracts for EIR consultants.
- Adding MTA and other area transit operators to standard mailing lists used for CEQA related notices.

CHAPTER

6

COUNTYWIDE DEFICIENCY PLAN

6.1 INTRODUCTION

Deficiency plans are required by CMP statute, when level of service (LOS) standards are not maintained on portions of the CMP highway system.[1] A deficiency is defined as an intersection or segment of a highway or roadway that has a reduction in LOS that exceeds the minimum standard of LOS "E" (Definitions of LOS are provided in Chapter 2, Exhibit Nos. 2-1 and 2-2). A deficiency plan must include the following:

- An analysis of the cause of the deficiency;
- A list of improvements needed to maintain the LOS standard, and their estimated cost;
- A list of improvements, programs or actions, and estimates of their cost, that will:
  - Measurably improve multimodal performance, and
  - Contribute to significant improvements of air quality.
- An action plan that shall be implemented.

This chapter defines the "countywide" deficiency plan process that has been implemented for the CMP for Los Angeles County. Several different approaches for satisfying these requirements have been implemented throughout the state which use a "project-level" approach to analyzing the traffic impacts of new development. Samples of these alternatives include (1) mandatory local participation on multi-jurisdictional transportation improvement projects, (2) development impact fees, and (3) local deficiency plans prepared by each jurisdiction when they approve a development project which contributes to a deficiency. Los Angeles County possesses high levels of congestion which, in many locations, exceed CMP service standards, and the county has eighty-nine (89) separate local jurisdictions. For these two primary reasons, project-level alternatives for the deficiency plan requirement were rejected in favor of a coordinated, countywide deficiency plan program. Guidelines for annual deficiency plan reporting have been provided to assist local jurisdictions in the performance of their CMP responsibilities. Refer to Chapter 9 for a summary and schedule of all local CMP responsibilities, and Appendix E for further detail on reporting requirements.

This chapter also contains the Deficiency Plan "Toolbox." The Toolbox is a list of transportation improvement strategies that local jurisdictions can implement to receive credit for having mitigated the regional transportation impacts of their annual building activity. The

1 Refer to Appendix H, Section 65089.4, for a full description of statutory requirements for deficiency plans.

effectiveness of the Toolbox strategies have been predetermined so that it is unnecessary for local jurisdictions to conduct such studies during the development review process.

Between 1990 and 2001, local jurisdictions implemented 4,460 Toolbox strategies, eliminating or accommodating approximately 4.8 million vehicle miles traveled (VMT) each day from the CMP highway network. When converted into dollars saved (time and fuel), this annual reduction in VMT is valued at over $514 million.

The Countywide Deficiency Plan approach provides Los Angeles County with several opportunities:

- Through the Toolbox, effective congestion reducing strategies are being implemented throughout the county.

- Each jurisdiction is required to address only the effects of its own new development; however together, local jurisdictions within Los Angeles County participate in a regional mitigation program that considers the cumulative impact of all new development, including small and large projects.

- Jurisdictions maintain the right to choose the method of impact mitigation they prefer from a broad range of strategies. This promotes compatibility between needed mitigation measures and local characteristics of the community.

- The approach provides incentives for implementing vital multi-modal options that are directed towards keeping congestion from worsening. By dispersing growing travel demand onto several modal systems (transit, bicycle, pedestrian and auto) the county's economic vitality is enhanced while still accommodating growth.

- The program also establishes linkages among other regional programs, such as the Regional Transportation Plan (RTP), the South Coast Air Quality Management Plan (AQMP), and local capital improvement programs, and has the potential to improve decision-making by identifying effects and tradeoffs among the programs. The program streamlines local responsibilities by documenting and reporting local actions to the AQMD and SCAG. This information is used to report the “expeditious implementation” of actions to meet federal clean air requirements.

- The CMP is a means for promoting and strengthening partnerships between local, countywide, regional, state and federal agencies for the implementation of effective congestion reduction strategies.

6.1.1 Statutory Requirement. Government Code Section 65089 requires that each CMP contain a performance element. The element must include performance measures which evaluate current and future performance of the multimodal system for the movement of people and goods. The CMP for Los Angeles County meets this requirement by:

- Setting the performance measure of person-miles traveled (discussed in this chapter);

- Setting highway and roadway level of service indicators, and tracking changes in performance over time (Chapter 2);

- Setting transit system performance measures, and tracking changes in performance over time (Chapter 3); and

- Providing general analysis of current trends in new development, and Deficiency Plan transportation improvements and programs (Chapter 7).

As indicated earlier in this chapter, CMP statute also requires the preparation of deficiency plans when portions of the CMP highway system do not meet the established level of service standard.

6.1.2 Background. The Deficiency Plan is a coordinated countywide effort. The CMP Deficiency Plan addresses regional congestion while maintaining administrative simplicity and local autonomy. The Deficiency Plan component was developed through consultation with the CMP Policy Advisory Committee, technical contacts from each local jurisdiction, representatives of the business and environmental communities, and other interested parties. Several alternatives were evaluated, including the assessment of development impact fees and the creation of subregional transportation corridors. Detailed documentation of the technical analysis conducted and the alternatives considered is provided in the Countywide Deficiency Plan Background Study, November 1993.

6.1.3 Approach. The basic intent of the Countywide Deficiency Plan is to provide a system for cities and the County where they can address, on a fair-share basis, the impacts of their land use approvals on the regional transportation system. The process of developing the Deficiency Plan involved the following three steps.

- The first step was to quantify the size of the problem. This has been dubbed the "congestion gap," referring to the deficiencies remaining on the CMP system after forecasting the impact of growth and the benefits of expected transportation improvements. Modeling runs indicate that roughly 15% of the new trips generated by growth within Los Angeles County through 2010 will contribute to CMP deficiencies. This represents the size of the congestion gap which must be addressed through the countywide deficiency plan. It should be noted that the current congestion gap was determined assuming the implementation of regional improvements assumed in 1992.

- The second step was to develop a program that equitably assigned responsibility for addressing this congestion gap. After a thorough evaluation of options, the best method for complying with the deficiency plan was determined to be the following:

  - Monitor new development through the local building permit process. This gave the program the ability to address the cumulative impact of development rather than only addressing the impacts of large projects. It allowed the data collected to be of the same nature as forecasted data in the MTA transportation model, giving the program the built in capability to be accurately updated and calibrated.

- Develop effective, quantifiable mitigation strategies with predetermined congestion reducing value for use by the cities in their development review process. This approach offers both developers and local jurisdictions the ability to know up front what the required mitigation for regional transportation impacts will be. It also promotes consistency and fairness for all projects countywide.

- The third step was to decide how to mitigate these deficiencies. Following a review of the range of mitigation strategies being used throughout the region, and with a desire to maintain flexibility for the diversity of local jurisdictions, a "toolbox" of strategies in the areas of land use, transportation demand management, transit, transportation system management and capital improvements was adopted for the Countywide Deficiency Plan.

  With the Toolbox, each local jurisdiction selects the actions, or strategies it deems most appropriate for its community. Mitigation measures can be implemented throughout the jurisdiction, within a portion of the jurisdiction, on a project-by-project basis, or on a sub-regional basis in partnership with other jurisdictions. The sole requirement is that the combined value of the locally tailored mitigation program must be maintained at a level equal to or exceeding the value of the jurisdiction's mitigation goal (deficiency), as determined by new development activity.

6.2 DEFICIENCY PLAN PROGRAM ELEMENTS

As a countywide program, all local jurisdictions within Los Angeles County must participate in the Deficiency Plan regardless of the number of CMP intersections or congestion levels specifically within their geographic limits.

- Each local jurisdiction must track new development activity as the basis for calculating its annual congestion mitigation goal. The goal links deficiencies on the CMP system to development activity, using a uniform point system based on trip generation and trip length characteristics of various land uses. New development activity only includes projects that were issued a building permit during the reporting year, and is expressed in the negative, or as “debits.” Development activity reporting is discussed in Section 6.3, and Appendices E and G.

- Each local jurisdiction implements mitigation measures selected from the CMP Toolbox. Point values, which are expressed in the positive, as “credits,” are assigned to each mitigation strategy. Jurisdictions are responsible for balancing the congestion mitigation goal with commensurate mitigation strategies on an annual basis. The credit system is discussed in Section 6.4 and Appendix F. There is no required linkage of mitigation to individual development approvals. A jurisdiction may in fact choose to implement strategies which serve existing land uses rather than new development. Each jurisdiction has the flexibility to apply the measures at the scale it deems most appropriate - multi-jurisdictional, citywide, subarea, or on an individual development project basis.

- Local jurisdiction Deficiency Plan conformance is determined by participation in the program and implementation of mitigation strategies commensurate with its annual

congestion mitigation goal, as reported in the annual Deficiency Plan reporting discussed in Section 6.7.

6.3 NEW DEVELOPMENT ACTIVITY TRACKING

New development activity tracking provides an equitable and efficient method for determining each jurisdiction's share of congestion mitigation. Each local jurisdiction must track new development activity in order to establish its annual congestion mitigation goal. This goal links CMP deficiencies to development activity, and is set using a uniform countywide point system based on the number and lengths of trips that are generated from various land use categories.

Each local jurisdiction is responsible for the following new development activity reporting:

- Track new development activity through building permits issued for residential and non-residential development.

- Annually total new development activity within each category, subtracting permits issued for CMP-exempted land uses and adjustments due to demolitions.

- Use the annual totals to calculate the jurisdiction's congestion mitigation goal, using worksheets provided in Appendices E and G, or on spreadsheets provided by MTA on computer diskette.

Appendix G provides detailed information on land use classifications and definitions necessary for implementation of new development activity reporting.

6.4 MITIGATION STRATEGIES AND CREDIT SYSTEM

6.4.1 Description of Toolbox Approach. There is not a prescribed set of mitigation strategies that will be effective in every community of Los Angeles County. A wide range of congestion reducing strategies is needed. Also, due to the diversity of the individual communities, a flexible approach for dealing with regional congestion was dictated.

The Countywide Deficiency Plan takes a "toolbox" approach to mitigation strategies. Each local jurisdiction selects the actions that it considers most appropriate, as long as the overall value of its mitigation program achieves its mitigation goal as determined by new development activity. Jurisdictions are encouraged to work together to implement strategies, and to participate in strategies that are being applied outside of their jurisdiction. In addition, by expanding the mitigation options to include land use strategies, demand management, transit, and systems management, this program also encourages local jurisdictions to broaden the range of mitigation options beyond "traditional" capital improvements and promote non-capital strategies such as land use and parking management.

Detailed descriptions and credit values for each of the available deficiency plan mitigation strategies is included in Appendix F. These strategies, and their benefit in addressing congestion on the regional transportation system are summarized next and listed in Exhibit 6-1.

- **Land Use Strategies** focus on integrating complementary land uses (such as homes and shops), and on concentrating activity in areas that can be efficiently served by transit. Effectively locating land uses reduces the demand for travel on the CMP system, thereby addressing regional traffic congestion.

- **Capital Improvements** provide the basic infrastructure for moving people and goods. Highway improvements reduce delays on the CMP system by increasing the capacity for vehicle movement, either directly on the CMP system or by providing capacity on alternate routes. Transit and ridesharing capital improvements benefit the CMP system by providing the infrastructure for travel by modes other than driving alone.

- **Transit Service Strategies** encourage more efficient use of the CMP highway system by providing high occupancy vehicle service, thereby moving more people in less vehicles. Transit actions include local funding of bus transit services and bus capital purchases for the purposes of operating service. This category also includes flexible feeder services which maximize usage of regional fixed-route bus and rail.

- **Transportation Demand Management (TDM)** strategies include programs, supporting facilities and services that promote travel by modes other than driving alone, including telecommunications programs. As with land use strategies and transit services, TDM actions address traffic congestion on the CMP system by reducing the demand for automobile travel. In addition, TDM actions promote more efficient use of the CMP system by increasing the number of people traveling in the same number of vehicles.

6.4.2 Mitigation Value of Each Strategy. Developing a system of values for multi-modal mitigation strategies requires a specific and consistent definition of the basis for credit. For the Countywide Deficiency Plan, this definition is person-miles of travel demand accommodated, or reduced, by the project on a typical weekday. In order to simplify discussion of the values assigned to various mitigation measures, the term point is used. One point is equivalent to one person-mile, consistent with the definition used to express impacts related to development activity.

6.4.3 Strategy Implementation Milestones. Credit may be claimed incrementally along project development timelines. This provides a means for crediting progress toward projects that may take several years to complete but require substantial initial development effort. Credit milestones are linked to existing project reporting processes, such as Proposition A/C and Regional Transportation Improvement Program (RTIP) reporting, ordinance adoption, and issuance of building permits. Milestones for each strategy are described in Appendix F.

6.4.4 Funding Criteria for Local Jurisdiction Credit. Generally, local jurisdictions may claim credit for the portion of the overall project they fund. This is referred to as Local Participation. Credit may be claimed for projects funded through any source programmed by the local jurisdiction, including formula allocations. This includes sources such as State Proposition 111 (Section 2105) and Federal Surface Transportation Program (STP 110%) formula allocations, Propositions A & C local return, and private contributions or assessments. Credit may not be claimed for project costs funded from MTA discretionary sources, such as Regional

Improvements Program (RIP), Interregional Improvements Program (ITIP), Proposition C Discretionary, and federal discretionary ISTEA funds.

The following items may be claimed as Local Participation:

- ❑ Costs incurred by a local jurisdiction in order to successfully implement the project. Examples include planning, design, environmental review, engineering, rights-of-way purchase, equipment purchase, construction management, and construction costs. Only the proportion of project costs funded by local funds are eligible (MTA discretionary grants are excluded, e.g., Call for Projects).

- ❑ Donations of land, building space, supplies, equipment, loaned equipment, or loaned building space dedicated to the project.

- ❑ Staff time dedicated to the project.

- ❑ Donations of volunteer services dedicated to the project.

- ❑ A third-party contribution of services, land, building space, supplies or equipment dedicated to the project.

Donations and contributions of staff time, services, land, building space, supplies or equipment must be documented and verifiable from the local jurisdictions' records. Examples of documentation include financial reports of budgeted project expenditures, and timesheet reports summarizing staff time spent on a project. Further examples of "in-kind" contributions and record keeping methods are contained in the "Common Rule" for federal grant guidelines (also known as "OMB Circular A-102").

Where a jurisdiction contributes local match to a regional discretionary project, the local credit is based on the mitigation value of the project and the proportion contributed by the jurisdiction. This portion that is earned by the local jurisdiction is referred to as the adjusted credit value (ACV). For example, if a jurisdiction contributes 25% local match to a project that is 75% funded through regional discretionary sources, the ACV that a jurisdiction may claim is equal to 25% of the CMP Toolbox value associated with the project.

6.4.5 Multi-Jurisdictional Capital Improvement Project Credits. When two or more jurisdictions work together to mitigate a congested facility, new CMP credit issues arise. There are two areas of local contribution that must be reflected in the distribution of credits, and these are jurisdictional contributions and financial contributions. This need to split a project's credits into two components becomes evident when the agency of jurisdiction (location), is not the jurisdiction who benefits most from the improvement. An example of this condition is the synchronization of traffic signals, permitting more regional traffic to pass through a jurisdiction with less delay

For the 1997 CMP, a method for sharing credits was added for capital improvement projects divided between the agencies having jurisdiction over the project, and those funding the project.

This is done on an "80:20" basis, with 80% of the Toolbox credit value of a multi-jurisdictional project going to the local jurisdictions that are funding the project, and 20% going to those participating by allowing the project to be located within their jurisdiction. In Appendix F (Strategy 200, Capital Improvements), this method is explained in greater detail. MTA staff will accept a different credit distribution with the agreement of all the affected jurisdictions.

6.5 CREDIT OPPORTUNITIES FOR LOCAL JURISDICTIONS

Cities may find the following information helpful in identifying additional credit opportunities that are available:

- **CMP TDM Ordinance**: All local jurisdictions within Los Angeles County adopted the required TDM ordinance. As a result, the CMP Deficiency Plan Toolbox of Mitigation Strategies allows credit for all new non-residential development under Strategy #321. Local jurisdiction staff should be sure to claim this credit when submitting their annual Local Implementation Report.

- **Participation in Projects in Other Jurisdictions**: Some jurisdictions, because of their characteristics, may not be able to implement strategies within their boundaries that are eligible for CMP credit. In such cases, jurisdictions are encouraged to consult their neighbors or other jurisdictions for how they may be able to participate in other projects that are eligible for CMP credit.

- **Multi-jurisdictional Projects**. CMP credit will be awarded for projects that are multi-jurisdictional in nature. In addition, the MTA agrees that where it can be demonstrated that a multi-jurisdictional strategy results in a higher mobility benefit than assumed in the toolbox effectiveness factors, greater credits should be awarded through the "Special Credit" process described in Section 6.7.

- **Planning & Administration**: For some strategies, particularly capital and TDM/transit, jurisdictions may be able to include the "in-kind" costs of staff time and planning studies (such as a feasibility study), as part of their local participation in projects eligible for CMP credit. Jurisdictions will be asked to document these "in-kind" contributions in their Local Implementation Report. See Section 6.4.4 for the specific provisions.

- **Credit Exchanges and Credit Banks**: The CMP allows jurisdictions to transfer credits. This will allow jurisdictions who may need additional credits, to meet conformance requirements, to work with other cities and work out a mutually agreeable transfer. A few smaller jurisdictions have begun investigating this possibility and MTA is aware of eight transfers that have already occurred. In such cases, both the giving and receiving jurisdiction need to report the information to MTA in their annual Local Implementation Report. Jurisdictions do not need MTA approval to exchange credits. In addition, forums can be established to "pool" CMP credits, and coordinate credit transfers among jurisdictions, or among subregions.

- **"Special Credit" for Unique Strategies and Circumstances**: The CMP encourages jurisdictions to apply for credit for strategies that provide mobility benefit but are not included in the CMP toolbox, or where exception is sought from the standard criteria and

values for toolbox strategies. Section 6.8 provides more information about this opportunity. Numerous jurisdictions have taken advantage of this opportunity and have been awarded credit under this option.

- **The EIR As A Credit Opportunity.** The EIR process provides local jurisdictions with the opportunity to incorporate traffic mitigation measures that are multi-modal and encourage the use of alternative transportation modes. To take advantage of the opportunity to receive CMP credit, an EIR could evaluate the potential for including CMP approved mitigation strategies as project mitigation measures. The EIR can also be used as the basis for documenting alternative strategies and mitigation measures that might be eligible for "special credit."

- **Countywide Approved Credits:** Local jurisdictions are encouraged to consult the list of all strategies that have been approved throughout the County. This will provide useful information on opportunities that may have been overlooked and credit ideas for the future. To obtain a copy of the list of countywide approved credits, please call the CMP Hotline at (213) 922-2830.

The MTA remains committed to working with local jurisdictions to ensure successful implementation of all aspects of the CMP. Jurisdictions considering any of the opportunities discussed above, or with other questions about credit opportunities, are encouraged to contact MTA's CMP staff.

6.6 DEFICIENCY PLAN REPORTING

6.6.1 Deficiency Plan Reporting. The annual reporting of new development activity tracking and of mitigation strategy implementation is required to be incorporated in the Local Implementation Report (LIR). The LIR covers the period from June 1 to May 31, and is due each year by September 1. A more detailed discussion of all components of the required Local Implementation Report is contained in Chapter 9.

For the reporting of development activity and mitigation strategy implementation, the Local Implementation Report contained in Appendix E will require that the following minimum information be supplied.

- **Congestion Mitigation Goal Based On New Development Activity.** The report must calculate the jurisdiction's congestion mitigation goal based on new development activity.

- **Selected Mitigation Strategies And Credit Claims.** The report must identify the locally selected mitigation strategies chosen from the toolbox of mitigation strategies and the credits.

- **Implementation Cost Estimates.** The report shall include a description and the status of funds that will be used for implementation of each selected strategy.

- **Implementation Schedule.** The report shall identify the implementation timeline for each selected mitigation strategy.

6.7 SPECIAL CREDIT FOR UNIQUE STRATEGIES AND CIRCUMSTANCES

Jurisdictions may apply for special credit for unique strategies and circumstances. Jurisdictions applying for special credit are responsible for documenting the regional mobility benefit of their proposal and the amount of credits requested. These requests are reviewed by a technical Peer Review Panel and MTA staff. All special credit applications are due to the MTA by July 1 of each year. All jurisdictions making such applications are encouraged to contact MTA staff for assistance in preparing the application.

6.7.1 Eligible Projects. Projects eligible for special credit consideration include:

- **Credit for mitigation strategies not included in the CMP toolbox.**

- **Exceptions from the standard criteria and values for toolbox strategies.** Credit exceptions may be sought for strategies which are included in the toolbox but do not meet all the required criteria, and strategies which are expected to result in greater benefit than indicated by the standard values.

- **Toolbox strategies without standard values.** Appendix F contains one strategy, No. 231, Freight-to-Rail Facilities, for which no standard values are available and for which credit claims must be reviewed on an individual basis. For this strategy, the local jurisdiction must submit the documentation/studies called for in Appendix F.

6.7.2 Peer Review Panel. The Peer Review Panel serves to assist MTA staff in evaluating special requests for CMP Deficiency Plan credit for strategies not included in the CMP toolbox of mitigation strategies, or where exceptions are being sought from the standard criteria and values for toolbox strategies.

The Peer Review Panel consists of one representative from each of the MTA's Area Team boundaries as well as one representative each from the County of Los Angeles, Caltrans, SCAG, AQMD, the private sector, and the environmental community. Members of the CMP Policy Advisory Committee, and other individuals familiar with the CMP, will be solicited to serve on the Peer Review Panel.

6.7.3 Peer Review Application Requirements. Local jurisdictions requesting credit for unique strategies submit an application to the MTA which meets the minimum requirements of this section.

A. Project Criteria. In order to be considered for approval, projects must meet each of the following three criteria:

1. The request must be submitted by a local jurisdiction within Los Angeles County.

2. The project or program for which credit is being requested must have been implemented after January 1, 1990.

3. The project or program must be a public sector project implemented pursuant to an action of a city or the County of Los Angeles by ordinance or condition of approval.

B. Application Contents. Applications must address all of the following information requirements:

1. A description of the project or program, not to exceed one page.

2. A schedule of project implementation, including project phases if applicable.

3. A description of the funding sources used to implement and maintain the project.

4. A quantitative analysis of the project's mobility benefit, the amount of CMP credit requested, explanation of assumptions used, and identification of sources used.

5. Comparison of the credit requested to the standard credit for similar toolbox strategies. If no toolbox strategies are similar, so state. If the project is the same as an existing toolbox strategy but does not meet minimum toolbox criteria, the request must include an explanation of why they could not be met and, if applicable, commensurate project characteristics which justify credit.

6. Signature by the jurisdiction's applicable department director and representation that the information provided in the request is accurate and complete.

7. Attachment(s), including the following and any additional information to support the credit request:

   a. Traffic, pedestrian or other count data, indicating the date, time and location of the count (if applicable).

   b. Interdepartmental, city council or other reports which substantiate the activity level in the CMP credit request (if applicable).

   c. Supporting ordinances, resolutions and conditions of approval (if applicable).

CHAPTER

7

CONGESTION MANAGEMENT REPORT

7.1 INTRODUCTION

This chapter presents the land use and transportation improvement data submitted by the eighty-nine (89) local jurisdictions within Los Angeles County. This information is collected annually by each local jurisdiction through the Congestion Management Program (CMP) on a jurisdiction-wide basis through their Local Implementation Report (LIR). (Refer to Chapter 9 and Appendix E for more information on the LIR requirement.) Each LIR covers the period from June 1st of the proceeding year to May 31st of the reporting year. Examples of land use data collected include number of new dwelling units and square footage (in thousands of square feet) of new, non-residential development by land use category (e.g., commercial, office, and industrial). Data on demolition activity and development permits that were revoked or expired are also collected, thus enabling determination of net growth. Data is also collected on mobility improvements including capital improvements, transportation system management, transit service, transportation demand management, and land use strategies.

Land use data is available annually from 1995 through 2001, while data on transportation improvements is available from 1990 through 2001. From this information, it is possible to identify trends in land use development and implementation of transportation system improvements, transportation demand measures, and other mobility enhancements.

Data regarding the performance of the transportation system is collected biennially and submitted by both local jurisdictions and transportation agencies through the highway and transit monitoring programs discussed in Chapters 2 and 3 and in Appendices A and B. The data from the monitoring programs provide traffic counts, roadway level of service, and measurements of transit system performance over time, allowing the eighty-nine (89) jurisdictions in the county and MTA to evaluate the effectiveness of alternative mitigation strategies in accommodating or reducing the growth in travel demand caused by new development.

For purposes of the CMP, the eighty-nine (89) jurisdictions of the county are grouped into seven county "sub-areas" as indicated in Exhibits 7-1 and 7-2.

It is important to note that although the sub-areas used in the CMP are highly correlated with those used by MTA's Area Teams and the "sub-regions" used by the Southern California Association of Governments (SCAG), minor differences do exist. For example, the CMP historically has combined three of SCAG's sub-regions to form the San Fernando Valley / North County Sub-Area (minus the City of Malibu, which is included in the Westside Sub-Area). This was done to match the San Fernando Valley / North County geographic area with the same MTA Area Team sub-area. In addition, both the City of Los Angeles and Los Angeles County are considered individual sub-areas. Because of their size, these two largest jurisdictions each report new development and transportation improvements that occur throughout several sub-areas of the County.

Exhibit 7-1

LOCAL JURISDICTIONS BY SUB-AREA

City of Los Angeles:	The incorporated City of Los Angeles, including portions of the San Fernando Valley, East Los Angeles, West Los Angeles, South Los Angeles, and the Harbor Area.
San Gabriel Valley:	The incorporated cities of Alhambra, Arcadia, Azusa, Baldwin Park, Bradbury, Claremont, Covina, Diamond Bar, Duarte, El Monte, Glendora, Industry, Irwindale, La Puente, La Verne, Monrovia, Montebello, Monterey Park, Pasadena, Pomona, Rosemead, San Dimas, San Gabriel, San Marino, Sierra Madre, South El Monte, South Pasadena, Temple City, Walnut, and West Covina.
Southeast:	The incorporated cities of Artesia, Bell, Bell Gardens, Bellflower, Cerritos, Commerce, Compton, Cudahy, Downey, Hawaiian Gardens, Huntington Park, La Habra Heights, La Mirada, Lakewood, Long Beach, Lynwood, Maywood, Norwalk, Paramount, Pico Rivera, Santa Fe Springs, Signal Hill, South Gate, Vernon, and Whittier.
Southbay:	The incorporated cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.
Westside:	The incorporated cities of Beverly Hills, Culver City, Malibu, Santa Monica, and West Hollywood.
San Fernando Valley / North County:	The incorporated cities of Agoura Hills, Burbank, Calabasas, Glendale, Hidden Hills, La Canada-Flintridge, Lancaster, Palmdale, San Fernando, Santa Clarita, and Westlake Village.
Los Angeles County:	All unincorporated portions of Los Angeles County.

Exhibit 7-2
SUB-AREA MAP

7.2 Growth

In 1995, local jurisdictions began to report building permit activity (construction and demolition) as part of the Countywide Deficiency Plan process, through the submittal of their annual Local Implementation Reports (LIRs). From 1995 through 2001, permits for the construction of 71,343 dwelling units and 135.3 million square feet of non-residential (commercial, industrial, and office) building space were issued.

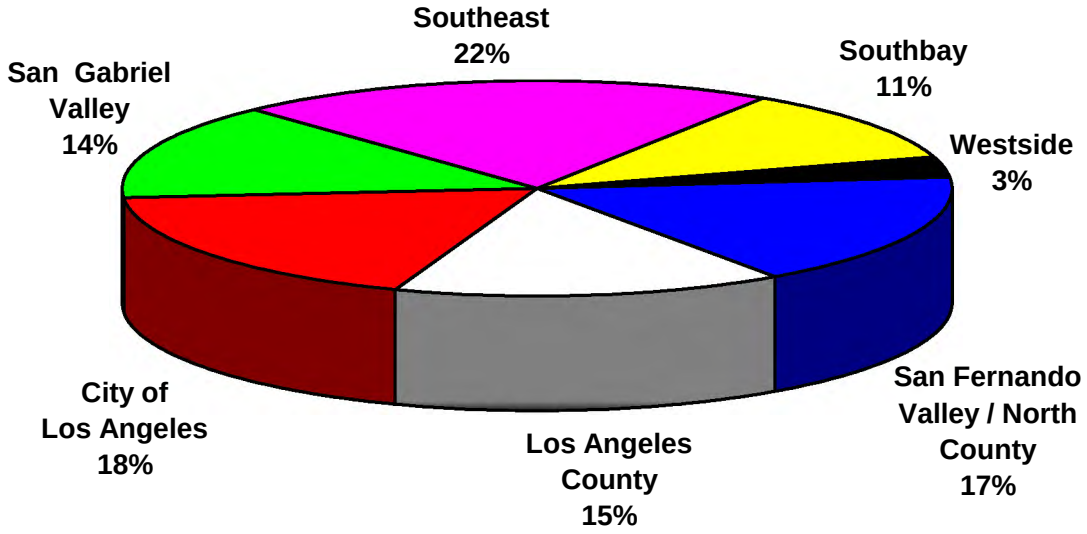
This growth was not evenly dispersed across the eighty-nine jurisdictions within Los Angeles County. Thirty-six (36) cities, or 40% of the local jurisdictions, accounted for less than 5% of all new development activity, while 60% of the total growth occurred in the ten (10) most active jurisdictions. These ten (10) jurisdictions, in order, are:

1. City of Los Angeles
2. Los Angeles County
3. Long Beach
4. Santa Clarita
5. Carson
6. Industry
7. Lancaster
8. Torrance
9. Burbank
10 Pasadena

The distribution of new development activity by sub-area is presented in Exhibit 7-3.

Exhibit 7-3

TOTAL NEW DEVELOPMENT BY SUB-AREA (1995-2001)



As indicated earlier, the City of Los Angeles and unincorporated Los Angeles County are both individual jurisdictions and CMP sub-areas. Together they accounted for 33% of the new development activity during the seven-year period. As individual jurisdictions, they rank first and second, respectively, in the amount of total new development activity out of the 89 jurisdictions. However, as one of the seven sub-areas, they ranked second and fourth, respectively.

The Southeast Sub-Area accounted for the most new development activity, with 22% of the countywide growth. This sub-area also contains the City of Long Beach, which was the third ranked of eighty-nine (89) jurisdictions in total new development activity. While Long Beach accounted for only 5% of the countywide total new development activity, it generated 32% of the Southeast Sub-Area's growth. The City of Santa Fe Springs, ranked eleventh out of the eighty-nine (89) jurisdictions, was the second rank city within the Southeast Sub-Area, accounting for 16% of the sub-area's growth.

The San Fernando Valley/North County Sub-Area was the third ranked sub-area in terms of total new development activity, accounting for 17% of the countywide growth. This sub-area also had three of the ten most active cities: Santa Clarita, Lancaster, and Burbank. These three cities accounted for 10% of the countywide growth and 60% of the sub-area's new development activity.

The San Gabriel Valley Sub-Area was the fifth ranked sub-area, accounting for 14% of the countywide growth. Two San Gabriel Valley Sub-Area cities, Industry and Pasadena, ranked in the top ten most activity jurisdictions at the sixth and tenth positions, respectively. These two cities combined account for 5% of the countywide new development activity and 37% of the San Gabriel Valley Sub-Area's total.

The Southbay Sub-Area captured 11% of new development in the county, while the Westside Sub-Area received 3%. The Southbay Sub-Area also had two of the top ten growth jurisdictions: the Cities of Carson and Torrance. Carson and Torrance account for 6% of the total countywide growth but 57% of the Southbay Sub-Area's total new development activity.

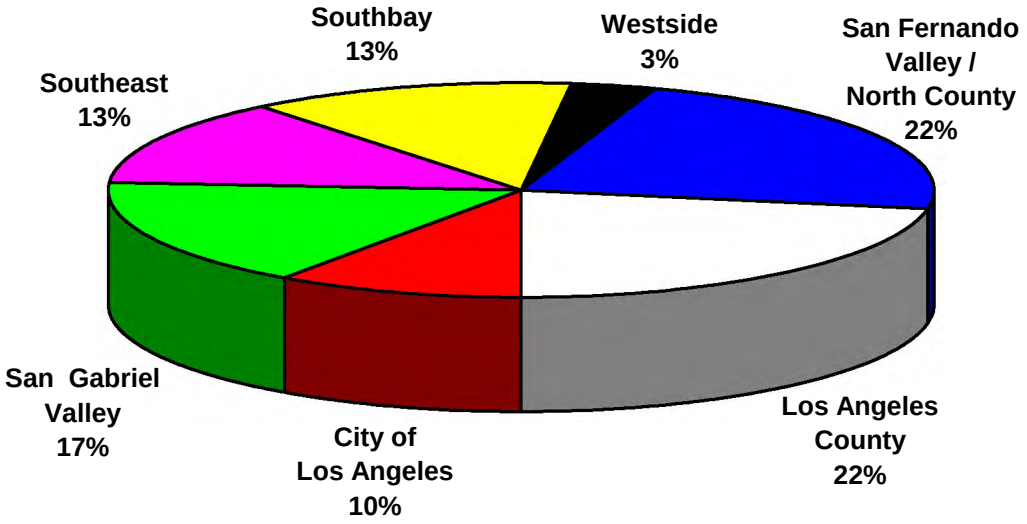
Net Growth. An important variable of the CMP is the actual "net" growth that each jurisdiction receives. Local responsibility for mitigation of impacts to the regional transportation system is based upon the increment in land use build-out that occurs each year, or the actual gain in developed land uses. Net growth for the CMP subtracts 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 from 1995 through 2001 is illustrated in Exhibit 7-4.

Net growth during this seven-year period equaled 60% of the total countywide new development, due to significant demolition activity (predominately in the small scale commercial and industrial sectors). Much of this demolition represents the recycling of land that is being prepared for redevelopment. As is the case with new development activity, the ratio of net growth to total new growth varies across the County, with the City of Los Angeles leading the recycling effort at 32%. The ratio of 87% for the unincorporated portion of Los Angeles County indicates that extensive demolition activity was not required and therefore much of the new growth occurring outside of incorporated cities was on previously undeveloped land. The net growth to total new growth ration by sub-area is listed below:

- City of Los Angeles 32%
- Southeast 37%
- Westside 63%
- San Gabriel Valley 69%
- Southbay 70%
- San Fernando Valley/North County 80%
- Los Angeles County 87%

Exhibit 7-4

NET DEVELOPMENT BY SUB-AREA (1995-2001)



7.2.1 Residential Development. Data supplied through the CMP Local Implementation Reports for years 1995 through 2001 revealed that 71,343 new dwelling units were permitted over the time period. However, only 53,001 dwelling units were added due to demolition and revocation of permits. The countywide breakdown of total new and net dwelling units by housing type from 1995 to 2001 is provided below:

	Total New	Net
Single Family Dwelling Units	38,114	28,220
Multiple Family Dwelling Units	24,876	16,724
Low/Very Low Income Dwelling Units	4,944	4,944
Group Quarters	3,409	3,113
Total Dwelling Units	**71,343**	**53,001**

Net residential growth from 1995 through 2001 equaled 74% of the total new residential development countywide. While this indicates that the majority of residential development was occurring on previously undeveloped land, the extent that land was being recycled for redevelopment varied across the county. Exhibit 7-5 illustrates both the total and net growth in residential dwelling units for the time period 1995 through 2001 by sub-area. The difference between the net and total residential development, denoted by the black band, indicates demolition activity. Sub-areas with the greatest demolition activity (i.e., sub-areas with the widest black bands), such as the City of Los Angeles Sub-Area, experienced more redevelopment activity than sub-areas with narrow black bands, such as the Los Angeles County Sub-Area, where much of the new residential development occurred on previously undeveloped land.

Exhibit 7-5

TOTAL VS. NET RESIDENTIAL DEVELOPMENT BY SUB-AREA (1995-2001)

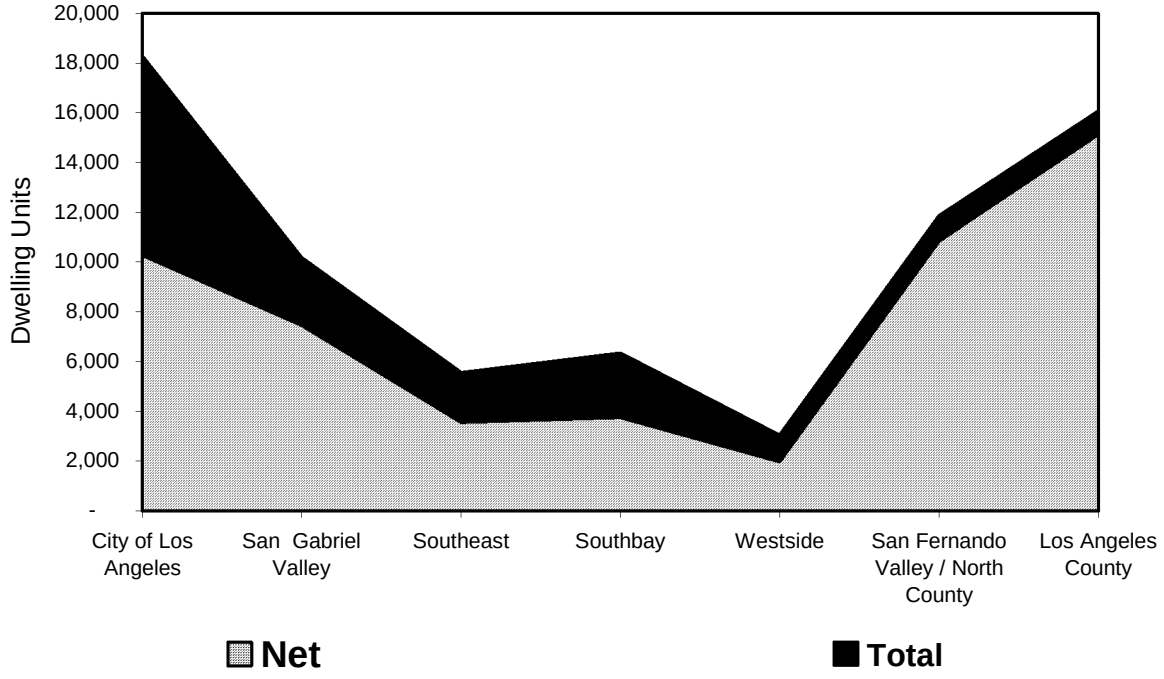
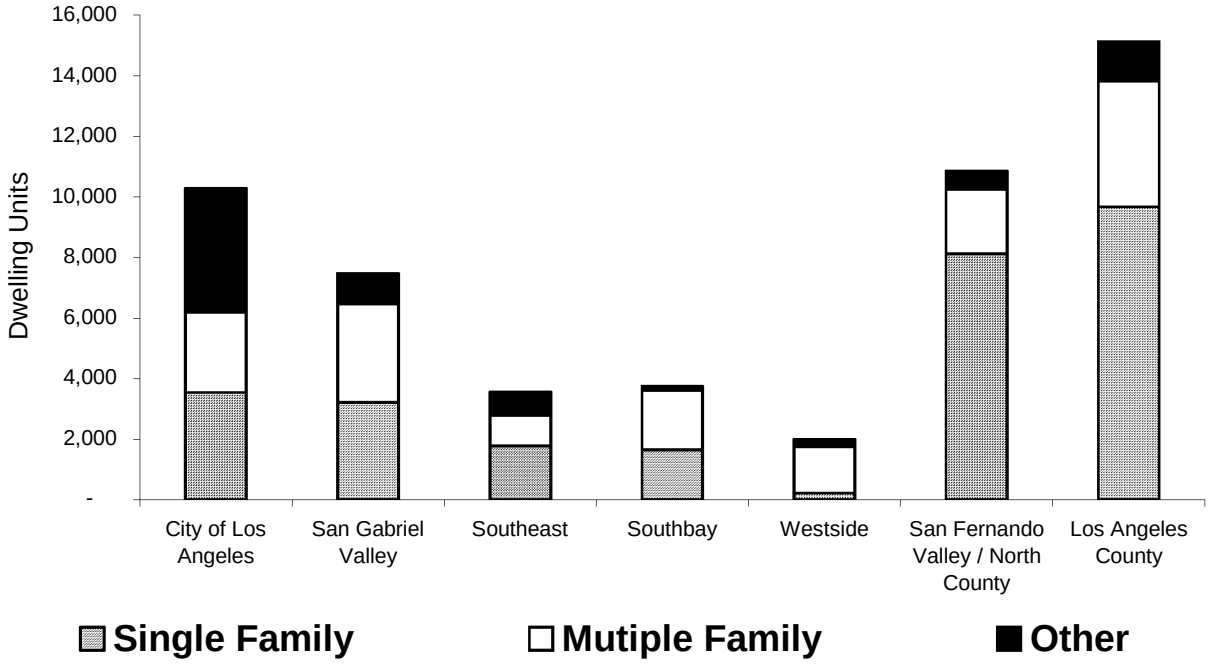


Exhibit 7-6

NET RESIDENTIAL DEVELOPMENT BY SUB-AREA (1995-2001)



The distribution of housing types for the net residential dwelling units added between 1995 and 2001 indicates that, while the majority of net residences added in the County as a whole were single family homes, the pattern varies significantly by sub-area. The San Fernando Valley / North County Sub-Area predominated saw the addition of single family homes while the Westside Sub-Area received the majority of new residences in the form of multiple family units. The City of Los Angeles Sub-Area was roughly balanced in thirds between single family, multiple-family and low-income housing. Exhibit 7-6 provides the distribution of housing types in each sub-area for the net dwelling units added from 1995 through 2001.

7.2.2. Non-Residential Development. From 1995 through 2001, 135.3 million square feet of non-residential development received building permits. However, due to demolition and revocation of permits, only 78.6 million square of non-residential space was added. The countywide breakdown by land use of total new and net non-residential square footage of space from 1995 to 2001 is provided below:

	Total New	Net
Commercial	45.7	26.2
Office	26.9	18.2
Industrial	62.7	34.2
Total Square Footage (in millions)	**135.3**	**78.6**

Net non-residential growth from 1995 through 2001 equaled 58% of the total new non-residential development countywide. This indicates that much of the land area in the county devoted to non-residential uses is undergoing recycling for redevelopment. Exhibit 7-7 illustrates both the total and net growth in non-residential square footage of space for the time period 1995 through 2001 by sub-area. The difference between the net and total non-residential development, denoted by the black band, indicates demolition activity. Sub-areas with the greatest demolition activity (i.e., sub-areas with the widest black bands), such as the Southeast Sub-Area, experienced more redevelopment activity than sub-areas with narrow black bands, such as the Westside Sub-Area. This apparent disparity between the Southeast Sub-Area and the Westside Sub-Area is due in part to the relatively limited new development and demolition activity occurring in the Westside Sub-Area, as well as the much smaller land area of the Westside Sub-Area relative to other sub-areas (see Exhibit 7-3).

The distribution of the net space added between 1995 and 2001 that was devoted to non-residential land uses demonstrates the significant variation between sub-areas in terms of their local economies. While the Southeast Sub-Area experienced a substantial gain in industrial space, the San Fernando Valley / North County Sub-Area demolished more industrial space than was added during the time period. Yet, while the San Fernando Valley / North County Sub-Area was losing industrial space, the sub-area added more office and commercial space than any other sub-area. Exhibit 7-8 provides the distribution of land uses in each sub-area for the net non-residential space added from 1995 through 2001.

Exhibit 7-7

TOTAL VS. NET NON-RESIDENTIAL DEVELOPMENT BY SUB-AREA (1995-2001)

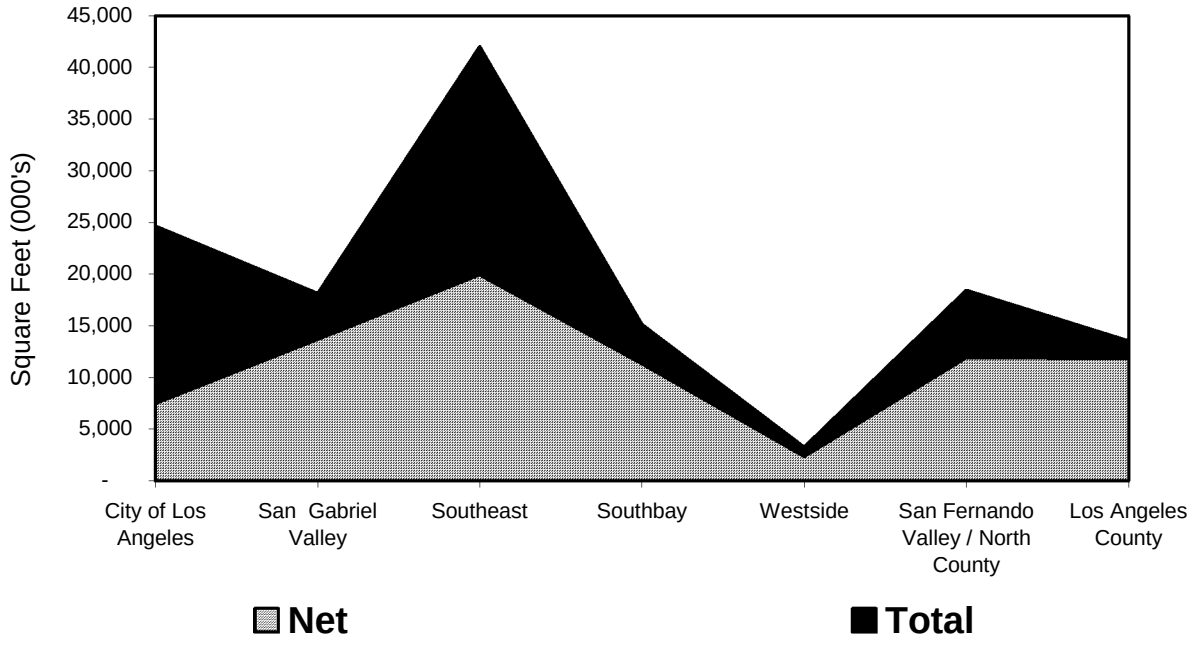
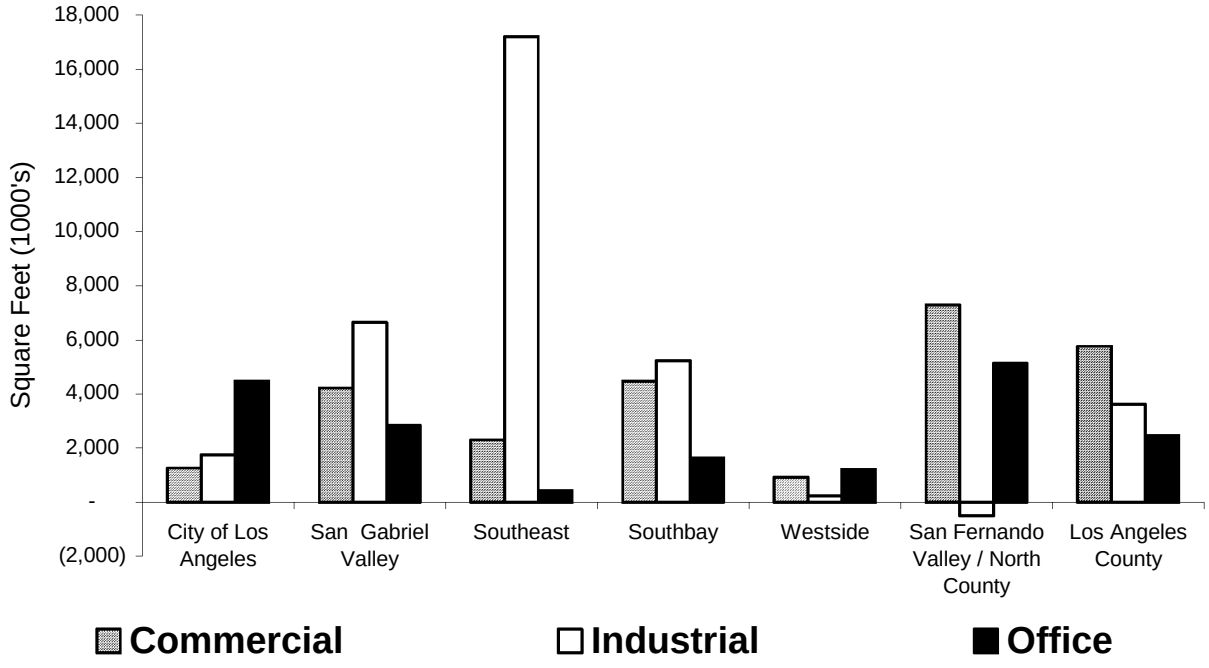


Exhibit 7-8

NET NON-RESIDENTIAL DEVELOPMENT BY SUB-AREA (1995-2001)



7.3 Mobility Improvements

This section reviews the accomplishments of local jurisdictions in implementing mitigation strategies that offset the traffic impacts of new development. The strategies are arranged by category and compared by sub-area. For purposes of the 2002 CMP, the categories are:

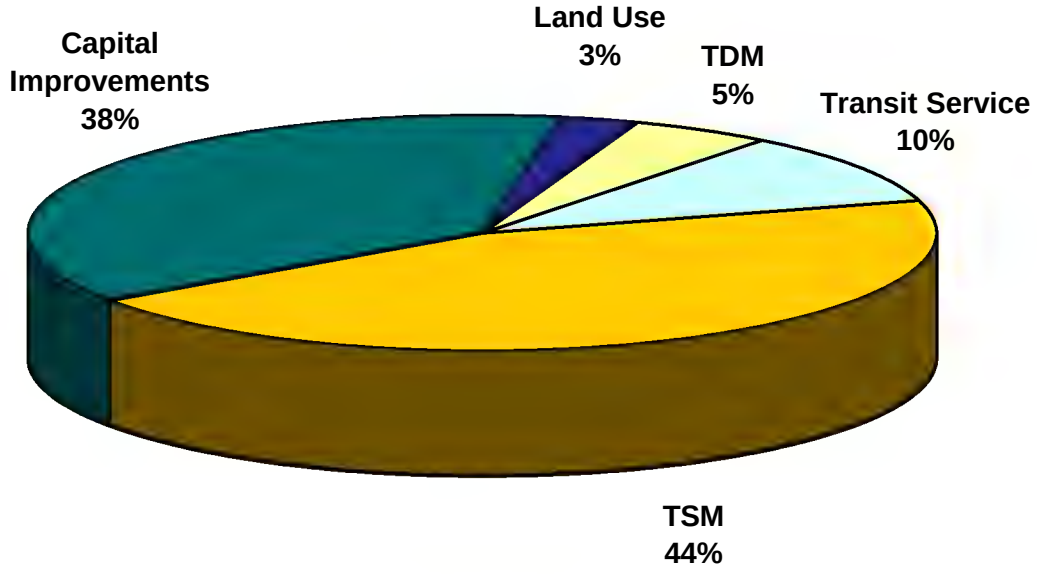
- Capital Improvements,
- Transportation Systems Management (TSM),
- Transit Service,
- Transportation Demand Management (TDM), and
- Land Use.

Implemented strategies within each category are expressed by the average weekday vehicle miles traveled (VMT) that they reduced or accommodated, as reported through the CMP Local Implementation Reports (LIRs) filed by the cities and the County from 1990 through 2001. For more information, including examples and definitions of strategies, refer to Chapter 6 and Appendix F. For more information about how VMT is calculated for strategies in each category, refer to the document "Countywide Deficiency Plan Background Study," November 1993.

Local mitigation strategies have eliminated or accommodated approximately 4.8 million daily vehicles miles (VMT) from 1990 through 2001. Exhibit 7-9 illustrates the percentage of the total VMT eliminated or accommodated by each category between 1990 and 2001.

Exhibit 7-9

PERCENT OF VMT REDUCED BY STRATEGY CATEGORY (1990-2001)



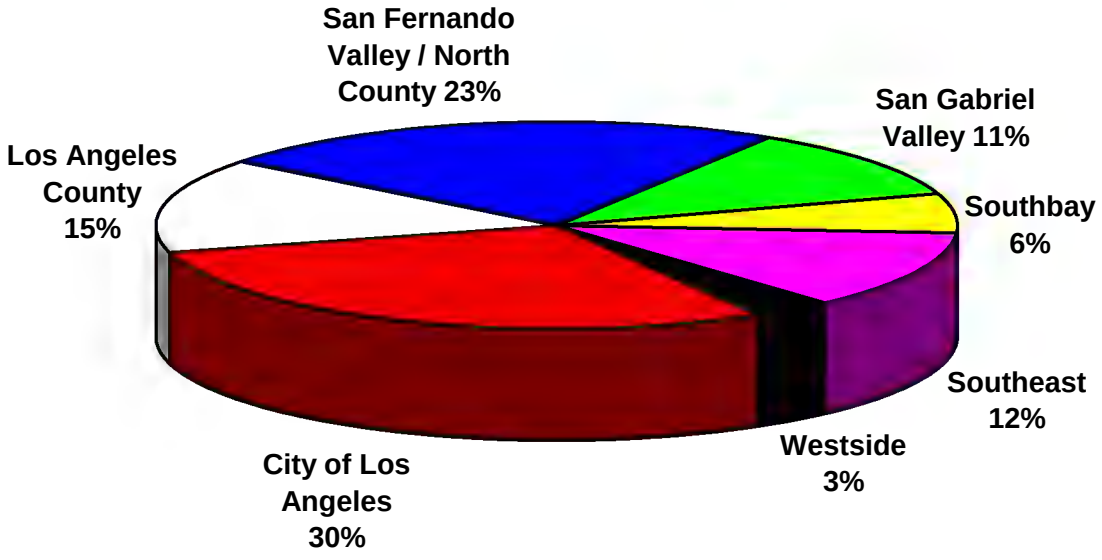
As is illustrated above, Transportation Systems Management (TSM) and Capital Improvements account for the vast majority of daily VMT accommodated from 1990 to 2001, with a combined total of 82% of the total daily VMT reduced or accommodated by all strategies. While TSM and

Capital Improvements continue to play important roles in improving mobility in Los Angeles County, Transit Service is taking substantial strides in congestion mitigation, as reported through the Congestion Management Program. From the 1997 CMP, to the 1999 CMP, to the 2002 CMP, Transit Service increased its role in congestion management, moving from 6% to 7% to the current 10% of all daily VMT accommodated or reduced by all mobility strategies.

The spatial distribution of daily VMT accommodated or eliminated has not changed significantly since it has been tracked by the CMP. The City of Los Angeles Sub-Area continues to be the largest overall contributor to daily VMT reduction at 30% of the total daily VMT reduced, followed by the San Fernando Valley / North County Sub-Area, which accounts for 23%. Exhibit 7-10 presents the percentage of total daily VMT eliminated or accommodated by sub-area between 1990 and 2001.

Exhibit 7-10

PERCENT OF VMT REDUCED OR ACCOMMODATED BY SUB-AREA (1990-2001)



7.3.1 Capital Improvements. The Capital Improvements category includes the more traditional approaches to increasing system capacity with strategies such as general use highway lanes (strategy number 212) and freeway on/off ramp addition or modification (strategy number 214), as well as strategies that build the backbone of the county's transit infrastructure, with strategies for urban rail (strategy number 221) and commuter rail stations (strategy number 222). While expensive to implement, they provide focused capacity enhancement for the facilities that require improvement. The daily VMT accommodated with these strategies is listed in the following table.

Daily VMT Accommodated by Capital Improvements Strategies (1990-2001)

Capital Improvements Strategy	VMT Accommodated	Percent
Streets and highways	1,446,905	81%
Transit facilities	162,631	9%
Goods movement	182,539	10%
Total Daily VMT Accommodated	**1,792,075**	**100%**

As is illustrated in the previous table, the streets and highways strategy group accounts for the vast majority of the daily VMT accommodated by the Capital Improvements category. Within the streets and highway strategy group, general use highway lanes (strategy number 212) accounted for 92% of all daily VMT accommodated, 74% of the total daily VMT accommodated by the Capital Improvements category, and 28% of all daily VMT accommodated or reduced by all strategies in all categories.

The daily VMT accommodated by sub-area between 1990 and 2001 by the Capital Improvements category is listed in the following table.

Daily VMT Accommodated by Capital Improvements

Sub-Area	1990-2000	2001	Total
City of Los Angeles	288,919	0	288,919
Los Angeles County	331,560	10,244	341,804
San Fernando Valley / North County	610,768	53,217	663,985
San Gabriel Valley	181,140	9,675	190,815
Southbay	37,644	11,790	49,434
Southeast	238,686	7,543	246,229
Westside	5,241	5,648	10,889
Total Daily VMT Accommodated	**1,693,958**	**98,117**	**1,792,075**

7.3.2 Transportation Systems Management. The Transportation Systems Management (TSM) category generated the most mobility benefits between 1990 and 2001. Forty-four percent (44%) of the total daily VMT accommodated by local jurisdiction implementation of the Countywide Deficiency Plan came from this category. TSM strategies are relatively inexpensive when compared to the traffic benefits they produce, which to a large degree explains their popularity with local jurisdictions. The distribution of daily VMT accommodated by the TSM category is summarized in the following two tables by strategy and by sub-area, respectively.

Daily VMT Accommodated by TSM Strategies (1990-2001)

TSM Strategy	VMT Accommodated	Percent
Traffic signal synchronization	880,603	41%
Traffic signal surveillance and control	733,194	34%
Peak period parking restriction	311,145	15%
Intersection modification	79,874	4%
Bicycle path or lane	73,027	3%
Park & ride facility	57,068	3%
Total Daily VMT Accommodated	**2,134,911**	**100%**

Daily VMT Accommodated by TSM Strategies

Sub-Area	1990-2000	2001	Total
City of Los Angeles	859,359	50,545	909,904
Los Angeles County	262,726	2,279	265,005
San Fernando Valley / North County	212,637	8,252	220,889
San Gabriel Valley	217,183	4,470	221,653
Southbay	174,121	22,010	196,131
Southeast	239,293	13,846	253,139
Westside	66,107	2,083	68,190
Total Daily VMT Accommodated	**2,031,426**	**103,485**	**2,134,911**

7.3.3 Transit Service. The Transit Service category was responsible for 10% of the total daily VMT reduced by local jurisdictions through the CMP Deficiency Plan program between 1990 and 2001. Since many of the local fixed-route bus transit services implemented throughout the county existed prior to 1990, only the new benefits from increased ridership after January 1, 1990 are included in these figures. Nevertheless, the transit strategy, new local or commuter bus service (strategy number 361), which includes benefit gained from increased ridership, accounted for 62% of the total daily VMT reduced by all strategies in the Transit Service category and 6% of all strategies in all categories for this time period. The distribution of daily VMT reduced by transit strategies is provided in the table below.

Daily VMT Reduced by Transit Strategies (1990-2001)

Transit Strategy	VMT Reduced	Percent
New local or commuter bus service	292,420	62%
Shortening of headways due to additional buses on route	33,518	7%
Restricting of service through route or schedule modifications	40,066	9%
Dial-a-ride services	13,017	3%
Local shuttle	64,694	14%
Feeder service to rail station	26,084	6%
Total Daily VMT Reduced	**469,799**	**100%**

The distribution by sub-area of daily VMT reduced by transit strategies is provided in the following table. As is illustrated, the San Fernando Valley / North County Sub-Area received the most credit for implementation of transit strategies between 1990 and 2001, with 30% of the total daily VMT reduced by transit strategies.

Daily VMT Reduced by Transit Strategies

Sub-Area	1990-2000	2001	Total
City of Los Angeles	113,068	2,691	115,759
Los Angeles County	30,928	3,952	34,880
San Fernando Valley / North County	117,030	21,998	139,028
San Gabriel Valley	43,988	16,613	60,601
Southbay	31,894	923	32,817
Southeast	33,116	984	34,100
Westside	28,931	23,683	52,614
Total Daily VMT Reduced	**398,955**	**70,844**	**469,799**

7.3.4 Transportation Demand Management. Between 1990 and 2001, the Transportation Demand Management (TDM) category was responsible for reducing 5% of the total daily VMT accommodated by local jurisdictions. TDM strategies provide low cost travel solutions that reduce or eliminate demand on roads and freeways. This strategy is critical to future mobility improvements, as future demand cannot be met solely by expanding transportation supply.

The breakdown of daily VMT reduced by strategy within the TDM strategy category is provided in the table below.

Daily VMT Reduced by TDM Strategies (1990-2001)

TDM Strategy	VMT Reduced	Percent
Ridesharing operations	105,759	43%
Ridesharing support facilities	35,446	14%
Ridesharing incentives	26,092	10%
Parking management & pricing	1,580	1%
Telecommunications	73,155	29%
Unique programs or services	6,708	3%
Total Daily VMT Reduced	**248,740**	**100%**

As is illustrated in the above table, the rideshare operations strategy group accounted for 43% of all daily VMT reduced by the TDM category. Within the rideshare operations strategy group, transportation management associations (strategy number 313) were responsible for 74% of the daily VMT reduced by all of the rideshare operations strategies. The transportation management associations strategy also accounted for 31% of all daily VMT reduced by all TDM strategies combined.

The following table presents the distribution by sub-area of daily VMT reduced by TDM strategies.

Daily VMT Reduced by TDM Strategies

Sub-Area	1990-2000	2001	Total
City of Los Angeles	45,148	1,343	46,491
Los Angeles County	17,055	16,287	33,342
San Fernando Valley / North County	57,129	8,477	65,606
San Gabriel Valley	41,092	2,256	43,348
Southbay	11,323	2,249	13,572
Southeast	25,304	7,047	32,351
Westside	13,917	113	14,030
Total Daily VMT Reduced	**210,968**	**37,772**	**248,740**

7.3.5 Land Use. Of all the 65 CMP strategies, the twenty strategies available under the Land Use category were implemented the least amongst local jurisdictions when applying for CMP credit in their annual Local Implementation Reports (LIRs). As a result, between 1990 and 2001, the Land Use category has generated only 3% of the total daily VMT reduced between 1990 and 2001. Examples of land use strategies include, but are not limited to, transit-oriented development, mixed-used development and childcare facilities within employment centers. Effectively locating land uses reduces the demand for travel on the CMP system.

Despite the low performance of the Land Use category, Los Angeles County has demonstrated substantial growth over the last six years as discussed earlier under Section 8.2. A possible relationship may exist between where the growth is occurring in sub-areas, and the lack of available transit service or land use densities within those sub-areas necessary to qualify for CMP credit. These indicators lend themselves to broadening the discussion for future CMP updates to expand and strengthen land use transportation linkages in order to make smart growth options more attractive to local jurisdictions.

The breakdown of daily VMT reduced by strategy within the Land Use strategy category is provided in the table below.

Daily VMT Reduced by Land Use Strategies (1990-2001)

Land Use Strategy	VMT Reduced	Percent
Single uses around transit centers and corridors	65,092	51%
Mixed-uses with transit centers and corridors	9,563	8%
Multi-modal transportation center strategies	22,202	17%
Non-transit related mixed use	27,463	22%
Transit friendly parking design	2,885	2%
Total Daily VMT Reduced	**127,205**	**100%**

As is illustrated in the previous table, single uses around transit centers and corridors (strategy number 110) accounted for the majority of daily VMT reduced by the Land Use strategy category. Within this strategy, exclusive commercial development around transit centers (strategy number 112) accounted for 64% of the total daily VMT reduced and a third (33%) of all VMT reduced by all Land Use strategies combined.

The following table summarizes daily VMT reduced by land use strategies for each sub-area between 1990 and 2001.

Daily VMT Reduced by Land Use Strategies

Sub-Area	1990-2000	2001	Total
City of Los Angeles	32,109	496	32,605
Los Angeles County	21,805	0	21,805
San Fernando Valley / North County	24,745	82	24,827
San Gabriel Valley	13,510	718	14,228
Southbay	5,238	1,498	6,736
Southeast	19,424	259	19,683
Westside	6,812	509	7,321
Total Daily VMT Reduced	**123,643**	**3,562**	**127,205**

CHAPTER

8

CAPITAL IMPROVEMENT PROGRAM

Statute requires the CMP to include a seven-year Capital Improvement Program (CIP) to maintain or improve performance of the multimodal system for the movement of people and goods and to mitigate regional transportation impacts identified through the CMP land use analysis program. The CIP must be developed using the performance measures for the CMP highway system and transit network discussed in Chapters 2 and 3.

State programming statutes require that projects competing for state funds be included in the CMP. SB 45, which went into effect in 1998 changed the formulas and programs for the distribution of gas tax and other transportation revenues by the State of California. As such, Flexible Congestion Relief (FCR) and Traffic Systems Management (TSM) programs were eliminated. SB 45 consolidated these, and other transportation funding programs into two programs -- Regional Improvements Program, and Interregional Improvements Program.

The **Regional Improvements Program**, also known as "Regional Choice," is a flexible funding program that is developed by the MTA and submitted to the California Transportation Commission for their approval. 75% of State transportation improvement funds are programmed through the Regional Improvement Program. These funds may be used for capital projects including highways, arterials, guideways, rail projects, bikeways, transportation enhancements, TSM and TDM activities.

The **Interregional Improvements Program** is also known as "State Choice." It is a statewide discretionary program, which utilizes the remaining 25% of the State transportation improvement funds. This source of funds may be used for three sub-programs -- intercity rail, interregional roads, and an interregional high priority State program which is available for road, rail, and urban rail. Projects funded through the Interregional Improvements Program are largely developed by Caltrans and there are no County minimums or guarantees.

In addition to direct linkage to state funds, statute ties the CMP to federal funding programs by requiring that the programming of surface transportation program and congestion mitigation and air quality funds be limited to jurisdictions that are in conformance with the CMP. These federal funding programs are summarized below:

Surface Transportation Program (STP): Part of the Intermodal Surface Transportation Efficiency Act of 1991, the STP is intended for use by states and local jurisdictions for congestion relief in urban areas. Eligible uses include transit capital, transportation demand management and arterial street improvements. In Los Angeles County, MTA programs these funds in cooperation with SCAG. A portion of these funds, known as STP Local or Guarantee Funds, is directly apportioned (based on a population formula) to cities and the County for eligible uses.

Congestion Mitigation and Air Quality: This program is designed for projects that contribute to the attainment of national ambient air quality standards. Projects in this program must be included in the State Implementation Plan (SIP) that has been approved pursuant to the Clean Air Act. No funds may be provided for a project that will result in the construction of new single-occupant vehicle capacity, unless the project consists of a high occupancy vehicle facility available to single-occupant vehicles only outside of peak travel periods.

TIP Call for Projects Process: As indicated by these brief descriptions, each of the programs listed above has a somewhat different emphasis in the types of transportation improvements they are intended to fund. In order to reconcile these and other diverse programs into a comprehensive countywide program of projects, the MTA has streamlined the project application process through a Multi-Year Call for Projects that includes local, state and federal funding sources.

The Call for Projects application and selection process is coordinated with the CMP process. CMP traffic congestion monitoring data and analysis are integrated into the Call for Projects review process in order to assess the regional significance of the applications. CMP conformance of the local jurisdiction sponsoring each project is also considered in evaluating the applications. The MTA approves projects through the Call for Projects and submits them to the California Transportation Commission (CTC).

The CMP Capital Improvement Program is comprised of the MTA Board adopted Call for Projects, approved in odd numbered years, the currently adopted State Transportation Improvement Program (STIP), County Transportation Improvement Program (CTIP), and the capital improvement strategies implemented by local jurisdictions through the CMP Countywide Deficiency Plan. Copies of these lists are available from MTA upon request. Projects programmed in prior STIPs are presumed to be consistent with the CMP.

The Countywide Deficiency Plan also introduces additional opportunities for linking local improvements to the Regional Transportation Improvement Program and its air quality review and analysis. As discussed in Chapter 6, CMP credit earned by local jurisdictions for capital improvement strategies (200 series) and certain transportation demand management/transit improvement strategies (300 series) in the CMP Deficiency Plan Toolbox are linked to the inclusion of these projects into the RTIP. In this way, the Deficiency Plan creates an incentive for improved reporting of locally funded improvements through the RTIP, and will help ensure that the RTIP more accurately represents the number and types of transportation improvements that are being implemented throughout the county.

In Los Angeles, the CMP is used to also meet the federal Congestion Management System (CMS) requirement. Among other things, the CMS can require operational or demand management mitigations for capacity-enhancing projects. Because the CMP is used to meet this federal requirement, it ensures that any programming of federal funds for certain highway and transit projects is approved through MTA programming processes. No modifications to the county program are required at the regional level.

CHAPTER

9

CONFORMANCE PROCEDURES

9.1 INTRODUCTION

CMP conformance is required annually in order for local jurisdictions to continue receiving certain state gas tax (Section 2105) funds and to preserve their eligibility for other state and federal transportation dollars. MTA is required to monitor and determine that local jurisdictions are in conformance with the CMP.

Because local jurisdictions are subject to a loss of funding for nonconformance with the CMP, MTA will make every effort to assist local jurisdictions to achieve and maintain CMP conformance. To date, all but one of the 88 local jurisdictions and the County of Los Angeles have maintained their compliance with the CMP, and have preserved their eligibility to receive various transportation funds. MTA appreciates the cooperation shown by local jurisdictions in implementing the CMP.

This chapter provides a detailed summary of CMP local conformance requirements and deadlines, and discusses the procedures for making the annual CMP local conformance findings.

9.2 ANNUAL LOCAL CONFORMANCE REQUIREMENTS

This section of the CMP is intended to provide local jurisdictions with the basic information they need to annually maintain CMP compliance and remain eligible for certain gas tax funds. An annual CMP implementation schedule is shown in Exhibit 9-1. Each requirement is summarized below. Other parts of this document are referenced for more detailed information on each requirement.

There are five components required for CMP conformance. They are:

- Reporting traffic counts and Levels of Service at selected intersections (biennial requirement);
- Implementation of the locally-adopted CMP TDM Ordinance;
- Following CMP transportation impact analysis guidelines for projects requiring an Environmental Impact Report (EIR) as incorporated in the locally-adopted CMP Land Use Analysis Program;
- Adoption of a Local Implementation Report (LIR), reporting new development activity and locally implemented mitigation strategies; and
- After holding a noticed, public hearing, adoption of a resolution self-certifying conformance which incorporates the LIR mentioned above.

These requirements are summarized in Exhibit 9-1 by their required implementation dates.

Exhibit 9-1

CONGESTION MANAGEMENT PROGRAM ANNUAL IMPLEMENTATION SCHEDULE

June 1 – May 31	Annual CMP tracking period. Local jurisdictions track new development activity ("debits") and local transportation improvements ("credits").
June 15	In Odd-Numbered Years Only: Deadline for local jurisdictions and Caltrans to submit to MTA the results of monitoring levels of service (LOS) on the CMP highway system.
July 1	Opportunity for local jurisdictions to submit "special" credit requests for (1) implementation of "unique" strategies not included in the CMP deficiency plan "Toolbox of Mitigation Strategies"; and (2) for projects qualifying for Strategy #231, Freight-to-Rail Facilities.
July/August	CMP Peer Review Panel reviews and makes recommendations on "special" credit requests.
September 1	**Deadline for local jurisdictions to submit to MTA the resolution adopting the CMP Local Implementation Report (LIR) and certifying CMP conformance. For the most recent annual tracking period (May 31 – June 1), the LIR will include results of new development activity and credit claims for strategies meeting Toolbox criteria.** **NOTE: The local jurisdiction's governing body most adopt the resolution and LIR at a public hearing.**
November	Annual MTA staff recommendations on credit claims and local jurisdiction CMP conformance presented for approval by MTA Board of Directors.

9.2.1 Annual CMP Tracking Period - June 1 - May 31. Annually, local jurisdictions track new development activity ("debits") and local transportation improvements ("credits") for the period from **June 1 - May 31**. This information is reported to the MTA by September 1 through the Local Implementation Report (LIR). This tracking and reporting is a part of the local implementation of the CMP Countywide Deficiency Plan. For more information on the deficiency plan and the debit and credit system, refer to Chapter 6.

9.2.2 Biennial Highway Monitoring - Results Due To MTA By June 15 Of Odd-Numbered Years. In each odd-numbered year, local jurisdictions are responsible for monitoring levels of service (LOS) on CMP arterials at designated intersections. Caltrans is responsible for monitoring LOS on the freeways. Highway monitoring results are due to MTA by **June 15**. While most jurisdictions conduct their CMP highway monitoring in the spring, monitoring results collected within the prior 12 months are acceptable. Refer to Appendix A for a complete listing of the arterial intersections requiring monitoring, the responsible agencies, and the highway monitoring guidelines. Chapter 2 contains information about the CMP highway system.

9.2.3 CMP Transportation Demand Management Ordinance And Land Use Analysis Program - Ongoing Responsibilities. All Los Angeles County local jurisdictions have previously adopted the transportation demand management (TDM) ordinance and the land use analysis program required by the CMP. All jurisdictions must certify their ongoing implementation of these CMP requirements as a part of their annual self-certification resolution/LIR. Refer to Chapters 4 and 5 for additional information on the requirements of these CMP elements.

9.2.4 "Special" Credit Requests - Due To MTA By July 1. Jurisdictions have an opportunity to request credit for strategies implemented during the annual tracking period that are not included in the CMP's "Toolbox of Mitigation Strategies." Any such requests must provide the quantitative evaluation and documentation required by Section 6.7.3 of the CMP. "Special" credit requests are due to MTA by **July 1** and will be evaluated by a technical peer review panel in addition to MTA staff. Jurisdictions wanting to apply for "special" credits are strongly encouraged to contact MTA staff as soon as possible for assistance in preparing their requests. They are also encouraged to review information regarding transportation improvement strategies previously awarded CMP credit through this process. "Special" credit requests that are sufficiently similar to strategies previously approved through this process may be eligible for streamlined application and review.

Freight-to-Rail Facilities: The CMP Deficiency Plan Toolbox of Mitigation Strategies allows credit "for the movement of freight by rail which would otherwise be moved by truck" (Strategy #231). Projects which fit this strategy description need to be submitted separately by **July 1** as a part of the process for special credit strategies for review only of the amount of credits requested. The credit amounts will be reviewed by the technical peer review panel.

9.2.5 Self Certification And Local Implementation Report - Due To MTA By September 1. By **September 1**, each jurisdiction must submit to the MTA a resolution of the City Council/Board of Supervisors adopting the Local Implementation Report (LIR) and self-certifying the jurisdiction's conformance with all local CMP requirements. This action must

follow a noticed public hearing. Appendix E contains the sample resolution and reporting forms to be used.

The Local Implementation Report (LIR) contains the following:

- Development Activity Tracking. The LIR reports CMP "debits" accrued as a result of building permits issued from June 1 - May 31. Tracking results and debits may be submitted using the forms contained in Appendix E of the CMP or using the computer spreadsheet available from MTA.

- Standard Credit Claims. Jurisdictions may earn "credits" for qualifying transportation strategies implemented from June 1 - May 31. Qualifying strategies are those contained in the CMP's "Toolbox of Mitigation Strategies" (Appendix F). The toolbox contains a list of the strategies, their related credit values, qualifying criteria, and other information. Credit claims may be submitted using the forms contained in Appendix E of the CMP or using the computer spreadsheet available from MTA.

Annual debit and credit information is added to each jurisdiction's prior year credit balance. Each jurisdiction must annually demonstrate a positive balance of credits over debits to maintain CMP compliance. Jurisdictions with a negative balance may be found in conformance if they have taken action to implement strategies from the CMP's "Toolbox of Mitigation Strategies" which are sufficient to off-set the negative balance and which will be completed during the next tracking period.

9.3 MTA CONFORMANCE REVIEW PROCEDURE

Each year, MTA determines conformance with CMP responsibilities for each of the 89 local jurisdictions in Los Angeles County. For this conformance procedure, the MTA uses the self-certification resolution described in Section 9.2 and shown in Appendix E.

9.3.1 Conformance Review Process

For jurisdictions that meet all of the requirements discussed in Section 9.2, the annual conformance is a relatively simple, one-step process. Jurisdictions who do not meet all of the requirements are provided with an opportunity to resolve outstanding problems, return to conformance with the CMP, and thereby avoid the loss of transportation monies.

Listed below, and illustrated in Exhibit 9-2, is the MTA's review process for making the annual CMP conformance determinations.

- **By September 1:** Local jurisdictions complete and report their conformance responsibilities through their adopted self-certification resolution and Local Implementation Report (LIR).

- **September/October/November:** MTA staff reviews the submitted locally adopted resolution and LIR and makes a conformance recommendation. Staff informs local jurisdictions of the conformance recommendations. In October, MTA holds a public hearing to take testimony regarding CMP local conformance. At its November meeting, the MTA Board will make annual conformance determinations. ***For jurisdictions found in conformance, this completes the annual conformance review process.***

The following steps apply only to jurisdictions who are not found to be in conformance with the CMP:

- **November/December:** If the MTA Board determines that a jurisdiction is not in conformance, MTA will notify the jurisdiction in writing of the nonconformance determination and the reason for this finding. This notification initiates a ninety day corrective period provided by statute. MTA staff will immediately schedule a meeting with the local jurisdiction to mutually agree upon a schedule of actions that will enable the jurisdiction to come into conformance within the ninety day period. This meeting will take place in November. (NOTE: Past experience indicates that these meetings generally occur well before November as MTA staff will have informed jurisdictions of its planned recommendation prior to MTA Board action.)

- **March:** After the end of the ninety day period, MTA staff will assess whether a jurisdiction has developed and adopted an action plan that will attain conformance. MTA staff will report their conformance recommendation to the affected jurisdiction. Following notification of the MTA staff recommendation, the jurisdiction has 15 days to notify MTA if it wishes to appeal the staff recommendation.

- **April:** A Conformance Appeal Advisory Panel ("Advisory Panel") will be convened. The Advisory Panel will review the jurisdiction's appeal of the staff's recommendation, and make an independent finding for consideration by the MTA Board.

- **May/June:** The MTA Board of Directors will adopt a finding after consideration of the staff and Advisory Panel recommendations.

- **June/July:** If MTA finds a jurisdiction is in nonconformance with the CMP, then MTA will immediately submit the finding to the jurisdiction and California Transportation Commission, and will direct the State Controller to withhold the jurisdiction's state gas tax (Section 2105) subvention funds.

- **One Year After Withholding of Funds:** If the jurisdiction returns to conformance within a twelve month period, any withheld gas tax funds will be released to the local jurisdiction by the State Controller. If the jurisdiction remains in nonconformance after twelve months, the gas tax subvention funds withheld from the jurisdiction will be provided to MTA for use on regionally significant transportation projects.

- **Any Time:** The jurisdiction may request reconsideration of the MTA nonconformance finding when the jurisdiction believes it has taken corrective action and is now in conformance. MTA will expedite its review and, if the jurisdiction demonstrates that it is in

conformance, will adopt a finding at the next available MTA Board meeting. If a finding of conformance is made, MTA will notify the State Controller to restore the jurisdiction's gas tax funds.

9.3.2 Conformance Appeal Advisory Panel. The Conformance Appeal Advisory Panel is an impartial body established for the review, upon appeal, of MTA staff conformance recommendations. Inclusion of an impartial panel in the conformance procedure is in response to requests from local jurisdictions for an appeal process. This appeal process is advisory in that statute puts ultimate responsibility for conformance decisions with MTA.

The Advisory Panel is comprised of government and private sector representatives as follows:

1-6. City representatives, one each from of MTA's six area team boundaries
7. Transit operator representative
8. County of Los Angeles
9. Southern California Association of Governments
10. South Coast Air Quality Management District
11. California Department of Transportation
12. A recognized environmental organization
13. A recognized business organization

Each representative on the Advisory Panel will have an alternate. When an Advisory Panel member cannot attend a meeting, an alternate will attend in place of the absent member. No Advisory Panel member may vote on a conformance issue relating to the member's jurisdiction.

9.4 NONCONFORMANCE FINDING

When a local jurisdiction is found to be in nonconformance with the local CMP responsibilities, CMP statute requires that the MTA notify the State Controller. Upon notification of nonconformance, the Controller will withhold from that jurisdiction its allocation of the state gas tax increase enacted with the passage of Proposition 111 in June 1990 (Streets and Highways Code, Section 2105 funds). In order to receive the withheld gas tax funds, jurisdictions must achieve CMP conformance within twelve months. Otherwise the Controller will reallocate the jurisdiction's withheld funds to MTA for regionally significant projects. Additionally, CMP statute prohibits the programming of federal Surface Transportation Program or Congestion Mitigation and Air Quality funds in jurisdictions in non-conformance with the CMP unless MTA finds that the project is of regional significance. Finally, since the CMP process is the first step in developing the County Transportation Improvement Program (CTIP), local jurisdictions in nonconformance may not compete favorably for funds programmed through the CTIP process.

APPENDICES

APPENDIX

A

GUIDELINES FOR

BIENNIAL HIGHWAY MONITORING

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 as part of biennial monitoring of CMP arterials. Each of these elements is described in detail below. An example submittal is included as Exhibit A-1.

- ❑ Letter of Transmittal - including a summary of results and contact person;
- ❑ Peak Period Traffic Volumes - turning movements in 15-minute increments;
- ❑ Physical Description - including lane configurations and signal phasing; and,
- ❑ Level of Service Worksheets.

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 monitoring results to MTA.

November — Local conformance finding by MTA Board.

A.3 MONITORING LOCATIONS AND RESPONSIBLE AGENCIES

Exhibit A-2 provides a list of locations (stations) to be monitored, agencies responsible for conducting annual monitoring, 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).

A.5 PHYSICAL DESCRIPTIONS

Existing lane configurations and signal phasing must be diagrammed for each monitoring location. Simple schematic diagrams are adequate. An example is provided in the Exhibit A-1 and a blank diagram form is included in Exhibit A-3. 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.

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

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)

Adjustments for exclusive + 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. To facilitate preparation and to MTA review, Exhibit A-3 provides 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

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 1600, 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 OF RESULTS

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.

EXHIBIT A-1
EXAMPLE SUBMITTAL

See following sheets.

May 31, 2002

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 &	03-06-02	7:45-8:45 AM	0.999	E
Second Avenue	03-13-02	7:45-8:45 AM	0.948	E
	AM Peak Hour Average		0.974	E
	03-06-02	5:00-6:00 PM	1.046	F
	03-13-02	4:45-5:45 PM	1.069	F
	PM Peak Hour Average		1.058	F

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

Sincerely,

Lynn Jones

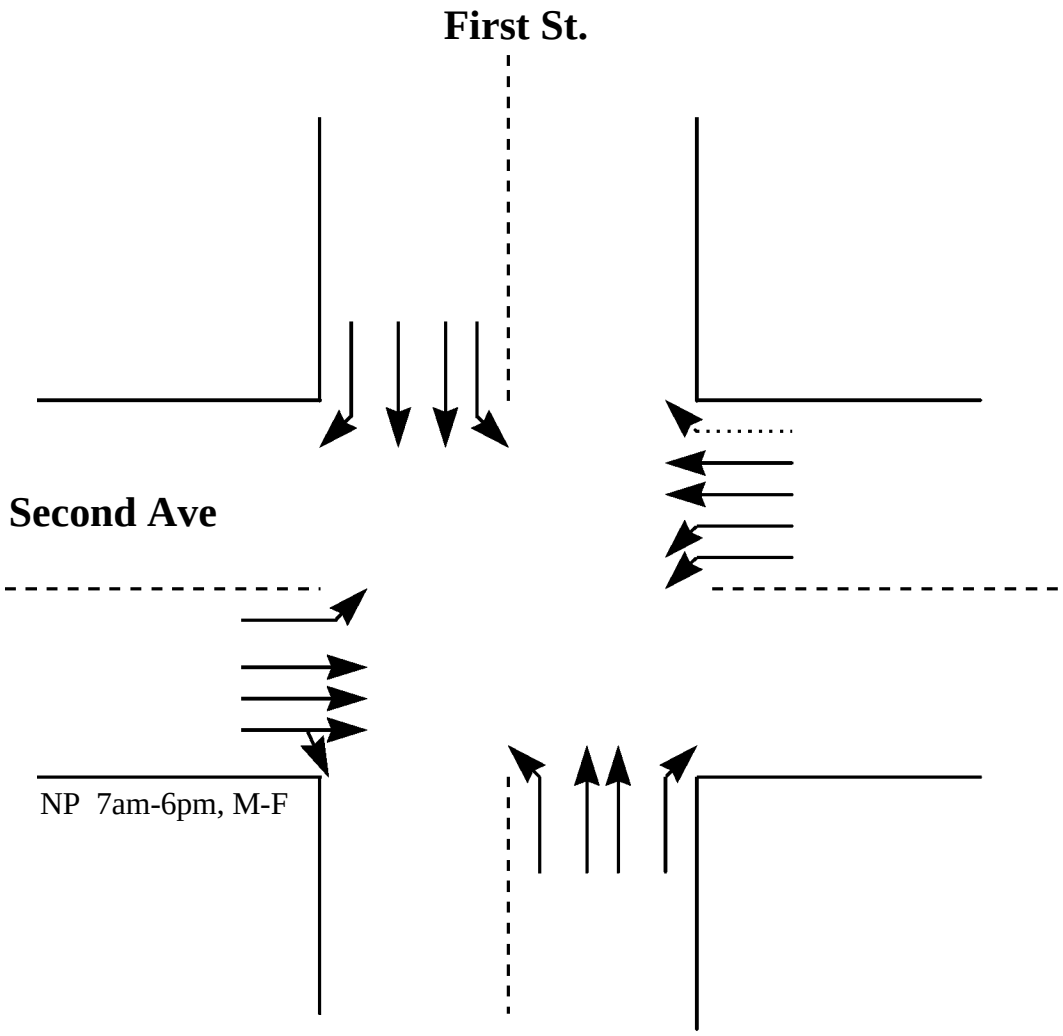
Lynn Jones
Director of Public Works

Enclosure

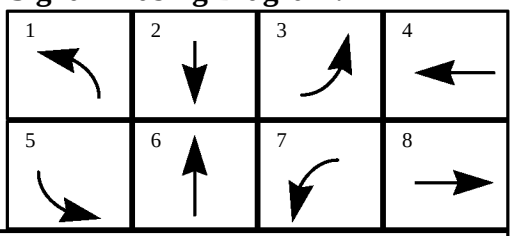
INTERSECTION LAYOUT

Intersection: First Street & Second Avenue

Date: 03-01-02 **Drawn By:** JS



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
E/W STREET: Second Avenue
COUNTED BY: RT/AS
WEATHER: Clear

DATE: 03/06/02
DAY OF WEEK: Tuesday
TIME OF DAY: 7:00 - 9:00 AM
4:00 - 6:00 PM

Period	Northbound			Southbound			Eastbound			Westbound			
Begin	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	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
Pk. Hour	105	1433	92	238	1064	41	148	760	57	380	443	232	4993

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	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
Pk. 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
E/W STREET: Second Avenue
COUNTED BY: RT/AS
WEATHER: Clear

DATE: 03/13/02
DAY OF WEEK: Tuesday
TIME OF DAY: 7:00 - 9:00 AM
4:00 - 6:00 PM

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	43	39	242	6	16	117	15	63	62	29	906
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
Pk. 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	37	353	15	36	188	8	117	145	60	1401
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
Pk. 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: 03/06/02 **Peak Hour:** 7:45-8:45 AM
Analyst: ES **Agency:** City of Example
CMP Monitoring Station #: 000

Movement	Volume	Number of Lanes	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	0.170	<==	
EB Right	57	0	0	----		
WB Left	380	2	2880	0.132	<==	
WB Thru	443	2	3200	0.138		
WB Right	232	1	1600	0.145		
Sum of Critical V/C Ratios						0.899
Adjustment for Lost Time						0.100
Intersection Capacity Utilization (ICU)						0.999
Level of Service (LOS) - Refer to table below						E

Notes:

1. Per lane Capacity = 1,600 VPH
2. Dual turn lane Capacity = 2,880 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: 03/13/02 **Peak Hour:** 7:45-8:45 AM
Analyst: ES **Agency:** City of Example
CMP Monitoring Station #: 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	0.159	<==	
EB Right	56	0	0	----		
WB Left	328	2	2880	0.114	<==	
WB Thru	410	2	3200	0.128		
WB Right	224	1	1600	0.140		
Sum of Critical V/C Ratios						0.848
Adjustment for Lost Time						0.100
Intersection Capacity Utilization (ICU)						0.948
Level of Service (LOS) - Refer to table below						E

Notes:

1. Per lane Capacity = 1,600 VPH
2. Dual turn lane Capacity = 2,880 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: 03/06/02 **Peak Hour:** 5:00-6:00 PM
Analyst: ES **Agency:** City of Example
CMP Monitoring Station #: 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	98	1	1600	0.061		
EB Left	144	1	1600	0.090		
EB Thru	695	3	4800	0.157	<==	
EB Right	60	0	0	----		
WB Left	496	2	2880	0.172	<==	
WB Thru	692	2	3200	0.216		
WB Right	213	1	1600	0.133		
Sum of Critical V/C Ratios						0.946
Adjustment for Lost Time						0.100
Intersection Capacity Utilization (ICU)						1.046
Level of Service (LOS) - Refer to table below						F

Notes:

1. Per lane Capacity = 1,600 VPH
2. Dual turn lane Capacity = 2,880 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: 03/13/02 **Peak Hour:** 4:45-5:45 PM
Analyst: ES **Agency:** City of Example
CMP Monitoring Station #: 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	0.171	<==	
EB Right	59	0	0	----		
WB Left	439	2	2880	0.152	<==	
WB Thru	685	2	3200	0.214		
WB Right	237	1	1600	0.148		
Sum of Critical V/C Ratios						0.969
Adjustment for Lost Time						0.100
Intersection Capacity Utilization (ICU)						1.069
Level of Service (LOS) - Refer to table below						F

Notes:

1. Per lane Capacity = 1,600 VPH
2. Dual turn lane Capacity = 2,880 VPH

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

EXHIBIT A-2
MONITORING STATIONS BY RESPONSIBLE AGENCY
AND 2001 LEVEL OF SERVICE RESULTS

See following sheets.

2001 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE: COMPARISONS OF 1992 AND 2001

				2001 Level of Service				1992 Level of Service				
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Substantial Changes in LOS from 1992 to 2001**
CMP Int.	Responsible Agency	CMP Route	Cross Street	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	
1	Alhambra	+ Fremont Av	Valley Bl	1.03	F	0.92	E	1.18	F	1.01	F	am improved
2	Azusa	Azusa Av/San Gabriel Av	Foothill Bl	0.49	A	0.65	B	0.63	B	0.92	E	improved
3	Bellflower	Lakewood Bl	Artesia Bl	0.81	D	0.92	E	0.97	E	0.95	E	am improved
4	Bellflower	Lakewood Bl	Rosecrans Av	0.74	C	0.87	D	0.79	C	0.81	D	
5	Beverly Hills	+ Santa Monica Bl	Wilshire Bl	1.09	F	1.08	F	1.20	F	1.10	F	am improved
6	Beverly Hills	Wilshire Bl	La Cienega Bl	0.85	D	0.91	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	0.89	D	0.97	E	0.88	D	1.03	F	
9	Claremont	Base Line Rd	Indian Hill Bl	1.10	F	0.89	D	0.77	C	0.71	C	worsened
10	Claremont	College Wy	Williams Av	no longer cmp arterial†				0.95	E	0.91	E	
11	Claremont	Foothill Bl	Indian Hill Bl	1.15	F	1.26	F	1.10	F	1.05	F	pm worsened
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	0.83	D	0.96	E	0.73	C	0.95	E	am worsened
15	Culver City	Venice Bl	Overland Av	0.80	D	0.85	D	1.31	F	1.25	F	improved
16	Diamond Bar	Grand Av	Diamond Bar Bl	0.94	E	1.31	F	0.90	D	1.08	F	pm worsened
17	Downey	Firestone Bl	Old Rivers School Rd	no longer cmp arterial				0.86	D	0.93	E	
18	Downey	Lakewood Bl	Firestone Bl	0.93	E	1.04	F	0.84	D	0.98	E	
19	Downey	Rosemead Bl	Telegraph Rd	1.09	F	1.19	F	0.77	C	1.07	F	worsened
20	El Segundo	Sepulveda Bl	El Segundo Bl	construction		construction		1.03	F	1.07	F	
21	Gardena	Artesia Bl	Vermont Av	0.99	E	0.95	E	0.99	E	0.86	D	
22	Hermosa Beach	+ Pacific Coast Hwy	Artersia Bl/Gould Av	0.97	E	0.99	E	1.00	E	0.89	D	pm worsened
23	Huntington Park	Alameda St	Slauson Av	construction		construction		0.62	B	0.69	B	
24	Inglewood	Manchester Av	Crenshaw Bl	0.88	D	0.97	E	0.96	E	1.09	F	pm improved
25	Inglewood	Manchester Av	La Brea Av	0.77	C	0.77	C	0.95	E	0.94	E	improved
26	La Canada-Flintridge	Angeles Crest Hwy	Rte 210 WB Off Ramp	0.50	A	0.49	A	0.64	B	0.60	A	am improved
27	La Mirada	Imperial Hwy	La Mirada Bl	0.87	D	0.95	E	0.99	E	0.94	E	am improved
28	La Puente	Azusa Av	Main St	0.82	D	0.83	D	0.79	C	0.80	C	
29	La Verne	Arrow Hwy	E St	0.55	A	0.71	C	0.62	B	0.68	B	
30	La Verne	+ Base Line Rd	Foothill Bl	0.90	E	0.95	E	0.65	B	1.06	F	am worsened/pm improved
31	La Verne	Foothill Bl	Damien Av	0.97	E	0.98	E	0.84	D	1.04	F	am worsened
32	Lakewood	Lakewood Bl	South St	0.77	C	0.90	D	0.68	B	0.94	E	
33	Long Beach	+ Alamitos Bl	Ocean Bl	0.96	E	0.96	E	0.97	E	0.99	E	

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Int. = Intersection; V/C = volume / capacity; improved = am and pm improved; worsened = am and pm worsened

2001 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE: COMPARISONS OF 1992 AND 2001

CMP Int.	Responsible Agency	CMP Route	Cross Street	2001 Level of Service				1992 Level of Service				Substantial Changes in LOS from 1992 to 2001**
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
				V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	
34	Long Beach	Lakewood Bl	Carson St	construction		construction		0.71	C	0.83	D	
35	Long Beach	Lakewood Bl	Willow St	construction		construction		0.89	D	0.96	E	
36	Long Beach	+ Pacific Coast Hwy	7th St	0.98	E	0.96	E	1.07	F	1.00	E	
37	Long Beach	+ Pacific Coast Hwy	Alamitos Av	0.73	C	0.75	C	0.78	C	0.83	D	
38	Long Beach	Pacific Coast Hwy	Sante Fe Av	0.68	B	0.74	C	0.64	B	0.68	B	
39	Long Beach	Pacific Coast Hwy	Westminister Av	0.93	E	1.22	F	1.00	E	1.07	F	pm worsened
40	Long Beach	Pacific Coast Hwy	Ximeno Av	0.71	C	0.78	C	0.69	B	0.77	C	
41	Long Beach	+ Seventh St	Alamitos Av	0.78	C	0.87	D	1.14	F	0.86	D	am improved
42	Long Beach	Seventh St	Redondo Av	0.98	E	0.99	E	1.01	F	0.99	E	
43	Los Angeles City	Alameda St	Washington Bl	0.47	A	0.57	A	0.63	B	0.72	C	improved
44	Los Angeles City	Alvarado St	Sunset Bl	0.94	E	0.93	E	0.99	E	0.99	E	
45	Los Angeles City	Gaffey St	9th St	0.71	C	0.74	C	0.93	E	0.91	E	improved
46	Los Angeles City	* La Cienega Bl	Jefferson Bl	1.12	F	1.13	F	1.09	F	1.06	F	
47	Los Angeles City	* La Cienega Bl	Centinela Bl	1.14	F	1.10	F	1.21	F	1.14	F	
48	Los Angeles City	+ Lincoln Bl	Manchester Av	0.81	D	0.94	E	0.85	D	0.79	C	pm worsened
49	Los Angeles City	+ Lincoln Bl	Marina Expy	0.82	D	0.98	E	0.70	B	0.69	B	worsened
50	Los Angeles City	+ Lincoln Bl	Venice Bl	1.11	F	1.11	F	0.89	D	0.99	E	worsened
51	Los Angeles City	Manchester Av	Avalon Bl	0.62	B	0.68	B	0.65	B	0.72	C	
52	Los Angeles City	Manchester Av	Sepulveda Bl	1.15	F	1.20	F	0.90	D	0.87	D	worsened
53	Los Angeles City	Manchester Av	Vermont Av	0.57	A	0.70	B	0.75	C	0.77	C	am improved
54	Los Angeles City	+ Pacific Coast Hwy	Alameda St	0.43	A	0.76	C	0.56	A	0.65	B	pm worsened
55	Los Angeles City	Pacific Coast Hwy	Chautauqua Bl	1.13	F	1.03	F	1.09	F	1.41	F	pm improved
56	Los Angeles City	Pacific Coast Hwy	Figueroa Bl	0.84	D	0.81	D	0.80	C	0.72	C	
57	Los Angeles City	Pacific Coast Hwy	Sunset Bl	0.85	D	0.93	E	0.91	E	0.88	D	
58	Los Angeles City	+ Pacific Coast Hwy	Western Av	0.99	E	1.22	F	0.77	C	0.83	D	worsened
59	Los Angeles City	Santa Monica Bl	Bundy Dr	0.81	D	0.84	D	0.54	A	0.67	B	worsened
60	Los Angeles City	+ Santa Monica Bl	Highland Av	0.83	D	0.93	E	1.01	F	1.09	F	improved
61	Los Angeles City	Santa Monica Bl	Western Av	0.80	D	0.81	D	0.86	D	0.96	E	pm improved
62	Los Angeles City	Santa Monica Bl	Westwood Bl	0.78	C	0.84	D	0.82	D	0.88	D	
63	Los Angeles City	Sepulveda Bl	Lincoln Bl	0.64	B	0.72	C	0.86	D	0.97	E	improved
64	Los Angeles City	Topanga Cyn Bl	Devonshire St	1.10	F	1.11	F	0.81	D	0.91	E	worsened
65	Los Angeles City	Topanga Cyn Bl	Roscoe Bl	1.14	F	1.17	F	0.83	D	0.82	D	worsened
66	Los Angeles City	Topanga Cyn Bl	Rte 118 WB Ramps	0.80	C	1.00	E	0.80	C	0.88	D	pm worsened

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2001 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE: COMPARISONS OF 1992 AND 2001

				2001 Level of Service				1992 Level of Service				
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Substantial Changes in LOS
CMP Int.	Responsible Agency	CMP Route	Cross Street	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	from 1992 to 2001**
67	Los Angeles City	+ Topanga Cyn Bl	Ventura Bl	0.76	C	0.89	D	0.88	D	0.87	D	am improved
68	Los Angeles City	+ Topanga Cyn Bl	Victory Bl	0.77	C	0.89	D	0.81	D	0.89	D	
69	Los Angeles City	Valley Bl	Rte 710 NB Off Ramp	0.69	B	0.60	B	0.68	B	0.71	C	pm improved
70	Los Angeles City	Venice Bl	Centinela Bl	1.09	F	1.12	F	1.05	F	1.07	F	
71	Los Angeles City	Venice Bl	La Cienega Bl	1.07	F	1.09	F	1.01	F	1.03	F	
72	Los Angeles City	Ventura Bl	Balboa Bl	0.85	D	0.84	D	0.85	D	0.74	C	pm worsened
73	Los Angeles City	Ventura Bl	Lankershim Bl	0.93	E	0.78	C	1.06	F	0.93	E	improved
74	Los Angeles City	Ventura Bl	Laurel Cyn Bl	0.81	D	1.03	F	0.95	E	1.03	F	am improved
75	Los Angeles City	Ventura Bl	Reseda Bl	1.03	F	0.89	D	0.72	C	0.81	D	am worsened
76	Los Angeles City	Ventura Bl	Sepulveda Bl	0.88	D	0.95	E	0.88	D	0.85	D	pm worsened
77	Los Angeles City	Ventura Bl	Winnetka Av	0.85	D	0.95	E	0.77	C	0.76	C	pm worsened
78	Los Angeles City	Ventura Bl	Woodman Av	0.70	C	0.81	D	0.78	C	0.87	D	
79	Los Angeles City	Victory Bl	Balboa Bl	0.91	E	0.97	E	1.01	F	0.98	E	am improved
80	Los Angeles City	Victory Bl	Reseda Bl	0.77	C	0.93	E	0.88	D	1.18	F	improved
81	Los Angeles City	Victory Bl	Sepulveda Bl	0.88	D	0.86	D	1.02	F	1.04	F	improved
82	Los Angeles City	Victory Bl	Winnetka Av	0.82	D	1.09	F	0.99	E	1.03	F	am improved
83	Los Angeles City	Victory Bl	Woodman Av	0.78	C	0.86	D	0.97	E	1.02	F	improved
84	Los Angeles City	Western Av	9th St	0.58	A	0.77	C	0.59	A	0.72	C	
85	Los Angeles City	Wilshire Bl	Alvarado Bl	0.60	A	0.71	C	0.53	A	0.68	B	
86	Los Angeles City	Wilshire Bl	Beverly Glen Bl	0.85	D	0.90	E	0.84	D	0.87	D	
87	Los Angeles City	Wilshire Bl	La Brea Av	0.83	D	0.82	D	0.82	D	0.83	D	
88	Los Angeles City	Wilshire Bl	Sepulveda Bl	1.03	F	1.11	F	0.95	E	1.01	F	pm worsened
89	Los Angeles City	Wilshire Bl	Western Av	0.65	B	0.73	C	0.65	B	0.81	D	
90	Los Angeles County	Avenue D	60th St West	0.28	A	0.31	A	0.22	A	0.23	A	
91	Los Angeles County	+ Azusa Av	Colima Rd	0.79	C	1.00	E	0.76	C	0.91	E	
92	Los Angeles County	+ Colima Rd	Hacienda Bl	0.85	D	0.88	D	0.89	D	0.84	D	
93	Los Angeles County	Henry Mayo Dr	Chiquito Cyn Rd	0.36	A	0.40	A	0.51	A	0.49	A	
94	Los Angeles County	Imperial Hwy	Carmenita Rd	0.86	D	0.86	D	0.95	E	1.31	F	pm improved
95	Los Angeles County	* La Cienega Bl	Stocker St	1.18	F	1.06	F	1.47	F	1.49	F	improved
96	Los Angeles County	Lancaster Rd	300th St West	not reported this cycle				0.17	A	0.18	A	
97	Los Angeles County	+ Pacific Coast Hwy	Topanga Cyn Bl	0.94	E	0.75	C	0.96	E	0.75	C	
98	Los Angeles County	Pearblossom Hwy	82nd St East	0.62	B	0.80	D	0.46	A	0.52	A	worsened
99	Los Angeles County	+ Pearblossom Hwy	Antelope Hwy	0.38	A	0.43	A	0.33	A	0.32	A	

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2001 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE: COMPARISONS OF 1992 AND 2001

				2001 Level of Service				1992 Level of Service				
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Substantial Changes in LOS from 1992 to 2001**
CMP Int.	Responsible Agency	CMP Route	Cross Street	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	
100	Los Angeles County	Rosemead Bl	Huntington Dr	0.98	E	1.17	F	0.96	E	1.07	F	pm worsened
101	Los Angeles County	Rosemead Bl	San Gabriel Bl	0.81	D	1.11	F	1.02	F	1.05	F	am improved
102	Los Angeles County	Sierra Hwy	Rte 14 (Red Rover Rd)	0.72	C	0.58	A	0.69	B	0.71	C	pm improved
103	Los Angeles County	Sierra Hwy	Sand Cyn Rd	construction		construction		0.86	D	1.04	F	
104	Los Angeles County	Whittier Bl	Atlantic Av	0.69	B	0.88	D	0.68	B	0.77	C	pm worsened
105	Lynwood	+ Alameda St	Imperial Hwy	construction		construction		1.02	F	1.04	F	
106	Malibu	Pacific Coast Hwy	Decker Rd	0.31	A	0.32	A	0.29	A	0.35	A	
107	Malibu	Pacific Coast Hwy	Kanan Dune Rd	0.53	A	0.56	A	0.50	A	0.48	A	
108	Malibu	Pacific Coast Hwy	Las Flores Cyn Rd	0.54	A	0.75	C	0.74	C	0.79	C	am improved
109	Malibu	Pacific Coast Hwy	Malibu Cyn Rd	0.71	C	0.62	B	0.57	A	0.65	B	am worsened
110	Manhattan Beach	Sepulveda Bl	Rosecrans Av	construction		construction		1.22	F	1.22	F	
111	Montebello	* Whittier Bl	Garfield Av	0.73	C	0.88	D	0.81	D	0.86	D	
112	Montebello	Whittier Bl	Montebello Bl	0.82	D	0.86	D	0.75	C	0.79	C	
113	Norwalk	Firestone Bl	Imperial Hwy	no longer cmp arterial				0.92	E	0.86	D	
114	Norwalk	Imperial Hwy	Norwalk Bl	0.94	E	0.91	E	0.84	D	0.95	E	am worsened
115	Palmdale	Fort Tejon Rd	Pearblossom Hwy	construction		construction		0.52	A	0.57	A	
116	Palmdale	Palmdale Bl	30th St East	construction		construction		0.42	A	0.69	B	
117	Palmdale	Palmdale Bl	Sierra Hwy	construction		construction		0.48	A	0.72	C	
118	Palmdale	* 47th St East	Avenue S	construction		construction		0.45	A	0.53	A	
119	Pasadena	Arroyo Pkwy	California Bl	0.87	D	0.96	E	0.81	D	0.92	E	
120	Pasadena	Pasadena Av/St. John Av	California Bl	0.93	E	0.79	C	0.95	E	0.95	E	pm improved
121	Pasadena	Rosemead Bl	Foothill Bl	0.61	B	0.80	D	0.70	B	0.87	D	
122	Pico Rivera	Rosemead Bl	Washington Bl	0.93	E	0.93	E	0.88	D	0.94	E	
123	Pico Rivera	+ Rosemead Bl	Whittier Bl	0.75	C	0.95	E	0.77	C	0.89	D	
124	Pomona	Arrow Hwy	Garey Av	0.80	D	0.83	D	0.63	B	0.85	D	am worsened
125	Pomona	Corona Expy	Garey Av	no longer cmp arterial†				1.10	F	1.10	F	
126	Pomona	Corona Expy	Mission Bl	0.92	E	1.12	F	1.10	F	1.10	F	am improved
127	Pomona	Foothill Bl	Garey Av	1.23	F	1.35	F	0.80	C	1.06	F	worsened
128	Rancho Palos Verdes	Western Av	Toscanini Dr	0.66	B	0.68	B	0.69	B	0.73	C	
129	Redondo Beach	Artesia Bl	Inglewood Av	0.99	E	1.13	F	0.98	E	1.16	F	
130	Redondo Beach	Pacific Coast Hwy	Torrance Bl	0.92	E	0.91	E	0.94	E	1.09	F	pm improved
131	Rosemead	Rosemead Bl	Valley Bl	0.96	E	0.97	E	1.02	F	1.05	F	
132	San Dimas	Arrow Hwy	San Dimas Av	0.52	A	0.80	D	0.47	A	0.67	B	pm worsened

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2001 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE: COMPARISONS OF 1992 AND 2001

				2001 Level of Service				1992 Level of Service				
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Substantial Changes in LOS from 1992 to 2001**
CMP Int.	Responsible Agency	CMP Route	Cross Street	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	
133	Santa Clarita	Magic Mtn Pkwy	Valencia Bl	0.59	A	0.82	D	0.77	C	0.91	E	am improved
134	Santa Clarita	San Fernando Rd	Lyons Av	0.60	A	0.62	B	0.85	D	1.06	F	improved
135	Santa Clarita	+ San Fernando Rd	Sierra Hwy	1.03	F	1.09	F	1.04	F	0.88	D	pm worsened
136	Santa Clarita	Sierra Hwy	Placerita Cyn Rd	0.45	A	0.31	A	0.69	B	0.67	B	improved
137	Santa Clarita	Sierra Hwy	Soledad Cyn Rd	0.85	D	1.04	F	1.06	F	1.13	F	am improved
138	Santa Monica	Lincoln Bl	Pico Bl	0.78	C	0.91	E	0.93	E	0.91	E	am improved
139	Santa Monica	Santa Monica Bl	Cloverfield Bl	0.77	C	0.87	D	0.68	B	0.80	C	
140	Santa Monica	+ Santa Monica Bl	Lincoln Bl	0.63	B	0.83	D	0.63	B	0.86	D	
141	Santa Monica	Wilshire Bl	26th St	0.85	D	0.90	E	0.81	D	0.95	E	
142	South El Monte	Rosemead Bl	Garvey Av	0.96	E	0.94	E	0.85	D	0.97	E	am worsened
143	South Gate	+ Alameda St	Firestone Bl	construction		construction		0.69	B	0.86	D	
144	South Gate	Firestone Bl	Atlantic Av	0.94	E	0.97	E	0.91	E	1.11	F	pm improved
145	South Pasadena	Fremont Av	Huntington Dr	0.88	D	1.01	F	0.86	D	0.96	E	
146	Temple City	Rosemead Bl	Las Tunas Dr	0.87	D	0.95	E	1.05	F	1.05	F	improved
147	Torrance	Artesia Bl	Crenshaw Bl	0.96	E	1.10	F	1.11	F	1.11	F	am improved
148	Torrance	+ Artesia Bl	Hawthorne Bl	1.10	F	0.96	E	1.09	F	1.04	F	
149	Torrance	Hawthorne Bl	190th St	0.96	E	1.07	F	0.99	E	0.94	E	pm worsened
150	Torrance	Hawthorne Bl	Sepulveda Bl	0.94	E	1.25	F	0.83	D	1.05	F	worsened
151	Torrance	Pacific Coast Hwy	Crenshaw Bl	0.82	D	1.02	F	0.99	E	1.09	F	am improved
152	Torrance	+ Pacific Coast Hwy	Hawthorne Bl	0.96	E	0.90	E	1.00	E	1.03	F	pm improved
153	Torrance	Pacific Coast Hwy	Palos Verdes Bl	0.74	C	0.97	E	0.76	C	0.96	E	
154	Torrance	Western Av	190th St	0.80	C	0.89	D	0.86	D	0.95	E	
155	Torrance	Western Av	Carson St	0.83	D	0.96	E	0.95	E	1.04	F	am improved
156	Torrance	Western Av	Sepulveda Bl	0.83	D	1.05	F	0.99	E	1.10	F	am improved
157	West Covina	Azusa Av	Amar Rd	0.97	E	1.07	F	0.96	E	1.25	F	pm improved
158	West Covina	Azusa Av	Cameron Av	0.81	D	0.88	D	0.69	B	0.77	C	worsened
159	West Covina	Azusa Av	Workman Av	0.70	B	0.83	D	0.62	B	0.71	C	pm worsened
160	West Hollywood	Santa Monica Bl	Doheny Dr	construction		construction		0.96	E	0.82	D	
161	West Hollywood	Santa Monica Bl	La Cienega Bl	construction		construction		1.09	F	0.94	E	
162	Whittier	Whittier Bl	Colima Rd	1.12	F	0.99	E	0.85	D	0.96	E	am worsened
163	Whittier	Whittier Bl	Norwalk Bl	1.16	F	1.01	F	0.92	E	0.81	D	worsened
164	Whittier	Whittier Bl	Painter Av	1.00	F	1.04	F	0.84	D	1.14	F	am worsened/pm improved

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2001 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

				Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak				AM Peak Hour				PM Peak			
CMP Statn	Fwy Rte	Post 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.	4,395	10,000	0.44	B	8,488	10,000	0.85	D	10,100	10,000	1.01	F(0)	4,779	10,000	0.48	B
1002	5	7.83	at Lemoran Ave.	10,880	8,000	1.36	F(2)	7,491	8,000	0.94	E	7,022	8,000	0.88	D	10,880	8,000	1.36	F(2)
1003	5	13.35	Ferris Ave.	10,080	8,000	1.26	F(1)	5,691	8,000	0.71	C	6,810	8,000	0.85	D	10,880	8,000	1.36	F(2)
1004	5	21.80	Stadium Way	9,154	10,000	0.92	D	12,600	10,000	1.26	F(1)	13,600	10,000	1.36	F(2)	9,083	10,000	0.91	D
1005	5	25.50	s/o Colorado Blvd Ext.	8,633	10,000	0.86	D	9,411	10,000	0.94	E	13,600	10,000	1.36	F(2)	9,045	10,000	0.90	D
1006	5	29.97	Burbank Blvd.	6,283	8,000	0.79	D	7,306	8,000	0.91	D	7,741	8,000	0.97	E	6,641	8,000	0.83	D
1007	5	36.90	n/o Jct Rte 170, Osborne St.	8,622	12,000	0.72	C	15,120	12,000	1.26	F(1)	11,941	12,000	1.00	E	9,469	12,000	0.79	D
1008	5	R46.55	n/o Rte 14	6,576	10,000	0.66	C	8,518	10,000	0.85	D	8,682	10,000	0.87	D	6,580	10,000	0.66	C
1009	5	R55.48	n/o Jct Rte 126 West	1,535	8,000	0.19	A	2,840	8,000	0.36	B	2,597	8,000	0.32	A	2,469	8,000	0.31	A
1010	10	R2.17	Lincoln Blvd.	5,460	6,000	0.91	D	3,879	6,000	0.65	C	4,110	6,000	0.69	C	4,083	6,000	0.68	C
1011	10	R6.75	e/o Overland Ave.	12,600	10,000	1.26	F(1)	13,600	10,000	1.36	F(2)	8,080	8,000	1.01	F(0)	8,080	8,000	1.01	F(0)
1012	10	R10.71	e/o La Brea Ave. UC	12,920	9,500	1.36	F(2)	13,870	9,500	1.46	F(3)	10,880	8,000	1.36	F(2)	10,880	8,000	1.36	F(2)
1013	10	13.53	Budlong Ave.	17,000	12,500	1.36	F(2)	18,250	12,500	1.46	F(3)	17,000	12,500	1.36	F(2)	17,000	12,500	1.36	F(2)
1014	10	19.67	at East LA City Limit	7,514	12,000	0.63	C	12,120	12,000	1.01	F(0)	11,494	12,000	0.96	E	8,227	12,000	0.69	C
1015	10	23.28	Atlantic Blvd.	4,766	8,000	0.60	C	10,880	8,000	1.36	F(2)	10,880	8,000	1.36	F(2)	6,007	8,000	0.75	C
1016	10	26.79	Rosemead Blvd.	6,112	8,000	0.76	C	10,880	8,000	1.36	F(2)	10,880	8,000	1.36	F(2)	5,988	8,000	0.75	C
1017	10	30.30	e/o Peck Rd.	5,916	8,000	0.74	C	10,880	8,000	1.36	F(2)	10,880	8,000	1.36	F(2)	6,353	8,000	0.79	D
1018	10	34.28	e/o Puente Ave.	6,018	10,000	0.60	C	13,600	10,000	1.36	F(2)	13,600	10,000	1.36	F(2)	6,615	10,000	0.66	C
1019	10	38.48	Grand Ave.	5,820	10,000	0.58	C	8,092	10,000	0.81	D	8,080	8,000	1.01	F(0)	6,695	8,000	0.84	D
1020	10	44.13	Dudley St.	7,211	8,000	0.90	D	10,880	8,000	1.36	F(2)	8,080	8,000	1.01	F(0)	7,241	8,000	0.91	D
1021	10	47.11	w/o Indian Hill Blvd.	7,622	8,000	0.95	E	10,080	8,000	1.26	F(1)	10,880	8,000	1.36	F(2)	7,981	8,000	1.00	E
1022	14	R26.00	n/o Jct Rte 5	2,587	10,000	0.26	A	8,266	10,000	0.83	D	9,211	10,000	0.92	D	3,477	10,000	0.35	A
1023	14	R54.20	s/o Angeles Forest Hwy	1,816	4,000	0.45	B	4,000	4,000	1.00	E	4,000	4,000	1.00	E	2,101	4,000	0.53	B
1024	14	R73.00	s/o Jct Rte 48	1,379	4,000	0.34	A	1,267	4,000	0.32	A	1,022	4,000	0.26	A	1,602	4,000	0.40	B
1025	57	R2.60	s/o Pathfinder Rd.	5,868	8,000	0.73	C	10,080	8,000	1.26	F(1)	8,080	8,000	1.01	F(0)	5,988	8,000	0.75	C
1026	57	R6.85	s/o Jct Rtes 10/71/210	6,298	10,000	0.63	C	5,454	10,000	0.55	C	5,790	10,000	0.58	C	6,489	10,000	0.65	C

Statn = station; Cap = capacity; D/C = demand / capacity

2001 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

				Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak				AM Peak Hour				PM Peak			
CMP Statn	Fwy Rte	Post Mile	Location	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1027	60	R2.22	e/o Indiana St.	5,228	12,000	0.44	B	15,120	12,000	1.26	F(1)	16,320	12,000	1.36	F(2)	6,455	12,000	0.54	B
1028	60	10.60	w/o Peck Rd.	7,547	10,000	0.75	C	13,600	10,000	1.36	F(2)	12,600	10,000	1.26	F(1)	7,423	10,000	0.74	C
1029	60	12.20	e/o Jct 605	7,241	12,000	0.60	C	17,520	12,000	1.46	F(3)	12,600	10,000	1.26	F(1)	8,223	10,000	0.82	D
1030	60	20.92	e/o Nogales St.	7,001	8,000	0.88	D	10,080	8,000	1.26	F(1)	10,880	8,000	1.36	F(2)	7,363	8,000	0.92	D
1031	60	22.94	Brea Canyon Rd.	6,722	8,000	0.84	D	10,080	8,000	1.26	F(1)	7,175	8,000	0.90	D	7,238	8,000	0.90	D
1032	60	R26.57	e/o Jct Rte 57 North	5,524	8,000	0.69	C	10,880	8,000	1.36	F(2)	6,060	6,000	1.01	F(0)	5,979	6,000	1.00	E
1033	91	R10.62	e/o Alameda St./Santa Fe Ave.	6,714	12,000	0.56	C	16,320	12,000	1.36	F(2)	12,120	12,000	1.01	F(0)	6,394	12,000	0.53	B
1034	91	R13.35	e/o Cherry Ave.	8,416	10,000	0.84	D	10,100	10,000	1.01	F(0)	10,100	10,000	1.01	F(0)	7,892	10,000	0.79	D
1035	91	R18.21	Norwalk/Pioner Blvd.	7,953	8,000	0.99	E	10,080	8,000	1.26	F(1)	10,880	8,000	1.36	F(2)	8,000	8,000	1.00	E
1036	101	0.46	n/o Vignes St.	13,600	10,000	1.36	F(2)	6,561	10,000	0.66	C	5,228	8,000	0.65	C	10,880	8,000	1.36	F(2)
1037	101	5.20	s/o Santa Monica Blvd.	7,005	8,000	0.88	D	10,880	8,000	1.36	F(2)	10,880	8,000	1.36	F(2)	10,080	8,000	1.26	F(1)
1038	101	13.98	Coldwater Canyon Ave.	13,600	10,000	1.36	F(2)	10,100	10,000	1.01	F(0)	13,600	10,000	1.36	F(2)	13,600	10,000	1.36	F(2)
1039	101	23.40	Winnetka Ave.	9,524	10,000	0.95	E	10,100	10,000	1.01	F(0)	13,600	10,000	1.36	F(2)	10,100	10,000	1.01	F(0)
1040	101	36.18	n/o Reyes Adobe Rd.	6,381	10,000	0.64	C	8,793	10,000	0.88	D	8,206	10,000	0.82	D	6,411	10,000	0.64	C
1041	105	R1.00	e/o Sepulveda Blvd. (Jct Rte 1)	3,244	6,000	0.54	C	3,886	6,000	0.65	C	6,000	6,000	1.00	E	5,815	6,000	0.97	E
1042	105	R5.50	e/o Crenshaw Blvd., w/o Vermont	7,900	8,000	0.99	E	11,680	8,000	1.46	F(3)	10,880	8,000	1.36	F(2)	7,593	8,000	0.95	E
1043	105	R12.60	w/o Jct Rte 710, e/o Harris Ave.	6,599	8,000	0.82	D	6,783	8,000	0.85	D	10,080	8,000	1.26	F(1)	6,949	8,000	0.87	D
1044	105	R17.00	e/o Bellflower Blvd., w/o Rte 605	5,891	8,000	0.74	C	11,680	8,000	1.46	F(3)	10,080	8,000	1.26	F(1)	5,585	8,000	0.70	C
1045	110	2.77	Wilmington, s/o "C" St.	4,492	8,000	0.56	C	3,084	8,000	0.39	B	4,504	8,000	0.56	C	3,084	8,000	0.39	B
1046	110	15.86	Manchester Blvd.	10,880	8,000	1.36	F(2)	8,080	8,000	1.01	F(0)	7,930	8,000	0.99	E	7,882	8,000	0.99	E
1047	110	17.95	Slauson Ave.	10,880	8,000	1.36	F(2)	8,080	8,000	1.01	F(0)	8,080	8,000	1.01	F(0)	11,680	8,000	1.46	F(3)
1048	110	23.50	s/o Rte 101	7,241	8,000	0.91	D	11,680	8,000	1.46	F(3)	10,880	8,000	1.36	F(2)	10,880	8,000	1.36	F(2)
1049	110	23.96	at Alpine St.	4,573	6,000	0.76	C	8,760	6,000	1.46	F(3)	8,160	6,000	1.36	F(2)	8,160	6,000	1.36	F(2)
1050	110	26.50	at Pasadena Ave.	3,185	6,000	0.53	B	6,000	6,000	1.00	E	8,160	6,000	1.36	F(2)	3,802	6,000	0.63	C
1051	118	R1.19	at LA/Ven County Line	6,060	6,000	1.01	F(0)	5,116	6,000	0.85	D	4,367	6,000	0.73	C	6,060	6,000	1.01	F(0)
1052	118	R9.10	e/o Woodley Ave.	10,000	10,000	1.00	E	9,011	10,000	0.90	D	9,598	10,000	0.96	E	9,784	10,000	0.98	E
1053	118	R13.44	w/o Jct Rte 210	4,170	8,000	0.52	B	5,279	8,000	0.66	C	5,521	8,000	0.69	C	4,360	8,000	0.55	C

Statn = station; Cap = capacity; D/C = demand / capacity

2001 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

				Northbound/Eastbound								Southbound/Westbound							
CMP	Fwy	Post		AM Peak Hour				PM Peak				AM Peak Hour				PM Peak			
Statn	Rte	Mile	Location	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1054	134	1.26	at Forman Ave.	7,815	8,000	0.98	E	7,279	8,000	0.91	D	10,880	8,000	1.36	F(2)	10,080	8,000	1.26	F(1)
1055	134	R7.13	e/o Central Ave.	6,356	8,000	0.79	D	8,080	8,000	1.01	F(0)	10,080	8,000	1.26	F(1)	6,276	8,000	0.78	D
1056	134	R12.09	w/o San Rafael Ave.	8,080	8,000	1.01	F(0)	8,080	8,000	1.01	F(0)	8,080	8,000	1.01	F(0)	7,534	8,000	0.94	E
1057	170	R17.62	s/o Sherman Way	5,183	8,000	0.65	C	6,603	8,000	0.83	D	7,872	8,000	0.98	E	5,503	8,000	0.69	C
1058	210	R3.57	e/o Polk St.	4,677	6,000	0.78	D	2,336	6,000	0.39	B	2,094	6,000	0.35	A	4,652	6,000	0.78	D
1059	210	R7.19	at Terra Bella St.	6,206	8,000	0.78	D	4,298	8,000	0.54	B	4,151	8,000	0.52	B	6,370	8,000	0.80	D
1060	210	R23.55	w/o Rtes 134/710	6,466	10,000	0.65	C	4,520	10,000	0.45	B	4,512	10,000	0.45	B	6,590	10,000	0.66	C
1061	210	R29.72	Rosemead Blvd.	7,581	8,000	0.95	E	10,880	8,000	1.36	F(2)	10,100	10,000	1.01	F(0)	8,260	10,000	0.83	D
1062	210	R35.74	w/o Rte 605	7,816	10,000	0.78	D	10,100	10,000	1.01	F(0)	12,600	10,000	1.26	F(1)	7,946	10,000	0.79	D
1063	210	R46.45	at San Dimas Ave.	6,499	8,000	0.81	D	6,236	8,000	0.78	D	6,804	8,000	0.85	D	6,707	8,000	0.84	D
1064	405	0.40	n/o Rte 22	8,080	8,000	1.01	F(0)	7,361	8,000	0.92	D	7,232	10,000	0.72	C	12,600	10,000	1.26	F(1)
1065	405	8.02	Santa Fe Ave.	8,080	8,000	1.01	F(0)	6,935	8,000	0.87	D	7,534	8,000	0.94	E	8,080	8,000	1.01	F(0)
1066	405	11.90	s/o Rte 110 @ Carson Scales	10,100	10,000	1.01	F(0)	8,691	10,000	0.87	D	8,731	10,000	0.87	D	10,100	10,000	1.01	F(0)
1067	405	18.63	n/o Inglewood Ave, at Compton Blvd.	10,880	8,000	1.36	F(2)	8,000	8,000	1.00	E	7,832	8,000	0.98	E	8,080	8,000	1.01	F(0)
1068	405	24.27	n/o La Tijera Blvd.	13,600	10,000	1.36	F(2)	12,600	10,000	1.26	F(1)	9,157	10,000	0.92	D	9,353	10,000	0.94	E
1069	405	28.30	n/o Venice Blvd.	13,600	10,000	1.36	F(2)	14,600	10,000	1.46	F(3)	8,914	10,000	0.89	D	13,600	10,000	1.36	F(2)
1070	405	35.81	s/o Mulholland Dr.	8,529	10,000	0.85	D	14,600	10,000	1.46	F(3)	11,680	8,000	1.46	F(3)	8,080	8,000	1.01	F(0)
1071	405	44.27	n/o Roscoe Blvd.	6,484	10,000	0.65	C	12,600	10,000	1.26	F(1)	8,080	8,000	1.01	F(0)	6,346	8,000	0.79	D
1072	605	R2.31	n/o Carson St.	10,080	8,000	1.26	F(1)	8,080	8,000	1.01	F(0)	6,898	8,000	0.86	D	7,940	8,000	0.99	E
1073	605	R5.58	n/o Jct Rte 91, s/o Alondra	12,120	12,000	1.01	F(0)	8,824	12,000	0.74	C	9,612	12,000	0.80	D	12,120	12,000	1.01	F(0)
1074	605	R11.00	n/o Telegraph Rd.	7,516	8,000	0.94	E	10,080	8,000	1.26	F(1)	10,880	8,000	1.36	F(2)	11,680	8,000	1.46	F(3)
1075	605	R17.75	n/o Jct Rte 60	6,056	8,000	0.76	C	10,880	8,000	1.36	F(2)	8,080	8,000	1.01	F(0)	6,073	8,000	0.76	C
1076	605	22.92	at San Gabriel River Bridge	4,523	8,000	0.57	C	5,923	8,000	0.74	C	6,637	8,000	0.83	D	5,146	8,000	0.64	C
1077	710	7.60	n/o Jct Rte 1 (PCH), Willow St.	5,932	6,000	0.99	E	5,651	6,000	0.94	E	5,973	6,000	1.00	E	5,236	6,000	0.87	D
1078	710	10.31	n/o Jct Rte 405, s/o Del Amo	7,912	8,000	0.99	E	7,847	8,000	0.98	E	7,987	8,000	1.00	E	7,418	8,000	0.93	D
1079	710	19.10	n/o Rte 105, n/o Firestone	10,080	8,000	1.26	F(1)	10,880	8,000	1.36	F(2)	7,949	8,000	0.99	E	7,896	8,000	0.99	E
1080	710	23.75	s/o Rte 60	7,234	8,000	0.90	D	8,080	8,000	1.01	F(0)	7,969	8,000	1.00	E	8,080	8,000	1.01	F(0)

Statn = station; Cap = capacity; D/C = demand / capacity

1992-2001 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Statn	Fwy Rte	Post Mile	Location	2001 North/East Bound AM PH D/C	2001 North/East Bound PM PH D/C	2001 South/West Bound AM PH D/C	2001 South/West Bound PM PH D/C	1992* North/East Bound AM PH D/C	1992* North/East Bound PM PH D/C	1992* South/West Bound AM PH D/C	1992* South/West Bound PM PH D/C	Substantial Changes in LOS from 1992 to 2001** Northbound/ Eastbound	Substantial Changes in LOS from 1992 to 2001** Southbound/ Westbound
1001	2	R17.78	at Round Top Rd.	0.44	0.85	1.01	0.48	0.49	0.98	1.26	0.46	pm improved	am improved
1002	5	7.834	at Lemoran Ave.	1.36	0.94	0.88	1.36	1.40	0.93	0.86	1.29		
1003	5	13.35	Ferris Ave.	1.26	0.71	0.85	1.36	1.26	0.92	0.96	1.33	pm improved	am improved
1004	5	21.8	Stadium Way	0.92	1.26	1.36	0.91	0.89	1.27	1.04	0.90		am worsened
1005	5	25.5	s/o Colorado Blvd Ext.	0.86	0.94	1.36	0.90	0.62	0.80	0.79	0.66	worsened	worsened
1006	5	29.97	Burbank Blvd.	0.79	0.91	0.97	0.83	0.64	0.87	0.98	0.63	am worsened	pm worsened
1007	5	36.9	n/o Jct Rte 170, Osborne St.	0.72	1.26	1.00	0.79	0.79	1.29	1.31	0.81		am improved
1008	5	R46.55	n/o Rte 14	0.66	0.85	0.87	0.66	0.72	1.18	1.12	0.77	pm improved	am improved
1009	5	R55.48	n/o Jct Rte 126 West	0.19	0.36	0.32	0.31	0.75	0.99	0.91	0.76	improved	improved
1010	10	R2.17	Lincoln Blvd.	0.91	0.65	0.69	0.68	0.88	0.78	0.84	0.79	pm improved	improved
1011	10	R6.75	e/o Overland Ave.	1.26	1.36	1.01	1.01	1.27	1.37	1.18	1.29		pm improved
1012	10	R10.71	e/o La Brea Ave. UC	1.36	1.46	1.36	1.36	1.30	1.22	1.30	1.49	pm worsened	pm improved
1013	10	13.53	Budlong Ave.	1.36	1.46	1.36	1.36	0.96	1.42	1.13	1.38	am worsened	am worsened
1014	10	19.67	at East LA City Limit	0.63	1.01	0.96	0.69	0.79	1.17	1.29	0.85	am improved	improved
1015	10	23.28	Atlantic Blvd.	0.60	1.36	1.36	0.75	0.74	1.53	1.43	0.90	pm improved	pm improved
1016	10	26.79	Rosemead Blvd.	0.76	1.36	1.36	0.75	0.70	1.37	1.36	0.73		
1017	10	30.3	e/o Peck Rd.	0.74	1.36	1.36	0.79	0.66	1.36	1.26	0.73		am worsened
1018	10	34.28	e/o Puente Ave.	0.60	1.36	1.36	0.66	0.81	1.36	1.36	0.82	am improved	pm improved
1019	10	38.48	Grand Ave.	0.58	0.81	1.01	0.84	0.78	0.97	0.97	0.78	improved	
1020	10	44.13	Dudley St.	0.90	1.36	1.01	0.91	0.82	1.31	1.00	0.78		
1021	10	47.11	w/o Indian Hill Blvd.	0.95	1.26	1.36	1.00	0.95	1.26	1.26	1.00		am worsened
1022	14	R26.00	n/o Jct Rte 5	0.26	0.83	0.92	0.35	0.33	0.92	1.04	0.44		am improved
1023	14	R54.20	s/o Angeles Forest Hwy	0.45	1.00	1.00	0.53	0.37	0.95	0.79	0.40		am worsened
1024	14	R73.00	s/o Jct Rte 48	0.34	0.32	0.26	0.40	0.29	0.27	0.21	0.31		
1025	57	R2.60	s/o Pathfinder Rd.	0.73	1.26	1.01	0.75	0.80	1.28	1.20	0.88		pm improved
1026	57	R6.85	s/o Jct Rtes 10/71/210	0.63	0.55	0.58	0.65	0.71	0.88	0.95	0.78	pm improved	improved

* 1995 was the first year that the Century Freeway (I-105) was included in the CMP and monitored for CMP purposes.
** "Substantial" is defined as a change of 0.10 or more in D/C and a change in LOS.
Statn = station; PH = peak hour; improved = am and pm improved; worsened = am and pm worsened; imp = improved; worse = worsened

1992-2001 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Statn	Fwy Rte	Post Mile	Location	2001 North/East Bound AM PH D/C	2001 North/East Bound PM PH D/C	2001 South/West Bound AM PH D/C	2001 South/West Bound PM PH D/C	1992* North/East Bound AM PH D/C	1992* North/East Bound PM PH D/C	1992* South/West Bound AM PH D/C	1992* South/West Bound PM PH D/C	Substantial Changes in LOS from 1992 to 2001** Northbound/ Eastbound	Substantial Changes in LOS from 1992 to 2001** Southbound/ Westbound
1027	60	R2.22	e/o Indiana St.	0.44	1.26	1.36	0.54	0.75	1.12	1.30	0.68	am imp/pm worse	pm improved
1028	60	10.6	w/o Peck Rd.	0.75	1.36	1.26	0.74	0.65	1.46	1.38	0.64		am improved
1029	60	12.2	e/o Jct 605	0.60	1.46	1.26	0.82	0.64	0.94	1.27	0.81	pm worsened	
1030	60	20.92	e/o Nogales St.	0.88	1.26	1.36	0.92	0.74	0.95	0.92	0.88	worsened	am worsened
1031	60	22.94	Brea Canyon Rd.	0.84	1.26	0.90	0.90	0.62	1.38	0.94	0.70	am worse/pm imp	pm worsened
1032	60	R26.57	e/o Jct Rte 57 North	0.69	1.36	1.01	1.00	0.75	1.45	1.38	0.91		am improved
1033	91	R10.62	e/o Alameda St./Santa Fe Ave.	0.56	1.36	1.01	0.53	1.02	1.46	1.39	1.09	am improved	improved
1034	91	R13.35	e/o Cherry Ave.	0.84	1.01	1.01	0.79	0.77	1.39	1.42	0.70	pm improved	am improved
1035	91	R18.21	Norwalk/Pioner Blvd.	0.99	1.26	1.36	1.00	0.66	1.08	1.30	0.76	worsened	pm worsened
1036	101	0.46	n/o Vignes St.	1.36	0.66	0.65	1.36	1.32	0.80	0.80	1.48	pm improved	improved
1037	101	5.2	s/o Santa Monica Blvd.	0.88	1.36	1.36	1.26	0.75	0.93	1.09	0.79	worsened	worsened
1038	101	13.98	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	23.4	Winnetka Ave.	0.95	1.01	1.36	1.01	1.21	1.21	1.53	1.33	am improved	improved
1040	101	36.18	n/o Reyes Adobe Rd.	0.64	0.88	0.82	0.64	0.48	0.91	0.78	0.58	am worsened	
1041	105	R1.00	e/o Sepulveda Blvd. (Jct Rte 1)	0.54	0.65	1.00	0.97	0.44	0.63	0.69	0.20	am worsened	worsened
1042	105	R5.50	e/o Crenshaw Blvd., w/o Vermont	0.99	1.46	1.36	0.95	0.92	1.26	1.26	1.00	pm worsened	am worsened
1043	105	R12.60	w/o Jct Rte 710, e/o Harris Ave.	0.82	0.85	1.26	0.87	0.74	0.91	1.26	0.82		
1044	105	R17.00	e/o Bellflower Blvd., w/o Rte 605	0.74	1.46	1.26	0.70	0.64	1.46	1.01	0.68		am worsened
1045	110	2.77	Wilmington, s/o "C" St.	0.56	0.39	0.56	0.39	1.21	0.75	0.65	1.12	improved	pm improved
1046	110	15.86	Manchester Blvd.	1.36	1.01	0.99	0.99	1.05	0.96	0.86	0.96	am worsened	am worsened
1047	110	17.95	Slauson Ave.	1.36	1.01	1.01	1.46	1.46	1.28	1.28	0.97	pm improved	am imp/pm worse
1048	110	23.5	s/o Rte 101	0.91	1.46	1.36	1.36	1.42	1.48	1.48	1.09	am improved	am imp/pm worse
1049	110	23.96	at Alpine St.	0.76	1.46	1.36	1.36	0.67	1.52	1.40	0.69		pm worsened
1050	110	26.5	at Pasadena Ave.	0.53	1.00	1.36	0.63	0.55	1.00	1.25	0.82		am worse/pm imp
1051	118	R1.19	at LA/Ven County Line	1.01	0.85	0.73	1.01	1.06	0.57	0.46	1.19	pm worsened	am worsened
1052	118	R9.10	e/o Woodley Ave.	1.00	0.90	0.96	0.98	0.82	0.68	1.03	1.28	worsened	pm improved
1053	118	R13.44	w/o Jct Rte 210	0.52	0.66	0.69	0.55	0.50	0.64	0.57	0.47		

* 1995 was the first year that the Century Freeway (I-105) was included in the CMP and monitored for CMP purposes.
** "Substantial" is defined as a change of 0.10 or more in D/C and a change in LOS.
Statn = station; PH = peak hour; improved = am and pm improved; worsened = am and pm worsened; imp = improved; worse = worsened

1992-2001 CMP FREEWAY LEVELS OF SERVICE COMPARISON

				2001				1992*				Substantial Changes in LOS from 1992 to 2001**	
				North/East Bound		South/West Bound		North/East Bound		South/West Bound			
CMP Statn	Fwy Rte	Post Mile	Location	AM PH D/C	PM PH D/C	AM PH D/C	PM PH D/C	AM PH D/C	PM PH D/C	AM PH D/C	PM PH D/C	Northbound/ Eastbound	Southbound/ Westbound
1054	134	1.26	at Forman Ave.	0.98	0.91	1.36	1.26	0.85	0.85	0.78	1.27	am worsened	am worsened
1055	134	R7.13	e/o Central Ave.	0.79	1.01	1.26	0.78	0.87	1.14	1.12	0.73		am worsened
1056	134	R12.09	w/o San Rafael Ave.	1.01	1.01	1.01	0.94	0.85	0.95	1.26	0.84	am worsened	am imp/pm worse
1057	170	R17.62	s/o Sherman Way	0.65	0.83	0.98	0.69	0.57	0.83	0.90	0.62		
1058	210	R3.57	e/o Polk St.	0.78	0.39	0.35	0.78	0.73	0.62	0.24	0.62	pm improved	pm worsened
1059	210	R7.19	at Terra Bella St.	0.78	0.54	0.52	0.80	0.73	0.44	0.43	0.72		
1060	210	R23.55	w/o Rtes 134/710	0.65	0.45	0.45	0.66	0.74	0.45	0.48	0.72		
1061	210	R29.72	Rosemead Blvd.	0.95	1.36	1.01	0.83	0.71	1.43	1.32	0.72	am worsened	am imp/pm worse
1062	210	R35.74	w/o Rte 605	0.78	1.01	1.26	0.79	0.82	1.28	1.12	0.80	pm improved	am worsened
1063	210	R46.45	at San Dimas Ave.	0.81	0.78	0.85	0.84	0.75	0.68	0.67	0.82		am worsened
1064	405	0.4	n/o Rte 22	1.01	0.92	0.72	1.26	1.29	0.92	0.91	1.46	am improved	improved
1065	405	8.02	Santa Fe Ave.	1.01	0.87	0.94	1.01	1.32	0.72	0.91	1.36	am imp/pm worse	pm improved
1066	405	11.9	s/o Rte 110 @ Carson Scales	1.01	0.87	0.87	1.01	1.21	0.93	0.84	1.46		pm improved
1067	405	18.63	n/o Inglewood Ave, at Compton Blvd.	1.36	1.00	0.98	1.01	1.44	1.18	10.70	1.54	pm improved	improved
1068	405	24.27	n/o La Tijera Blvd.	1.36	1.26	0.92	0.94	1.44	1.25	1.08	1.27		improved
1069	405	28.3	n/o Venice Blvd.	1.36	1.46	0.89	1.36	1.26	1.26	1.03	1.03	worsened	am imp/pm worse
1070	405	35.81	s/o Mulholland Dr.	0.85	1.46	1.46	1.01	0.86	1.46	1.28	1.01		am worsened
1071	405	44.27	n/o Roscoe Blvd.	0.65	1.26	1.01	0.79	0.75	1.02	1.20	0.94	pm worsened	pm improved
1072	605	R2.31	n/o Carson St.	1.26	1.01	0.86	0.99	1.02	1.08	1.10	1.14	am worsened	improved
1073	605	R5.58	n/o Jct Rte 91, s/o Alondra	1.01	0.74	0.80	1.01	1.39	1.45	0.88	1.38	improved	pm improved
1074	605	R11.00	n/o Telegraph Rd.	0.94	1.26	1.36	1.46	0.63	1.27	1.00	0.88	am worsened	worsened
1075	605	R17.75	n/o Jct Rte 60	0.76	1.36	1.01	0.76	0.68	0.99	1.03	0.78	pm worsened	
1076	605	22.92	at San Gabriel River Bridge	0.57	0.74	0.83	0.64	0.50	0.70	0.80	0.60		
1077	710	7.6	n/o Jct Rte 1 (PCH), Willow St.	0.99	0.94	1.00	0.87	0.81	0.90	0.99	0.90	am worsened	
1078	710	10.31	n/o Jct Rte 405, s/o Del Amo	0.99	0.98	1.00	0.93	0.65	0.66	0.94	1.01	worsened	
1079	710	19.1	n/o Rte 105, n/o Firestone	1.26	1.36	0.99	0.99	1.11	0.86	0.72	0.99	worsened	am worsened
1080	710	23.75	s/o Rte 60	0.90	1.01	1.00	1.01	0.82	0.82	0.79	1.27	pm worsened	am worse/pm imp

* 1995 was the first year that the Century Freeway (I-105) was included in the CMP and monitored for CMP purposes.
** "Substantial" is defined as a change of 0.10 or more in D/C and a change in LOS.
Statn = station; PH = peak hour; improved = am and pm improved; worsened = am and pm worsened; imp = improved; worse = worsened

EXHIBIT A-3
SUBMITTAL FORMS (OPTIONAL)

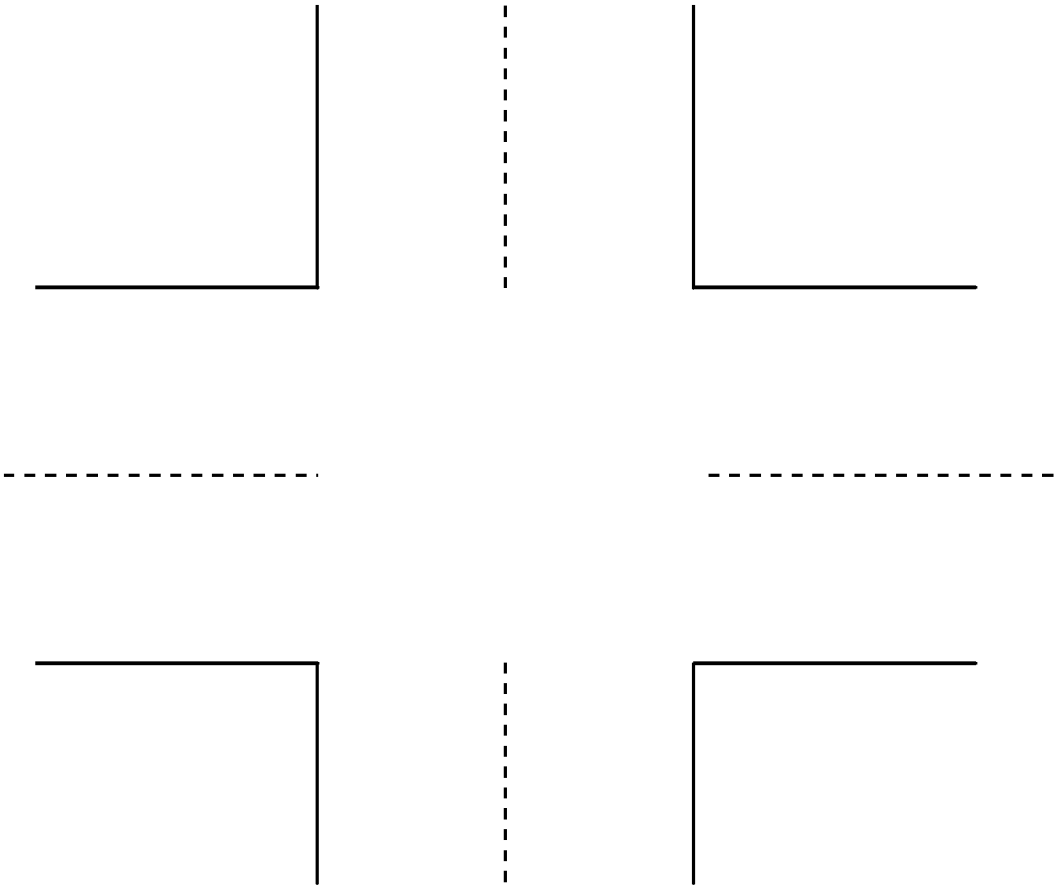
See following sheets.

INTERSECTION LAYOUT

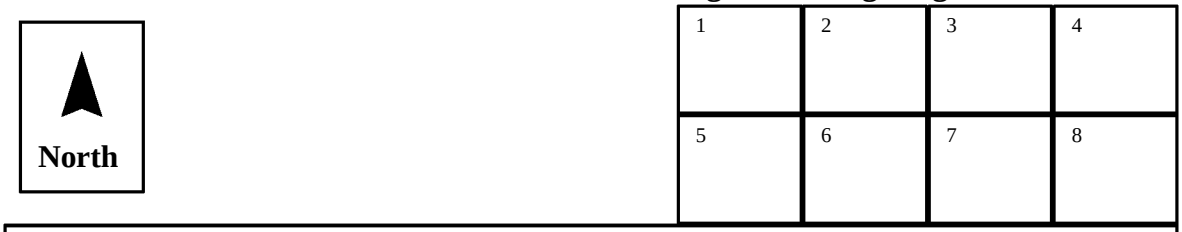
Intersection: _____

Date: _____ **Drawn By:** _____

CMP Monitoring Station No.: _____



Signal Phasing Diagram:



North

KEY:

1.

2.

INTERSECTION CAPACITY UTILIZATION WORKSHEET FORM

Intersection: _____

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

Analyst: _____ **Agency:** _____

CMP Monitoring Station #: _____

Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical V/C	Total
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 = 1,600 VPH 2. Dual turn lane Capacity = 2,880 VPH

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

APPENDIX

C

CMP TDM ORDINANCE REQUIREMENTS

Consistent with CMP requirements, all 89 local jurisdictions in the Los Angeles County have adopted and are currently implementing a TDM ordinance and transit coordination requirements. The following describes the minimum CMP TDM standards. Please refer to the locally adopted TDM Ordinance when determining applicability of TDM requirements, or contact the CMP hotline at (213) 922-2830 for a copy of the model CMP TDM ordinance.

C. CMP TDM MINIMUM STANDARDS

C.1 Analysis of Transit Impacts Resulting From New Development

Projects Subject to Transit Operator Review: All development projects/programs for which an Environmental Impact Report (EIR) will be prepared must consult with affected transit operators. This includes Subsequent, Supplement and Addendum EIR's. Projects covered by a Negative Declaration, Mitigated Negative Declaration or Notice of CEQA Exemption are not required to perform a CMP Transit Impact Analysis.

Projects for which a Notice of Preparation (NOP) has been released pursuant to the provisions of CEQA and prior to local jurisdiction adoption of the TDM Ordinance are exempted. Phased development projects, or development projects requiring subsequent approvals, need not repeat this process as long as no significant changes are made to the project. It shall remain the discretion of the lead agency to determine when a project is substantially the same and thus covered by a previously certified EIR.

C.1.1 Transit Analysis Requirements. For EIR projects, local jurisdictions shall request comment from regional and municipal fixed-route transit operators by notifying the operator through the NOP process. The NOP shall be sent to local fixed route bus operator(s) within one mile of the project, and express bus (including limited stop and freeway commuter routes) and rail transit operators with stops within two miles of the project.

Appendix D, Section 8.4. provides specific guidance on addressing transit impact analysis requirements in EIR's. Transit operators comments could include a determination of whether the project will impact current transit service, recommendations for transit service or capital improvements necessary as a result of the project, and recommendations for mitigation measures which minimize automobile trips on the CMP system.

Impacts and recommended mitigation measures submitted by the transit operator must be included and evaluated in the draft EIR. Selection of final mitigation measures shall remain the discretion of the lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.
Like the Land Use Analysis Program, discussed in Chapter 6, the transit impact analysis

requirement relies upon existing CEQA processes. Some local jurisdictions found it convenient to adopt transit analysis requirements as part of the Land Use Analysis Program.

C.2 Requirements for New Non-Residential Development

Each local jurisdiction's TDM ordinance includes minimum TDM requirements for new non-residential development projects. The following describes the applicability and minimum standards required to conform to the CMP TDM Ordinance:

C.2.1 Applicability of Requirements. This requirement applies to all new non-residential development as described below. This requirement does not apply to 1) projects for which a development application has been deemed "complete" by the local jurisdiction pursuant to Government Code Section 65943, 2) projects for which a Notice of Preparation for a DEIR has been circulated, 3) projects for which an application for a building permit has been received, prior to the effective date of the TDM Ordinance.

C.2.2 Definitions. The following words or phrases shall have the following meanings when used in this ordinance:

A. "Alternative Transportation" means the use of modes of transportation other than the single passenger motor Vehicle, including but not limited to Carpools, Vanpools, Buspools, public transit, walking and bicycling.

B. "Applicable Development" means any development project that is determined to meet or exceed the project size threshold criteria contained in section C.2.3 below.

C. "Buspool" means a Vehicle carrying sixteen or more passengers commuting on a regular basis to and from work with a fixed route, according to a fixed schedule.

D. "Carpool" means a Vehicle carrying two to six persons commuting together to and from work on a regular basis.

E. "The California Environmental Quality Act (CEQA)," a statute that requires all jurisdictions in the State of California to evaluate the extent of environmental degradation posed by proposed development.

F. "Developer" shall mean the builder who is responsible for the planning, design and construction of an applicable development project. A developer may be responsible for implementing the provisions of the TDM Ordinance as determined by the property owner.

G. "Development" means the construction or addition of new building square footage. Additions to buildings which existed prior to the adoption of the jurisdiction's TDM Ordinance and which exceed the threshold defined in section C.2.3 below, shall comply with the applicable requirements but shall not be added cumulatively with

existing square footage; existing square footage shall be exempt from these requirements. All calculations shall be based on gross square footage.

H. "Employee Parking Area" means the portion of total required parking at a development used by onsite employees. Unless specified in the City/County Zoning/Building Code, employee parking should be computed as follows:

Type of Use	Percent of Total Required Parking Devoted to Employees
Commercial	30%
Office/Professional	85%
Industrial/Manufacturing	90%

B. "Preferential Parking" means parking spaces designated or assigned, through use of a sign or painted space markings for Carpool and Vanpool Vehicles carrying commute passengers on a regular basis that are provided in a location more convenient to a place of employment than parking spaces provided for single occupant vehicles.

C. "Property Owners" means the legal owner of a Development who serves as the lessor to a tenant. The Property Owner shall be responsible for complying with the provisions of the ordinance either directly or by delegating such responsibility as appropriate to a tenant and/or his agent.

D. "South Coast Air Quality Management District" (SCAQMD) is the regional authority appointed by the California State Legislature to meet federal standards and otherwise improve air quality in the South Coast Air Basin (the non-desert portions of Los Angeles, Orange, Riverside, and San Bernardino Counties).

E. "Tenant" means the lessee of facility space at an applicable development project.

F. "Transportation Demand Management (TDM)" means the alteration of travel behavior- -usually on the part of commuters - - through programs of incentives, services, and policies. TDM addresses alternatives to single occupant vehicles such as carpooling and vanpooling, and changes in work schedules that move trips out of the peak period or eliminate them altogether (as is the case in telecommuting or compressed work weeks).

G. "Trip Reduction" means reduction in the number of work-related trips made by single occupant vehicles.

H. "Vanpool" means a Vehicle carrying seven or more persons commuting together to and from work on a regular basis, usually in a vehicle with a seating arrangement designed to carry seven or fifteen adult passengers, and on a prepaid subscription basis.

I. "Vehicle" means any motorized form of transportation, including but not limited to automobiles, vans, buses and motorcycles.

C.2.3 Development Standards. The following standards must be incorporated into the development project based on the gross square footage thresholds listed below. Projects exceeding each threshold must include the elements required at lower thresholds in their design. The standards must be provided to the satisfaction of the city or the County.

- **New Non-Residential Developments of 25,000 square feet or more must provide:**

  - A Transportation Information Area: The information area may consist of a bulletin board, display case or kiosk featuring transportation information. The types of information that must be included are transit route maps, bicycle route maps, information numbers for local transit operators and the regional ridesharing agency, as well as a list of alternative transportation amenities at the site.

- **New Non-Residential Developments of 50,000 square feet or more must provide the above items plus the following facilities:**

  - Preferential Parking for Carpools and Vanpools: No less than 10% of all employee parking shall be set aside for carpools and vanpools. The preferential parking spaces must be provided upon request. An employee parking calculation methodology is included in the model ordinance for local jurisdictions who do not currently have an employee parking calculation method.

  - Access for Vanpool Vehicles in Parking Areas: Vanpool parking areas must be designed to admit vanpool vehicles. A minimum interior clearance for parking structures of 7'2" is included in the model ordinance. (Local jurisdictions should also be aware of existing California Uniform Building Code Title 24 and federal Americans with Disabilities Act (ADA) requirements which specify an interior clearance for handicap parking spaces. Therefore, local jurisdictions may wish to coordinate the CMP vanpool, Title 24 and ADA interior clearance standards as part of their TDM ordinance. Local jurisdictions are advised to consult with local legal counsel regarding coordination of these requirements.)

Bicycle Parking Facilities: Bicycle parking facilities may include bicycle racks, bicycle lockers or locked storage rooms.

- **New Non-Residential Developments of 100,000 square feet or more must provide the items on the previous page and the following facilities:**

  - Carpool and Vanpool Loading Zone: A safe and convenient area for carpool and vanpool passengers to wait for, board, and disembark from their ridesharing arrangement.

  - Direct Access for Pedestrians: A pedestrian system, which allows direct and convenient access to the development.

  - Bus Stop Improvements: If appropriate, improvements must be made to bus stop areas of bus routes impacted by the proposed development. Consultation with local bus service providers shall be required.

  - Direct Access to Bicycle Parking from Street: Safe and convenient access to development bicycle parking from the external street system for bicycle riders.

APPENDIX

D

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

☹ *Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please call the CMP Hotline at (213) 922-2830 to request the most recent release of "Baseline Travel Data for CMP TIAs."*

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- Establish procedures which can be implemented within existing project review processes, and without ongoing review by MTA.
- Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides a model resolution for local adoption of CMP TIA procedures. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- ❑ All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).

- ❑ If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.

- ❑ Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

- ❑ Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related, traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects.).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and nonwork-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes. (These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the County. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- ❑ Evidence that affected transit operators received the Notice of Preparation.

- ❑ A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.

- ❑ Estimate project trip generation and mode assignment for both a.m and p.m peak hour periods, as well as daily. Trips assigned to transit must also be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 a.m. and 4:30-5:30 p.m. Both "peak hour" and "daily" refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.

- ❑ Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:

  - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
  - For each time period, multiply the result by one of the following factors:

    3.5% of Total Person Trips Generated for most cases, except:

    10% primarily Residential within 1/4 mile of a CMP transit center
    15% primarily Commercial within 1/4 mile of a CMP transit center
    7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
    9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
    5% primarily Residential within 1/4 mile of a CMP transit corridor
    7% primarily Commercial within 1/4 mile of a CMP transit corridor
    0% if no fixed route transit services operate within one mile of the project

Definitions of CMP transit centers, transit corridors, and multi-modal transportation centers are provided on page F-5 of Appendix F, *Countywide Deficiency Plan Toolbox of Strategies*. To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix G, *Guidelines for New Development Activity Tracking*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction's TDM Ordinance measures, but other project specific measures.

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures.

- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.

- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

Local jurisdictions should note that project-specific mitigation measures may be eligible for credit in the Countywide Deficiency Plan. See CMP Appendix F and Chapter 6 for a list of

eligible improvements and credit values.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.

2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.

3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.

4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.

5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.

6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.

8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.

9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.

EXHIBIT D-1

GENERAL TRAFFIC VOLUME GROWTH FACTORS

Area	1998	2005	2010	2015	2020	2025
North County	1.000	1.461	1.790	2.119	2.448	2.777
San Fernando Valley	1.000	1.076	1.130	1.184	1.238	1.292
Westside	1.000	1.060	1.104	1.147	1.190	1.233
Central	1.000	1.095	1.163	1.230	1.298	1.366
San Gabriel Valley	1.000	1.052	1.088	1.125	1.162	1.199
South Bay	1.000	1.037	1.064	1.090	1.117	1.143
Gateway	1.000	1.030	1.051	1.072	1.094	1.115
Arroyo Verdugo	1.000	1.071	1.121	1.171	1.222	1.272
Malibu	1.000	1.109	1.188	1.266	1.344	1.422

EXHIBIT D-2

DAILY TRIP PURPOSE BREAKDOWNS BY LAND USE TYPE

Land Use	Work	Non-Work	Total
Single-family Residential	25%	75%	100%
Multi-family Residential	30%	70%	100%
Shopping Center	20%	80%	100%
Office	65%	35%	100%
Government Office	37%	63%	100%
Medical Office	30%	70%	100%
Hotel	25%	75%	100%
Industrial/Manufacturing	75%	25%	100%
College	30%	70%	100%
Restaurant	15%	85%	100%

EXHIBIT D-3

REGIONAL DAILY TRIP DISTRIBUTION FACTORS

EXHIBIT D-4

REGIONAL STATISTICAL AREAS

RSA	AREA GENERALLY BOUNDED BY
7	Agoura Hills, Calabasas, Hidden Hills
8	Santa Clarita, Castaic
9	Lancaster, Gorman
10	Palmdale, Agua Dulce
11	Angeles National Forest
12	Woodland Hills, Sherman Oaks, Sepulveda, Porter Ranch
13	Burbank, Sun Valley, North Hollywood
14	San Fernando, Granada Hills, Sylmar, Tujunga
15	Malibu
16	Santa Monica, Bel Air, Palisades, Marina Del Rey
17	Westwood, Beverly Glen, Los Feliz, Hyde Park, Culver City
18	Westchester, Redondo Beach, Gardena, Inglewood
19	Torrance, Palos Verdes, Carson
20	Long Beach, Lakewood
21	Boyle Heights, Montebello, Compton, Willowbrook
22	Paramount, Hawaiian Gardens, Pico Rivera, La Habra Heights
23	Downtown Los Angeles, Exposition Park, MacArthur Park
24	Glendale, Echo Park, El Sereno
25	La Canada-Flintridge, Pasadena, Monterey Park, South El Monte, Duarte
26	Azusa, Glendora, Diamond Bar, Hacienda Heights
27	San Dimas, Pomona, Claremont

EXHIBIT D-5

GENERAL PROCEDURE FOR CALCULATING TRIP DISTRIBUTION

1. Using Exhibit D-2 as guidance, determine the proportion of project trip generation which is work versus non-work. Assumptions and sources, if applicable, for land uses not listed in Exhibit D-2 must be documented.

2. Using Exhibit D-4, determine the RSA in which the project is located (the "project RSA").

3. Using Exhibit D-3, determine the RSA-level work and non-work trip distributions for the project. Any basis for variation from these travel patterns must be documented.

4. While specific characteristics of the project and study area must be considered, traffic assignment should be conducted according to the following guidelines:

   a. Trips internal to the project RSA may be primarily assigned to non-CMP routes;

   b. Trips from the project RSA to immediately adjacent RSAs should be primarily assigned to CMP arterials or freeways, if present; and

   c. Trips from the project RSA to RSAs not adjacent to the project RSA should be primarily assigned to freeways, if present.

EXHIBIT D-6

GENERAL PROCEDURE FOR FREEWAY SEGMENT (MAINLINE) ANALYSIS

1. Existing traffic conditions at CMP freeway monitoring stations are provided in Appendix A. Included are AM and PM peak hour traffic demands, capacity, and level of service (LOS) designations. Freeway mainline LOS is estimated through calculation of the demand-to-capacity (D/C) ratio and associated LOS according to the following table:

D/C Ratio	LOS		D/C Ratio	LOS
0.00 - 0.35	A		> 1.00 - 1.25	F(0)
> 0.35 - 0.54	B		> 1.25 - 1.35	F(1)
> 0.54 - 0.77	C		> 1.35 - 1.45	F(2)
> 0.77 - 0.93	D		> 1.45	F(3)
> 0.93 - 1.00	E			

   Calculation of LOS based on D/C ratios is a surrogate for the speed-based LOS used by Caltrans for traffic operational analysis. LOS F(1) through F(3) designations are assigned where severely congested (less than 25 mph) conditions prevail for more than one hour, converted to an estimate of peak hour demand in the table above. Note that calculated LOS F traffic demands may therefore be greater than observed traffic volumes.

2. At a minimum, estimate horizon year(s) traffic volumes by applying the traffic growth factors in Exhibit D-1. More refined traffic estimates may be obtained through consultation with Caltrans, or through consistent subarea modeling.

   Determine horizon year LOS using the table above. Any assumptions regarding future improvements to be operational by the horizon year must be fully documented, including consultation with the responsible agency(ies).

3. Calculate the impact of the project during AM and PM peak hours. This is defined by:

   a. Incremental Effect - The increase in D/C ratio due to the proposed project [project traffic demand / horizon year capacity].

   b. Resulting LOS - The LOS due to the total of horizon year and proposed project traffic [(horizon year traffic demand + project traffic demand) / horizon year capacity], and using the table above.

   Section D.9.1 defines the criteria for a significant impact. Mitigation measures and associated cost estimates should focus on mitigating the incremental effect calculated above.

EXHIBIT D-7

LAND USE ANALYSIS PROGRAM
MODEL RESOLUTION

CITY OF _____

RESOLUTION NO.___

A RESOLUTION OF THE CITY OF _____ , CALIFORNIA, ADOPTING A LAND USE ANALYSIS PROGRAM PURSUANT TO STATE GOVERNMENT CODE SECTIONS 65089 AND 65089.3.

WHEREAS, the Legislature of the State of California adopted legislation requiring the preparation and implementation of a Congestion Management Program (CMP) by county transportation commissions or other public agencies of every county which includes an urbanized area; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority ("MTA") is responsible for the preparation of the CMP for Los Angeles County; and

WHEREAS, MTA must determine annually whether the County and cities within the County are conforming to the CMP, including the requirement to adopt and implement a Land Use Analysis Program.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF _____ DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. LAND USE ANALYSIS PROGRAM. All development projects for which an Environmental Impact Report (EIR) is required to be prepared shall be subject to the Land Use Analysis Program contained in the Los Angeles County Congestion Management Program (CMP), and shall incorporate into the EIR an analysis of the projects' impacts on the regional transportation system. Said analysis shall be conducted consistent with the Transportation Impact Analysis (TIA) Guidelines contained in the most recent Congestion Management Program adopted by the Los Angeles County Metropolitan Transportation Authority, and as amended from time to time.

SECTION 2. That the City Clerk shall certify to the adoption of this Resolution.

ADOPTED this ___ day of ____, 1993.

[INSERT APPLICABLE SIGNATURE BLOCKS HERE]

APPENDIX

E

GUIDELINES FOR LOCAL IMPLEMENTATION REPORTS AND SELF-CERTIFICATION

Using computer spreadsheets available from MTA can significantly ease completion of the information required in a Local Implementation Report (LIR). Please contact Steve Fox at (213) 922-2238 to obtain a copy of the LIR spreadsheet files, along with instructions, either on diskette by mail, or via e-mail.

This Appendix provides instructions for use by local jurisdictions in meeting requirements of the Congestion Management Program for Los Angeles County including the Countywide Deficiency Plan. Completion of this Local Implementation Report (LIR), and the associated actions bulleted below, satisfies all major responsibilities of local jurisdictions under the CMP**. The report and a resolution adopting the report and certifying CMP conformance must be submitted to the Los Angeles County Metropolitan Transportation Authority (MTA) by September 1 of each year.**

Failure to provide all information or to strictly adhere to the following requirements may result in MTA rejection of the Local Implementation Report. The following sections must be included in the LIR report:

- Resolution of Conformance;
- Deficiency Plan Status Summary;
- New Development Activity Report; and
- Transportation Improvements Credit Claims.

E.1 RESOLUTION OF CONFORMANCE

Exhibit E-1 of this appendix provides a model resolution which must be included as part of the Local Implementation Report. This resolution certifies the local jurisdiction's conformance with all elements of the CMP. Modifications to the wording shown must not exclude or alter the content of the model resolution. As specified by statute, the resolution must be adopted by the local jurisdiction's governing board at a noticed public hearing.

E.2 DEFICIENCY PLAN STATUS SUMMARY

Exhibit E-2 of this appendix provides a model summary for calculating deficiency plan status. This is the cover page of the LIR and it summarizes the primary information within the LIR. The resulting net deficiency plan balance MUST BE POSITIVE, to demonstrate that the local jurisdiction’s mitigation goal has been offset by a commensurate transportation improvement effort.

+ It is extremely important to “clear” (delete) any unused credit claims forms contained in Section II (Exhibit E-4) under each transportation improvement category (i.e., land use, capital improvements, transit and TDM) as this will negatively affect the amount of credits summarized on this LIR cover page. Instructions for deleting unused credit claims is contained in the electronic LIR diskette noted above.

E.3 SECTION I - NEW DEVELOPMENT ACTIVITY REPORT

Exhibit E-3 of this appendix contains a model report for the following three parts of Section I of the LIR: New Development Activity, New Development Adjustments, and Exempted Development Activity.

Part 1: 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. For guidance, definitions for these land use categories are provided in Appendix G.

Part 2: 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. Where you have no information to enter, enter a zero (0) so that the page will total correctly. For guidance, definitions for these land use categories are provided in Appendix G.

Part 3: 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 the spreadsheet page. Where you have no information to enter, enter a zero (0) so that the page will total correctly.

E.4 SECTION II - TRANSPORTATION IMPROVEMENTS CREDIT CLAIMS

Section II of the LIR is used to list eligible transportation improvements implemented by the local jurisdiction during the period of **June 1 to May 31**. Please refer to Appendix F for information about qualifying strategies. Each improvement for which credit is claimed must provide all of the information indicated in Exhibit E-4. Each item must be completed as follows:

**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 of the 2002 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 of Appendix F.

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 Steve Fox at (213) 922-2238 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
Commuter20.0

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 Appendix F, 300 series 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 Steve Fox at (213) 922-2238.

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).

EXHIBIT E-1

SAMPLE RESOLUTION
CMP CONFORMANCE SELF-CERTIFICATION

CITY OF _____ [COUNTY OF LOS ANGELES]

RESOLUTION NO.___

A RESOLUTION OF THE CITY [COUNTY] OF _____ , CALIFORNIA, FINDING THE CITY [COUNTY] TO BE IN CONFORMANCE WITH THE CONGESTION MANAGEMENT PROGRAM (CMP) AND ADOPTING THE CMP LOCAL IMPLEMENTATION REPORT, IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 65089

WHEREAS, the Los Angeles County Metropolitan Transportation Authority ("MTA"), acting as the Congestion Management Agency for Los Angeles County, adopted the 2002 Congestion Management Program in *(month to be included in final draft)* 2002; and

WHEREAS, the adopted CMP requires that MTA annually determine that the County and cities within the County are conforming to all CMP requirements: and

WHEREAS, the adopted CMP requires submittal to the MTA of the CMP local implementation report by September 1 of each year; and

WHEREAS, the City Council [Board] held a noticed public hearing on _____, 200__.

NOW, THEREFORE, THE CITY COUNCIL [BOARD OF SUPERVISORS] FOR THE CITY OF _____ [COUNTY OF LOS ANGELES] DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the City [County] has taken all of the following actions, and that the City [County] is in conformance with all applicable requirements of the 2002 CMP.

By June 15, of odd-numbered years, the City [County] will conduct annual traffic counts and calculated levels of service for selected arterial intersections, consistent with the requirements identified in the CMP Highway and Roadway System Chapter. [Cities which the CMP does not require to perform highway monitoring may omit this statement].

The City [County] has locally adopted and continues to implement a transportation demand management ordinance, consistent with the minimum requirements identified in the CMP Transportation Demand Management Chapter.

The City [County] has locally adopted and continues to implement a land use analysis program, consistent with the minimum requirements identified in the CMP Land Use Analysis Program Chapter.

The City [County] has adopted a Local Implementation Report, attached hereto and made a part hereof, consistent with the requirements identified in the CMP. This report balances traffic congestion impacts due to growth within the City [County] with transportation improvements, and demonstrates that the City [County] is meeting its responsibilities under the Countywide Deficiency Plan.

SECTION 2. That the City [County] Clerk shall certify to the adoption of this Resolution and shall forward a copy of this Resolution to the Los Angeles County Metropolitan Transportation Authority.

ADOPTED this ___ day of _____, 200_.

[INSERT APPLICABLE SIGNATURE BLOCKS HERE]

EXHIBIT E-2

DEFICIENCY PLAN STATUS SUMMARY

JURISDICTION:	Date Prepared:	

2002 CMP Local Implementation Report *

Report Period: JUNE 1, 2001 - MAY 31, 2002 *

Contact:
Phone Number:

CONGESTION MANAGEMENT PROGRAM FOR LOS ANGELES COUNTY

2002 * 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 (1999) Local Implementation Report**	
	Net Deficiency Plan Credit Balance:	

** Note: Be sure to change the dates on this form for 2003 and beyond*

Section I, Page 1

EXHIBIT E-3

SECTION I - NEW DEVELOPMENT ACTIVITY REPORT

PART 1: NEW DEVELOPMENT ACTIVITY

JURISDICTION:	Date Prepared:	

2002 CMP Local Implementation Report *

Report Period: JUNE 1, 2001 - MAY 31, 2002 *

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 2003 and beyond.*

Section I, Page 2

EXHIBIT E-3 (continued)

SECTION I - NEW DEVELOPMENT ACTIVITY REPORT

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.

JURISDICTION:	Date Prepared:	

2002 CMP Local Implementation Report *

Report Period: JUNE 1, 2001 - MAY 31, 2002 *

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 2003 and beyond.

Section I, Page 3

EXHIBIT E-3 (continued)

SECTION I - NEW DEVELOPMENT ACTIVITY REPORT

PART 3: EXEMPTED DEVELOPMENT ACTIVITY (NOT INCLUDED IN NEW DEVELOPMENT ACTIVITY TOTALS)

JURISDICTION:	Date Prepared:

2002 CMP Local Implementation Report *

Report Period: JUNE 1, 2001 - MAY 31, 2002 *

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)		

*Note: Be sure to change the dates on this form for 2003 and beyond

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 median income, with adjustments for family size.

   Very Low-Income: equal to or less than 50% of the 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 which contains a minimum of 24 dwelling units per acre and a minimum density per acre which 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. 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 Local Implementation Report.

EXHIBIT E-4

SECTION II - TRANSPORTATION IMPROVEMENTS CREDIT CLAIMS

JURISDICTION:	Date Prepared:

2002 CMP Local Implementation Report *

Report Period: JUNE 1, 2001 - MAY 31, 2002 *

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 2003 and beyond.*

Section IIa, Page 1

EXHIBIT E-4

SECTION II - TRANSPORTATION IMPROVEMENTS CREDIT CLAIMS

JURISDICTION:							Date Prepared:		
2002 CMP Local Implementation Report *									
Report Period: JUNE 1, 2001 - MAY 31, 2002 *									
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 2003 and beyond.*

Section IIb, Page 1

EXHIBIT E-4

SECTION II - TRANSPORTATION IMPROVEMENTS CREDIT CLAIMS

JURISDICTION:			Date Prepared:	
2002 CMP Local Implementation Report *				
Report Period: June 1, 2001 - May 31, 2002 *				
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 2003 and beyond.*

Section IIc, Page 1

EXHIBIT E-4

SECTION II - TRANSPORTATION IMPROVEMENTS CREDIT CLAIMS

JURISDICTION:						Date Prepared:	
2002 CMP Local Implementation Report *							
Report Period: JUNE 1, 2001 - MAY 31, 2002 *							
SECTION II.d - TRANSIT CREDIT CLAIMS							
Total Transit Projects:			Total Transit Credit (Points):				
1	2	3 4				5. Scope:	6. Units: PMT
			TRANSIT SERVICE TYPE				
TRANSIT CREDIT VALUE			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 SERVICE TYPE				
TRANSIT CREDIT VALUE			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 2003 and beyond.*

Section IId, Page 1

EXHIBIT E-4

SECTION II - TRANSPORTATION IMPROVEMENTS CREDIT CLAIMS

JURISDICTION:	Date Prepared:

2002 CMP Local Implementation Report *

Report Period: JUNE 1, 2001 - MAY 31, 2002 *

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 2003 and beyond*

Section IIe, Page 1

APPENDIX

F

COUNTYWIDE DEFICIENCY PLAN

TOOLBOX OF STRATEGIES

This Appendix describes the transportation improvement strategies that are used by local jurisdictions to mitigate and manage traffic congestion. This information is also used for completing the annual Local Implementation Reports (LIR) described in Appendix E. The strategies are divided into 3 categories:

- land use (100 series),
- capital improvements and transportation systems management (200 series), and
- transportation demand management and transit services (300 series).

Individuals preparing an LIR should review the information preceding each series of strategies for requirements specific to that category.

The following information is provided in the detailed description for each strategy:

- **Credit Factor**. The credit factors provided are expressed "per unit," and must therefore be multiplied by the project scope in order to calculate the total credit value of the improvement.

- **Criteria.** The criteria listed for each strategy represent minimum standards; projects that do not meet these criteria are eligible for deficiency plan credit only through the special credit process described in Section 11.8.

- **Credit milestones**. These milestones indicate the percentage of total project value that may be claimed upon reaching specified stages in project development. If an improvement skips a milestone (for example, if a land use strategy does not require an enabling ordinance), the cumulative total may be claimed upon reaching the next milestone.

- **Value Assignment Methodology and References**. Where possible, specific calculation formulas are provided. These formulas were used by MTA staff to determine the strategy credit factors. Local jurisdictions simply use the resulting credit factors, and therefore avoid the task of performing complex travel analysis for each strategy.

- **Example Credit Calculation**. Where useful to illustrate the application of the credit factors to individual projects, an example is provided.

Completion of the information required in a Local Implementation Report can be significantly eased by using computer spreadsheets available from MTA. Please contact the CMP Hotline at (213) 922-2830 to obtain a copy of the spreadsheet file.

COUNTYWIDE DEFICIENCY PLAN TOOLBOX
SUMMARY OF STRATEGIES

COUNTYWIDE DEFICIENCY PLAN TOOLBOX
SUMMARY OF STRATEGIES (continued)

COUNTYWIDE DEFICIENCY PLAN TOOLBOX
SUMMARY OF STRATEGIES (continued)

100. LAND USE STRATEGIES - DETAILED DESCRIPTIONS

- **CREDIT MILESTONES.** When calculating the credit value for land use strategies, the following three milestone types are to be used:

  1. Where the local jurisdiction determines it necessary, or desirable, to adopt an enabling ordinance, or a general plan amendment, for the implementation of any of the land use strategies, strategy credit may be claimed based on 10% of the expected "build-out" that would result within the area subject to the adopted enabling ordinance or amendment. The enabling ordinance, or general plan amendment, must incorporate all of the minimum criteria called for in the applicable land use strategy for which credit is claimed.

  2. Individual development projects may claim 40% of the project's full credit value at building permit issuance.

  3. Individual development projects may claim remaining credits at building completion (60%).

- **DEFINITION OF "TRANSIT CENTER."** "Transit Center" is a fixed facility that consolidates and supports passenger loading. This is a required facility for jurisdictions claiming credit under Toolbox Land Use Strategy Nos. 111, 112, 113, 121, and 122. Transit Centers are defined as:

  - Passenger Rail Stations such as those along the Metro Rail Red, Blue and Green Lines, and commuter rail stations served by Metrolink, and

  - Major Bus Transfer Centers served by at least eight bus lines, including fixed route shuttles, and providing a sheltered waiting area, signage with a listing of bus routes to the center, and bus bays restricted to bus use.

  If a transit center is planned, but not yet constructed, the center must have received environmental clearance and funding for construction prior to claiming strategy credit.

- **DEFINITION OF "TRANSIT CORRIDOR."** "Transit Corridor" consists of a series of transit nodes where frequent transit activity occurs. A transit node is defined as the intersection of two bus lines or fixed route shuttles, each with evening peak hour headways of ten minutes or less. A transit corridor may be made up of several transit nodes, however, jurisdictions will receive credit for focusing applicable development around any single node. Transit Corridors are required to claim credit under Toolbox Land Use Strategy Nos. 114, 115, 116, 123, and 124.

- **DEFINITION OF "MULTI-MODAL TRANSPORTATION CENTER."** "Multi-modal Transportation Center" (MMTC) is defined under Toolbox Strategy No. 223. It is a required facility under Toolbox Land Use Strategy Nos. 131-136.

110. SINGLE USES WITH TRANSIT CENTERS AND CORRIDORS

111. RESIDENTIAL DEVELOPMENT AROUND TRANSIT CENTERS

- **Credit Factor:** 3.1 per Dwelling Unit (DU)

- **Qualifying Criteria:**
  - Project must be located within a one-quarter mile radius of an existing or planned transit center
  - Minimum project density must be 24 dwelling units per gross acre

- **Credit Milestones:** See Section 100 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Vehicle Trip Reduction Factor: 10%
  - Formula used by MTA to calculate value: Daily VMT per unit * Vehicle Trip Reduction Factor * Vehicle Occupancy
  - Daily VMT per unit provided by development activity impact analysis contained in Deficiency Plan Background Study Chapter 4, Exhibit 8
  - Vehicle Occupancy: 1.438 persons per vehicle [CMP Model]

- **References:**
  - *Draft Final Trip Reduction Ordinance Handbook*, SCAQMD. May 1993.
  - *Vehicle Trip Reduction Credits For Land Use Decisions*, NRDC. July 1992.
  - *1986 US DOT Personal Travel in the US - 1983-1984.*
  - *Transportation Control Measure Information Documents*, EPA. 1992.
  - *Public Transportation and Land Use Policy*, B.S. Pushkarev and J.M. Zupan. 1977.
  - *America's Suburban Centers: The Land Use Transportation Link*, R. Cervero. 1989.

- **Example Calculation:**
  For a 50-unit apartment building adjacent to a transit center, the credit that may be claimed is:

  50 DU's * 3.1 points per DU = 155 total points

112. COMMERCIAL DEVELOPMENT AROUND TRANSIT CENTERS

- **Credit Factor:**
  - 112.1 Retail Uses: 22.0 per 1000 Gross Square Feet (GSF)
  - 112.2 Non-Retail Uses: 10.0 per 1000 Gross Square Feet (GSF)

- **Qualifying Criteria:**
  - Project must be located within a one-quarter mile radius of an existing or planned transit center
  - Minimum project floor area ratio (FAR) must be 2.0 per gross acre

- **Credit Milestones:** See Section 100 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Vehicle Trip Reduction Factor: 15%
  - Formula used by MTA to calculate value: Daily VMT per unit * Vehicle Trip Reduction Factor * Vehicle Occupancy
  - Daily VMT per unit provided by development activity impact analysis contained in Deficiency Plan Background Study Chapter 4, Exhibit 8
  - Vehicle Occupancy: 1.438 persons per vehicle [CMP Model]

- **References:**

  - *Draft Final Trip Reduction Ordinance Handbook, SCAQMD. May 1993.*
  - *Vehicle Trip Reduction Credits For Land Use Decisions, NRDC. July 1992.*
  - *America's Suburban Centers: The Land Use Transportation Link, R. Cervero. 1989.*
  - *Public Transportation and Land Use Policy, B.S. Pushkarev and J.M. Zupan. 1977.*

113. INDUSTRIAL DEVELOPMENT AROUND TRANSIT CENTERS

- **Credit Factor:** 5.0 per 1000 Gross Square Feet (GSF)

- **Qualifying Criteria:**
  - Project must be located within a one-quarter mile radius of an existing or planned transit center
  - Minimum project floor area ratio (FAR) must be 1.0 per gross acre

- **Credit Milestones:** See Section 100 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Employment generation assumptions for general office (non-retail commercial) uses are at twice the rate per 1,000 square feet than manufacturing and fabrication (industrial) uses. The credit factor for Non-Retail commercial (10.0 per 1,000 Gross Square Feet) has been reduced 50% for this category.

- **References:**
  - *MTA Long Range Plan Transportation Model*, 1997

114. RESIDENTIAL DEVELOPMENT ALONG TRANSIT CORRIDORS

- **Credit Factor:** 1.5 per Dwelling Unit (DU)

- **Qualifying Criteria:**
  - Project must be located within a one-quarter mile radius of a transit corridor
  - Minimum project density must be 24 dwelling units per gross acre

- **Credit Milestones:** See Section 100 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Vehicle Trip Reduction Factor: 5%
  - Formula used by MTA to calculate value: Daily VMT per unit * Vehicle Trip Reduction Factor * Vehicle Occupancy
  - Daily VMT per unit provided by development activity impact analysis contained in Deficiency Plan Background Study Chapter 4, Exhibit 8
  - Vehicle Occupancy: 1.438 persons per vehicle [CMP Model]

- **References:**

  - *Draft Final Trip Reduction Ordinance Handbook*, SCAQMD. May 1993.
  - *Vehicle Trip Reduction Credits For Land Use Decisions*, NRDC. July 1992.
  - *1986 US DOT Personal Travel in the US - 1983-1984*.
  - *Transportation Control Measure Information Documents*, EPA. 1992.
  - *Public Transportation and Land Use Policy*, B.S. Pushkarev and J.M. Zupan. 1977.
  - *America's Suburban Centers: The Land Use Transportation Link,* R. Cervero. 1989.

115. COMMERCIAL DEVELOPMENT ALONG TRANSIT CORRIDORS

- **Credit Factor:**
  - 115.1 Retail Uses: 10.2 per 1000 Gross Square Feet (GSF)
  - 115.2 Non-Retail Uses: 4.5 per 1000 Gross Square Feet (GSF)

- **Qualifying Criteria:**
  - Project must be located within a one-quarter mile radius of a transit corridor
  - Minimum project floor area ratio (FAR) must be 2.0 per gross acre

- **Credit Milestones:** See Section 100 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Vehicle Trip Reduction Factor: 7%
  - Formula used by MTA to calculate value: Daily VMT per unit * Vehicle Trip Reduction Factor * Vehicle Occupancy
  - Daily VMT per unit provided by development activity impact analysis contained in Deficiency Plan Background Study Chapter 4, Exhibit 8
  - Vehicle Occupancy: 1.438 persons per vehicle [CMP Model]

- **References:**
  - *Draft Final Trip Reduction Ordinance Handbook*, SCAQMD. May 1993.
  - *Vehicle Trip Reduction Credits For Land Use Decisions*, NRDC. July 1992.
  - *America's Suburban Centers: The Land Use Transportation Link,* R. Cervero. 1989.
  - *Public Transportation and Land Use Policy*, B.S. Pushkarev and J.M. Zupan. 1977.

116. INDUSTRIAL DEVELOPMENT ALONG TRANSIT CORRIDORS

- **Credit Factor:** 2.25 per 1000 Gross Square Feet

- **Qualifying Criteria:**
  - Project must be located within a one-quarter mile radius of a transit corridor
  - Minimum project floor area ratio (FAR) must be 1.0 (gross building area to net site area).
  - Warehousing and storage uses are excluded.

- **Credit Milestones:** See Section 100 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Employment generation assumptions for general office (non-retail commercial) uses are at twice the rate per 1,000 square feet than manufacturing and fabrication (industrial) uses. The credit factor for Non-Retail commercial (4.5 per 1,000 Gross Square Feet) has been reduced 50% for this category.

- **References:**
  - *MTA Long Range Plan Transportation Model*, 1997

120. MIXED-USES WITH TRANSIT STATIONS AND CORRIDORS

121. RESIDENTIAL MIXED USE DEVELOPMENT AROUND TRANSIT CENTERS

- **Credit Factor:**
  - 121.1 Dwellings: 4.6 per Dwelling Unit (DU)
  - 121.2 Retail Uses: 21.9 per 1000 Gross Square Feet (GSF)
  - 121.3 Non-Retail Uses: 9.7 per 1000 Gross Square Feet (GSF)

- **Qualifying Criteria:**
  - Project must be located within a one-quarter mile radius of an existing or planned transit center
  - Minimum project density must be 24 dwelling units per gross acre
  - Floor area devoted to commercial uses must be 15% minimum
  - Uses must be located on the same parcel

- **Credit Milestones:** See Section 100 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Vehicle Trip Reduction Factor : 15%
  - Formula used by MTA to calculate value: Daily VMT per unit * Vehicle Trip Reduction Factor * Vehicle Occupancy
  - Daily VMT per unit provided by development activity impact analysis contained in Deficiency Plan Background Study Chapter 4, Exhibit 8
  - Vehicle Occupancy: 1.438 persons per vehicle [CMP Model]

- **References:**
  - *Draft Final Trip Reduction Ordinance Handbook*, SCAQMD. May 1993.
  - *Vehicle Trip Reduction Credits For Land Use Decisions*, NRDC. July 1992.
  - *1986 US DOT Personal Travel in the US - 1983-1984*.
  - *Transportation Control Measure Information Documents*, EPA. 1992.
  - *Public Transportation and Land Use Policy*, B.S. Pushkarev and J.M. Zupan. 1977.
  - *America's Suburban Centers: The Land Use Transportation Link*, R. Cervero. 1989.

- **Example Calculation:**

  Total value is the combined value per dwelling unit (DU) and per 1000 gross square feet (GSF) of commercial uses provided by the project. For example:

  For a residential mixed use project near a transit center, containing 30 dwelling units and 5,000 GSF of retail, the credit that may be claimed is:

  (30 DU's * 4.6 credits per unit) + (5,000 GSF/retail * 21.9 credits per 1000/GSF)

  (30 * 4.6) + (5 * 21.9) = 248 total points

122. COMMERCIAL MIXED USE DEVELOPMENT AROUND TRANSIT CENTERS

- **Credit Factor:**
  - 122.1 Dwellings: 6.2 per Dwelling Unit (DU)
  - 122.2 Retail Uses: 29.2 per 1000 Gross Square Feet (GSF)
  - 122.3 Non-Retail Uses: 12.9 per 1000 Gross Square Feet (GSF)

- **Qualifying Criteria:**
  - Project must be located within a one-quarter mile radius of an existing or planned transit center
  - Minimum project floor area ratio (FAR) must be 2.0 per gross acre
  - Floor area devoted to residential uses must be 30% minimum
  - Uses must be located on the same parcel

- **Credit Milestones:** See Section 100 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Vehicle Trip Reduction Factor: 20%
  - Formula used by MTA to calculate value: Daily VMT per unit * Vehicle Trip Reduction Factor * Vehicle Occupancy
  - Daily VMT per unit provided by development activity impact analysis contained in Deficiency Plan Background Study Chapter 4, Exhibit 8
  - Vehicle Occupancy: 1.438 persons per vehicle [CMP Model]

- **References:**
  - *Draft Final Trip Reduction Ordinance Handbook, SCAQMD,* May 1993.
  - *Vehicle Trip Reduction Credits For Land Use Decisions*, NRDC. July 1992.
  - *America's Suburban Centers: The Land Use Transportation Link,* R. Cervero. 1989.
  - *Public Transportation and Land Use Policy*, B.S. Pushkarev and J.M. Zupan. 1977.

- **Example Calculation:**

  First, determine project meets qualifying criteria. Total value is the combined value per dwelling unit (DU) and per 1000 gross square feet (GSF) of commercial uses provided by the project. For example:

  For a commercial mixed use project near a transit center, containing 35 dwelling units, 10,000 GSF of retail and 100,000 GSF of non-retail, the credit value is:

  (35 DU's * 6.2 points per unit) + (10,000 GSF/retail * 29.2 points per 1000/GSF) + (100,000 GSF/non-retail * 12.9 points per 1000/GSF)

  (35 * 6.2) + (10 * 29.2) + (100 * 12.9) = 1799 total points

123. RESIDENTIAL MIXED USE DEVELOPMENT ALONG TRANSIT CORRIDORS

- **Credit Factor:**
  - 123.1 Dwellings: 2.2 per Dwelling Unit (DU)
  - 123.2 Retail Uses: 10.2 per 1000 Gross Square Feet (GSF)
  - 123.3 Non-Retail Uses: 4.5 per 1000 Gross Square Feet (GSF)

- **Qualifying Criteria:**
  - Project must be located within a one-quarter mile radius of a transit corridor
  - Minimum project density must be 24 dwelling units per gross acre
  - Floor area devoted to commercial uses must be 15% minimum
  - Uses must be located on the same parcel

- **Credit Milestones:** See Section 100 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Vehicle Trip Reduction Factor: 7%
  - Formula used by MTA to calculate value: Daily VMT per unit * Vehicle Trip Reduction Factor * Vehicle Occupancy
  - Daily VMT per unit provided by development activity impact analysis contained in Deficiency Plan Background Study Chapter 4, Exhibit 8
  - Vehicle Occupancy: 1.438 persons per vehicle [CMP Model]

- **References:**
  - *Draft Final Trip Reduction Ordinance Handbook*, SCAQMD. May 1993.
  - *Vehicle Trip Reduction Credits For Land Use Decisions*, NRDC. July 1992.
  - *1986 US DOT Personal Travel in the US - 1983-1984.*
  - *Transportation Control Measure Information Documents*, EPA. 1992.
  - *Public Transportation and Land Use Policy*, B.S. Pushkarev and J.M. Zupan. 1977.
  - *America's Suburban Centers: The Land Use Transportation Link*, R. Cervero. 1989.

- **Example Calculation:**

  First, determine project meets minimum criteria. Total value is the combined value per dwelling unit (DU) and per 1000 gross square feet (GSF) of commercial uses provided by the project. For example:

  For a residential mixed use project near a transit corridor, containing 40 dwelling units and 7,000 GSF of retail, the credit that may be claimed is:

  (40 DU's * 2.2 points per unit) + (7,000 GSF retail * 10.2 points per 1000/GSF)

  (40 * 2.2) + (7 * 10.2) = 159 total points

124. COMMERCIAL MIXED USE DEVELOPMENT ALONG TRANSIT CORRIDORS

- **Credit Factor:**
  - 124.1 Dwellings: 3.1 per Dwelling Unit (DU)
  - 124.2 Retail Uses: 14.6 per 1000 Gross Square Feet (GSF)
  - 124.3 Non-Retail Uses: 6.5 per 1000 Gross Square Feet (GSF)

- **Qualifying Criteria:**
  - Project must be located within a one-quarter mile radius of a transit corridor
  - Minimum project floor area ratio (FAR) must be 2.0 per gross acre
  - Floor area devoted to residential uses must be 30% minimum
  - Uses must be located on the same parcel

- **Credit Milestones:** See Section 100 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Vehicle Trip Reduction Factor: 10%
  - Formula used by MTA to calculate value: Daily VMT per unit * Vehicle Trip Reduction Factor * Vehicle Occupancy
  - Daily VMT per unit provided by development activity impact analysis contained in Deficiency Plan Background Study Chapter 4, Exhibit 8
  - Vehicle Occupancy: 1.438 persons per vehicle [CMP Model]

- **References:**
  - *Draft Final Trip Reduction Ordinance Handbook*, SCAQMD. May 1993.
  - *Vehicle Trip Reduction Credits For Land Use Decisions*, NRDC. July 1992.
  - *America's Suburban Centers: The Land Use Transportation Link*, R. Cervero. 1989.
  - *Public Transportation and Land Use Policy*, B.S. Pushkarev and J.M. Zupan. 1977.

- **Example Calculation:**

  First, determine project meets minimum criteria. Total value is the combined value per dwelling unit (DU) and per 1000 gross square feet (GSF) of commercial uses provided by the project. For example:

  For a commercial mixed use project near a transit corridor, containing 28 dwelling units, 8,000 GSF of retail and 75,000 GSF of non-retail, the credit that may be claimed is:

  (28 DU's * 3.1 points per unit) + (8,000 GSF/retail * 14.6 points per 1000/GSF) + (75,000 GSF/non-retail * 6.5 points per 1000/GSF)

  (28 * 3.1) + (8 * 14.6) + (75 * 6.5) = 691 total points

130. MULTI-MODAL TRANSPORTATION CENTER (MMTC) STRATEGIES

The six land use strategies within this group require that a Multi-modal Transportation Center (MMTC: Capital Improvement Strategy No. 223) is located within one-quarter mile. Also, access between the land use site and the MMTC must be accessible for persons with disabilities (ADA), pedestrians, bicycles and automobiles. The goal of these strategies is to reduce dependency on automobiles for trip making by providing safe and convenient connections between land uses and transit services for alternative modes.

These strategies differ from the previous strategies (Nos. 110 – 124) as they use a credit scale that increases the trip reduction benefit (credits) when density increases and/or transit headway decreases. The primary difference between those strategies and these six related to the MMTC is that the previous strategies can be claimed without ADA, pedestrian and bicycle access, while Strategy Nos. 131-136 require this linkage.

Exhibit Nos. F-1 through F-3 provide the CMP credit rate values that are used for eligible land use projects.

- Exhibit F-1 is used when the transit service headway at the MMTC for the two qualifying transit lines is 10 minutes or less for both required transit lines; and

- Exhibit F-2 is used for claiming credits when the transit service headway for the two qualifying transit lines from 11 to 20 minutes; and

- Exhibit F-3 covers the land use credits for areas with a transit service headway for the two qualifying transit lines that range from 21 to 30 minutes; and

- Land use credits cannot be claimed when the transit service headway exceeds 30 minutes during the periods of peak passenger volume.

131. RESIDENTIAL DEVELOPMENT AROUND MMTC
132. RETAIL COMMERCIAL DEVELOPMENT AROUND MMTC
133. NON-RETAIL COMMERCIAL DEVELOPMENT AROUND MMTC
134. INDUSTRIAL DEVELOPMENT AROUND MMTC
135. RESIDENTIAL MIXED-USE INFILL DEVELOPMENT AROUND MMTC
136. COMMERCIAL MIXED-USE DEVELOPMENT AROUND MMTC

- **Credit Factor:**
  The credit factors for these six strategies vary in relation to project density and transit frequency (headway). Use the credit scales in Exhibit Nos. F1 through F-3 on the following pages to determine a specific project's credit value.

- **Qualifying Criteria:**
  - The building qualifying for land use credit must be located within one-quarter mile of an existing or planned Multi-Modal Transportation Center (MMTC).
  - The project is linked to the MMTC by an interconnected street and/or path system serving pedestrians, bicycles and automobiles.
  - Project is not an automobile reliant land use, such as gas stations, car washes, or car dealerships.
  - Project is designed to facilitate walking, bicycling and transit use.

- **Credit Milestones:** See Section 100 of this appendix.

- **Value Assignment Methodology [Source]:**
  Credits are based on the values assigned to Strategy Nos. 111 through 124, as adjusted by the midpoint of regional trip reduction effectiveness determined by research of the CARB for a range of densities.

- **References:**
  California Air Resources Board (CARB), *The Land Use - Air Quality Linkage: How Land Use and Transportation Affect Air Quality*, 1996.

- **Example Calculation:**

  Strategy 131: A project of 140 residential units is proposed on a 4 acre site located within one-quarter mile of a MMTC. Two bus lines serve the MMTC, having peak period headways of 8 minutes and 15 minutes.

  - Since the second best transit service is running buses at a frequency of 15 minutes, Exhibit F-2 (11 to 20 minute headways) is used to calculate the credits.
  - The project density equals 140/4 = 35 units per acre
  - Exhibit F-2 shows that a project of this density earns credits at the rate of 3.1 credits per dwelling unit.
  - Total project credits equals 140 units x 3.1 credits/unit = 434 credits

Exhibit F-1: Credit Scale with Frequent Transit Service (10 minutes or less)

1	2	3	4	5	6	7
DENSITY RANGES:			***LAND USE CREDIT RATES:***			
Residential (DUs/Acre)	**Commercial (FAR)**	**Industrial (FAR)**	**Strategy 131 Residential (per DU)**	**Strategy 132 Retail (per KSF)**	**Strategy 133 Non-Retail (per KSF)**	**Strategy 134 Industrial (per KSF)**
8-11	0.8-0.9	0.4	1.83	11.69	5.31	2.66
12-13	1.0-1.1	0.5	2.03	12.99	5.90	2.95
14-15	1.2-1.3	0.6	2.26	14.43	6.56	3.28
16-19	1.4-1.5	0.7	2.51	16.04	7.29	3.65
20-29	1.6-1.7	0.8	2.79	17.82	8.10	4.05
30-39	1.8-1.9	0.9	3.10	19.80	9.00	4.50
40-49	2.0	1.0	3.41	22.00	10.00	5.00
50-69	2.1	1.05	3.75	24.20	11.00	5.50
70-89	2.2-2.3	1.1	4.13	26.62	12.10	6.05
90-109	2.4-2.5	1.2	4.54	29.28	13.31	6.66
110-129	2.6-2.7	1.3	4.99	32.21	14.64	7.32
130-149	2.8-2.9	1.4	5.49	35.43	16.11	8.05
150+	3.0+	1.5	6.04	38.97	17.72	8.86

STEPS FOR USING EXHIBIT F-1 (Strategy Nos. 131-136):

#1: MMTC This Credit Scale is used only for projects within one-quarter mile of a Multi-Modal Transportation Center (MMTC).

#2: Transit Use this table if two bus/rail lines arrive at the MMTC every 10 minutes or less during periods of peak passenger volume. (Refer to Exhibit F-2 for a frequency of 11-20 minutes and Exhibit F-3 for frequencies of 21 to 30 minutes).

#3: Density Determine the project net density using Columns 1-3 for each primary use. All density factors are based on net site area, which excludes dedicated public rights of way. Residential density is the number of dwelling units divided by the net site acreage. Commercial density equals gross building floor area (including dwelling area) divided by net land square footage.

#4: Credit Rate Determine the strategy credit value for the project density using columns 4-7. Industrial land uses exclude warehousing and storage uses.

#5: Mixed-Use Residential projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy of No. 135 if:

- The floor area of commercial land uses within 500 feet of the site exceeds 15% of residential floor area.

Commercial projects that are infilling/recycling can use the higher mixed-use credit of Strategy of No. 136 if:

- The floor area of residential land uses within 500 feet of the site exceeds 30% of the commercial floor area.

"DU" = Dwelling Unit
"FAR" = Floor Area Ratio
"KSF" = 1000 Square Feet

Exhibit F-1 (continued)

1	2	3	4	5	6	7	8
DENSITY RANGES:		***LAND USE CREDIT RATES:***					
		Strategy 135 (Mixed Use Residential)			**Strategy 136 (Mixed Use Commercial)**		
Residential (DUs/Acre)	**Commercial (FAR)**	**Residential (per DU)**	**Retail (per KSF)**	**Non-Retail (per KSF)**	**Residential (per DU)**	**Retail (per KSF**	**Non-Retail (per KSF)**
8-11	0.8-0.9	2.72	12.93	5.73	3.29	15.52	6.86
12-13	1.0-1.1	3.02	14.37	6.36	3.66	17.24	7.62
14-15	1.2-1.3	3.35	15.97	7.07	4.07	19.16	8.46
16-19	1.4-1.5	3.73	17.74	7.86	4.52	21.29	9.40
20-29	1.6-1.7	4.14	19.71	8.73	5.02	23.65	10.45
30-39	1.8-1.9	4.60	21.90	9.70	5.58	26.28	11.61
40-49	2.0	5.06	24.09	10.67	6.20	29.20	12.90
50-69	2.1	5.57	26.50	11.74	6.82	32.12	14.19
70-89	2.2-2.3	6.12	29.15	12.91	7.50	35.33	15.61
90-109	2.4-2.5	6.73	32.06	14.20	8.25	38.87	17.17
110-129	2.6-2.7	7.41	35.27	15.62	9.08	42.75	18.89
130-149	2.8-2.9	8.15	38.80	17.18	9.99	47.03	20.78
150+	3.0+	8.96	42.68	18.90	10.98	51.73	22.85

STEPS FOR USING EXHIBIT F-1 (Strategy Nos. 131-136):

#1: MMTC This Credit Scale is used only for projects within one-quarter mile of a Multi-Modal Transportation Center (MMTC).

#2: Transit Use this table if two bus/rail lines arrive at the MMTC every 10 minutes or less during periods of peak passenger volume. (Refer to Exhibit F-2 for a frequency of 11-20 minutes and Exhibit F-3 for frequencies of 21 to 30 minutes).

#3: Density Determine the project net density using Columns 1-3 for each primary use. All density factors are based on net site area, which excludes dedicated public rights of way. Residential density is the number of dwelling units divided by the net site acreage. Commercial density equals gross building floor area (including dwelling area) divided by net land square footage.

#4: Credit Rate Determine the strategy credit value for the project density using columns 4-7. Industrial land uses exclude warehousing and storage uses.

#5: Mixed-Use Residential projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy of No. 135 if:

- The floor area of commercial land uses within 500 feet of the site exceeds 15% of residential floor area.

Commercial projects that are infilling/recycling can use the higher mixed-use credit of Strategy of No. 136 if:

- The floor area of residential land uses within 500 feet of the site exceeds 30% of the commercial floor area.

"DU" = Dwelling Unit
"FAR" = Floor Area Ratio
"KSF" = 1000 Square Feet

Exhibit F-2: Credit Scale for Moderate Transit Service (11 to 20 minutes)

1	2	3	4	5	6	7
DENSITY RANGES:			***LAND USE CREDIT RATES:***			
Residential (DUs/Acre)	**Commercial (FAR)**	**Industrial (FAR)**	**Strategy 131 Residential (per DU)**	**Strategy 132 Retail (per KSF)**	**Strategy 133 Non-Retail (per KSF)**	**Strategy 134 Industrial (per KSF)**
8-11	0.8-0.9	0.4	1.83	11.69	5.31	2.66
12-13	1.0-1.1	0.5	2.03	12.99	5.90	2.95
14-15	1.2-1.3	0.6	2.26	14.43	6.56	3.28
16-19	1.4-1.5	0.7	2.51	16.04	7.29	3.65
20-29	1.6-1.7	0.8	2.79	17.82	8.10	4.05
30-39	1.8-1.9	0.9	3.10	19.80	9.00	4.50
40-49	2.0	1.0	3.10	19.80	9.00	4.50
50-69	2.1	1.05	3.10	19.80	9.00	4.50
70-89	2.2-2.3	1.1	3.10	19.80	9.00	4.50
90-109	2.4-2.5	1.2	3.10	19.80	9.00	4.50
110-129	2.6-2.7	1.3	3.10	19.80	9.00	4.50
130-149	2.8-2.9	1.4	3.10	19.80	9.00	4.50
150+	3.0+	1.5	3.10	19.80	9.00	4.50

STEPS FOR USING EXHIBIT F-2 (Strategy Nos. 131-136):

#1: MMTC This Credit Scale is used only for projects within one-quarter mile of a Multi-Modal Transportation Center (MMTC).

#2: Transit Use this table if two bus/rail lines arrive at the MMTC every 11 to 20 minutes during periods of peak passenger volume. (Refer to Exhibit F-1 for a frequency of 10 minutes or less and Exhibit F-3 for frequencies of 21 to 30 minutes).

#3: Density Determine the project net density using Columns 1-3 for each primary use. All density factors are based on net site area, which excludes dedicated public rights of way. Residential density is the number of dwelling units divided by the net site acreage. Commercial density equals gross building floor area (including dwelling area) divided by net land square footage.

#4: Credit Rate Determine the strategy credit value for the project density using columns 4-7. Industrial land uses exclude warehousing and storage uses.

#5: Mixed-Use Residential projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy of No. 135 if:

- The floor area of commercial land uses within 500 feet of the site exceeds 15% of residential floor area.

Commercial projects that are infilling/recycling can use the higher mixed-use credit of Strategy of No. 136 if:

- The floor area of residential land uses within 500 feet of the site exceeds 30% of the commercial floor area.

"DU" = Dwelling Unit
"FAR" = Floor Area Ratio
"KSF" = 1000 Square Feet

Exhibit F-2 (continued)

1	2	3	4	5	6	7	8
DENSITY RANGES:		***LAND USE CREDIT RATES:***					
		Strategy 135 (Mixed Use Residential)			**Strategy 136 (Mixed Use Commercial)**		
Residential (DUs/Acre)	**Commercial (FAR)**	**Residential (per DU)**	**Retail (per KSF)**	**Non-Retail (per KSF)**	**Residential (per DU)**	**Retail (per KSF**	**Non-Retail (per KSF)**
8-11	0.8-0.9	2.72	12.93	5.73	3.29	15.52	6.86
12-13	1.0-1.1	3.02	14.37	6.36	3.66	17.24	7.62
14-15	1.2-1.3	3.35	15.97	7.07	4.07	19.16	8.46
16-19	1.4-1.5	3.73	17.74	7.86	4.52	21.29	9.40
20-29	1.6-1.7	4.14	19.71	8.73	5.02	23.65	10.45
30-39	1.8-1.9	4.60	21.90	9.70	5.58	26.28	11.61
40-49	2.0	4.60	21.90	9.70	5.58	26.28	11.61
50-69	2.1	4.60	21.90	9.70	5.58	26.28	11.61
70-89	2.2-2.3	4.60	21.90	9.70	5.58	26.28	11.61
90-109	2.4-2.5	4.60	21.90	9.70	5.58	26.28	11.61
110-129	2.6-2.7	4.60	21.90	9.70	5.58	26.28	11.61
130-149	2.8-2.9	4.60	21.90	9.70	5.58	26.28	11.61
150+	3.0+	4.60	21.90	9.70	5.58	26.28	11.61

STEPS FOR USING EXHIBIT F-2 (Strategy Nos. 131-136):

#1: MMTC This Credit Scale is used only for projects within one-quarter mile of a Multi-Modal Transportation Center (MMTC).

#2: Transit Use this table if two bus/rail lines arrive at the MMTC every 11 to 20 minutes during periods of peak passenger volume. (Refer to Exhibit F-1 for a frequency of 10 minutes or less and Exhibit F-3 for frequencies of 21 to 30 minutes).

#3: Density Determine the project net density using Columns 1-3 for each primary use. All density factors are based on net site area, which excludes dedicated public rights of way. Residential density is the number of dwelling units divided by the net site acreage. Commercial density equals gross building floor area (including dwelling area) divided by net land square footage.

#4: Credit Rate Determine the strategy credit value for the project density using columns 4-7. Industrial land uses exclude warehousing and storage uses.

#5: Mixed-Use Residential projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy of No. 135 if:

- The floor area of commercial land uses within 500 feet of the site exceeds 15% of residential floor area.

Commercial projects that are infilling/recycling can use the higher mixed-use credit of Strategy of No. 136 if:

- The floor area of residential land uses within 500 feet of the site exceeds 30% of the commercial floor area.

"DU" = Dwelling Unit
"FAR" = Floor Area Ratio
"KSF" = 1000 Square Feet

Exhibit F-3: Credit Scale for Less Frequent Transit Service (21 to 30 minutes)

1	2	3	4	5	6	7
DENSITY RANGES:			***LAND USE CREDIT RATES:***			
Residential (DUs/Acre)	**Commercial (FAR)**	**Industrial (FAR)**	**Strategy 131 Residential (per DU)**	**Strategy 132 Retail (per KSF)**	**Strategy 133 Non-Retail (per KSF)**	**Strategy 134 Industrial (per KSF)**
8-11	0.8-0.9	0.4	1.83	11.69	5.31	2.66
12-13	1.0-1.1	0.5	2.03	12.99	5.90	2.95
14-15	1.2-1.3	0.6	2.26	14.43	6.56	3.28
16-19	1.4-1.5	0.7	2.26	14.43	6.56	3.28
20-29	1.6-1.7	0.8	2.26	14.43	6.56	3.28
30-39	1.8-1.9	0.9	2.26	14.43	6.56	3.28
40-49	2.0	1.0	2.26	14.43	6.56	3.28
50-69	2.1	1.05	2.26	14.43	6.56	3.28
70-89	2.2-2.3	1.1	2.26	14.43	6.56	3.28
90-109	2.4-2.5	1.2	2.26	14.43	6.56	3.28
110-129	2.6-2.7	1.3	2.26	14.43	6.56	3.28
130-149	2.8-2.9	1.4	2.26	14.43	6.56	3.28
150+	3.0+	1.5	2.26	14.43	6.56	3.28

STEPS FOR USING EXHIBIT F-3 (Strategy Nos. 131-136):

#1: MMTC This Credit Scale is used only for projects within one-quarter mile of a Multi-Modal Transportation Center (MMTC).

#2: Transit Use this table if two bus/rail lines arrive at the MMTC every 21 to 30 minutes during periods of peak passenger volume. (Refer to Exhibit F-1 for a frequency of 10 minutes or less and Exhibit F-2 for frequencies of 11 to 20 minutes).

#3: Density Determine the project net density using Columns 1-3 for each primary use. All density factors are based on net site area, which excludes dedicated public rights of way. Residential density is the number of dwelling units divided by the net site acreage. Commercial density equals gross building floor area (including dwelling area) divided by net land square footage.

#4: Credit Rate Determine the strategy credit value for the project density using columns 4-7. Industrial land uses exclude warehousing and storage uses.

#5: Mixed-Use Residential projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy of No. 135 if:

- The floor area of commercial land uses within 500 feet of the site exceeds 15% of residential floor area.

Commercial projects that are infilling/recycling can use the higher mixed-use credit of Strategy of No. 136 if:

- The floor area of residential land uses within 500 feet of the site exceeds 30% of the commercial floor area.

"DU" = Dwelling Unit
"FAR" = Floor Area Ratio
"KSF" = 1000 Square Feet

Exhibit F-3 (continued)

1	2	3	4	5	6	7	8
DENSITY RANGES:		***LAND USE CREDIT RATES:***					
		Strategy 135 (Mixed Use Residential)			**Strategy 136 (Mixed Use Commercial)**		
Residential (DUs/Acre)	**Commercial (FAR)**	**Residential (per DU)**	**Retail (per KSF)**	**Non-Retail (per KSF)**	**Residential (per DU)**	**Retail (per KSF**	**Non-Retail (per KSF)**
8-11	0.8-0.9	2.72	12.93	5.73	3.29	15.52	6.86
12-13	1.0-1.1	3.02	14.37	6.36	3.66	17.24	7.62
14-15	1.2-1.3	3.35	15.97	7.07	4.07	19.16	8.46
16-19	1.4-1.5	3.35	15.97	7.07	4.07	19.16	8.46
20-29	1.6-1.7	3.35	15.97	7.07	4.07	19.16	8.46
30-39	1.8-1.9	3.35	15.97	7.07	4.07	19.16	8.46
40-49	2.0	3.35	15.97	7.07	4.07	19.16	8.46
50-69	2.1	3.35	15.97	7.07	4.07	19.16	8.46
70-89	2.2-2.3	3.35	15.97	7.07	4.07	19.16	8.46
90-109	2.4-2.5	3.35	15.97	7.07	4.07	19.16	8.46
110-129	2.6-2.7	3.35	15.97	7.07	4.07	19.16	8.46
130-149	2.8-2.9	3.35	15.97	7.07	4.07	19.16	8.46
150+	3.0+	3.35	15.97	7.07	4.07	19.16	8.46

STEPS FOR USING EXHIBIT F-3 (Strategy Nos. 131-136):

#1: MMTC This Credit Scale is used only for projects within one-quarter mile of a Multi-Modal Transportation Center (MMTC).

#2: Transit Use this table if two bus/rail lines arrive at the MMTC every 21 to 30 minutes during periods of peak passenger volume. (Refer to Exhibit F-1 for a frequency of 10 minutes or less and Exhibit F-2 for frequencies of 11 to 20 minutes).

#3: Density Determine the project net density using Columns 1-3 for each primary use. All density factors are based on net site area, which excludes dedicated public rights of way. Residential density is the number of dwelling units divided by the net site acreage. Commercial density equals gross building floor area (including dwelling area) divided by net land square footage.

#4: Credit Rate Determine the strategy credit value for the project density using columns 4-7. Industrial land uses exclude warehousing and storage uses.

#5: Mixed-Use Residential projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy of No. 135 if:

- The floor area of commercial land uses within 500 feet of the site exceeds 15% of residential floor area.

Commercial projects that are infilling/recycling can use the higher mixed-use credit of Strategy of No. 136 if:

- The floor area of residential land uses within 500 feet of the site exceeds 30% of the commercial floor area.

"DU" = Dwelling Unit
"FAR" = Floor Area Ratio
"KSF" = 1000 Square Feet

140. NON-TRANSIT RELATED MIXED USE

141. RESIDENTIAL MIXED USE DEVELOPMENT

- **Credit Factor:**
  - 141.1 Dwellings: 1.5 per Dwelling Unit (DU)
  - 141.2 Retail Uses: 7.3 per 1000 Gross Square Feet (GSF)
  - 141.3 Non-Retail Uses: 3.2 per 1000 Gross Square Feet (GSF)

- **Qualifying Criteria:**
  - Minimum project density must be 24 dwelling units per gross acre
  - Floor area devoted to commercial uses must be 15% minimum
  - Uses must be located on the same parcel

- **Credit Milestones:** See Section 100 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Vehicle Trip Reduction Factor: 5%
  - Formula used by MTA to calculate value: Daily VMT per unit * Vehicle Trip Reduction Factor * Vehicle Occupancy
  - Daily VMT per unit provided by development activity impact analysis contained in Deficiency Plan Background Study Chapter 4, Exhibit 8
  - Vehicle Occupancy: 1.438 persons per vehicle [CMP Model]

- **References:**
  - *Draft Final Trip Reduction Ordinance Handbook*, SCAQMD. May 1993.
  - *Vehicle Trip Reduction Credits For Land Use Decisions*, NRDC. July 1992.
  - *1986 US DOT Personal Travel in the US - 1983-1984.*
  - *America's Suburban Centers: The Land Use Transportation Link,* R. Cervero. 1989.
  - *Transportation Control Measure Information Documents*, EPA. 1992.
  - *Public Transportation and Land Use Policy*, B.S. Pushkarev and J.M. Zupan. 1977.

- **Example Calculation:**

  First, determine project meets minimum criteria. Total value is the combined value per dwelling unit (DU) and per 1000 gross square feet (GSF) of commercial uses provided by the project. For example:

  For a residential mixed use project containing 68 dwelling units and 10,000 GSF of retail, the credit that may be claimed is:

  (68 DU's * 1.5 points per unit) + (10,000 GSF/retail * 7.3 points per 1000/GSF)

  (68 * 1.5) + (10 * 7.3) = 175 total points

142. COMMERCIAL MIXED USE DEVELOPMENT

- **Credit Factor:**
  - 142.1 Dwellings: 2.2 per Dwelling Unit (DU)
  - 142.2 Retail Uses: 10.2 per 1000 Gross Square Feet (GSF)
  - 142.3 Non-Retail Uses: 4.5 per 1000 Gross Square Feet (GSF)

- **Qualifying Criteria:**
  - Minimum project floor area ratio (FAR) must be 2.0 per gross acre
  - Floor area devoted to residential uses must be 30% minimum
  - Uses must be located on the same parcel

- **Credit Milestones:** See Section 100 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Vehicle Trip Reduction Factor: 7%
  - Formula used by MTA to calculate value: Daily VMT per unit * Vehicle Trip Reduction Factor * Vehicle Occupancy
  - Daily VMT per unit provided by development activity impact analysis contained in Deficiency Plan Background Study Chapter 4, Exhibit 8
  - Vehicle Occupancy: 1.438 persons per vehicle [CMP Model]

- **References:**
  - *Draft Final Trip Reduction Ordinance Handbook*, SCAQMD. May 1993.
  - *Vehicle Trip Reduction Credits For Land Use Decisions*, NRDC. July 1992.
  - *America's Suburban Centers: The Land Use Transportation Link,* R. Cervero. 1989.
  - *Public Transportation and Land Use Policy*, B.S. Pushkarev and J.M. Zupan. 1977.

- **Example Calculation:**

  First, determine project meets minimum criteria. Total value is the combined value per dwelling unit (DU) and per 1000 gross square feet (GSF) of commercial uses provided by the project. For example:

  For a commercial mixed use project containing 24 dwelling units, 3,000 GSF of retail and 68,000 GSF of non-retail, credit is calculated at:

  (24 DU's * 2.2 points per unit) + (3,000 GSF retail * 10.2 points per 1000/GSF) + (68,000 GSF non-retail * 4.5 points per 1000/GSF)

  (24 * 2.2) + (3 * 10.2) + (68 * 4.5) = 389 total points

143. CHILD CARE FACILITIES INTEGRATED WITH DEVELOPMENT

- **Credit Factor:** 120 per 1000 Gross Square Feet (GSF) of Child Care Facility

- **Qualifying Criteria:**
  - Child care facilities must be integrated within the primary development
  - Notes on Applying Credit Factor: Point value is per 1000 gross square feet provided within the child care facility
  - The last credit increment may be claimed upon opening of the facility. However, the facility must remain in operation for at least three years or credit will be withdrawn

- **Credit Milestones:** See Section 100 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value: Trip length reduced/Sq. Ft. per child
  - Trip length reduced: 9 miles
  - Square Footage per child: 75

- **References:**
  - *Commuting With Children: Linking Child Care With Transportation Demand Management*, G. William Lundgren, 1992.
  - *Commuting and Child Care*, Commuter Transportation Services, Inc., 1991.
  - *Child Care Feasibility Study for the Proposed Chatsworth and Sylmar Rail Stations*, LACTC, 1991.

- **Example Calculation:**
  Total value is based on the building square footage devoted to child care, NOT the total development square footage. For example:

  For a 100,000 GSF office development containing 2,000 GSF devoted to child care, the credit that may be claimed is:

  2,000 GSF child care * 120 points per 1000 GSF = 240 total points

150. LAND USE TRANSPORTATION POLICIES

151 TRANSIT FRIENDLY PARKING DESIGN

- **Credit Factors:**
  - 151.1 Dwellings: 0.80 per Dwelling Unit (DU)
  - 151.2 Retail Uses: 3.60 per 1000 Gross Square Feet (GSF)
  - 151.3 Non-Retail Uses: 1.60 per 1000 Gross Square Feet (GSF)

- **Qualifying Criteria**
  - Project provides surface or multi-level parking.
  - Project must be located within one-quarter mile of a transit stop having connecting transit service with maximum peak period headway of 30 minutes.
  - No off-street parking lot or parking structure is placed between the adjacent public street or pedestrian way and the face of the building.
  - The pedestrian connection between the main entrance of the building and the public street or pedestrian way must not exceed 100 feet, and must be clearly marked, well lit and offer pedestrians priority over automobiles.

- **Credit Milestones:** See Section 100 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Vehicle Trip Reduction Factor: 2.5% (based on literature review of the impacts of walking distance on modal choice).
  - Formula used by MTA to calculate value: Daily VMT per unit * Vehicle Trip Reduction Factor * Vehicle Occupancy.
  - Daily VMT per unit provided by development activity impact analysis contained in Deficiency Plan Background Study, Chapter 4, Exhibit 8.
  - Vehicle Occupancy: 1.438 persons per vehicle (CMP Model).

- **References:**
  - *The Transportation Effects of Neo-Traditional Development*, Journal of Planning Literature, Michael Aaron Berman, 1996.
  - *Travel Patterns at Large Scale Suburban Activity Centers*, FHWA, 1992.
  - *The Pedestrian Pocket*, Peter Calthorpe, in the City Reader. LeGates and Stout, Editors, London, Routledge, 1996.
  - *TDM Phase II Program, Part III-A, Technical Appendix: Mobility Impacts*, Los Angeles County Metropolitan Transportation Authority, 1994.

- **Example Calculation:**

  A two story commercial building of 12,000 square feet, with 6,000 square feet of retail and 6,000 square feet of non-retail uses. The credit that can be claimed for providing the transit friendly parking design is:

  (6,000 GSF * 3.6 points/1,000 GSF of Retail) + (6,000 GSF * 1.6/1,000 GSF of Non-retail)

  [6 * 3.6] + [6 * 1.6] = 31 credits

200. CAPITAL IMPROVEMENTS AND TRANSPORTATION SYSTEMS MANAGEMENT (TSM) - DETAILED DESCRIPTIONS

❑ CREDIT MILESTONES

Deficiency plan credit may be claimed in increments, at specific points in project development. When calculating the credit value for capital improvement and transportation systems management strategies, the following milestones are to be used:

- Milestone 1: Project inclusion in the Regional Transportation Improvement Program (RTIP) - 20%
- Milestone 2: Award of contract to construct or implement the project - 50%
- Milestone 3: Completion of the project and/or opening to the public - 30%

Projects which are not required to be listed in the RTIP may claim seventy percent (70%) upon the award of the project's construction contract.

Improvement projects must remain in operation/use for at least three years or credit will be withdrawn.

Project credit may be adjusted at subsequent milestones if necessary to account for changes in scope, local participation, or other characteristics. This includes changes to project credit factors if occurring prior to project completion.

❑ Multi-jurisdictional Capital Improvement Projects

Multi-jurisdictional capital improvement projects are defined as any improvement listed in the CMP Deficiency Plan Toolbox numbered between 200 and 299, in which two or more local jurisdictions are participating in either a jurisdictional or financial capacity. The scope of such projects shall include the proposed improvement, plus any other improvements listed as mitigation measures in the adopted or certified environmental document prepared for the proposed project. For this Congestion Management Program, mitigation measures are as defined by the California Environmental Quality Act (CEQA), and the State of California Guidelines for the Implementation of CEQA.

210. STREETS AND HIGHWAYS

211. HIGH OCCUPANCY VEHICLE (HOV) LANE

- **Credit Factor:**
  - 211.1 CMP Arterial: 20,400 per LANE-MILE
  - 211.2 Other Major Arterial: 16,300 per LANE-MILE
  - 211.3 Freeway Projects: 45,900 per LANE MILE or as based on usage estimate in the Caltrans Project Study Report

- **Qualifying Criteria:**
  - Project must provide additional through capacity restricted to high occupancy vehicles (2+ persons), through either enhancement of existing or construction of new facility.
  - Project must be located on CMP route or Other Major Arterial.
  - Transition length and auxiliary lanes do not count toward project lane-mileage.
  - No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit:
    Facility Capacity * Vehicle Occupancy
  - Freeway HOV Lane Capacity = 18,000 vehicles/lane/day
    CMP Arterial Capacity = 8,000 vehicles/lane/day
    Other Major Arterial Capacity = 6,400 vehicles/lane/day
  - Based on Peak Hour Arterial Capacity = 1,600 vehicles
    Peak Hour Freeway Lane Capacity = 1,800 vehicles (MTA)
    K = 10
    CMP arterial green/cycle= 50%
    Other Major Arterial Green/Cycle = 40%
    Freeway = 0%
    [Consistent with CMP highway monitoring guidelines]
    HOV lane vehicle occupancy = 2.55 persons/vehicle [Caltrans]

- **Example Calculation:**
  A jurisdiction is eliminating on-street parking in order to provide a bus-only lane in each direction on a CMP arterial. The project extends 1 mile.

  The credit which may be claimed is:
  20,400 (Credit Factor) * 1 (mile) * 2 (one lane in each direction) = 40,800 points

212. GENERAL USE HIGHWAY LANE

- **Credit Factor:**
  - 212.1 CMP Arterial: 11,500 per LANE-MILE
  - 212.2 Other Major Arterial: 2,900 per LANE-MILE

- **Qualifying Criteria:**
  - Project must provide additional through lane capacity available to all vehicular traffic, through either enhancement of existing or construction of new facilities. Includes full time parking elimination.
  - Transition length and auxiliary lanes do not count toward project lane-mileage.
  - No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit:
  - Facility Capacity * Vehicle Occupancy
  - Facility Capacity: See preceding strategy
  - Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

- **Example Calculation:**
  A jurisdiction seeks additional credit (above the standard value) for construction of a non-CMP major arterial which parallels an existing CMP route.

  - In order to receive credit, the jurisdiction must provide a traffic analysis which demonstrates the project's benefit to the CMP system. The analysis must estimate the reduction in weekday vehicle-miles travelled (VMT) on the CMP route which will result from the project.
  - The analysis must indicate:
    - Total VMT on affected CMP facilities with and without the improvement.
    - The forecast year, not to exceed 2010.
  - The credit which may be claimed is:
    Change in VMT on CMP system * 1.438 (Vehicle Occupancy) = points (person-miles)

213. GRADE SEPARATION

- **Credit Factor:**
  - 213.1 CMP Arterial: 5,750 per GRADE SEPARATION
  - 213.2 Other Major Arterial: 1,440 per GRADE SEPARATION

- **Qualifying Criteria:**
  - Project must provide physical separation of vehicular traffic lanes or separation of vehicular traffic from rail traffic.
  - No credit may be claimed for grade separations which are part of another improvement project for which credit is also being claimed.
  - No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.

- **Credit Milestones:** See Section 200 of this Appendix

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Improvement Factor * Facility Capacity * Area of Influence * Vehicle Occupancy
  - Improvement Factor = 50%. Standard value assumes 0.50 decrease in peak V/C ratio due to improvement.
  - Facility Capacity: See preceding strategy
  - Area of Influence = 1.0 mile. Based on typical spacing between major arterial intersections in urban areas; major arterial intersections represent the primary constraint to arterial traffic movement [CMP estimate]
  - Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

- **Example Calculation:**

  A jurisdiction seeks additional credit (above the standard value) for a grade separation on a CMP arterial.
  - In order to receive credit, the jurisdiction must provide a project-specific traffic analysis indicating the reduction in V/C ratio on the CMP route which will result from the project.
  - The analysis must also indicate the project's Area of Influence, defined as the distance to the next major arterial intersection on the CMP route.
  - The credit which may be claimed is:
  - Change in V/C * 8,000 (per lane capacity) * Area of Influence * 1.438 (Vehicle Occupancy) = points (person-miles)

214. FREEWAY ON/OFF RAMP ADDITION OR MODIFICATION

- **Credit Factor:** 1,150 per RAMP

- **Qualifying Criteria:**
  - Project must construct or physically modify freeway ramp to improve traffic flow.
  - Note on Applying Credit Factor: Point value is per ramp, up to 4 ramps per interchange. Improvement of a ramp/street intersection must be treated as improvement of one ramp only, whether or not serving both on and off ramps.
  - No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Improvement Factor * Ramp Capacity * Area of Influence * Vehicle Occupancy
  - Improvement Factor = 10%. Standard value based on ramp volumes representing on average 20% of total volume at ramp/street intersection. Using 50% green/cycle devoted to ramp movements, improvement to ramp reduces overall intersection V/C ratio by 0.10.
  - Ramp Capacity: equivalent to CMP arterial.
  - Area of Influence = 1.0 mile. Based on minimum standard spacing between freeway ramps [Caltrans Highway Design Manual] as well as typical spacing between major arterials.
  - Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

- **Example Calculation:**
  - A jurisdiction is widening an existing northbound on-ramp to provide a carpool bypass lane. The credit which may be claimed is:
  - 1,150 (credit factor) * 1 ramp = 1,150 points
  - A jurisdiction seeks additional credit (above the standard value) for a freeway ramp improvement.
    - The analysis must also indicate the project's Area of Influence, defined as the distance to the next ramp.
    - In order to receive credit, the jurisdiction must provide a project-specific traffic analysis indicating the reduction in V/C ratio at the ramp intersection resulting from the project.
    - The credit which may be claimed is:
    - Change in V/C * 8,000 (per lane capacity) * Area of Influence * 1.438 (Vehicle Occupancy) = points (person-miles)

215. ARTERIAL CENTER MEDIANS

- **Credit Factor:**
  - 215.1 CMP Arterial: 575 per LANE-MILE
  - 215.2 Other Major Arterial: 145 per LANE-MILE

- **Qualifying Criteria:**
  - No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.
  - No credit may be claimed if a reduction in travel lanes occurs.
  - Medians shall be of sufficient width to achieve the traffic separation and control benefits intended by this strategy. While one lane width is recommended to accommodate left turn pockets where desired without a loss of through lane capacity, final design of the median is at the discretion of the local jurisdiction's traffic engineer.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:** The strategy value is equal to 5% of the credit value for a general use highway lane (Strategy No. 212), based upon research conducted by the Institute of Traffic Engineers, *Highway Design Manual*, Fourth Edition.

220. TRANSIT FACILITIES

221. URBAN RAIL

- **Credit Factor:** 7.9 per daily boarding

- **Qualifying Criteria:**
  - Includes contribution to construction of Metro Rail system (such as Blue Line, Red Line, and Green Line)
  - No credit may be claimed until project is included in RTIP
  - Credit will be determined based on most recent Year 2010 boarding estimate.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Trip length per boarding
  - Trip length = 7.93 miles [CMP model]. Project-specific trip length will be used if available.

- **Example Calculation:**
  A jurisdiction seeks credit for contributing 5% of the construction cost of a Metro Rail line forecast to serve 50,000 boardings per weekday.

  The credit which may be claimed is: 50,000 boardings * 7.93 miles per passenger * 0.05 local contribution = 19,825 points

Jurisdictions should contact CMP staff for assistance in calculating credit for urban rail projects. This will ensure that the most recent information on projected boardings, project cost and other participating jurisdictions are used when calculating credit.

222. COMMUTER RAIL STATION

- **Credit Factor:** 20 per daily boarding

- **Qualifying Criteria:**
  - Includes contribution to construction of Metrolink system.
  - No credit may be claimed until project is included in RTIP.
  - Credit will be determined based on most recent Year 2010 boarding estimate.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Trip length per boarding
  - Trip length = 20 miles [CMP estimate].
  - Project-specific trip length will be used if available.

- **Example Calculation:**
  A jurisdiction seeks credit for contributing 25% to the construction of a Metrolink station forecast to serve 800 boardings per weekday.

  The credit which may be claimed is:
  800 boardings * 20 miles per passenger * 0.25 local contribution = 4,000 points

Jurisdictions should contact CMP staff for assistance in calculating credit for commuter rail station projects. This will ensure that the most recent information on projected boardings, project cost and other participating jurisdictions are used when calculating credit.

223. MULTI-MODAL TRANSPORTATION CENTERS

❑ **Credit Factors:**

Deficiency Plan credits for this strategy are dependent upon what facilities and services are included in the design of the center. Centers can be implemented in phases, adding components and receiving additional credits as these components are implemented. In the case of bus transit service, this credit is given annually, and it includes only the net increase in boardings by bus service type (express, local, feeder service shuttle). Each component has the following value:

1. Rail Station:	Urban Rail	7.9 per daily boarding
	Commuter Rail	20.0 per daily boarding
2. Bus Transfers:	Express bus	0.38 per daily boarding
	Local bus	0.17 per daily boarding
	Shuttle	0.05 per daily boarding
3. Park & Ride:	9.6 credits per parking space or lockable bike storage space. (Rail patron parking excluded)	

❑ **Qualifying Criteria:**

Note: If the MMTC is located at an intersection that has multiple bus stops separated by the intersecting streets, each bus stop must satisfy all of these criteria with the one exception of the transit service requirement. For transit service, it is understood that the two qualifying transit lines would in most cases use separate stops.

- The center must have dedicated park and ride parking spaces for the exclusive use of the center's transit patrons, and it must have qualifying bus or rail transit service.
- The center must be accessible to persons with disabilities and in full compliance with the ADA.
- Well lit, sheltered waiting areas with benches, and with information regarding vending of fare media and schedules for transit services.
- Convenient access to the center by transit vehicles, automobiles, pedestrians and cyclists using an interconnected roadway linked to adjacent/nearby residential, commercial, and/or industrial land uses.
- Maximum headway of thirty (30) minutes for at least two peak period bus, rail or local feeder shuttle lines.
- Minimum pedestrian facilities include:
  - sidewalks with a minimum unobstructed width of ten (10) feet within bus boarding landing areas and of five (5) feet when connecting land uses to the MMTC that will be seeking credit under Strategy Nos. 131-136.
  - signalized pedestrian crossings of major streets,
  - walkway protection/separation from fast vehicular traffic, such as parking lanes, wider than minimum-width sidewalks, or landscaping/structural barriers.

- Minimum bicycle facilities include:
  - Secure, lockable bike storage spaces located for convenient transfers to transit services (These storage spaces can be used to satisfy the Park and Ride component requirement).

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology:**
  - Rail Component is based upon Strategy Nos. 221 or 222 (less any prior credits received for the rail station)
  - Park and Ride Component is based upon Strategy No 246 (less any prior credits received for the park and ride facility).
  - Bus Transfer Component This credit is earned by local jurisdictions for maintaining and improving transfer facilities for another agency's bus lines. This multi-jurisdictional bonus credit is equivalent to 5% of the credit value of the increase in average daily boardings each year, as listed under Strategy Nos. 360-366.

- **Example Calculation:**

  A City claims credit for an MMTC with the following characteristics:
  - Three bus lines with weekday peak period headways of 20 minutes.
  - An increase of 850 average weekday boardings (400 express, 450 local).
  - Four bus stops, each equipped with shelters, lighting, benches, and information kiosks displaying route maps, schedules and nearby locations where fare media can be purchased.
  - 20 Park and Ride spaces, including 9 lockable bike storage spaces and 11 car parking spaces in a nearby city-owned lot which are reserved for transit riders.
  - Sidewalks with 10 foot minimum clear width at each boarding area.
  - Signalized pedestrian crossings.
  - Wheelchair ramps at each street corner.

Credit Value of Bus Component	
400 daily express boardings at 0.38 each	152 credits
450 local bus service boardings at 0.17 each	77 credits
Subtotal Bus Component	**229 credits**
Credit Value of Park and Ride Component	
20 park and ride spaces at 9.6 each	192 credits
Total MMTC Credits	**421 credits**

230. GOODS MOVEMENT

231. FREIGHT-TO-RAIL FACILITIES

- **Credit Factor:** 2.88 per TRUCK VMT removed from general use traffic lanes

- **Qualifying Criteria:**
  - Project must be for the movement of freight by rail which would otherwise be moved by truck.
  - No credit may be claimed until project is included in RTIP unless the project is 100% funded by private sector sources.
  - Credit must be determined based on project-specific analysis of weekday truck vehicle-miles traveled (VMT) removed from general use traffic lanes.
  - The amount of credit requested will be evaluated by the CMP Peer Review Panel (Note: Claims for credits under this strategy must be submitted by July 1 of each year as a part of the Special Credit evaluation cycle. Refer to Section 11.8 for more information).

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Truck Passenger Car Equivalent * Vehicle Occupancy [Expresses removal of truck traffic from general use lanes in terms of increased traffic capacity on general use facilities]
  - Truck Passenger Car Equivalent = 2.0 [Highway Capacity Manual Table 9-6] Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

- **Example Calculation:**
  A local jurisdiction contributes 30% toward the implementation of a consolidated goods movement facility which will eliminate the need for 50 trucks to make a 25 mile journey each weekday.

  The credit which may be claimed is: 50 trucks * 25 miles per trip * 2.88 Credit factor * 0.30 local contribution = 1,080 points

240. TRANSPORTATION SYSTEMS MANAGEMENT

241. TRAFFIC SIGNAL SYNCHRONIZATION

- **Credit Factors:**
  - 241.1 CMP Arterial 4-Lane: 1,840 per ROUTE-MILE
  - 241.2 CMP Arterial 6-Lane: 2,760 per ROUTE-MILE
  - 241.3 CMP Arterial 8-Lane: 3,680 per ROUTE-MILE
  - 241.4 Other Major Arterial 2-Lane: 735 per ROUTE-MILE
  - 241.5 Other Major Arterial 4-Lane: 1,470 per ROUTE-MILE
  - 241.6 Other Major Arterial 6-Lane: 2,210 per ROUTE-MILE
  - 241.7 Other Major Arterial 8-Lane: 2,950 per ROUTE MILE

- **Qualifying Criteria:**
  - Project must include installation of permanent hardware for time-based or hard-wired signal coordination along arterial.
  - Project must be located on CMP route or Other Major Arterial, defined as any street designated major or primary arterial on the most recently adopted General Plan of the jurisdiction seeking credit.
  - Note on Applying Credit Factor: route-mileage (centerline mileage) is distance between first and last consecutive synchronized traffic signal.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Improvement Factor * Facility Capacity * No. of Lanes * Vehicle Occupancy
  - Improvement Factor = 4% [CMP estimate based on proration of surveillance & control improvement factor]
  - CMP Arterial Capacity = 8,000 vehicles/lane/day
  - Other Major Arterial Capacity = 6,400 vehicles/lane/day
  - Peak hour capacity=1600 vehicles, K=10, CMP arterial green/cycle=50%, other major arterial green/cycle=40% [Based on CMP highway monitoring guidelines]
  - Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

242. TRAFFIC SIGNAL SURVEILLANCE AND CONTROL (INCLUDING SYNCHRONIZATION)

- **Credit Factors:**
  - 242.1 CMP Arterial 4-Lane: 3,220 per ROUTE-MILE
  - 242.2 CMP Arterial 6-Lane: 4,830 per ROUTE-MILE
  - 242.3 CMP Arterial 8-Lane: 6,440 per ROUTE-MILE
  - 242.4 Other Major Arterial 4-Lane: 2,580 per ROUTE-MILE
  - 242.5 Other Major Arterial 6-Lane: 3,870 per ROUTE-MILE
  - 242.6 Other Major Arterial 8-Lane: 5,150 per ROUTE MILE

- **Qualifying Criteria:**
  - Project must provide real-time control and synchronization of signal operation.
  - Project must be located on CMP route or Other Major Arterial, defined as any street designated major or primary arterial on the most recently adopted General Plan of the jurisdiction seeking credit.
  - Note on Applying Credit Factor: route-mileage (centerline mileage) is distance between first and last consecutive synchronized traffic signal.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Improvement Factor * Facility Capacity * No. of Lanes * Vehicle Occupancy
  - Improvement Factor = 7% [City of Los Angeles ATSAC]
  - Facility Capacity: See preceding strategy
  - Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

243. PEAK PERIOD PARKING RESTRICTION

- **Credit Factors:**
  - 243.1 CMP Arterial (2 Hours/Day): 2,300 per LANE-MILE
  - 243.2 CMP Arterial (3 Hours/Day): 3,450 per LANE-MILE
  - 243.3 CMP Arterial (4+ Hours/Day): 4,140 per LANE-MILE
  - 243.4 Other Major Arterial (2 Hours/Day): 1,840 per LANE-MILE
  - 243.5 Other Major Arterial (3 Hours/Day): 2,760 per LANE-MILE
  - 243.6 Other Major Arterial (4+ Hours/Day): 3,310 per LANE-MILE

- **Qualifying Criteria:**
  - Project must provide additional through lane capacity through prohibition of on-street parking, operating (at minimum) on all weekdays except holidays for at least two hours per day.
  - Project must be located on CMP route or Other Major Arterial, defined as any street designated major or primary arterial on the most recently adopted General Plan of the jurisdiction seeking credit.
  - Transition length and auxiliary lanes do not count toward project lane-mileage.
  - No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.
  - Notes on Applying Credit Factor: Point value is per lane-mile added by the project. Each direction of travel is treated independently.

- **Credit Milestones:** See Introduction to Capital Improvement and Transportation Systems Management Strategies

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Facility Capacity * Peak Hour Factor * Vehicle Occupancy
  - Facility Capacity: See preceding strategy
  - Peak Hour/ADT = 10%, applied during each of 2-3 highest hours; 6% for 4th highest hour [CMP estimate]
  - Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

- **Example Calculation:**
  A jurisdiction prohibits parking on a CMP arterial 7-9 AM in the northbound direction and 3-6 PM in the southbound direction, for a length of 1.5 miles.

  The credit which may be claimed is: (2300 Credit factor + 3450 Credit factor) * 1.5 miles = 8,625 points

244. INTERSECTION MODIFICATION

- **Credit Factor:**
  - 244.1 CMP Arterial: 575 per INTERSECTION
  - 244.2 Other Major Arterial: 144 per INTERSECTION

- **Qualifying Criteria:**
  - To receive credit under No. 244.1, the project must be located on a CMP route, and the intersecting street must be designated minor arterial, secondary arterial or higher on the most recently adopted General Plan of the jurisdiction seeking credit.
  - Under strategy 244.2, one of the intersecting streets must be designated in the local jurisdiction's General Plan as a major/primary arterial, and the other must be designated as a minor/secondary arterial or higher. Intersections with collector or local streets are not eligible for credit.
  - Project must increase the number of through or turning lanes, or modify traffic signal phasing (such as adding a protected left turn phase). Projects which improve traffic signal timing only are not eligible for credit.
  - No credit may be claimed for intersections modified as part of another improvement project for which credit is also being claimed.
  - No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Improvement Factor * Facility Capacity * Area of Influence * Vehicle Occupancy
  - Improvement Factor = 5%. Intersection improvements in this category generally facilitate turning movements, which typically represent 10% of total intersection volume. Using 50% green/cycle devoted to each approach, intersection improvement reduces overall V/C ratio by 5%
  - Facility Capacity: See preceding strategy
  - Area of Influence = 1.0 mile. Typical spacing between major arterial intersections in urban areas; major intersections represent the primary constraint to arterial traffic movement [CMP estimate]
  - Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

245. BICYCLE PATH OR LANE

- **Credit Factor:**
  - 245.1 Regional Bikeways: 700 per ROUTE-MILE
    for facilities included in an MTA adopted subregional bikeway/non-motorized transportation plan.

  - 245.2 Other Major Bikeways: 560 per ROUTE MILE (80%)
    for facilities not contained in an adopted subregional plan, that are included in a locally adopted bikeway/non-motorized transportation plan, and which connect local residential and/or employment generating land uses to the regional bikeway system.

  - 245.3 Local Bikeways: 175 per ROUTE MILE (25%)
    for bikeways that connect local neighborhoods to local public facilities or employment generating land uses.

- **Qualifying Criteria:**
  - Projects receiving credit under 245.1 or 245.2 above must provide a Class I or II rated bikeway, while projects under 245.3 can be Class I, II or III.
  - Notes on Applying Credit Factor: Point value is per route-mile, assuming accommodation of two-directional travel on routes.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Bicycle Mode Split Increase * Bicycle Trip Length / Regional Bikeway System Expansion
  - Year 2010 bicycle mode split increase = 35.8 million daily person trips * 1% increase = 358,000 person trips.
  - Bicycle Mode Split = 2% in Year 2010 [CMP estimate based on countywide bikeway work in progress]
  - Current bicycle mode split = 1% [Commuter Transportation Services].
  - Average Bicycle Trip Length = 4 miles [CMP estimate]
  - Regional Bikeways Expansion = 2000 miles [CMP estimate based on countywide bikeway work in progress]

246. PARK & RIDE FACILITY

- **Credit Factor:** 9.6 per PARKING SPACE or qualifying LOCKABLE BIKE STORAGE SPACE.

- **Qualifying Criteria:**
  - Site must be purchased or available for minimum five year lease, and signed or publicly promoted as a park & ride facility.
  - No credit may be claimed for parking facilities provided as part of another improvement project for which credit is also being claimed.
  - Notes on Applying Credit Factor: Include marked parking spaces only. Lockable bicycle storage spaces within park and ride facilities or bike stations are counted as park and ride spaces only if the facility is accessible for bikes. With the exception of bike stations and multi-modal transportation centers, no more than ten percent (10%) of the park and ride spaces of a facility can be lockable bike storage spaces unless actual demand supports a higher percentage.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: (Commute Trip Length - Park & Ride Trip Length) * 2 Direction * Lot Utilization
  - Commute Trip Length = 11.4 miles [CMP Model]
  - Park & Ride Trip Length = 4 miles [Caltrans]
  - Lot Utilization = 65% [LACTC Park & Ride Master Plan survey data]

300. TRANSPORTATION DEMAND MANAGEMENT & TRANSIT SERVICES - DETAILED DESCRIPTIONS

❑ CREDIT MILESTONES:

When calculating the credit value for transportation demand management strategies, the following two milestone types are to be used depending on the strategy. Credit factors for some TDM strategies may not be additive if focusing on the same target markets. Local jurisdictions should therefore consult with MTA staff when developing their Local Implementation Reports. In addition, projects implemented in compliance with Rule 2202 are not eligible for CMP credit.

Milestone Type A applies to TDM strategies which focus on employer sites, either at a single site, within a multi-tenant building, or within a specified geographical area. Credit would be claimed incrementally using the milestones listed below based on the number of employees targeted at each stage of implementation. Local jurisdictions will most likely implement these strategies through resolutions, development agreements, memorandums of understanding, conditions of approval or enabling ordinances. Projects not implemented through enabling ordinances or amendments would claim the entire credit once employers come into compliance with program requirements.

- Milestone A-1: Enabling ordinance adopted 40%
- Milestone A-2: Compliance with program requirements 60%

Milestone Type B applies to TDM strategies which are operational in nature and do not require an ordinance-type action to begin service such as transit services or transportation management association (TMA) operations. For projects included in the Short Range Transit Plan (SRTP) or Regional Transportation Improvement Program (RTIP), strategy credit may be claimed incrementally at the following milestones. Projects that are not reported in the SRTP or RTIP, may claim 100% of the credit at commencement of active service.

- Milestone B-1: Project implementation (not study) included in SRTP or RTIP 40%
- Milestone B-2: Commencement of Active Service 60%

The last credit increment may be claimed upon full implementation of the program. However, the program must remain in operation for at least three years or credit will be withdrawn.

310. RIDESHARING OPERATIONS

311. FORMAL TRIP REDUCTION PROGRAM FOR SMALL EMPLOYERS

- **Credit Factor:** 36.3 per 100 EMPLOYEES from companies employing less than 100 employees in target area

- **Qualifying Criteria:**
  - Consists of a basic trip reduction program, to encourage use of transportation modes other than driving alone to reduce trips to the work site. The employer may choose from various incentive strategies such as carpool/vanpool matching, transit routing, guaranteed ride home, promotional incentives, telecommuting and compressed work schedules. The goal of the program is to increase average vehicle ridership (AVR)
  - It is recommended that jurisdictions use the methodology previously utilized under SCAQMD Rule 1501 for calculating AVR, and collecting and reporting employee commute data to encourage data consistency within Los Angeles County
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit
  - Rule 2202 programs implemented at worksites not required to comply with the regulation may be claimed for CMP credit.

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

312. ALTERNATIVE WORK SCHEDULES

- **Credit Factor:** 7.3 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - Implementation of 4/40 or 9/80 compressed work week where an employee works fewer days in each week but more hours each working day
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

313. TRANSPORTATION MANAGEMENT ASSOCIATION (TMA)

- **Credit Factor:** 46 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - New TMA operation or existing TMAs expand target area
  - TMA services include carpool/vanpool matching, transit fare media (e.g. passes, tokens, tickets, etc.) sales, transit route planning, promotional events, marketing, promotional incentives (such as prize drawings) and guaranteed ride home services for TMA member employers

- **Credit Milestones:** Milestone Type B (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

314. AGGRESSIVE VANPOOL FORMATION PROGRAM

- **Credit Factor:** 31 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - Program targets employers not currently being reached by current vanpool formation efforts
  - Consists of aggressive promotional campaign, vanpool formation meetings, market analysis, and educational component
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit

- **Credit Milestones:** Milestone Type B (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

315. INFORMAL CARPOOL AND VANPOOL PROGRAM

- **Credit Factor:** 28 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - Program focuses on forming carpools and vanpools only by providing matchlists and transit information on request
  - Carpool, Vanpool matchlist and transit information may be obtained from Commuter Transportation Services free of charge
  - No average vehicle ridership goal (Distinction from Strategy No. 311)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

320. RIDESHARING SUPPORT FACILITIES

321. CMP TDM ORDINANCE

- **Credit Factor:** 0.30 per 1,000 SQUARE FEET of new non-residential development

- **Qualifying Criteria:**
  - Includes: Information area, preferential parking for carpools and vanpools, vanpool access, bicycle parking, loading areas for carpools and vanpools, pedestrian access, transit improvements, bicycle access
  - All jurisdictions adopted CMP TDM requirements through an ordinance

- **Credit Milestones:** Credit claimed using development activity reports

- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

- **Example Calculation:**
  - City approves 1,000,000 gross square feet of non-residential development (total as reported through new development activity report)
  - City may claim credit = 0.30 * 1000 = 300 points

Note: *The LIR spreadsheet automatically performs this calculation and is displayed as the first Toolbox Strategy listed for credit under Section II of the local jurisdiction's LIR.*

322. CARPOOL/VANPOOL LOADING AREAS

- **Credit Factor:** 6.9 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - Provide ridesharing loading areas for carpools and vanpools close to building entrance for safe and convenient access
  - Applies only to carpool and vanpool loading areas at existing development and employment sites. (Jurisdictions already claim credit for loading areas at new development through the CMP TDM Ordinance)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

323. CHILDCARE CENTERS AT MULTI-MODAL TRANSIT FACILITIES

- **Credit Factor:** 120 per 1000 Gross Square Feet (GSF) in child care facility

- **Qualifying Criteria:**
  - Provision of childcare services at multi-modal transit facilities or park and ride lots to reduce person miles traveled to children care arrangements, and to encourage transit ridership
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit

- **Credit Milestones:** Milestone Type B (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** See Strategy 143.

324. BICYCLE AND PEDESTRIAN FACILITIES

- **Credit Factor:** 4.6 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - Facilities include bicycle parking (lockers, racks, locked room, etc.), clothes lockers, and showers
  - Applies only to bicycle and pedestrian facilities at existing development and employment sites. (Jurisdictions already claim credit for these facilities at new development through the CMP TDM Ordinance)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

325. PREFERENTIAL PARKING FOR RIDESHARE VEHICLES

- **Credit Factor:** 3.9 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - Spaces reserved for carpool and vanpool parking which provides convenient access to building entrances as compared to parking spaces for single occupant drivers
  - At least 5% of all parking spaces must be reserved
  - Applies only to carpool and vanpool parking at existing development and employment sites. (Jurisdictions already claim credit for these facilities at new development through the CMP TDM Ordinance)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

330. RIDESHARING INCENTIVES

331. TRANSIT FARE SUBSIDY PROGRAM

- **Credit Factors**
  - Employee Programs (per 100 employees within target area):

331.11 Subsidy of <= 25%:	64 per 100 EMPLOYEES
331.12 Subsidy of 26-29%:	77.6 per 100 EMPLOYEES
331.13 Subsidy of 30-39%:	94.5 per 100 EMPLOYEES
331.14 Subsidy of 40-49%:	142 per 100 EMPLOYEES
331.15 Subsidy of 50-59%:	213 per 100 EMPLOYEES
331.16 Subsidy of 60-69%:	321 per 100 EMPLOYEES
331.17 Subsidy of 70-79%:	427 per 100 EMPLOYEES
331.18 Subsidy of 80-89%:	612 per 100 EMPLOYEES
331.19 Subsidy of 90-100%:	924 per 100 EMPLOYEES

  - Residential Programs (per 100 Users within target area):

331.21 Subsidy of <= 25%:	0.2 per 100 USERS
331.22 Subsidy of 26-29%:	4.1 per 100 USERS
331.23 Subsidy of 30-39%:	6 per 100 USERS
331.24 Subsidy of 40-49%:	15.6 per 100 USERS
331.25 Subsidy of 50-59%:	37 per 100 USERS
331.26 Subsidy of 60-69%:	59.5 per 100 USERS
331.27 Subsidy of 70-79%:	83 per 100 USERS
331.28 Subsidy of 80-89%:	136 per 100 USERS
331.29 Subsidy of 90-100%:	222 per 100 USERS

- **Qualifying Criteria:**
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit.
  - To define the number of EMPLOYEES for employee fare subsidy programs, calculate the number of employees offered the subsidy. This means the employees must be contacted and made aware of the transit fare subsidy through promotional activities, such as brochures and flyers.
  - To define the number of USERS for residential pass subsidy programs, calculate the average number of passes sold per month to residents.
  - Credit for transit fare subsidies is based on the net increase in the average monthly number of passes sold, or number of employees offered the subsidy, over what was reported in the previous year's LIR.

- **Credit Milestones**: Milestone Type A (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

332. VANPOOL FARE SUBSIDY PROGRAM

- **Credit Factor:** 206 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - Consists of a vanpool fare allowance equal to $1 per trip (this totals to about $32 per month assuming the commuter vanpools 4 times per week)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

333. CARPOOL ALLOWANCE

- **Credit Factor:** 90 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - Consists of a carpool allowance equal to $1 per trip (this totals to about $24 per month assuming the commuter carpools 3 times per week)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

334. BICYCLE ALLOWANCE

- **Credit Factor:** 9.2 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - Consists of a bicycle allowance equal to $1 per trip (this totals to about $24 per month assuming the commuter bicycles 3 times per week)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

335. WALKING ALLOWANCE

- **Credit Factor:** 6.2 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - Consists of a walking allowance equal to $1 per trip (this totals to about $24 per month assuming the commuter walks 3 times per week)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

336. SUBSCRIPTION BUS OR BUSPOOL SUBSIDY PROGRAM

- **Credit Factor:** 102 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - Consists of a buspool fare allowance equal to $1 per trip (this totals to about $32 per month assuming the commuter buspools 4 times per week)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit.

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

340. PARKING MANAGEMENT & PRICING

341. PARKING SURCHARGES

- **Credit Factor**
  - 341.1 Charge $0.50 per day — 7.2 per 100 EMPLOYEES
  - 341.2 Charge $1.00 per day — 21.0 per 100 EMPLOYEES
  - 341.3 Charge $3.00 per day — 86.0 per 100 EMPLOYEES

- **Qualifying Criteria:**
  - Daily parking charge increased by a level equal to or greater than the amount shown in Credit Factor .1, .2, or .3, **OR** daily on-site parking cost born by employees increased by a level equal to or greater than the amount shown in Credit Factor .1, .2, or .3.
  - Project must not also be accompanied with an increased parking supply.
  - Unrestricted all-day parking is not available on the street within 1,000 feet of the site.

- **Credit Milestone:** Milestone Type A (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** MTA Phase II TDM Program

- **Example Calculation:**
  - City imposes a $0.50 parking tax on off-street parking in an employment area with 15,000 workers. No increase in parking supply accompanies this action.

    - Credit Factor: 7.2 per 100 EMPLOYEES in target area ($0.50 per day)
      The credit which may be claimed is: 15,000/100 * 7.2 = 1,080 credits.

  - An employer eliminated a $4.00 per day parking subsidy. Employees pay for their parking directly. There is no increase in parking supply, and there is no unrestricted all-day parking available within 1,000 of the building. The employer has 400 employees.

    - Credit Factor: 86 per 100 EMPLOYEES in target area ($3.00 per day)
      The credit which may be claimed is: 400/100 * 86 = 344 credits.

342. PARKING CASH OUT

- **Credit Factor:** 249 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - Employers provide employees with a travel allowance that can be used to either buy parking, a transit pass, vanpool fare, a buspool subscription or for any other use. The amount of the allowance is equal to the amount the employer would have paid for the employee's parking
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit.

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

343. UNBUNDLED PARKING LEASES

- **Credit Factor:** 10 percent of Credit Factor for Toolbox Strategy No. 341, the applicable Credit Factor being determined by the parking rate paid by the employer.

- **Qualifying Criteria:**
  - The lease for a workplace establishes a lease rate for parking that is separate from that for the building area, OR parking is contracted for separately from the building lease.
  - The tenant has the right to vary the amount of parking leased without penalty.
  - Unrestricted all-day parking is not available on the street within 1,000 feet of the site.

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:**
  - MTA Phase II TDM Program
  - Review of literature on lease structure and pricing.

- **References**
  - *Employer-Paid Parking: a Nationwide Survey of Employers' Parking Subsidy Policy,* Donald Shoup and Mary Jane Breinholt, School of Public Policy and Social Research, University of California, Los Angeles, January 1995.
  - *Parking Pricing Without Tears: How Two Employers Reduced Automobile Trips and Saved Money*, Richard Willson, Transportation Quarterly, Vol. 55 no. 1, Winter 1997, pages 79 to 90.

- **Example Calculation:**

  A city encourages a developer to negotiate unbundled parking leases with tenants in a 100,000 square foot building. At the certificate of occupancy, the developer indicates that 50 percent of the leases are unbundled, and that those tenants pay $1.00 per day for every space they use. Tenant has 800 employees.

  Credit Factor: 10 percent of Strategy No. 341. 2
  21 per 100 EMPLOYEES in target area ($1.00 per day)
  The credit which is claimed is: 0.1 * 21 per 100 employees, or 2.1. per 100 employees

  Calculation: 800/100 * 2.1 = 16.8 credits

350. TELECOMMUNICATIONS

351 TELECOMMUTING PROGRAM

- **Credit Factor:** 3.2 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - An employer telecommuting program which allows employees to work at home, at neighborhood telework centers or at a facilities sharing telework location at least 1 day per week. A facilities sharing telework location is a work space in a participating public or private entity where employees may report to work rather than travelling to a principal work location.
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit.

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

352. NEIGHBORHOOD TELEWORK CENTER

- **Credit Factor:** 12.6 per WORK STATION

- **Qualifying Criteria:**
  A remote location, available for general public use, operated by a public or private entity where employees may report to work rather than traveling to a principal work location more distant from the employee's residence

- **Credit Milestones:** Milestone Type B (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit:
  - Commute Trip Length = 11.4 miles [CMP model]
  - Telework Center Trip Length = 3 miles [MTA estimate]
  - Work Station Utilization = 75% [MTA estimate]

- **References:**
  Transportation Control Measure Information Documents, EPA, March 1992.
  Antelope Valley Telebusiness Center Data
  Puget Sound Telecommuting Demonstration Data

353. BUSINESS/EDUCATION VIDEOCONFERENCING CENTER

- **Credit Factor:** 7.8 per AVERAGE DAILY USER

- **Qualifying Criteria:**
  A facility, available for general public use, constructed and operated by a public or private entity in residential or commercial districts utilizing videoconferencing equipment to substitute for regional travel to meetings or classes

- **Credit Milestones:** Milestone Type B (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit:
  - (Non-Commute Trip Length - Videoconference Center Trip Length) *2 Direction
  - Non-Commute Trip Length = 6.9 miles [CMP model]
  - Videoconference Center Trip Length = 3 miles [MTA estimate]

354. REMOTE ACCESS TO GOVERNMENT INFORMATION/TRANSACTIONS

- **Credit Factor:** 1.4 per DAILY LOG-INS

- **Qualifying Criteria:**
  The construction and operation of facilities that allow dial-up modem access and electronic terminal access to government data, transactions and services that serve to eliminate regional trips.

- **Credit Milestones:** Milestone Type B (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit:
  - Non-Commute Trip Length * 2 Direction * Trip Elimination Percentage
  - Non-Commute Trip Length = 6.9 miles [CMP model]
  - Trip Elimination Percentage = 10% [MTA estimate]. Represents proportion of total log-ins that eliminate trips

- **References:**
  City of Santa Monica Public Electronic Network (PEN) System

360. NEW OR IMPROVED TRANSIT SERVICES

361. NEW LOCAL OR COMMUTER BUS SERVICE
362. SHORTENING OF HEADWAYS DUE TO ADDITIONAL BUSES ON A ROUTE
363. RESTRUCTURING OF SERVICE THROUGH ROUTE OR SCHEDULE MODIFICATIONS
364. DIAL-A-RIDE SERVICE
365. LOCAL SHUTTLE

FOR ALL OF THE STRATEGIES ABOVE:

A. **Credit Factor:** 1 point per NEW PASSENGER MILE CARRIED on an average weekday based on data collection for official statistical reporting such as the National Transit Database (NTD).

i. Credit for transit services is based on the net increase, in NTD system-wide average weekday passenger miles traveled (PMT) during the reporting period. The NTD average weekday PMT is reported on Transit Agency Service Form (406), Line No. 25, Column f. Net decreases in PMT during the period has a value of zero credit and should not be reported.

ii. Transit operators that do not collect passenger mile data should use the following method for calculating credit:

a) Tabulate average weekday boardings for each transit service, by service type (local, express, paratransit and shuttle services) for the two fiscal year periods being used to measure net changes in performance.

b) Subtract the earlier fiscal year boardings from the more recent fiscal year boardings for each service type.

c) Multiply net boardings by the appropriate default average passenger trip length, for each service type:

local service = 3.3 miles
express service = 7.7 miles
shuttle/feeder service = 1 mile
demand responsive/dial-a-ride = 4.5 miles

The default passenger trip lengths are based on MTA Operations Line Performance Trend data, Access Services Inc. passenger statistics and information obtained from LADOT DASH services. Operators may use alternative figures if they can provide documentation of trip lengths.

Definitions of the above service types are (Source: MTA TPM Program):

local service: Fixed-route/fixed-schedule lines operating on surface streets with the following characteristics:

- service levels, i.e., headways and span of service, are determined by existing demand or set by policy
- those services with service levels set by policy have headways ranging from 15 to 120 minutes
- in revenue service for minimum of two hours per day
- usually operates additional peak period capacity
- may be supplemented by limited stop or express service
- operates between and within two or more communities or neighborhoods

express service: Fixed-route/fixed schedule lines linking predominantly residential neighborhoods to major employment centers with the following characteristics:

- operates on freeway and/or surface streets
- collects passengers at neighborhood bus stops and/or at major collection points
- may provide service to park/ride lots
- non-stop over a significant portion of routes
- services long passenger trips

shuttle/feeder service: Fixed-route/fixed schedule lines operating on surface streets with the following characteristics:

- provides circulation/distribution within a community
- can operate as feeder service to rail stations
- collects passengers at closely spaced bus stops

demand responsive/dial-a-ride: Flexible route and schedule demand-responsive service primarily providing local circulation within city limits, or between two or more adjacent cities. There are currently two types of Dial-A-Ride service in the county: general and elderly/handicapped.

d) Take the sum of the net passenger miles of each service type to calculate Deficiency Plan credit. One passenger mile is equal to one credit point.

iii. To receive credit at the first milestone, prior to service operation, the new service must be reported in the transit operators SRTP with an estimate of expected average weekday PMT that will be carried on the system. The example calculation below describes a method for estimating PMT for a transit service.

B. **Qualifying Criteria:**

i. The new or expanded service must remain in operation for a minimum of three years or local jurisdiction loses credit.

ii. For services already in operation, credit may be claimed for any net increase in average weekday PMT over the last CMP LIR submittal provided.

C. **Credit Milestones:** Milestone Type B (See Section 300 of this appendix).

D. **Value Assignment Methodology [Source]:** Not Applicable

E. **Example Calculation:**
Operator is proposing to add a new route which will provide 200 vehicle service miles per weekday.

- Existing productivity reported through NTD reporting is 16 passenger miles traveled (PMT) per revenue vehicle service mile (VSM).
- The estimate of passenger miles carried by the service improvement would be 200 VSM * (16 PMT/VSM) = 3200 PMT.
- This calculation can be refined if more detailed analysis on the proposed route is available (example: local vs. express ridership).

366. FEEDER SERVICE TO RAIL STATIONS

- **Credit Factors:**
  - 366.1 1 point per NEW PASSENGER MILE CARRIED on an average weekday based on data collection for official statistical reporting such as the National Transit Database (NTD). (See previous credit tabulation discussion for Strategy Nos. 361-365)
  - 366.2 ½ point per NEW PASSENGER BOARDING at Urban Rail (7.9 Credits) and Commuter Rail Stations (20 Credits).

- **Qualifying Criteria:**
  - The new or expanded service must remain in operation for a minimum of three years or local jurisdiction loses credit.
  - The increased ridership at Rail Stations exceeds the projected 2010 boarding estimates and pertinent environmental documents boarding estimates, used to calculate the credit factors for boardings at rail stations.

- **Credit Milestones:** Milestone Type B (See Section 300 of this appendix).

- **Value Assignment Methodology:** The methodology utilized for the transit credit is based on the net increase in system-wide average weekday passenger miles traveled (PMT), during the reporting period.
  - Formula used by MTA to calculate value per unit for new rail passenger boardings: Rail Component: Trip length per boarding * Boarding increase attributable to Feeder Service * Improvement Factor
  - Trip length per boarding: Urban Rail = 7.9 miles per trip [CMP model]
  - Commuter Rail Station = 20 miles per trip [CMP model]
  - Net increase in projected 2010 boarding estimates [Metrolink SB 1402 Report; 1994 boardings with 20% growth estimate. EIR boarding estimates]
  - Feeder Service Boarding Improvement Factor = 50%

- **Example Calculation:**
  Metrolink Rail Station is located within City A. City B institutes a new feeder service to the Metrolink station located in City A. Feeder Service adds 10 new passengers to Metrolink station:

  The credit which may be claimed is:
  - City A:
    10 boardings from feeder service * 20 Commuter Rail Credits * 0.25 local contribution to Metrolink Station * 0.50 feeder service boarding improvement factor = 25 points
  - City B:
    - 100% of feeder service PMT credit, plus
    - 10 boardings from feeder service * 20 Commuter Rail Credits * 0.50 feeder service improvement factor = 100 points

370. UNIQUE PROGRAMS OR SERVICES

371. BICYCLE/PEDESTRIAN PATROL

- **Credit Factor:** 1 per PERSON MILE traveled on a bicycle or by foot on an average weekday for regular patrol purposes.

- **Qualifying Criteria:**
  - Examples of projects that may be claimed for CMP credit include bicycle or pedestrian police patrols, and bicycle or pedestrian meter maintenance patrols.
  - The non-motorized patrol must have replaced a patrol that was previously performed in a vehicle or would have otherwise been performed in a vehicle.

- **Credit Milestones:** Milestone Type B (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** Methodology is based on special credit requests submitted in 1994 and 1995 for bicycle and pedestrian patrol programs.

- **Example Calculation:**
  Jurisdiction X implements a bicycle police patrol that would have otherwise been performed in a vehicle. Two officers patrol using bicycles three weekdays per week and travel 15 miles per weekday. No vehicle is used by those officers on bicycle patrol days. Credit calculation:

  (2 officers *3 weekdays/week *15 miles/weekday) / 5 weekdays = 18 total pts

APPENDIX

G

GUIDELINES FOR NEW DEVELOPMENT ACTIVITY TRACKING

This Appendix provides guidelines for implementing new development activity tracking. Included are the definitions of land use categories, exempted development definitions, and new development adjustments information.

In 1994, all 89 jurisdictions in Los Angeles County adopted resolutions providing for the annual tracking and reporting of all new development activity as required by the CMP Countywide Deficiency Plan. Annual recording periods are June 1st through May 31st and the associated mitigation goals, as determined by the level of development activity, are reported by local jurisdictions as part of the annual Local Implementation Report due to the MTA each September 1st. New development activity is recorded for three areas: new development activity, new development adjustments, and exempted development activity.

Local jurisdictions have found by experience that integrating CMP development activity tracking requirements into the local process can be aided by a variety of techniques. These techniques include modifying building permit application forms, incorporation in the plan check process and on plan check checklists, modifying monthly building permit reports as a means of communication with city officials, using an inter-departmental forum for coordination, and periodic assessment of CMP development activity status. In addition, many jurisdictions have found it useful to utilize this Appendix as a "pull-out" for staff training and a information tool or as an insert for staff or department operation manuals.

G.1 LAND USE CATEGORIES

All building permits issued must be tracked by the type of land use and the total number of new dwelling units or new gross square footage that results. Three (3) residential and twelve (12) non-residential categories are provided below for this purpose. To calculate the total impact value of new development, multiply the applicable number of dwelling units or gross square footage by the impact value provided in order to calculate the total value of new development, using the worksheet provided as Exhibit G-1. Substitution of alternate impact values is not permitted.

- **Single-Family Residential:** detached residential units on a single lot, including mobile homes.

- **Multi-Family Residential:** two or more dwelling units on a lot – may be attached (duplex) or detached. Includes senior citizen apartments and condominiums and "granny" units.

- **Group Quarters:** examples include Board and Care facilities providing room, board, and minor medical care; Boarding and Rooming Houses providing lodging with or without meals for compensation; Dormitories related to an educational use; Independent Living Centers for

ambulatory clients; Military Housing; Single Room Occupancy (SRO) facilities; Convalescent Homes; Veterans Administration Hospitals; Homeless Shelters; Prisons and other correctional facilities.

- **Commercial:** any of the following types of commercial uses:

  - Retail Sales: examples include appliances and electronic equipment; bakeries; bookstores; clothing and apparel stores; department stores; drug store and pharmacies; furniture and home furnishings; hobby and sporting goods; home supplies and hardware stores; lumber and other building materials; markets, grocery stores, mini-market or liquor stores; office supplies/stationary stores; pawnshops and second hand shops; retail nurseries and garden stores.

  - Service Businesses: examples include apparel and shoe repair; barber; beauty salon; coin operated laundry and dry cleaning; film development; photography studios; radio/TV, electronic or appliance repair; reproduction centers; telephone answering service.

  - Automobile/Truck Services: examples include auto parts sales; new or used auto, motorcycle, boat, mobile home, recreational vehicle or camper sales or rental lots and service/repair; service stations; carwashes.

  - Integrated Eating and Drinking: eating and drinking establishments serving prepared food or beverages for consumption on or off the premises that are not in a free-standing structure but are integrated within a multi-use building (i.e. within a shopping center, retail plaza). Examples include fast food, walk-up, sit down, coffee or desert houses, bars, cocktail lounges, nightclubs, and cabarets.

    Areas devoted to outdoor dining, excluding sidewalk seating, shall be included in the calculation of total gross square footage.

  - Miscellaneous: examples include burial and/or funeral facilities including mortuaries, mausoleums, cemeteries and crematories; game arcades and electronic game centers; health spas, physical fitness centers; motion picture walk-in theaters; pool or billiard centers; private clubs and lodges.

- **Freestanding Eating and Drinking:** any of the following located in a free-standing structure:

  - Eating Establishments: all enclosed or semi-enclosed establishments serving prepared food or beverages for consumption on or off the premises, including all drive-in or drive-through, fast food, walk-up, sit down, coffee or desert houses.

  - Drinking Establishments: examples include bars, cocktail lounges, nightclubs, cabarets.

    Areas devoted to outdoor dining, excluding sidewalk seating, shall be included in the calculation of total gross square footage.

- **Lodging:** Includes hotels, motels, bed and breakfasts inns, trailer parks for transients.

- **Industrial:** Includes any of the following types of light and heavy industrial uses including manufacturing, wholesale, warehouse, distribution and storage, utilities, agricultural uses and mining operations:

  - Manufacturing: Manufacturing of products, either from raw materials or from finished parts or products. Examples include agricultural and miscellaneous chemical production; apparel or garments; bottling plants or breweries; cabinet or carpentry shops; ceramic, clay or pottery products; commercial printing; communication equipment or components; drug manufacturing; electronic or electromechanical machinery; food products including processing, canning, preserving and freezing; furniture production including reupholsters and refinishing; industrial laundry and dry cleaning plants; machine shops; manufacturing or assembly of aircraft, autos, buses, boats, trailers, mobile homes, etc.; metal smelting; metal, iron or steel foundries; metal working firms including plating, fabrication or welding; packing houses; paint production or mixing; paper mills; plastics; prefabricated buildings; product fabrication; research and testing firms; publishing of newspapers, periodicals, books; railroad equipment manufacturing and repair shop; refineries; rubber and plastics; sawmills; soap; stonework and concrete products manufacturing; textiles; tire manufacturing or rebuilding; wineries.

  - Wholesale Activities: where all sales are to retailers or merchants for the purpose of resale and not open to the general public.

  - Warehouse, Distribution and Storage: examples include bus or railroad yards; equipment rental yard; equipment storage yards including contractors, feed or fuel, lumber, paper, metals or junk, transit, transportation and construction equipment; freight or trucking yard or terminal; lumberyard; recycling/resources recovery transfer facilities; refuse treatment including dumps; self-storage or mini-warehouse facilities; tow truck operations; transfer, moving or storage of furniture and household goods; transportation terminals including bus or train depot/stations; truck, bus or railroad terminal and service facilities; truck/trailer rental and leasing.

  - Miscellaneous: communication services; motion picture production and services; radio or television broadcasting/transmission facilities; research and development labs and facilities.

  - Utilities: examples include cellular telephone facilities; electrical substations; gas production, distribution or conversion plants; pumping plants; telephone exchanges; sewage treatment plants; water storage or treatment plants.

  - Agricultural: all types of agriculture, horticulture and grazing; raising of farm animals and poultry including, but not limited to horses, sheep, goats, cattle, etc.; agricultural experimental facilities.

  - Mining Operations: includes sand, gravel and other nonfuel mineral operations including excavation, processing, storage, wholesaling and distribution.

- **Office:** Any of the following types of offices, firms or organizations providing professional, executive or management services:

  - Business Agencies: examples include advertising, employment, travel, ticket agencies.

  - Business Offices: examples include accounting, data and computer related processing, insurance, law or legal services, real estate.

  - Financial Offices or Institutions: examples include banks, investment services, trust companies, savings and loan associations, security and commodity exchanges.

  - Miscellaneous: examples include offices for business, political, social or membership organizations or agencies.

- **Medical Facilities:** Medical offices for physicians, dentists, chiropractors, optometrists, etc. Medical facilities including: medical and dental laboratories; facilities providing medical, surgical, psychiatric, or emergency services; hospitals including psychiatric, general medical, surgical, and specialty hospitals; birthing centers; hospices; health clinics; veterinarian offices or facilities including animal hospitals and kennels/shelters.

- **Government Facilities:** municipal, county, state, or other governmental buildings such as offices, complexes and research facilities, postal facilities, police and fire facilities, courts, city halls and yards, libraries, community centers.

- **Institutions/Educational:** any of the following types of uses:

  - Educational Facilities: includes public or private - nursery schools, pre-schools, elementary, intermediate, high school, junior college; data processing, business and trade schools; day care centers for children and adults; job training centers; vocational schools.

  - Religious Institutions: includes facilities for religious observation such as churches, convents and monasteries, but not including private schools.

- **Other:** all land uses not referenced elsewhere shall be calculated on a project-by-project basis. The local jurisdiction shall estimate the project trip generation and apply the point rate assigned to the "other" category. Examples of projects requiring individual review include:

  - Commercial Recreation: public and private recreational uses such as amusement parks and theme-type complexes; bowling alleys; convention centers and halls; dance halls, studios and schools; drive-in theaters; equestrian centers or stables; golf courses; ice/roller skating rinks; indoor and outdoor amphitheaters; museums; racetracks; sport stadiums and arenas; sporting and recreational camps; zoos.

  - Airport and Port related projects.

- **Universities/Colleges:** includes private or public four-year colleges and universities.

❑ GUIDANCE NOTES:

- Debit Calculations: All calculations are to be based on gross square footage (i.e., all areas within the building walls, measured interior to interior). "Net" calculations are not permitted (i.e., taking off deductions for hallways, mechanical areas, atriums, bathrooms, etc.).

- Non-Residential Alterations/Remodels: Congestion points are accrued only for permits that will result in the construction of new square footage. Permits for alteration or remodel of existing square footage, or that result in a change of use, are not counted as congestion points. Congestion points are to be calculated only on resulting new square footage.

- Commercial and office structure additions: The development activity category used is based on the combined total of the existing square footage plus the new added square footage. For instance, an existing 250,000 square foot commercial center plans to add 75,000 square feet. The debit category selected would be "Commercial 300+ KSF", based on the final combined project size of 325,000 square feet.

- Speculation Buildings: Where the actual tenancy of a building is unknown at the time of building permit issuance, city staff shall select the most applicable land use category relative to the property's underlying zoning designation and the intended use noted on the building permit application. For instance, a building constructed in a commercial zone allowing retail shall be calculated as a retail structure. A building constructed in a commercial zone allowing office uses but not retail uses shall be calculated as an office structure. Buildings constructed in an industrial zone shall be considered industrial uses.

- Residential Additions: Will not be debited unless the construction results in the addition of a new dwelling unit. For example, the addition of a bedroom need not be reported for debit purposes.

- Guest Houses/Quarters: Will not be debited as long as the unit is not for rental/sale as a separate unit.

- Demolition and Reconstruction: Demolition and then reconstruction of any building, whether whole or part, is considered new construction and will be debited.

- Legalization of Existing Structures: Permits issued to legalize non-residential square footage and/or a "bootleg" dwelling unit are to be debited. Permits issued to legalize interior modifications only (such as electrical or plumbing work) will not be debited.

- Parking Structures/ Surface Parking Areas: Not debited.

- Ancillary Structures: Not debited. Examples include flagpoles, mailboxes, swimming pool/spa equipment sheds, water heater enclosures, etc.

- Low-Income And/Or Very Low-Income Housing: In a project with both low/very-low income units and market rate units, only the units "set aside" and restricted for occupancy of persons meeting the following definition are eligible for debit exemption. Market rate units are to be debited.

  - Low Income: Equal to or less than 80% of the median income, with adjustments for family size.

  - Very Low-Income: Equal to or less than 50% of median income, with adjustments for family size.

- Mixed use projects: Shall be calculated based on the actual intended use mix of the project with residential dwelling units always tallied separately.

- Special Events Permits: Permits issued for temporary or "seasonal" types of uses that do not result in the addition of permanent new square footage, such as parking lot sales, or Christmas tree/fireworks sales, are exempt from new development activity reporting and do not accrue congestion points.

G.2 EXEMPTED DEVELOPMENT ACTIVITY

Certain types of development projects, as listed below, are exempted from the calculation of the local jurisdictions new development activity and mitigation goal. The local jurisdiction must still track and report all exempted development activity, using the worksheet provided as Exhibit G-2.

- ☐ "Set aside" units for 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 median income, with adjustments for family size.
  - Very Low-Income: Equal to or less than 50% of the median income, with adjustments for family size.

- ☐ High Density Residential Near Rail Stations: Development located within one-quarter mile of a fixed rail passenger station which contains a minimum of 24 dwelling units per acre and a minimum density per acre which 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.

- ☐ Mixed Uses Near Rail Stations: Mixed use development located within one-quarter 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.

- ☐ Development Agreements: Projects that entered into a development agreement (as specified under Sections 65864 through 65869.5 of the California Government Code) with a local jurisdiction prior to July 10, 1989.

- January 1994 Earthquake Reconstruction: Buildings and structures damaged or destroyed in Los Angeles County as a result of the January 1994 earthquake, which received entitlements for reconstruction prior to June 1, 1997.

- 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 Local Implementation Report.

- 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.

G.3 NEW DEVELOPMENT ADJUSTMENTS

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. To calculate the total impact value of new development, multiply the applicable number of dwelling units or gross square footage by the impact value provided in order to calculate the total value of new development. The total adjustments for the reporting period are tabulated using the worksheet provided as Exhibit G-3. Substitution of alternate impact values is not permitted.

EXHIBIT G-1
NEW DEVELOPMENT ACTIVITY

RESIDENTIAL DEVELOPMENT ACTIVITY			
Category	Number of Dwelling Units	Impact Value	Sub-total
Single-Family		x 6.80	= ( )
Multi-Family		x 4.76	= ( )
Group Quarters		x 1.98	= ( )
COMMERCIAL DEVELOPMENT ACTIVITY			
Category	Thousands of Gross Square Feet	Value per 1000 sq. ft.	Sub-total
Commercial 0-299 KSF		x 22.23	= ( )
Commercial 300+ KSF		x 17.80	= ( )
Free-Standing Eating and Drinking		x 66.99	= ( )
NON-RETAIL DEVELOPMENT ACTIVITY			
Category	Thousands of Gross Square Feet	Value per 1000 sq. ft.	Sub-total
Lodging		x 7.21	= ( )
Industrial		x 6.08	= ( )
Office 0-49 KSF		x 16.16	= ( )
Office 50-299 KSF		x 10.50	= ( )
Office 300+ KSF		x 7.35	= ( )
Medical		x 16.90	= ( )
Government		x 20.95	= ( )
Institutional/Education		x 7.68	= ( )
University	Per Student	x 1.66	= ( )
Other (Describe)	Daily Trips	Impact Value	Sub-total
		x 0.71	= ( )
ADJUSTMENTS (OPTIONAL) – from Exhibit G-3		+	
TOTAL CURRENT CONGESTION MITIGATION GOAL (POINTS) = ( )			

EXHIBIT G-2
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 SF
		Dwelling Units
Development Agreements entered prior to July 10, 1989		1000 Gross SF
		Dwelling Units
Reconstruction or replacement of buildings damaged due to "calamity"		1000 Gross SF
		Dwelling Units
Reconstruction of buildings damaged in the January 1999 earthquake		1000 Gross SF
		Dwelling Units

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 median income, with adjustments for family size.

   Very Low-Income: Equal to or less than 50% of the median income, with adjustments for family size.

2. High Density Residential Near Rail Stations: development located within one-quarter mile of a fixed rail passenger station which contains a minimum of 24 dwelling units per acre and a minimum density per acre which 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 one-quarter 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 Sections 65864 through 65869.5 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. January 1994 Earthquake Reconstruction: buildings and structures damaged or destroyed in Los Angeles County as a result of the January 1994 earthquake, which received entitlements by June 1, 1997.

7. 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 Local Implementation Report.

EXHIBIT G-3
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 ACTIVITY			
Category	Number of Dwelling Units	Impact Value	Sub-total
Single-Family		x 6.80 =	
Multi-Family		x 4.76 =	
Group Quarters		x 1.98 =	
COMMERCIAL DEVELOPMENT ACTIVITY			
Category	Thousands of Gross Square Feet	Value per 1000 sq. ft.	Sub-total
Commercial 0-299 KSF		x 22.23 =	
Commercial 300+ KSF		x 17.80 =	
Free-Standing Eating and Drinking		x 66.99 =	
NON-RETAIL DEVELOPMENT ACTIVITY			
Category	Thousands of Gross Square Feet	Value per 1000 sq. ft.	Sub-total
Lodging		x 7.21 =	
Industrial		x 6.08 =	
Office 0-49 KSF		x 16.16 =	
Office 50-299 KSF		x 10.50 =	
Office 300+ KSF		x 7.35 =	
Medical		x 16.90 =	
Government		x 20.95 =	
Institutional/Education		x 7.68 =	
University	Per Student	x 1.66 =	
Other (Describe)	Daily Trips	Impact Value	Sub-total
		x 0.71 =	
TOTAL MITIGATION GOAL ADJUSTMENTS (POINTS) =			

APPENDIX

H

CMP GOVERNMENT CODE SECTIONS

The following State of California Government Code sections represent the current CMP and CMP related statutes effective January 1, 2002. These Government Code sections provide the framework for development of CMPs throughout the state.

Chapter 2.3 Long-Range Transportation Planning

Section

§ 65070. Integrated state and regional transportation planning process; legislative intent

(a) The Legislature finds and declares, consistent with Section 65088, that it is in the interest of the State of California to have an integrated state and regional transportation planning process. It further finds that federal law mandates the development of a state and regional long-range transportation plan as a prerequisite for receipt of federal transportation funds. It is the intent of the Legislature that the preparation of these plans shall be a cooperative process involving local and regional government, transit operators, congestion management agencies, and the goods movement industry and that the process be a continuation of activities performed by each entity and be performed without any additional cost.

(c) The Legislature further finds and declares that the Transportation Blueprint for the Twenty-First Century (Chapters 105 and 106 of the Statutes of 1989) is a long-range state transportation plan that includes a financial plan and a continuing planning process through the preparation of congestion management plans and regional transportation plans, and identifies major interregional road networks and passenger rail corridors for the state.

§ 65072. Contents of transportation plan

The California Transportation Plan shall include all of the following:

(a) A policy element that describes the state's transportation policies and system performance objectives. These policies and objectives shall be consistent with legislative intent described in Sections 14000, 14000.5, and 65088. For the plan to be submitted in December 1993, the policy element shall address any opportunities for changes or additions to state legislative policy direction or statute.

Chapter 2.5 Transportation Planning and Programming

Section

§ 65080. Contents of plan

(a) Each transportation planning agency designated under Section 29532 or 29532.1 shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. The plan shall be action-oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to local and state officials. The regional transportation plan shall consider factors specified in Section 134 of Title 23 of the United States Code. Each transportation planning agency shall consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies.

(b) The regional transportation plan shall include all of the following:

(1) A policy element that describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, and pragmatic objective and policy statements. The objective and policy statements shall be consistent with the funding estimates of the financial element. The policy element of transportation planning agencies with populations that exceed 200,000 persons may quantify a set of indicators including, but not limited to, all of the following:

(A) Measures of mobility and traffic congestion, including, but not limited to, vehicle hours of delay per capita and vehicle miles traveled per capita.

(B) Measures of road and bridge maintenance and rehabilitation needs, including, but not limited to, roadway pavement and bridge conditions.

(C) Measures of means of travel, including, but not limited to, percentage share of all trips (work and nonwork) made by all of the following:

(i) Single occupant vehicle.

(ii) Multiple occupant vehicle or carpool.

(iii) Public transit including commuter rail and intercity rail.

(iv) Walking.

(v) Bicycling.

(D) Measures of safety and security, including, but not limited to, total injuries and fatalities assigned to each of the modes set forth in subparagraph (C).

(E) Measures of equity and accessibility, including, but not limited to, percentage of the population served by frequent and reliable public transit, with a breakdown by income bracket, and percentage of all jobs accessible by frequent and reliable public transit service, with a breakdown by income bracket.

(F) The requirements of this section may be met utilizing existing sources of information. No additional traffic counts, household surveys, or other sources of data shall be required.

(G) For the region defined in Section 66502, the indicators specified in this paragraph shall be supplanted by the performance measurement criteria established pursuant to subdivision (e) of Section 66535, if that subdivision is added to the Government Code by Section 1 of Senate Bill 1995 of the 1999-2000 Regular Session.

(2) An action element that describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. The action element may describe all projects proposed for development during the 20-year life of the plan.

The action element shall consider congestion management programming activities carried out within the region.

(3) (A) A financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues. The financial element shall also contain recommendations for allocation of funds. A county transportation commission created pursuant to Section 130000 of the Public Utilities Code shall be responsible for recommending projects to be funded with regional improvement funds, if the project is consistent with the regional transportation plan. The first five years of the financial element shall be based on the five-year estimate of funds developed pursuant to Section 14524. The financial element may recommend the development of specified new sources of revenue, consistent with the policy element and action element.

(B) The financial element of transportation planning agencies with populations that exceed 200,000 persons may include a project cost breakdown for all projects proposed for development during the 20-year life of the plan that includes total expenditures and related percentages of total expenditures for all of the following:

(i) State highway expansion.

(ii) State highway rehabilitation, maintenance, and operations.

(iii) Local road and street expansion.

(iv) Local road and street rehabilitation, maintenance, and operation.

(v) Mass transit, commuter rail, and intercity rail expansion.

(vi) Mass transit, commuter rail, and intercity rail rehabilitation, maintenance, and operations.

(vii) Pedestrian and bicycle facilities.

(viii) Environmental enhancements and mitigation.

(ix) Research and planning.

(x) Other categories.

(c) Each transportation planning agency may also include other factors of local significance as an element of the regional transportation plan, including, but not limited to, issues of mobility for specific sectors of the community, including, but not limited to, senior citizens.

(d) Each transportation planning agency shall adopt and submit, every three years, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. The plan shall be consistent with federal planning and programming requirements. A transportation planning agency that does not contain an urbanized area may at its option adopt and submit a regional transportation plan once every four years beginning by September 1, 2001. Prior to adoption of the regional transportation plan, a public hearing shall be held, after the giving of notice of the hearing by publication in the affected county or counties pursuant to Section 6061.

§ 65081.1. Airport and Mass Transit Planning

(a) After consultation with other regional and local transportation agencies, each transportation planning agency whose planning area includes a primary air carrier airport shall, in conjunction with its preparation of an updated regional transportation plan, include an airport ground access improvement program.

(b) The program shall address the development and extension of mass transit systems, including passenger rail service, major arterial and highway widening and extension projects, and any other ground access improvement projects the planning agency deems appropriate.

(c) Highest consideration shall be given to mass transit for airport access improvement projects in the program.

(d) If federal funds are not available to a transportation planning agency for the costs of preparing or updating an airport ground access improvement program, the agency may charge the operators of primary air carrier airports within its planning area for the direct costs of preparing and updating the program. An airport operator against whom charges are imposed pursuant to this subdivision shall pay the amount of those charges to the transportation planning agency.

§ 65082. Regional transportation improvement program

(a) (1) A five-year regional transportation improvement program shall be prepared, adopted, and submitted to the California Transportation Commission on or before December 15 of each odd-numbered year thereafter, updated every two years, pursuant to Sections 65080 and 65080.5 and the guidelines adopted pursuant to Section 14530.1, to include regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program.

(2) Major projects shall include current costs updated as of November 1 of the year of submittal and escalated to the appropriate year, and be listed by relative priority, taking into account need, delivery milestone dates, as defined in Section 14525.5, and the availability of funding.

(b) Except for those counties that do not prepare a congestion management program pursuant to Section 65088.3, congestion management programs adopted pursuant to Section 65089 shall be incorporated into the regional transportation improvement program submitted to the commission by December 15 of each odd-numbered year.

(c) Local projects not included in a congestion management program shall not be included in the regional transportation improvement program. Projects and programs adopted pursuant to subdivision (a) shall be consistent with the capital improvement program adopted pursuant to paragraph (5) of subdivision (b) of Section 65089, and the guidelines adopted pursuant to Section 14530.1.

(d) Other projects may be included in the regional transportation improvement program if listed separately.

(e) Unless a county not containing urbanized areas of over 50,000 population notifies the Department of Transportation by July 1 that it intends to prepare a regional transportation improvement program for that county, the department shall, in consultation with the affected local agencies, prepare the program for all counties for which it prepares a regional transportation plan.

(f) The requirements for incorporating a congestion management program into a regional transportation improvement program specified in this section do not apply in those counties that do not prepare a congestion management program in accordance with Section 65088.3.

Chapter 2.6 Congestion Management

Section

§ 65088. Legislative findings

The Legislature finds and declares all of the following:

(a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.

(b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.

(c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars ($3,100,000) added costs to the motoring public.

(d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.

(e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

§ 65088.1. Definitions

As used in this chapter the following terms have the following meanings:

(a) Unless the context requires otherwise, "regional agency" means the agency responsible for preparation of the regional transportation improvement program.

(b) Unless the context requires otherwise, "agency" means the agency responsible for the preparation and adoption of the congestion management program.

(c) "Commission" means the California Transportation Commission.

(d) "Department" means the Department of Transportation.

(e) "Local jurisdiction" means a city, a county, or a city and county.

(f) "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space.

A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.

(g) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.

(h) "Interregional travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of any trip is the starting point of that trip. A roundtrip consists of two individual trips.

(i) "Multimodal" means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, nonmotorized and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies varies by county and region in accordance with the size and complexity of different urbanized areas.

(j) "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.

(k) "Performance measure" is an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies. Use of a performance measure as part of the program does not trigger the requirement for the preparation of deficiency plans.

§ 65088.3. Exemption from chapter; election by local governments

This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.

§ 65088.5. Congestion management system; incorporation of congestion management programs

Congestion management programs, if prepared by county transportation commissions and transportation authorities created pursuant to Division 12 (commencing with Section 130000) of the Public Utilities Code, shall be used by the regional transportation planning agency to meet federal requirements for a congestion management system, and shall be incorporated into the congestion management system.

§ 65089. Program; contents; level of service standards; performance measures; trip reduction; capitol improvement programs; uniform data base on traffic impacts; parking cash-out program; acceptance of program by federal government

(a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.

(b) The program shall contain all of the following elements:

(1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by

the regional agency, except that the department instead shall make this determination if either (i) the regional agency is also the agency, as those terms are defined in Section 65088.1, or (ii) the department is responsible for preparing the regional transportation improvement plan for the county.

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A. When the level of service on a segment or at an intersection fails to attain the established level of service standard, a deficiency plan shall be adopted pursuant to Section 65089.4.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

(3) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4).

The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program,

consideration be given for maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

(c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

(d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development.

(2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.

(e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

§ 65089.1. Agency requirements for employer plans; employee comments; plan modification; disincentives; interpretation; application

(a) For purposes of this section, "plan" means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption or approval that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle.

(b) An agency may require an employer to provide rideshare data bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by the employer; bicycle parking areas; and other noncash value programs which encourage or facilitate the use of alternatives to driving alone. An employer may offer, but no agency shall require an employer to offer, cash, prizes, or items with cash

value to employees to encourage participation in a trip reduction program as a condition of approving a plan.

(c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption.

(d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section.

(e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.

(f) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip reduction goals specified in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.).

(g) This section only applies to agencies and employers within the South Coast Air Quality Management District.

§ 65089.2. Program; evaluation by regional agency; resolution of inconsistencies and disputes

(a) Congestion management programs shall be submitted to the regional agency. The regional agency shall evaluate the consistency between the program and the regional transportation plans required pursuant to Section 65080. In the case of a multicounty regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region.

(b) The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program.

(c) (1) The regional agency shall not program any surface transportation program funds and congestion mitigation and air quality funds pursuant to Section 182.6 and 182.7 of the Streets and Highways Code in a county unless a congestion management program has been adopted by December 31, 1992, as required pursuant to Section 65089. No surface transportation program funds or congestion mitigation and air quality funds shall be programmed for a project in a local jurisdiction that has been found to be in nonconformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance.

(2) Notwithstanding any other provision of law, upon the designation of an urbanized area, pursuant to the 1990 federal census or a subsequent federal census, within a county which previously did not include an urbanized area, a congestion management program as required pursuant to Section 65089 shall be adopted within a period of 18 months after designation by the Governor.

(d) (1) It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to congestion management programs adopted for those areas.

(2) It is the further intent of the Legislature that disputes which may arise between regional agencies, or agencies which are not within the boundaries of a multicounty regional transportation planning agency, should be mediated and resolved by the Secretary of Business, Housing and Transportation Agency, or an employee of that agency designated by the secretary, in consultation with the air pollution control district or air quality management district within whose boundaries the regional agency or agencies are located.

(e) At the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip-generating facility in another county shall participate in the congestion management program of the county where the facility is located. If a dispute arises involving a local jurisdiction, the agency may request the regional agency to mediate the dispute through procedures pursuant to subdivision (d) of Section 65089.2. Failure to resolve the dispute does not invalidate the congestion management program.

§ 65089.3. Agency monitoring of program

The agency shall monitor the implementation of all elements of the congestion management program. The department is responsible for data collection and analysis on state highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other affected owners and operators in developing data collection and analysis procedures and schedules prior to program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:

(a) Consistency with levels of service standards, except as provided in Section 65089.4.

(b) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.

(c) Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

§ 65089.4. Deficiency plans; preparation and adoption; level of service standards; contents of plan; notice; public hearings; resolution of conflicts and disputes; definitions

(a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.

(b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f) of this section, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district. If the calculated traffic level of service following exclusion of these impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.

(c) The agency shall be responsible for preparing and adopting procedures for local deficiency plan development and implementation responsibilities, consistent with the requirements of this section. The deficiency plan shall include all of the following:

(1) An analysis of the cause of the deficiency. This analysis shall include the following:

(A) Identification of the cause of the deficiency.

(B) Identification of the impacts of those local jurisdictions within the jurisdiction of the agency that contribute to the deficiency. These impacts shall be identified only if the calculated traffic level of service following exclusion of impacts pursuant to subdivision (f) indicates that the level of service standard has not been maintained, and shall be limited to impacts not subject to exclusion.

(2) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

(3) A list of improvements, programs, or actions, and estimates of costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved nonmotorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list has not been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.

(4) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000), that shall be implemented, consisting of improvements identified in paragraph (2), or

improvements, programs, or actions identified in paragraph (3), that are found by the agency to be in the interest of the public health, safety, and welfare. The action plan shall include a specific implementation schedule. The action plan shall include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the agency's deficiency plan procedures. The action plan need not mitigate the impacts of any exclusions identified in subdivision (f).

Action plan strategies shall identify the most effective implementation strategies for improving current and future system performance.

(d) A local jurisdiction shall forward its adopted deficiency plan to the agency within 12 months of the identification of a deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following that hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the local jurisdiction of the reasons for that rejection, and the local jurisdiction shall submit a revised plan within 90 days addressing the agency's concerns. Failure of a local jurisdiction to comply with the schedule and requirements of this section shall be considered to be nonconformance for the purposes of Section 65089.5.

(e) The agency shall incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within the boundaries of the agency.

(1) If, according to the agency's methodology, it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions.

(2) The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other impacting local jurisdictions. If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements of paragraph (a) of this section, that jurisdiction shall be considered in nonconformance with the program for purposes of Section 65089.5.

(3) The agency shall establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.

(f) The analysis of the cause of the deficiency prepared pursuant to paragraph (1) of subdivision (c) shall exclude the following:

(1) Interregional travel.

(2) Construction, rehabilitation, or maintenance of facilities that impact the system.

(3) Freeway ramp metering.

(4) Traffic signal coordination by the state or multi-jurisdictional agencies.

(5) Traffic generated by the provision of low-income and very low income housing.

(6) (A) Traffic generated by high-density residential development located within one-fourth mile of a fixed rail passenger station, and

(B) Traffic generated by any mixed use development located within one-fourth 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, as determined by the agency.

(g) For the purposes of this section, the following terms have the following meanings:

(1) "High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which 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 shall automatically be considered high density.

(2) "Mixed use development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

§ 65089.5. Nonconformance to program; withholding funds

(a) If, pursuant to the monitoring provided for in Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in writing of the specific areas of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.

(b) (1) Upon receiving notice from the agency of nonconformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code.

(2) If, within the 12-month period following the receipt of a notice of nonconformance, the Controller is notified by the agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.

(3) If the Controller is not notified by the agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld pursuant to this section to the agency.

(c) The agency shall use funds apportioned under this section for projects of regional significance which are included in the capital improvement program required by paragraph (5) of subdivision (b) of Section 65089, or in a deficiency plan which has been adopted by the agency. The agency shall not use these funds for administration or planning purposes.

§ 65089.6. Failure to complete or implement a program

Failure to complete or implement a congestion management program shall not give rise to a cause of action against a city or county for failing to conform with its general plan, unless the city or county incorporates the congestion management program into the circulation element of its general plan.

§ 65089.7. Application of chapter to agreements entered into prior to July 10, 1989

A proposed development specified in a development agreement entered into prior to July 10, 1989, shall not be subject to any action taken to comply with this chapter, except actions required to be taken with respect to the trip reduction and travel demand element of a congestion management program pursuant to paragraph (3) of subdivision (b) of Section 65089.

§ 65089.9. Study steering committee; demonstration study; funding; report

The study steering committee established pursuant to Section 6 of Chapter 444 of the Statutes of 1992 may designate at least two congestion management agencies to participate in a demonstration study comparing multimodal performance standards to highway level of service standards. The department shall make available, from existing resources, fifty thousand dollars ($50,000) from the Transportation Planning and Development Account in the State Transportation Fund to fund each of the demonstration projects. The designated agencies shall submit a report to the Legislature not later than June 30, 1997, regarding the findings of each demonstration project.

APPENDIX

I

ROLES AND RESPONSIBILITIES

I.1 INTRODUCTION

This appendix summarizes responsibilities of the various agencies and other entities involved in the congestion management process. These include:

- Local Jurisdictions (cities and the County of Los Angeles)
- Los Angeles County Metropolitan Transportation Authority (MTA)
- Transit Operators
- Councils of Government (COGs)
- South Coast Air Quality Management District (SCAQMD)
- Southern California Association of Governments (SCAG)
- Caltrans
- Private Sector and Local Developers
- Environmental Community

Some of these responsibilities are specifically identified in statute and others have been developed to implement CMP requirements.

I.1.1 Local Jurisdictions. Local jurisdictions (the 88 cities and the County of Los Angeles) play an important role in both the development and implementation of the CMP. This section summarizes these various responsibilities.

Conformance Responsibilities

CMP conformance is required annually in order for local jurisdictions to continue receiving state gas tax (Section 2105) funds and to preserve their eligibility for other state and federal transportation dollars. In order to maintain conformance, local jurisdictions are responsible for:

Highway Monitoring. Certain local jurisdictions monitor levels of service (LOS) on CMP arterials at designated intersections. (See Chapter 2 and Appendix A for more information including monitoring procedures, a listing of the designated monitoring intersections, and responsible agencies.)

Transportation Demand Management Ordinance. Local jurisdictions 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. (See Chapter 4 and Appendix C for more information.)

Land Use Analysis Program. For projects requiring an EIR, local jurisdictions analyze the project's impact on the regional highway and transit systems. (See Chapter 5 and Appendix D.)

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. (See Chapter 6 and Appendices E, F, and G.)

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. The resolution must be adopted following a noticed public hearing. (See Appendix E for more information on annual reporting including a model self-certification resolution.)

A detailed summary of these requirements, including implementation deadlines, is provided in Chapter 9.

Other Roles For Local Jurisdictions

Local Consultation. Local input will be sought in the continuing development and review of the CMP. Input will be sought in various ways, including participation on CMP Advisory Committees, special working sessions, and meetings with individual local jurisdictions and Councils of Government.

Transit Monitoring. Those municipal transit operators who are required to submit Short Range Transit Plan (SRTP) data to the MTA are responsible for monitoring transit routes on the CMP transit network. This information is submitted to MTA through the SRTP process. For more information, refer to Chapter 3 and Appendix B. Local jurisdictions are eligible to apply for CMP credit for net increases in passenger miles carried as a part of their annual Local Implementation Report (LIR) submittal. Where transit operators do not collect passenger miles data, local jurisdictions should refer to Appendix F, Strategy No. 360 for CMP standard average passenger trip lengths in order to calculate credits.

Transit Coordination in EIR Process. Local jurisdictions are required to consult with transit operators and evaluate project impacts on transit services in their EIR process. Specific requirements are discussed in Chapter 5 and Appendix D.

Peer Review and Conformance Appeals. Local jurisdictions from throughout the County will be asked to participate in the CMP Peer Review Panel and Conformance Appeal Advisory Panel as needed.

I.1.2 Los Angeles County Metropolitan Transportation Authority (MTA)

Preparing and Adopting the CMP. As the Congestion Management Agency (CMA), MTA is responsible for preparing and updating the CMP for Los Angeles County. The CMP will be prepared in consultation with a variety of agencies including the Southern California Association of Governments (SCAG), the South Coast Air Quality Management District (SCAQMD),

regional transportation providers, local governments, Caltrans, the private sector, and environmental interests.

Monitoring CMP Implementation. MTA is responsible for monitoring local implementation of the CMP. Annually, MTA is required to determine if the county and local jurisdictions are conforming to the CMP (see Chapter 9 for more details). Annual conformance findings are made following a noticed public hearing.

Assisting Local Jurisdictions. The MTA is committed to working closely with local jurisdictions to ensure smooth implementation of all CMP responsibilities, ongoing CMP conformance, continued flow of gas tax dollars, and continued eligibility for state and federal funding for transportation projects.

Capital Improvement Programming. The MTA is responsible for the implementation of highway, transit and other capital improvements programmed through the MTA Long Range Transportation Plan and the SCAG RTIP. These regionally significant projects, and the local projects MTA funds through the Call-for-Projects process, represent MTA's share of the partnership to reduce congestion in Los Angeles County.

Transit Monitoring. MTA Operations is responsible for monitoring service on specified MTA bus routes and rail lines. This information is submitted through the Short Range Transit Plan (SRTP) process. For more information, refer to Chapter 3. As the Congestion Management Agency, the MTA is also responsible for monitoring the transit network to gauge the effectiveness if transit in relieving congestion.

Providing Technical Analysis to Support the Countywide Deficiency Plan. One benefit of the Countywide Deficiency Plan is that individual local jurisdictions are not responsible for analyzing the causes of deficiencies, the effects of statutory exclusions, or the effectiveness of mitigation strategies. MTA has taken on these required analyses at a countywide level, and will continually evaluate effectiveness through CMP highway system monitoring, transit monitoring, case study evaluations, and other activities. With each successive CMP update, MTA will use this information to refine the Deficiency Plan.

CEQA Review. As a part of the CMP Land Use Analysis Program, local jurisdictions submit Environmental Impact Reports (EIRs) for anticipated development projects to the MTA. MTA reviews EIRs for compliance with CMP Transportation Impact Analysis guidelines.

The MTA will also provide comments when a development project presents opportunities to generate deficiency plan credits through adoption and implementation of appropriate mitigation measures.

I.1.3 Transit Operators

Transit Consultation. Transit operators will be consulted during development and implementation of the CMP. Input will be sought through participation on CMP Advisory Committees, special working sessions, and briefings provided to MTA committees including the Bus Operations Subcommittee (BOS) and Local Transit Systems Subcommittee (LTSS).

Local Implementation Report Preparation. Local transit operators will provide information needed by local jurisdictions for the preparation of their annual Local Information Report (LIR). Local jurisdictions are eligible to receive CMP credit for net increases in passenger miles carried. This data is reported through the National Transit Database (NTD) process. Transit operators that do not collect passenger miles data should refer to Appendix F, Strategy No. 360.

Data Transmittal. A portion of the transit services in Los Angeles County is designated as the CMP transit monitoring network (Exhibit 3-2 and Appendix B). To monitor the effectiveness of transit service, transit operators will submit data for the routes on the CMP transit monitoring network. Specific reporting and monitoring requirements are discussed in Chapter 3 and Appendix B.

Coordination in Local Jurisdiction EIR Process. Local jurisdictions are required to consult with transit operators and evaluate project impacts on transit services in their EIR process. Specific requirements are discussed in Chapter 5 and Appendix D.

Advisory Committees, Peer Review and Conformance Appeals. To represent transit operators, a member of MTA's Bus Operations Subcommittee (BOS) and MTA's Local Transit Services Subcommittee (LTSS) will be asked to participate in CMP Advisory Committees. One transit operator representative, for either the BOS or LTSS will be asked to participate on the CMP Peer Review Panel and Conformance Appeal Advisory Panel as needed.

I.1.4 Councils of Government (COGs)

Local Jurisdiction Support and Sub-Regional Planning. Cities are responsible for meeting CMP implementation requirements to remain eligible for certain gas tax monies and other funds. COGs however can play a role in supporting implementation of the CMP for the cities within their sub-region and use the CMP as a tool to foster sub-regional planning. COG forums can be used to identify anticipated mobility needs for the sub-region and the projects or programs needed to meet those needs. COGs can also play an important role in facilitating the implementation of necessary projects that require multi-jurisdictional participation.

I.1.5 South Coast Air Quality Management District (SCAQMD)

Air Quality Consultation. As the Air Quality Management District for the South Coast Air Basin, SCAQMD will be consulted to ensure that the CMP is developed in accordance with the region's air quality goals. The CMP helps implement the Transportation Control Measures from the Air Quality Management Plan.

Participation in Deficiency Plan Process. SCAQMD is responsible for establishing and periodically revising a list of approved facilities, programs, and actions which measurably enhance the level of service on the CMP system and contribute to significant improvement in air quality.

Advisory Committees, Peer Review and Conformance Appeals. SCAQMD will be asked to participate in CMP Advisory Committees, the CMP Peer Review Panel and Conformance Appeal Advisory Panel.

I.1.6 Southern California Association Of Governments (SCAG)

Regional Coordination: As the Metropolitan Planning Organization and the Regional Transportation Planning Agency for Southern California, SCAG will be consulted in CMP development regarding regional issues, in particular, to ensure that the CMP is developed consistent with the Regional Transportation Plan (RTP) and SCAG's regional planning process. MTA will closely coordinate with SCAG to ensure that projects proposed through the CMP will be found in conformance with the Air Quality Management Plan when incorporated into the regional planning and programming process.

Advisory Committees, Peer Review and Conformance Appeals. SCAG will be asked to participate in CMP Advisory Committees, the CMP Peer Review Panel and Conformance Appeal Advisory Panel.

I.1.7 Caltrans

State Transportation System Coordination. Caltrans will be consulted in the development of the CMP regarding its impacts on the State transportation system. Since congestion relief projects on the state highway system must first be identified in the CMP for further state programming consideration, MTA will coordinate closely with Caltrans in identifying appropriate congestion strategies.

Data Collection. Caltrans is a resource for data on the state highway system. MTA will coordinate with Caltrans to ensure that adequate information is available in monitoring the impact of congestion on the state highway system and in measuring levels of service.

Advisory Committees, Peer Review and Conformance Appeals. Caltrans will be asked to participate in CMP Advisory Committees, the CMP Peer Review Panel and Conformance Appeal Advisory Panel.

I.1.8 Private Sector and Local Developers

Local Development Review. Through the local development review process, local jurisdictions will be responsible for analyzing the impact of development on the CMP system. Local developers should be aware that new development projects preparing EIRs will need to consider the development's impact on the CMP system and how that impact can be mitigated. Specific requirements are discussed in Chapter 5 and Appendix D. As a part of this review, developers and local jurisdictions have the opportunity to identify mitigations that can generate CMP credits for the city to use in meeting annual deficiency plan goals. For more information, refer to Chapter 6.

Advisory Committees, Peer Review and Conformance Appeals. The private sector has participated in the CMP since the inception of CMP legislation and throughout its development and implementation in Los Angeles County. Private sector representatives will be asked to participate in CMP Advisory Committees, the CMP Peer Review Panel and Conformance Appeal Advisory Panel.

I.1.9 Environmental Community

Advisory Committees, Peer Review and Conformance Appeals. Environmental organizations have participated in the CMP since the inception of CMP legislation and throughout its development and implementation in Los Angeles County. Representatives of the environmental community will be asked to participate in CMP Advisory Committees, the CMP Peer Review Panel and Conformance Appeal Advisory Panel.

APPENDIX

J

GLOSSARY

Average Vehicle Occupancy (AVO): The average number of persons occupying a passenger vehicle along a roadway segment, intersection, or area and monitored during a specified time period. For purposes of the California Clean Air Act, passenger vehicles include autos, light duty trucks, passenger vans, buses, passenger rail vehicles and motorcycles.

Average Vehicle Ridership (AVR): The number of employees who report to a worksite divided by the number of vehicles driven by those employees, typically averaged over an established time period. This calculation includes crediting vehicle trip reductions from telecommuting, compressed work weeks and non-motorized transportation.

Air Quality Management District (AQMD): A regional agency which adopts and enforces regulations to achieve and maintain state and federal air quality standards.

Air Quality Management Plan (AQMP): A plan for attaining state air quality as required by the California Clean Air Act of 1988. The plans are adopted by air quality districts and subject to approval by the California Air Resources Board.

Average Daily Traffic (ADT): The average number of vehicles passing a specified point during a 24-hour period.

Caltrans (California Department of Transportation): State agency responsible for the design, construction, maintenance and operation of the California State Freeway and Highway System as well as that portion of the Interstate Highway System within the State's boundaries.

California Transportation Commission (CTC): A body appointed by the Governor and confirmed by the Legislature that reviews Regional Transportation Improvement Programs (RTIPs) and the Proposed State Transportation Improvement Program (PSTIP). The CTC makes funding allocations and has financial oversight over the major programs authorized by Propositions 111 and 108. Its nine members are appointed by the Governor.

Capital Improvement Program (CIP): As relating to the CMP, a program of projects to maintain or improve traffic LOS and transit performance standards; and to mitigate regional transportation impacts identified by the CMP Land Use Analysis Program.

CEQA (California Environmental Quality Act): A statute that requires all jurisdictions in the State of California to evaluate the extent of environmental impact due to a proposed development or project.

Clean Air Act (CAA): Federal legislation that requires each state with areas that have not met Federal air quality standards to prepare a State Implementation Plan (SIP). The sweeping 1990

amendments to the CAA established new air quality requirements for the development of metropolitan transportation plans and programs. The California Clean Air Act (CCAA) sets even tougher state goals.

CMP Arterial: A principal arterial designated as part of the CMP Highway and Roadway System. See Chapter 5 for a description and definition of the system.

Congestion Management Agency (CMA): The agency responsible for developing the Congestion Management Program and coordinating and monitoring its implementation.

Congestion Management Program (CMP): A legislatively-required, county-wide program linking transportation, land use and air quality planning in order to mitigate the effects of congestion.

Congestion Management System (CMS): One of five management systems identified under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, CMS is a systematic process that provides information on transportation system performance and alternatives strategies to alleviate congestion and enhance the mobility of persons and goods. The CMS for Los Angeles County is implemented via the CMP.

Congestion Mitigation Air Quality Program (CMAQ): A federal funding source for state and local governments that is used for transportation projects and programs to help meet the requirements of the federal Clean Air Act. Funds are assigned based on air quality non-attainment standards in an effort to overcome low standards and improve air quality and reduce traffic congestion.

Deadhead: The movement of a transit vehicle to or from its designated and scheduled route. It is not in passenger service, but rather is traveling between routes, or to/from the transit yard or to/from its route.

Demand-to-Capacity (D/C) Ratio: The relationship between the number of vehicle trips operating on a transportation facility, versus the number of vehicle trips that can be accommodated by that facility.

Environmental Impact Report (EIR): A report prepared pursuant to CEQA that analyzes the extent of environmental impact expected to be caused by a proposed development or project.

Highway Capacity Manual (HCM): Published by the Transportation Research Board (latest edition in 2000), the HCM is the primary tool for the design and operation analysis of highway facilities in the Untied States. The HCM presents methodologies for analyzing the performance (see Level of Service) of transportation systems such as freeways, arterials, transit, and pedestrian facilities.

HOV (High Occupancy Vehicle): Any transportation vehicle carrying more than one person for travel purposes. This may include an automobile, bus, train, etc.

HOV Lane (High Occupancy Vehicle Lane): A lane of freeway reserved for the use of vehicles with more than one passenger, including buses, taxis, carpools, motorcycles and electric vehicles.

Intermodal: The term "mode" represents one method of transportation, such as automobile, transit, ship, bicycle or walking. Intermodal refers specifically to transportation trips using one or more modes.

Intermodal Surface Transportation Efficiency Act (ISTEA): 1991 federal act which authorized six federal fiscal years (1992-1997) of funding for highways, highway safety and mass transit in the amount of $155 billion. This legislation was created to establish a National Intermodal Transportation System that is economically efficient and environmentally sound, thereby providing the foundation for the nation to compete in the global economy and move people and goods in an energy efficient manner.

Interregional Improvements Program (ITIP): One of the state funding programs also known as "State Choice". It is a statewide discretionary program which utilizes 25% of the State transportation improvement funds and is authorized by the California Transportation Commission (CTC). 15% of the funds are used for two programs: (1) intercity rail (minimum 2.25%); and (2) interregional roads outside urban areas (12.75% maximum). 10% of the funds are subject to the California North/South split and can be used in each of those areas as determined by the CTC.

Intersection Capacity Utilization (ICU): A method for calculating the level of traffic congestion (see Level of Service) at an intersection.

Level of Service (LOS): A qualitative measure describing operational conditions within a traffic stream. Generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Local Implementation Report (LIR): A report jurisdictions must submit to the MTA annually as part of conformance with the CMP. The LIR is the reporting method by which local jurisdictions implement the Countywide Deficiency Plan. Each jurisdiction's LIR is reviewed and approved by MTA staff, and formally adopted by the MTA Board at a public hearing. The LIRs contain a city-adopted resolution of conformance with the CMP, new development activity data (debits) and city-implemented and planned transportation mitigation strategies (credits) to offset development within that jurisdiction.

Metrolink: The regional commuter rail system connecting Los Angeles, Orange, Riverside, Ventura, San Bernardino and San Diego counties. It was established and is operated under the authority of the Southern California Regional Rail Authority (SCRRA) using contracted service providers. Currently, AMTRAK is contracted to operate the system.

Metropolitan Planning Organization (MPO): The organization designated by the Governor and local elected officials responsible for transportation planning in an urbanized area. It serves as the forum for cooperative decision making by principal elected officials of local government. The Governor designates a MPO in every urbanized area with a population of over 50,000 people. In the Southern California region, the Southern California Association of Governments (SCAG) is the designated MPO.

Mobility Index: Measures the ability of a region's transportation systems (all modes) to move people. Higher indices are reached by transportation projects and systems that move people in either fewer vehicles or faster, or both. This index therefore is calculated by the product of aggregate average vehicle occupancy and aggregate speed of the entire region's transportation trips.

Mode Share: Indicates the share of a transportation mode utilized by people for their transportation trips as compared to other modes and all of a region's transportation trips as a whole.

Multimodal: Refers to the availability of multiple transportation options, especially within a system or corridor. A multimodal approach to transportation planning focusing on the most efficient way of getting people or goods from place to place.

Notice of Preparation (NOP): Pursuant to CEQA, a notice informing potentially affected agencies that an Environmental Impact Report (EIR) is being prepared for a proposed development or project.

Other Major Arterial: For purposes of the CMP Deficiency Plan, this is defined as any street designated as a major or primary arterial on the most recently adopted General Plan of the jurisdiction.

Paratransit: Flexible forms of transportation services that are not confined to a fixed route. Usually used to provide service for people with disabilities in compliance with the Americans With Disabilities Act of 1990 (ADA).

Passenger Miles Traveled (PMT): The aggregate number of miles traveled by each passenger for each trip on a transportation mode such as transit.

Peak Period (Rush Hours): The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak.

Policy Advisory Committee (PAC): A group consisting of representatives from local jurisdictions countywide, regional and state agencies, environmental community, transit operators and business community to assist with the implementation and evaluation of the Congestion Management Program (CMP).

Regional Improvement Program: One of the state funding programs, it is also known as "Regional Choice." Project selection is done by the MTA and submitted to the California Transportation Commission for approval. 75% of State transportation improvement funds are programmed through the Regional Improvements Program. These funds may be used for capital projects including highways, arterials, guideways, rail projects, bikeways, transportation enhancements, and TSM and TDM activities.

Regional Statistical Area (RSA): An aggregation of census tracts for the purpose of subregional demographic and transportation analysis within the Southern California Association of Governments' (SCAG) area.

Regional Transportation Improvement Program (RTIP): A list of proposed countywide highway and transportation projects which identifies funding sources, construction and timing schedules. In Los Angeles County, it is submitted to the Southern California Association of Governments (SCAG), and incorporates projects identified in the county Transportation Improvement Program (TIP). Each county's transportation commission in California prepares an RTIP and submits it to the salient metropolitan planning organization (MPO). The RTIP has a six-year planning period and is updated every other year.

Regional Transportation Plan (RTP): A comprehensive 20-year plan for the region, updated every two years by the Southern California Association of Governments. The RTP includes goals, objectives and policies; and recommends specific transportation improvements.

Ridesharing: Two or more persons traveling by any mode, including but not limited to: automobile, vanpool, bus, taxi, jitney, and public transit.

Routing Index: A performance indicator for transit services that measures passenger throughput (passenger miles per VSM times average speed) for an individual service or group of services.

Short Range Transit Plan (SRTP): A five year comprehensive plan required by the Federal Transit Administration for all transit operators receiving federal funds. The plans establish the operator's goals, policies, and objectives; analyze current and past performance; and describe short term operational and capital improvement plans.

Smart Shuttle: A multiple-occupant passenger vehicle designed with advanced technology for more effective vehicle and fleet planning, scheduling and operation; and providing more travel information and fare payment options to passengers.

South Coast Air Basin (SCAB): A geographic area defined by the San Jacinto Mountains to the east, the San Bernardino Mountains to the north, and the Pacific Ocean to the west and south. The entire SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

South Coast Air Quality Management District (SCAQMD): A regional agency which adopts and enforces regulations to achieve and maintain state and federal air quality standards. It is responsible for preparing the Air Quality Management Plan (AQMP) for the South Coast Air Basin. Also known as the AQMD.

Southern California Association of Governments (SCAG): The Metropolitan Planning Organization (MPO) (designated by the Federal Government) for Ventura, Los Angeles, Orange, San Bernardino, Riverside and Imperial counties that is responsible for preparing the RTIP and the RTP. SCAG also prepares land use and transportation control measures for Air Quality Management Plans (AQMPs).

SOV (Single –occupant vehicle): A vehicle with only one occupant. Also known as a "drive alone."

State Transportation Improvement Program (STIP): The primary document used to fund highway and transportation projects and programs in the State of California. The STIP is a CTC

funding program combining all county transportation commissions' plans statewide that contain state and/or federal transportation funds including the discretionary funding projects of the CTC. Essentially, the STIP becomes a listing of specific projects from throughout the State of California depicting funding sources, construction and timing schedules. Some discretionary projects are listed that are CTC approved and proposed by Caltrans and are not local county transportation commission's projects. Covering a seven-year span and updated every even-numbered year, the STIP determines when and if transportation projects will be funded by the State.

Surface Transportation Program (STP): One of the key highway funding programs in TEA 21. STP monies may be spent on mass transit, pedestrian and bicycle facilities as well as on roads and highways. It is intended for use by the states and cities for congestion relief in urban areas. Congress annually appropriates funding for this program.

Transit Performance Measurement Program (TPM): A state-mandated program to evaluate transit operator system performance on the basis of certain performance measures. The program monitors transit system performance of Los Angeles County operators that receive state and federal funds and analyzes institutional relationships among these operators to ensure coordination.

Transportation Control Measure (TCM): A measure intended to reduce motor vehicle emissions. Examples of TCMs include programs encouraging ridesharing or public transit usage, city or county trip reduction ordinances, and the use of alternative fuels in motor vehicles.

Transportation Demand Management (TDM): Techniques intended to promote actions that decrease vehicle trips and vehicle miles traveled by changing SOV trip behavior. TDM generally refers to policies, programs and actions that are designed to increase the use of HOVs, non-motorized trips such as bicycling and walking, and SOV trip elimination by telecommuting and transportation/land use policies.

Transportation Impact Analysis (TIA): A traffic study undertaken usually to forecast the effects of a development project on the affected transportation system including trip generation forecasting. The CMP specifies additional TIA requirements when a project meets certain traffic generation thresholds including effects on public transportation. These requirements are detailed in Appendix D of the 1997 CMP document.

Transportation Management Association / Organization (TMA/O): Private, non-profit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, mall, medical center or industrial park. TMAs allow small employers to provide commute trip reduction services comparable to those offered by large companies.

Transportation System Management (TSM): That part of the urban transportation process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system by using short-term, low capital transportation improvements that generally cost less and can be implemented more quickly than system development actions.

Vehicle Miles Traveled (VMT): (1) For highways, a measurement of the total miles traveled for all vehicles along a specified corridor for a certain time period. (2) For transit, the number of vehicle miles operated on a given transit route or network during a specified time period.
Vehicle Occupancy: The number of people aboard a vehicle at a given time; also known as auto or automobile occupancy when the reference is to automobile travel only.

Vehicle Service Hours (VSH): The total hours of revenue service operated by transit service vehicles. This does not include Deadhead hours.

Vehicle Service Miles (VSM): The total miles traveled by transit service vehicles while in revenue service. This does not include Deadhead mileage.

Vehicle Trip: A one-way movement of a vehicle between two points.

METROPOLITAN TRANSPORTATION AUTHORITY

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