Los Angeles County
Metropolitan Transportation Authority

DRAFT 2010 CONGESTION MANAGEMENT PROGRAM

Board of Directors

Don Knabe	Board Chairman Los Angeles County Supervisor Fourth Supervisorial District
Antonio R. Villaraigosa	1st Vice Chair Mayor, City of Los Angeles
Michael D. Antonovich	2nd Vice Chair Los Angeles County Supervisor Fifth Supervisorial District
Diane DuBois	City Council Member, Lakewood
John Fasana	City Council Member, Duarte
José Huizar	City Council Member, Los Angeles
Richard Katz	City of Los Angeles
Gloria Molina	Los Angeles County Supervisor First Supervisorial District
Ara Najarian	Mayor, City of Glendale
Pam O'Connor	City Council Member, Santa Monica
Mark Ridley-Thomas	Los Angeles County Supervisor Second Supervisorial District
Rita Robinson	City of Los Angeles
Zev Yaroslavsky	Los Angeles County Supervisor Third Supervisorial District

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.6000
metro.net

Prepared by: Long Range Planning and Coordination.

Draft 2010

Congestion Management Program

Los Angeles County Metropolitan Transportation Authority

Arthur T. Leahy, *Chief Executive Officer*

Martha Welborne, *Executive Director, Countywide Planning*

Bradford W. McAllester, *Executive Officer, Long Range Planning and Coordination*

Congestion Management Program Staff:

Heather Hills, *Director, Long Range Planning*

Stacy Alameida, *Transportation Planning Manager/CMP Program Manager*

Scott Hartwell, *Transportation Planner*

Doreen Morrissey, *Transportation Planner*

TABLE OF CONTENTS

TABLE OF EXHIBITS

CHAPTER 1

EXECUTIVE SUMMARY

1.0 INTRODUCTION

The 2010 Congestion Management Program (CMP) marks the eighteenth year 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 2010 CMP is the eighth 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 2010 CMP summarizes the results from eighteen years of highway and transit monitoring and fifteen years of monitoring local growth. 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 congestion 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 20% of the arterial intersections operate at LOS E and F in the morning rush hours, and just over 20% 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 County 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 Transit Network

- Performance statistics for the 2009 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 6.1% (16 to 17 miles per hour) from 1992 to 2009.
- Passenger throughput (the routing index) increased 44% between 1992 and 2009.
- Frequency Index data indicate that frequency or average number of roundtrips within the morning and evening peak periods increased from 22 to 25 in the network system-wide between 1992 and 2009.

The CMP Transit monitoring data indicates that the implementation and expansion of the county's rail system and increased express bus service has led to the increase in passenger throughput on the CMP Transit Network.

For example, the Artesia Freeway corridor has seen an increase of 150% in passenger throughput since 1992. The Artesia Freeway corridor's increase may be 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 a 136% increase in passenger throughput due, in a large part, to Metrolink's Orange County Line.

Land Use Growth Trends

From 1995-2009 construction permits were issued for 208,732 dwelling units while 47,289 demolition permits were issued, yielding a net increase of 161,443 units countywide. Permits were issued for the construction of nearly 306.6 million square feet of non-residential development, compared to 119.1 million square feet of demolition, resulting in a net increase of 187.4 million square feet.

Growth has not been evenly dispersed across the Los Angeles County sub-areas (see Chapter 6, exhibits 6-1 and 6-2 for sub-area definitions). Together the City of Los Angeles and Los Angeles County sub-areas accounted for 55% of the net new residential development activity during the fifteen-year period. The North County sub-area accounted for the third-most net new residential development activity with 18% of the countywide growth. After the top three ranked sub-areas, there was a noticeable drop-off in terms of net new residential activity. The percentage of countywide net residential growth is as follows:

- City of Los Angeles 34%
- Los Angeles County 21%
- North County 18%
- San Gabriel Valley 11%
- Gateway 6%
- South Bay 5%
- Westside 2%
- Arroyo Verdugo 2%
- Las Virgenes Malibu 1%

While the City of Los Angeles, Los Angeles County, and North County sub-areas all constituted the most significant shares of the countywide net *residential* activity, the net non-residential development activity trends were a bit different, with the San Gabriel Valley sub-area accounting for the largest single share (22%) of the countywide total. The City of Los Angeles, Los Angeles County, North County, Gateway, and South Bay sub-areas maintained significant shares of the overall net non-residential activity as well. The percentage of countywide net non-residential growth is as follows:

- City of Los Angeles 17%
- Los Angeles County 15%
- North County 13%
- San Gabriel Valley 22%
- Gateway 13%
- South Bay 12%
- Westside 3%
- Arroyo Verdugo 2%
- Las Virgenes Malibu 3%

In looking at commercial, industrial and office growth:

- The San Gabriel Valley sub-area had more industrial growth than any other sub-area, followed by the Gateway and South Bay sub-areas.
- The North County sub-area accounted for the largest amount of Commercial (Retail) activity of all the sub-areas, followed by the San Gabriel Valley, Los Angeles County, and Gateway sub-areas.
- The greatest office growth was in the City of Los Angeles and Arroyo Verdugo sub-areas, respectively.

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 2010 is nearly 10 million people. By 2040, this is projected to increase by more than 3 million. Employment in the county is projected to increase to approximately 6 million in 2040.

Approximately 50 percent of Los Angeles County's freeway and 20% of 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.

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; and
- To develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel.

To meet these goals, the CMP for Los Angeles County 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; and
- Tracking new building activity throughout Los Angeles County.

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 County's 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;
- Deficiency Plan.

Los Angeles County's 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 and SAFE, Accountable, Flexible, and Efficient Transportation Equity ACT-A Legacy for Users (SAFETEA-LU). 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 2010 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 CMP AND THE CONGESTION MITIGATOIN FEE FEASIBILITY STUDY

As part of its approval of the 2003 Short Range Transportation Plan, the MTA Board authorized a nexus study to evaluate the feasibility of implementing a congestion mitigation fee. A fee would help ensure that new growth directly mitigates its traffic impacts on the regional transportation system by helping fund needed local transportation improvements. The purpose of the nexus study is to determine the feasibility of implementing a congestion mitigation fee that would meet CMP Deficiency Plan requirements (please see Chapter 6).

While this study is underway, the CMP Deficiency Plan requirements for maintaining a positive credit balance have been reduced. However, reporting on all new development activity and adopting the self-certification resolution will continue to be annual reporting requirements (please see Appendix E).

Historically, the CMP for Los Angeles County has been developed with the assistance and input of numerous agencies and individuals representing a wide range of organizations and interests throughout the county. The development and exploration of a congestion mitigation fee through the nexus study will continue this tradition and recommendations will be brought back to the MTA Board at a future date and will be amended into the CMP when appropriate. The Congestion Mitigation Fee Feasibility Study Report can be viewed at http://www.metro.net/projects/congestion_mgmt_pgm/.

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 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.

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 2009. The Long Range Transportation Plan looks at transportation needs over the next thirty 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 further investment in the bus system while expanding the rail system by building 15 major transit corridor projects. The plan also looks toward highway investments including new carpool lanes and other improvements that ease both auto and truck traffic, as well as funding for arterials, goods movement, and signal coordination. The Plan encourages more ridesharing, walking, 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.

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 in understanding the anticipated congestion reduction or mobility enhancement performance that will result from project implementation. 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.

CHAPTER 2

HIGHWAY AND ROADWAY SYSTEM

2.1 INTRODUCTION

Streets and freeways are the backbone of Los Angeles County's transportation system. An effective and efficient system is important for solo travelers as well as for those traveling by carpool, vanpool, or bus. The CMP Highway and Roadway System comprises less than five percent of the total roadway mileage in Los Angeles County. However, travel statistics indicate that it carries over fifty percent of the county's total automobile travel.

Every two years, local jurisdictions and Caltrans participate in a traffic monitoring process that collects data at more than 230 strategic locations on the system, including both major arterial intersections and freeways. Information about how the CMP highway system performs is important for understanding performance of the overall transportation system. The CMP provides an opportunity to track congestion levels across the county and changes over time.

This chapter discusses:

- The development of the highway and roadway system;
- The establishment of level of service standards (LOS);
- Monitoring responsibilities for local agencies and Caltrans;
- How the CMP highway monitoring data is used; and
- Analysis of the 2009 CMP highway monitoring results.

Since the CMP was first adopted in 1992, Los Angeles County has added the Glenn Anderson Freeway (Route 105) and the eastward extension of the Foothill Freeway (Route 210) from the City of La Verne to the San Bernardino County line. Given the challenges of constructing new freeways, Los Angeles County has focused on making efficient use of our existing freeway system through an extensive program of adding carpool lanes, also known as High Occupancy Vehicle (HOV) lanes. Over 480 miles of freeway carpool lanes have been built in Los Angeles County with funding programmed by MTA. This amounts to 34 percent of the total HOV mileage in the entire State of California. Since on average a carpool lane carries two times more than that of a mixed-flow lane during peak hours, these lanes make more efficient use of our already over-crowded freeways and are critical to maintaining mobility. They also provide an important incentive for commuters to include multiple passengers in a single vehicle, thereby reducing the number of automobiles on Los Angeles County freeways.

2.1.1 Statutory Requirement. 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 level of service (LOS) indicators for the highway and roadway system discussed in this chapter, combined with transit system performance indicators meet the requirements for this performance element.

CMP statute requires the designation of a system of highways and roadways, including all state highways and principal arterials. Once designated as part of the CMP system, no highway or roadway can be removed from the system. Statute also requires the establishment of level of service (LOS) standards to measure congestion on the system. Level of service ranges from A to F, with LOS A representing free-flow conditions, and LOS F representing a high level of congestion. Exhibits 2-1 and 2-2 describe LOS designations for freeway segments and arterial intersections, respectively. Level of service standards can be set no lower than LOS E, or the current level if worse than E.

2.1.2 Purpose. The primary reasons for defining and monitoring a CMP highway and roadway system are:

- to assess the overall performance of the highway system in Los Angeles County and track changes over time;
- to allow local jurisdictions to measure their success at minimizing traffic congestion and provide "before and after" data for evaluating congestion mitigation measures;
- to provide quantitative input into MTA's programming (funding) decisions with consistent countywide data on current levels of traffic congestion;
- to provide data for validating and updating MTA's countywide transportation demand model; and,
- to provide the baseline system levels of service data used in the Deficiency Plan. This data is used to determine deficiencies countywide (not jurisdiction-specific).

Exhibit 2-1

LEVELS OF SERVICE (LOS) FOR FREEWAY SEGMENTS

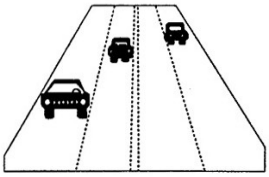
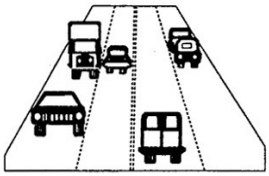
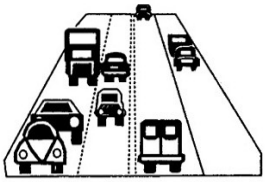
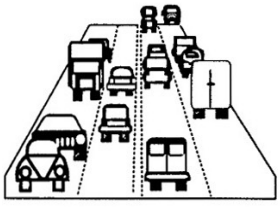
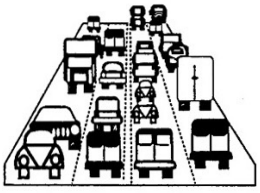
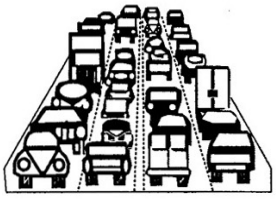
Level of Service		Flow Conditions	Technical Descriptors: Operating Speed	Delay	Service Rating
A		Highest quality of service. Free traffic flow, with low volumes and densities. Little or no restriction on maneuverability or speed.	55+	None	Good
B		Stable traffic flow, speed becoming slightly restricted.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

Exhibit 2-2

LEVELS OF SERVICE (LOS) FOR ARTERIAL INTERSECTIONS

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

2.2 NETWORK DEFINITION

Defining the highway and roadway system was the first step in developing the CMP. Other CMP elements largely focus on maintaining levels of service on this network. Statute requires inclusion of all state highways and principal arterials, however, there is no standard definition of what constitutes a principal arterial.

The Los Angeles County CMP highway and roadway system has been discussed extensively to determine which city and county roadways should be included, as well as to weigh the benefits and costs of an increased network size. This issue is important for the following reasons:

- **Funding**: Inclusion within the CMP Capital Improvement Program satisfies one of the first steps in the state funding process. Projects need not be located directly on the CMP highway system, but must benefit the system.
- **Local Monitoring Costs**: Caltrans and local jurisdictions are responsible for monitoring levels of service, including the costs of data collection and analysis. A more extensive network increases monitoring costs.
- **EIR Analysis**: Local jurisdictions are responsible for assessing the impacts of new development on the CMP system when preparing project Environmental Impact Reports. Inclusion of a route in the CMP system ensures that impacts to the route will be considered. However, the larger the system the greater the scope of such analysis.
- **Permanent Designation**: Once designated, routes cannot be deleted from the network and are therefore permanently subject to CMP requirements.
- **Countywide Cost Impact**: Congestion levels on CMP routes determine the size of the mitigation needs that the Countywide Deficiency Plan must address. Adding congested routes could increase local mitigation responsibilities for all jurisdictions under the Countywide Deficiency Plan.

2.2.1 Los Angeles County CMP Highway and Roadway System. Exhibit 2-3 identifies the CMP Highway and Roadway System for Los Angeles County. This system extends more than 1,000 miles, including approximately 500 miles of freeways, 400 miles of state-maintained arterials, and 100 miles of locally-maintained arterials. The CMP Highway and Roadway System includes facilities that meet the following criteria:

- All existing state highways (both freeways and arterials), and,
- Principal arterials, defined as:
    - routes that complete gaps in the state highway system;
    - routes providing connectivity with the CMP systems in adjacent counties; or
    - routes along major inter-jurisdictional travel corridors providing primary, high volume, or multi-modal transportation.

Exhibit 2-4 lists the specific routes and limits included in the CMP highway system.

Exhibit 2-3

2009 CMP HIGHWAY AND ROADWAY SYSTEM

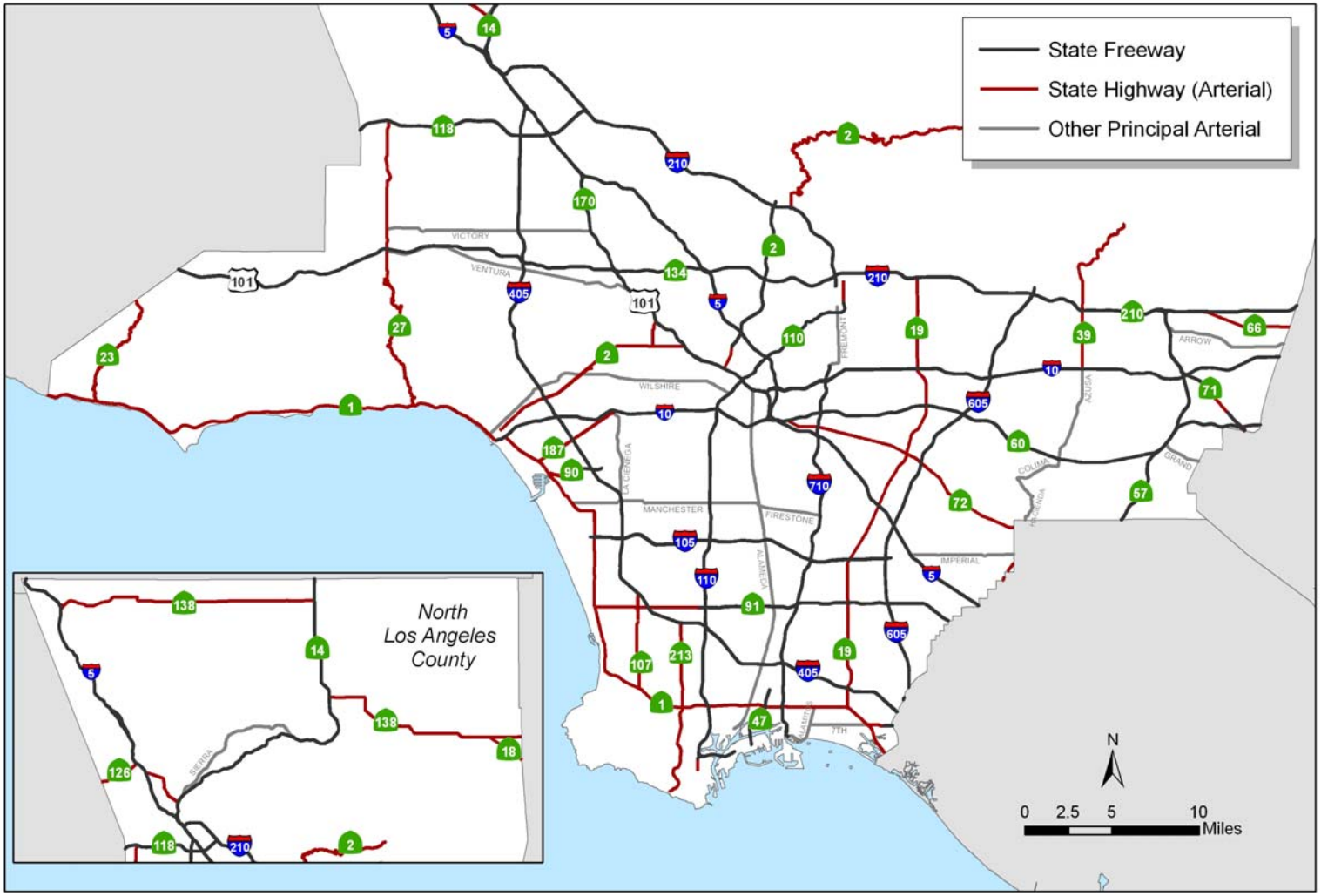


Exhibit 2-4

2010 CMP HIGHWAY AND ROADWAY SYSTEM

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

Principal Arterial	Limits
Alameda St	Port of Los Angeles to Route 101
Alamitos Av	Ocean Bl to Pacific Coast Hwy
Arrow Hwy	Route 210 to San Bernardino County
Azusa Av	Colima Rd to Route 10
Colima Rd	Hacienda Bl to Azusa Av
Fremont Av	Valley Bl to Columbia St
Grand Av	Route 57 to San Bernardino County
Hacienda Bl	Orange County to Colima Rd
Imperial Hwy	Route 5 to Orange County
La Cienega Bl	Route 405 to Route 10
Manchester/Firestone Bl	Route 710 to Lincoln Bl
Seventh St	Alamitos Av to Pacific Coast Hwy
Sierra Hwy	Route 126 to Route 14 (at Red Rover Mine Rd)
Shoreline Dr	Route 710 to Ocean Bl
Valley Bl	Route 710 to Fremont Av
Ventura Bl	Topanga Canyon Bl to Lankershiem Bl
Victory Bl	Topanga Canyon Bl to Route 170
Wilshire Bl.	Ocean Bl to Route 110

2.2.2 Interim CMP Routes. New state highways will be added to the CMP Highway and Roadway System when completed and operational. For the interim, temporary CMP routes have been designated in the areas that will eventually be served by these new state highways. When operational, CMP route designation will shift from the existing temporary route to the permanent facility. MTA will then review the interim route in consultation with affected jurisdictions and the route will no longer be part of the CMP system unless specifically added at that time.

The following arterials are currently classified as interim CMP routes:

- Hacienda Boulevard is an interim route for Fullerton Road in the San Gabriel Valley.
- Until the Route 710 Freeway extension between Route 210 and Valley Boulevard is built, Valley Boulevard and Fremont Avenue will serve as interim CMP routes.
- Magic Mountain Parkway/San Fernando Road is an interim route for the future alignment of Route 126 between Routes 5 and 14.

2.2.3 Process for Adding CMP Highway and Roadway Facilities. As travel conditions throughout the county change and knowledge and experience are gained through the CMP, additional routes may be added to the CMP Highway and Roadway System.

The following basic process will be applied:

- Either local jurisdictions or MTA may initiate a proposal to add CMP routes for consideration as part of the biennial CMP review and update.
- MTA will consult with affected jurisdictions to review relevant characteristics of the route, such as traffic volumes, transit services, and regional significance.
- If determined to warrant inclusion, following public comment, MTA will adopt the revised highway and roadway system.

The following criteria will be used in evaluating potential route additions:

- System Performance Analysis – whether the proposed route(s) provides information about regional travel necessary to analyze performance of the system that is not currently provided by an existing CMP route.
- Gap/Spacing – whether the proposed route(s) completes a missing component of the CMP Highway and Roadway System not represented by an existing CMP route.
- System Connectivity – whether the new routes integrate well with the existing CMP system.

2.3 LEVEL OF SERVICE STANDARDS

2.3.1 Los Angeles County LOS Standard. The level of service (LOS) standard in Los Angeles County is LOS E, except where base year LOS is worse than E. In such cases, the base year LOS is the standard. A 1992 base year has been established for Los Angeles County. Caltrans and local jurisdictions conducted traffic counts at designated monitoring locations along the system in order to determine the base year LOS.

2.3.2 CMP Monitoring Requirements. The CMP system is monitored biennially in odd-numbered years. LOS on specific CMP routes will be included in each CMP update. Appendix A discusses traffic count and analysis requirements in detail.

Arterial monitoring is accomplished by measuring LOS at key intersections, which are spaced roughly two miles apart, reflecting the primary capacity constraints on these arterials. Spacing is sometimes greater on rural highways where there are fewer constraining intersections. A total of 160 intersections have been identified for monitoring across the county. This list will be reviewed biennially in consultation with Caltrans and local jurisdictions. Local jurisdictions are responsible for monitoring LOS at these intersections.

Freeway monitoring is accomplished by dividing the 500 miles of freeway system into 81 key segments. To account for the direction of traffic flow, each CMP freeway segment is evaluated in both directions, resulting in a total of 162 LOS calculations for each peak period. Caltrans provides freeway monitoring results.

Monitoring results are due to MTA by June 15 of odd-numbered years.

2.4 LEVEL OF SERVICE METHODOLOGY

CMP LOS computations are intended for system-wide planning and problem area identification rather than for detailed operational or design analysis. The following sections describe the technical methodologies used for CMP level of service calculations.

2.4.1 Freeway Level of Service. Caltrans measures freeway LOS as a function of travel speed and duration of congestion, consistent with the Highway Capacity Manual methodology.

2.4.2 Arterial Level of Service. One objective of arterial LOS calculation is biennial monitoring with minimal burden on local jurisdictions. During development of the CMP, available methodologies for determining LOS were discussed with local traffic engineering representatives through a highway working group who confirmed that a variety of methods were used by jurisdictions around the county. These include Circular 212, Highway Capacity Manual (HCM), and Intersection Capacity Utilization (ICU) methods. However, the need for consistent CMP monitoring across the county necessitated the

selection of one method. The ICU method was selected with consensus of the highway working group, given its wide usage, straightforwardness, and ease of conversion from other methods. The ICU method has also been determined by Southern California Association of Governments (SCAG) to be consistent with the HCM for CMP purposes. Appendix A provides the format for ICU calculations.

2.4.3 Relationship to Other Locally-Preferred Methodologies. Establishment of a uniform LOS method is necessary for CMP monitoring purposes in order to assess congestion countywide using a consistent basis of measurement. This does not preclude use of different methodologies for local studies or any other purposes outside the CMP.

2.4.4 Adjustment for Exempted Trip Types. Statute provides that for the purpose of determining deficiencies, a number of factors must be exempted from the calculation of levels of service. Local jurisdictions are not responsible for studying the effect of statutory exemptions at individual intersections and freeway segments since MTA provides this analysis through the Countywide Deficiency Plan.

2.5 CURRENT HIGHWAY PERFORMANCE

Detailed results of the CMP freeway segment and arterial intersection monitoring efforts are provided in Appendix A. Maps depicting the Levels of Service (LOS) for the morning and evening peak hours are shown in Exhibits 2-5 and 2-6 (maps depicting 2005 and 2007 data are included in Appendix A). A depiction of where the system has changed substantially between 1992 and 2009 is displayed in Exhibit 2-7 and is discussed in the following sections. For CMP purposes, a substantial change in freeway and arterial intersection performance is defined as an increase or decrease in demand and/or volume to capacity ratio of at least 0.10, accompanied by a change in LOS.

The following discussion and conclusions summarize data collected through the CMP Highway Monitoring Program during biennial counts conducted since 1992.

2.5.1 Freeways

In general, CMP monitoring results indicate that congestion levels have remained relatively constant between 1992 and 2009. Where the County has experienced fluctuations in congestion, these have generally involved only incremental changes in level of service. This indicates that the Los Angeles County freeway system is a mature system that is not prone to radical fluctuations in congestion levels. Further, on a system-wide basis, Los Angeles County freeways are operating at approximately its designed capacity. However, at specific locations along the system, freeway segments may range from free flow, such as the northern stretch of the Antelope Valley Freeway (Route 14) as it approaches the Kern County border, to extremely congested conditions, such as along the Santa Monica Freeway (Route 10) west of the Harbor Freeway (Route 110), where demand significantly exceeds capacity during both morning and evening peak hours.

System-Wide Performance. As illustrated in Exhibits 2-8 and 2-9, the Los Angeles County freeway system continues to be generally defined by highly congested conditions. Between 1992 and 2009, about half of the system has consistently operated at the two most congested levels, LOS E and F, during both the morning and afternoon rush hours. 2001 marked the first year, since monitoring began in 1992, that LOS E and F accounted for greater than fifty percent of the morning peak period LOS. LOS E and F accounted for fifty percent or greater of the afternoon peak period LOS in seven of the ten monitoring years, including each of the last five CMP years. However, the overall pattern for Los Angeles County since 1992 has been a gradual stabilization of congestion levels, with the 2009 proportion of LOS E and F segments approximating baseline 1992 levels for both the morning and evening peak hours.

Individual Corridor Performance. While traditional commute patterns in many urban areas typically observe heaviest congestion flowing toward a central core in the morning with the reverse flow in the afternoon, Los Angeles County has many activity centers, besides downtown Los Angeles, resulting in highly complex travel pattern as illustrated in Exhibits 2-5 through 2-6.

Some Los Angeles County freeways experience heavy congestion in both directions during peak periods. These include:

- The Santa Monica Freeway (Route 10) between the East LA Interchange and the San Diego Freeway (Route 405);
- The Golden State Freeway (Route 5) between the Glendale Freeway (Route 2) and the Hollywood Freeway (Route 170).
- The Santa Ana Freeway (Route 5) between Lakewood Boulevard (Route 19) and the Orange County line; and

CMP monitoring results indicate more traditional commute patterns for other freeways. This is particularly evident in the San Gabriel Valley where the San Bernardino (Route 10), Pomona (Route 60), and eastern portions of the Foothill (Route 210) freeways experience heavier westbound traffic (toward downtown Los Angeles) in the morning, and heavier eastbound traffic in the afternoon. Similar differences between the morning and afternoon peak hours are also evident along portions of the Orange Freeway (Route 57), the Pasadena Freeway (Route 110), and various segments of the San Diego Freeway (Route 405).

For purposes of the CMP, substantial changes for freeway segments are defined as an increase or decrease of 0.10 in demand to capacity (D/C) ratio and a corresponding change in LOS. The changes noted on Exhibit 2-7 show substantial changes between 1992 and 2009 for both the morning and afternoon rush hours. For more detailed information regarding substantial changes, see Appendix A.

Consistent with the results discussed above regarding system-wide performance, the changes on individual freeway corridors are often mixed. For example, some segments may show morning peak hour improvement but afternoon worsening, or northbound worsening and southbound improvement. These kinds of results generally produce off-setting impacts on a system-wide basis.

Only a few freeway segments both substantially improved or substantially worsened regardless of travel direction or time of day. The Golden State Freeway (Route 5) has three segments that substantially changed regardless of direction of travel and time of day. These three sections are north of Route 126 west, which improved under all conditions, and the segments of Route 5 south of Colorado Bl and I-5 at Burbank Bl, which both worsened under all conditions.

The other freeway segments to substantially improve under all peak hour conditions were the I-10 west of Indian Hill Bl, SR-91 east of Alameda St/Santa Fe, I-110 at Wilmington south of C street, I-405 north of Inglewood Ave at Compton Bl. and I-605 north of junction SR-91, south of Alondra. The only other segment that worsened substantially under all peak hour conditions besides those on the I-5 is the US-101 south of Santa Monica Bl.

2.5.2 Arterials

CMP arterial intersections generally exhibited congestion characteristics similar to the freeway system between 1992 and 2009. While there were fluctuations in LOS, the changes overall were rather modest, as shown in Exhibits 2-10 and 2-11.

CMP monitoring results indicate that as a group arterial intersections are also congested, though not as severely as the freeway system. The afternoon peak hours are generally somewhat more congested than the morning peak hours. About one quarter of all the monitored intersections operated at LOS E or F during both morning and afternoon rush hours. However, when only considering intersections that performed at LOS F, the morning peak hour congestion levels were substantially better, with just over 3 percent of intersections operating at LOS F, compared to about 8 percent for afternoon peak hours in 2009.

The performance of CMP arterial intersections also demonstrates the complex multi-nodal travel patterns in Los Angeles County, as depicted in Exhibits 2-5 and 2-6. Congested intersections are scattered throughout the region and not confined to any specific area within the County. Additionally, most CMP arterial segments exhibit variation in operating LOS along their length. For example, while the northern and southern ends of Rosemead/Lakewood Boulevard (Route 19) operate at relatively efficient LOS levels, the portion of the route between the Santa Ana Freeway (Route 5) and the San Bernardino Freeway (Route 10) is considerably more congested in the afternoon peak hour. Also, while much of Pacific Coast Highway (Route 1) operates efficiently, there are pockets of substantial congestion in both AM and PM peak periods between the cities of Santa Monica and Malibu, and in the South Bay area west of the Harbor Freeway (Route 110).

Exhibits 2-10 and 2-11 clearly demonstrate the continuation of a very encouraging trend among all monitored arterials. Since 2001, the proportion of intersections that achieved operating efficiencies in the LOS range of A-D has steadily increased with each successive CMP cycle. For the morning peak hour, the share of intersections which operated at LOS 'D' or better has steadily increased, from about 63 percent in 2001, to 65 percent in 2003, 70 percent in 2005, 74 percent in 2007, to 82 percent in 2009. The afternoon peak period shows a similar pattern of improvement, with the share of LOS A-D increasing from 45 percent in 2001, to 57 percent in 2003, to 58 percent in 2005, before improving to 61 percent in 2007 and a jump to 77 percent in 2009.

While some of this improvement can be attributed to roadway and intersection improvements to increase capacity and improve traffic flow, much of it is due to ITS arterial operational efficiency improvements that have been widely implemented throughout the county in recent years, in particular, the substantial county-wide program of traffic signal synchronization that has been promoted and funded by MTA and implemented by local jurisdictions. The success of the regional traffic signal synchronization program in Los Angeles County over the past several years provides an outstanding example of a regional solution to a regional challenge.

In some cases, freeway improvements have served to decrease congestion on arterials. For example, in the 2002 CMP, it was noted that most of the CMP monitoring locations along the segments of Base Line Road, Foothill Boulevard, and Arrow Highway east of the Foothill Freeway (Route 210) and north of the San Bernardino Freeway (Route 10) were operating at LOS E and F, or had experienced substantial worsening since 1992. It was anticipated that with the completion of the Foothill Freeway (Route 210) extension eastward from the City of La Verne into San Bernardino County, the 2004 CMP would reveal improved congestion levels along these roadway segments. This goal was indeed achieved, as seven of the eight monitored intersections in the affected area of the east San Gabriel Valley had attained operating efficiencies in the LOS A-D range for both morning and afternoon peak periods as was documented in the 2004 CMP.

Exhibit 2-5

2009 CMP HIGHWAY AND ROADWAY SYSTEM AM PEAK HOUR LEVELS OF SERVICE

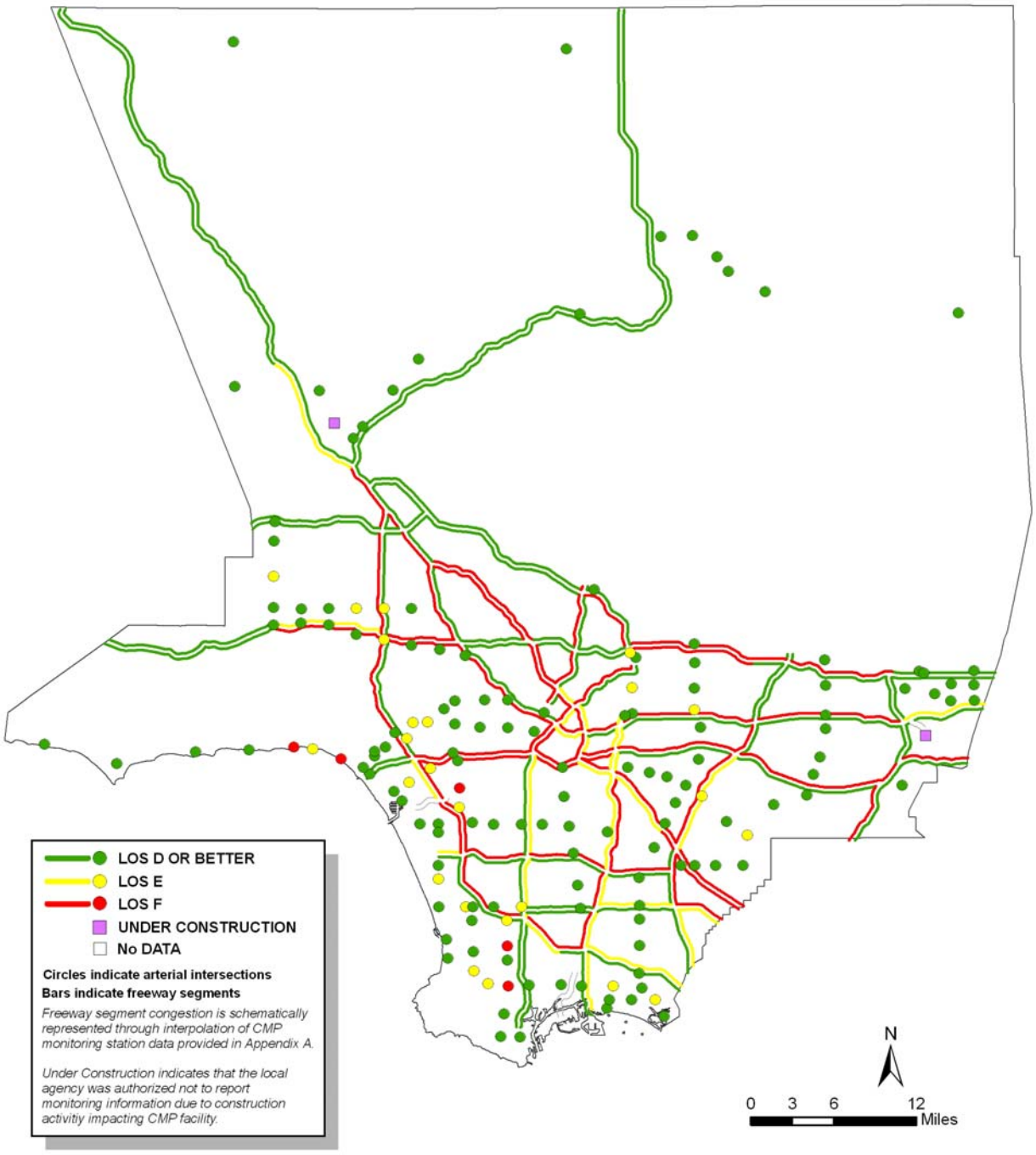


Exhibit 2-6

2009 CMP HIGHWAY AND ROADWAY SYSTEM PM PEAK HOUR LEVELS OF SERVICE

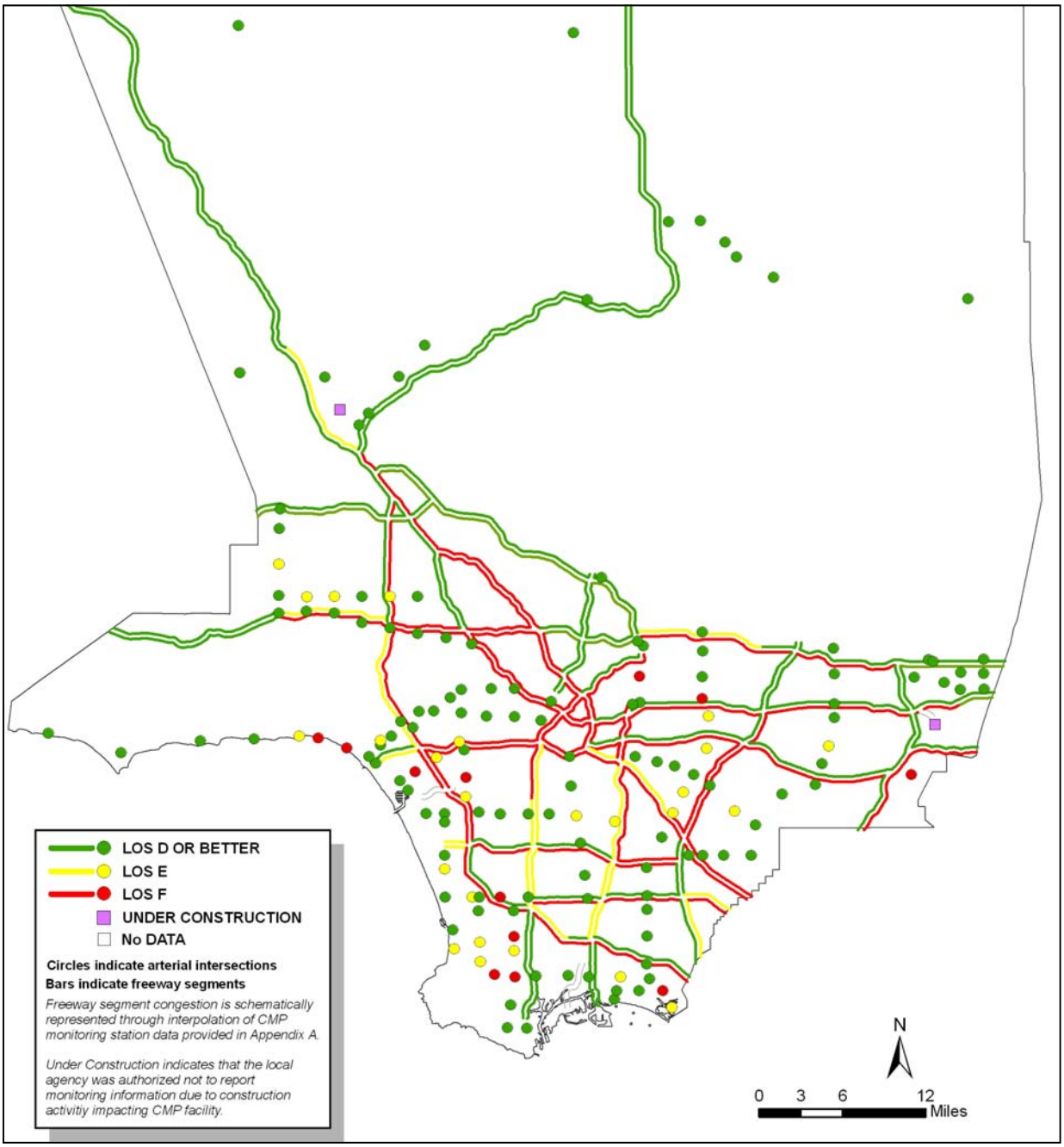


Exhibit 2-7

1992 - 2009 SUBSTANTIAL CHANGES IN LEVELS OF SERVICE

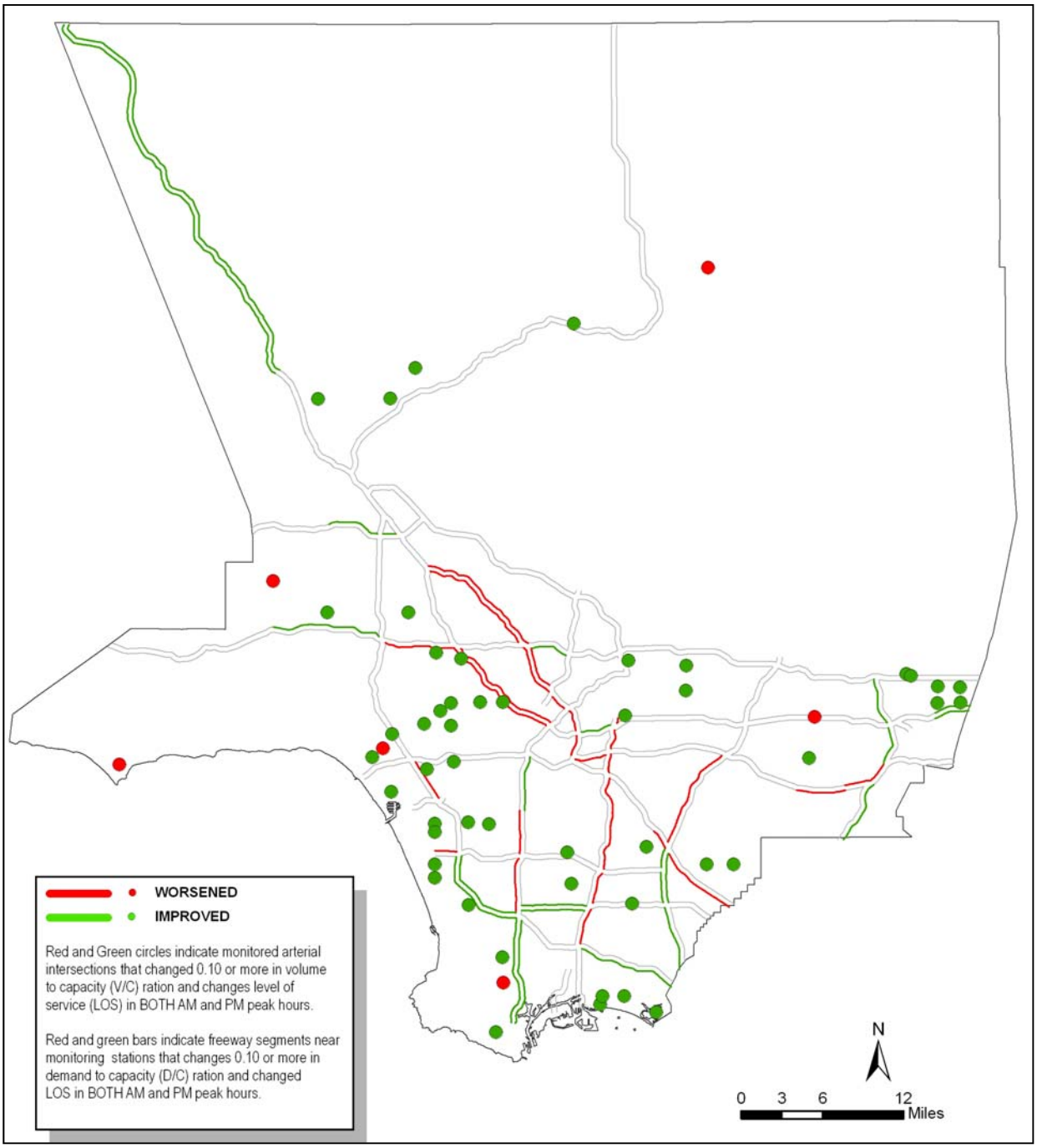


Exhibit 2-8

1992– 2009 AM PEAK HOUR FREEWAY LEVELS OF SERVICE

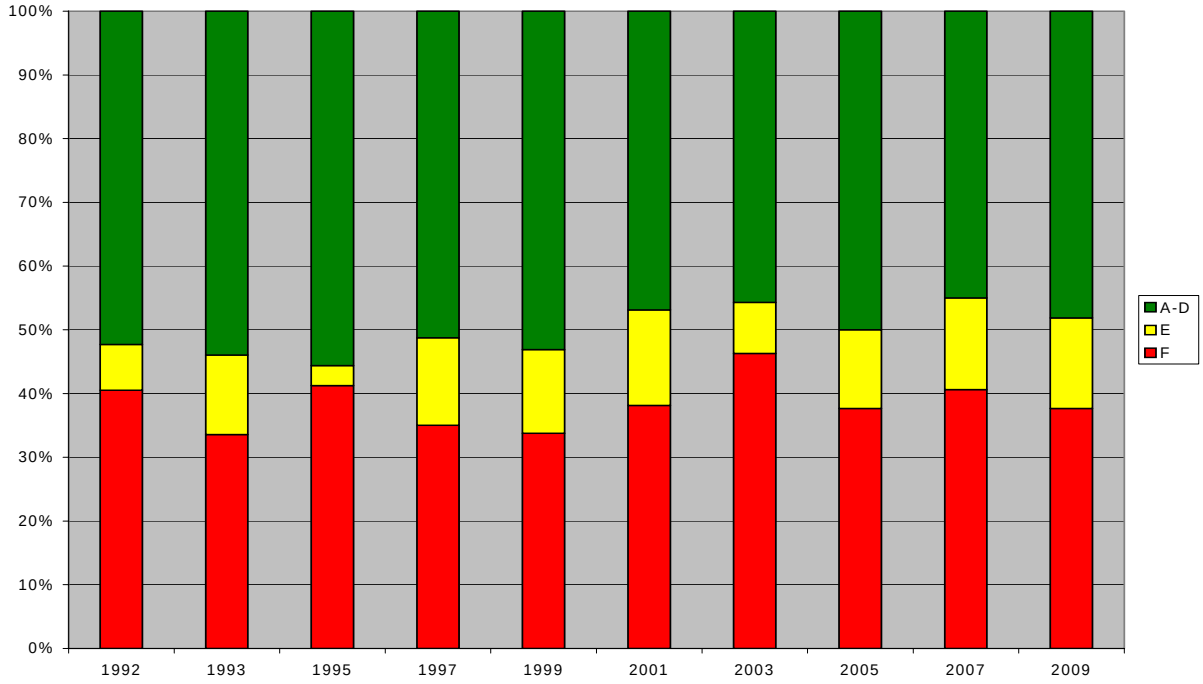


Exhibit 2-9

1992– 2009 PM PEAK HOUR FREEWAY LEVELS OF SERVICE

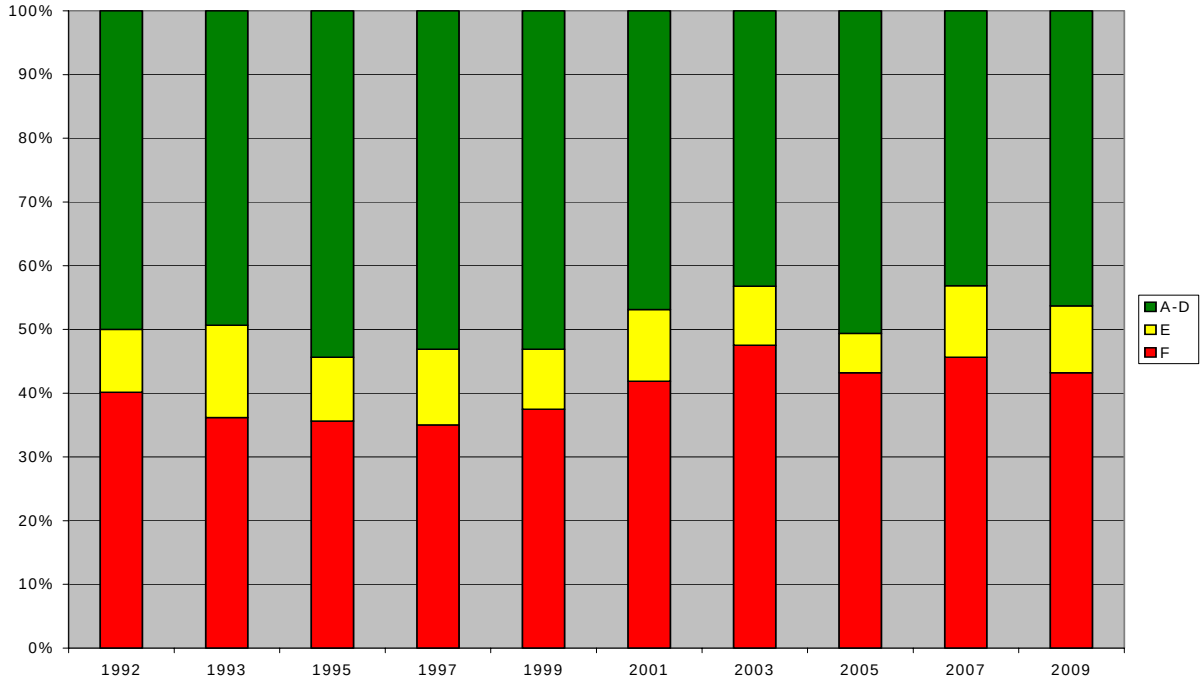


Exhibit 2-10

1992—2009 AM PEAK HOUR ARTERIAL INTERSECTION LEVELS OF SERVICE

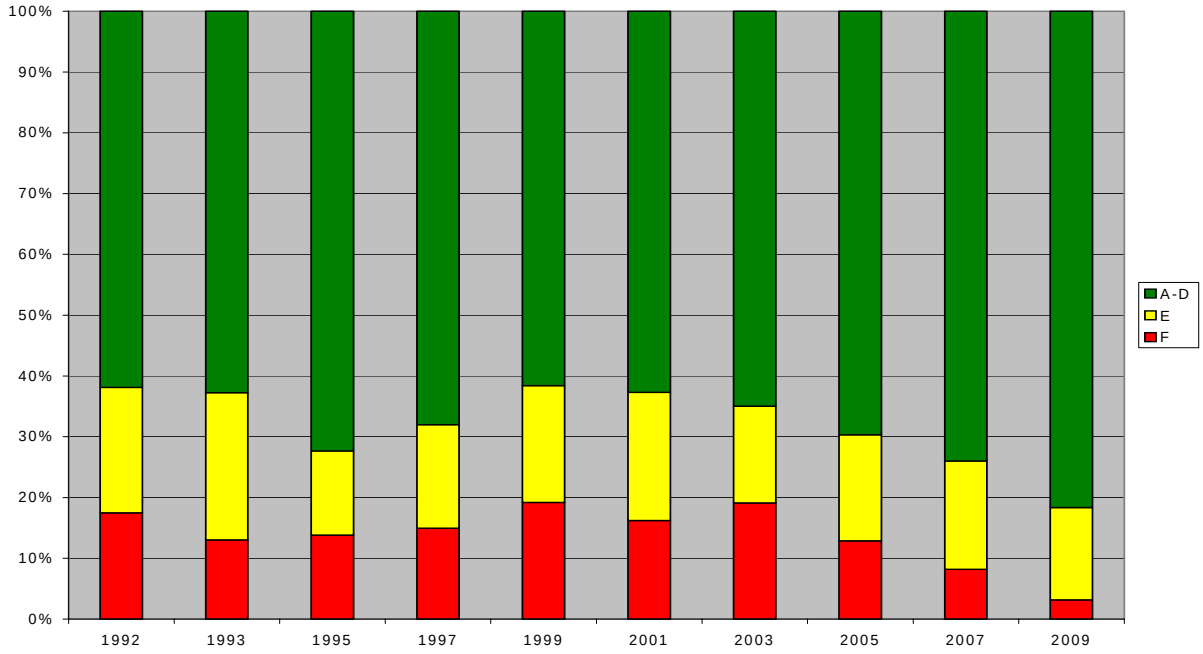
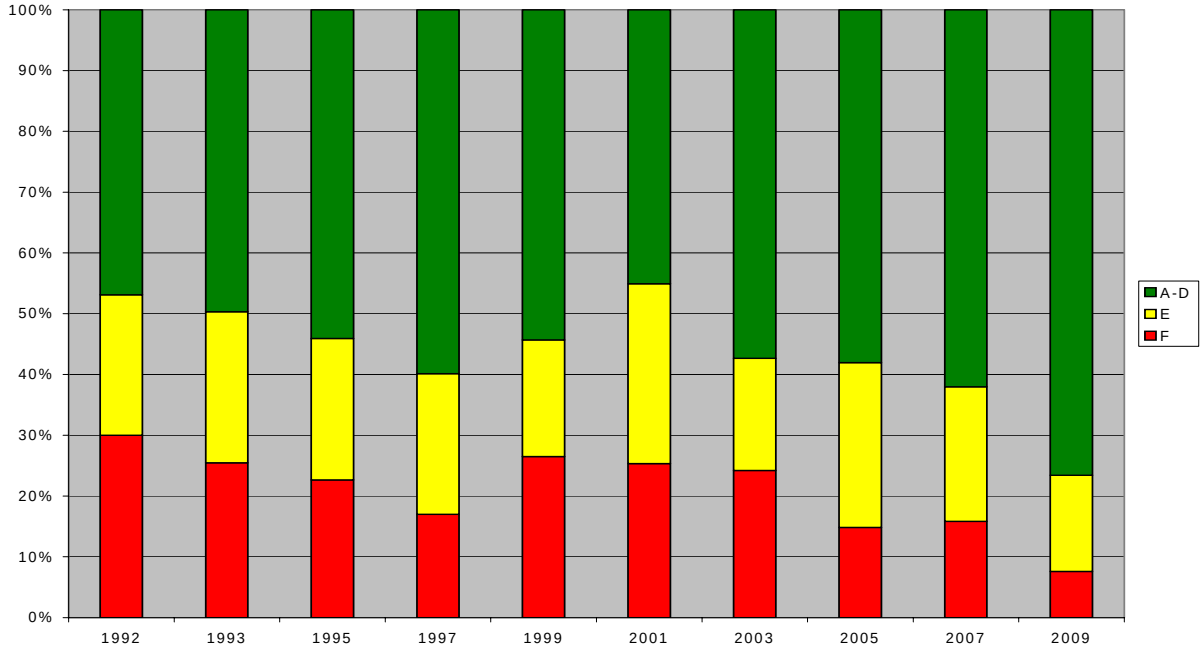


Exhibit 2-11

1992 - 2009 PM PEAK HOUR ARTERIAL INTERSECTION LEVELS OF SERVICE



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.

According to the National Transit Database, MTA and municipal operators operate over 4,000 buses and provide service to over 1.6 million bus passengers daily. Local buses also provide feeder services by carrying passengers to regional transit facilities such as rail lines, Metrolink and Metro Rapid stations. Metro Rail and the Metrolink commuter train system combined carry over 350,000 passengers daily and operate nearly 300 miles of rail. MTA operates the 2nd largest bus system and the largest clean fuel fleet in the United States. MTA's transportation partnerships also include fourteen fixed-route operators who receive regional formula funding, and forty-four local agencies and cities providing community and shuttle services.

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 and the highway and roadway level of service indicators discussed in Chapter 2 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 over 2,000 buses during the peak periods and has about 1.1 million average weekday boardings. In addition to MTA, there are thirteen 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, Redondo Beach, Santa Monica, Santa Clarita and Torrance. Furthermore, forty-four 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 the addition of the 91 line and new stations in Tustin, Palmdale and Buena Park. Metrolink has added more frequent service and now carries an average of 42,000 daily trips and removes an average of 26,150 auto trips each weekday.

- **Metro Rail Service.** MTA's Metro Rail lines span 79 miles and serve over 326,000 passengers each weekday. The county's rail system has continued its development with the addition of the Metro Gold Line to Pasadena in 2003 and the Metro Gold Line Eastside Extension in 2009. The first segment of the Exposition light rail line is under construction and is scheduled to open in 2010/2011. Over the next ten years, the Regional Connector will improve connectivity by linking our light rail lines. Other Metro Rail projects to be completed near-term include Exposition Phase II to Santa Monica, Crenshaw/LAX Transit Corridor, and the next segment of the Metro Purple Line. Metro Rail and Metrolink Service has a higher average speed which results in a greater amount of passengers being moved faster compared to traditional fixed-route bus service.

- **Metro Rapid**. Metro Rapid provides fast regional bus travel in Los Angeles County. Key features include simple route layouts, frequent service, fewer stops, low-floor buses to facilitate boarding and alighting, color-coded buses and stations, headway–based schedules, and bus signal priority. When completed, the Metro Rapid network will provide over 400 miles of service through 35 cities and the County of Los Angeles. In addition to MTA, Santa Monica's Big Blue Bus, Culver CityBus, and Torrance Transit also operate 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.

One hundred and thirty three bus routes including Rapid and Transitway service are included in the Network. Also included are the Metro Blue Line, the Metro Purple and Red Lines, the Metro Green Line, Metro Gold Line to Pasadena, the Metro Gold Line Eastside Extension and Metrolink commuter rail service. 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 2002 CMP to reflect expanding transit systems and new transit routes, route changes, or deletions. For example, the Metro Gold Line Eastside Extension, Metro Gold Line to Pasadena, and the Metro Orange Line Transitway have been added in the 2010 CMP.

Exhibit 3-1

1992 CMP TRANSIT MONITORING NETWORK

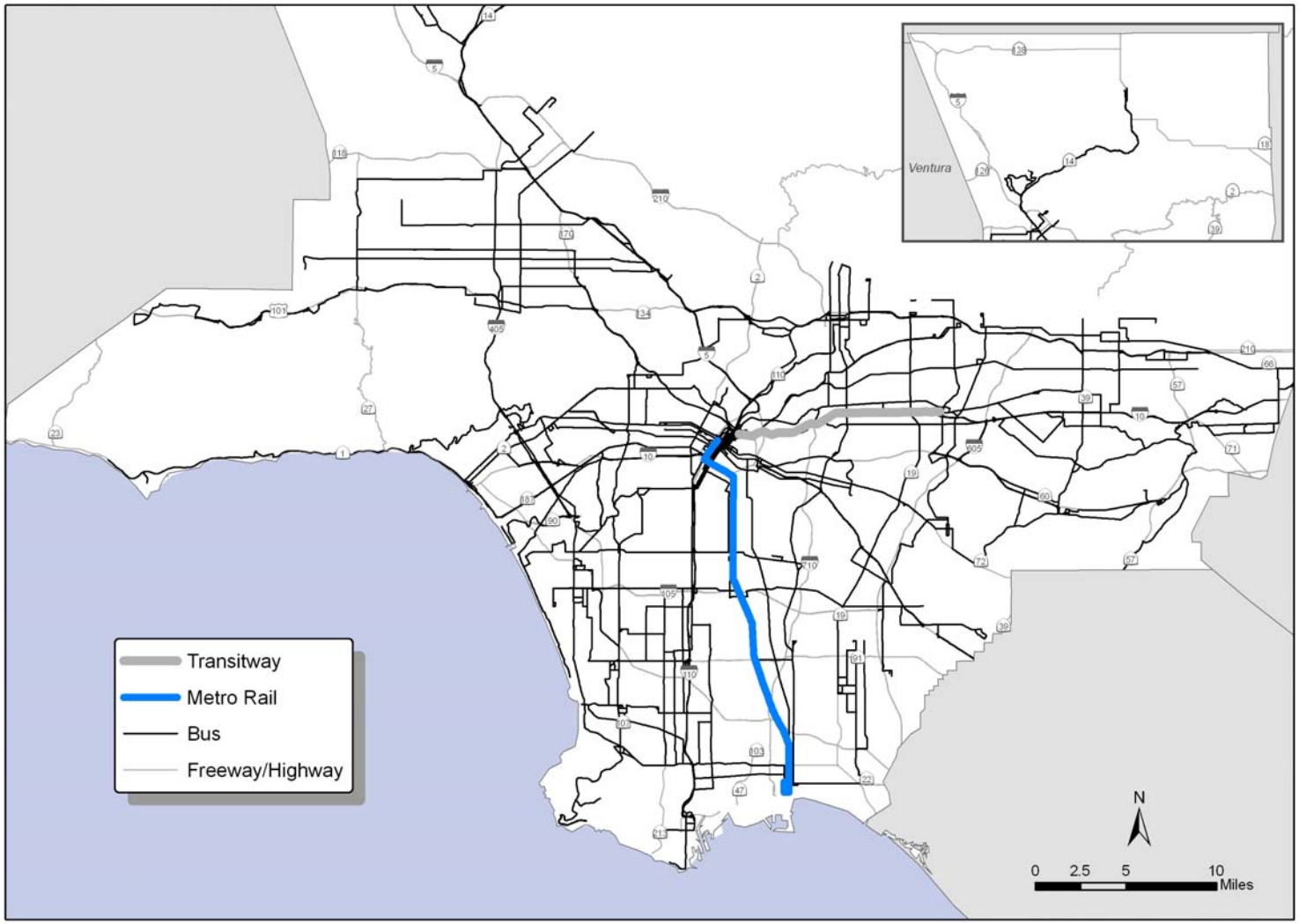
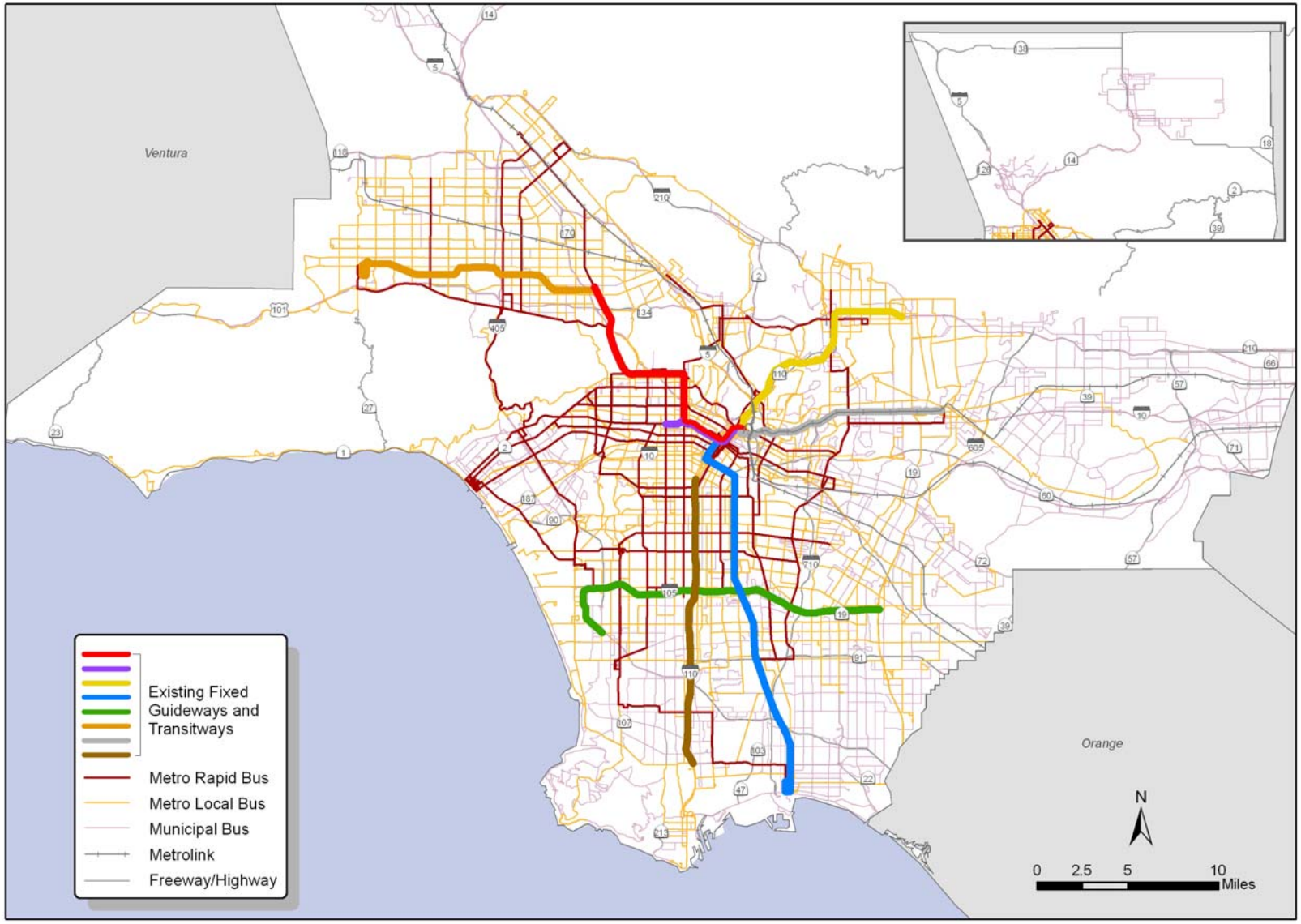


Exhibit 3-2

2009 TRANSIT MONITORING NETWORK



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 (please see Appendix B for 2005-2009 transit

monitoring data) . A discussion of findings follows.

Performance statistics for the Fiscal Year 2009 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 6% from Fiscal Year 1992 to Fiscal Year 2009 and passenger throughput (routing index) increased 44% 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 2, the San Fernando Valley/Downtown LA corridor; 6, the Santa Ana Freeway corridor; and 8, the Artesia Freeway corridor, showed large improvements since the base year (Fiscal Year 1992). Only the Santa Monica Freeway Corridor (1A) showed a significant decrease. This indicates that the increase in the system-wide routing index is attributable to the additional rail services, Metro Orange Line, 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 and Purple Line, the Metro Green Line, the Metro Gold Line to Pasadena, the Metro Gold Line Eastside Extension and all of the Metrolink lines. Looking at the performance of the individual corridors confirms the effect of rail service. For example, the routing index of Metrolink service averages 1,777 in 2009. Compare this to the overall Network average of 380 in 2009.

Three corridors have had dramatic increases in RI since 1992. Those corridors are the Artesia/Century Freeways, Santa Ana Freeway, and the San Fernando Valley/Downtown LA corridors. The data for those corridors indicate a 150%, 135%, and 97% increase in RI, respectively. The increase in the RI for corridors with rail and Express Bus service 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 an increase from 22 to 25 in the Network system-wide between Fiscal Years 1992 and 2009 which represents an almost 22% improvement. 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 indicates an increase in the overall average for the Network system-wide from 16 mph in Fiscal Year 1992 to 17 mph in Fiscal Year 2009. A comparison of Fiscal Year 2009 to the base year Fiscal Year 1992 shows an increase in overall speed of 6.1%., This is due to rail and Rapid Bus service, as average speeds for most

traditional fixed-route bus service have declined over this period. Three corridors, the Santa Monica Freeway, the San Bernardino/Pomona Freeways, and the Long Beach Freeway experienced double digit decreases in average speed (-14.3%, -15.8% and –18.8% respectively). 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 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.

Exhibit 3-3

2009 TRANSIT ROUTING , FREQUENCY AND SPEED MEASURES

Corridor	Description	Routing Index				Frequency Index				Average Speed			
		1992	2009	Net	1992-2009	1992	2009	Net	1992-2009	1992	2009	Net	1992-2009
1A	Santa Monica Freeway	277	191	-86	-31.0%	33	35	2	6.1%	14	12	-2	-14.3%
1B	San Bernardino/Pomona Freeways	246	364	118	48.0%	21	18	-3	-14.3%	19	16	-3	-15.8%
2	San Fernando Valley/Downtown LA	326	641	315	96.6%	14	42	28	200.0%	17	19	2	11.8%
3	Harbor Freeway	210	227	17	8.1%	13	23	10	76.9%	16	15	-1	-6.3%
4	San Diego Freeway	164	232	68	41.5%	23	17	-6	-26.1%	13	15	2	15.4%
5	Ventura/Foothill Freeways	218	304	86	39.4%	29	26	-3	-10.3%	14	15	1	7.1%
6	Santa Ana Freeway	244	575	331	135.7%	25	30	5	20.0%	14	20	6	42.9%
7	San Gabriel River Freeway	198	169	-29	-14.6%	9	6	-3	-33.3%	15	16	1	6.7%
8	Artesia/Century Freeways	231	578	347	150.2%	32	28	-4	-12.5%	13	18	5	38.5%
9	North County	474	433	-41	-8.6%	6	5	-1	-16.7%	28	28	0	0.0%
10	Long Beach Freeway	388	467	79	20.4%	33	49	16	48.5%	16	13	-3	-18.8%
Transit Network Average		**271**	**380**	**110**	**44.1%**	**22**	**25**	**4**	**21.7%**	**16**	**17**	**1**	**6.1%**

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 (teleworking). TDM also includes activities that shift travel away from the congested peak period, such as the alternative work week and flex time.

TDM programs and projects provide low cost commute options 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 congested 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 commute 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. Appendix C contains the model TDM ordinance and its requirements. 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.

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 the MTA and other agencies in Los Angeles County. They include:

- **Ridesharing Requirements.** Under SCAQMD's Rule 2202, employers with 250 or more employees 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.
- **Rideshare/TDM Support.** MTA and other transportation agencies in the region offer rideshare services to area employers. Metro Commute Services, funded and implemented by MTA, has offered rideshare services to area employers since 2002. Metro Commute Services provides carpool/vanpool matchlists, and additional survey data services to calculate employer work site average vehicle ridership 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.

Providing 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 634-mile HOV system, as described in the Long Range Transportation Plan.

- **MTA Voluntary Rideshare Incentive Programs.** Employers who are committed to promote ridesharing at their work sites and provide rideshare incentives to employees through Metro Commute Services programs are eligible to participate in Metro Rewards and the Guaranteed Ride Home Program. Metro Rewards, which was initiated under the name Rideshare 2000 in the year 2000 before being renamed in 2002, provides a nominal financial reward for employees that commit to rideshare. The Guaranteed Ride Home Program, initiated in 2006, provides a taxi ride or rental car to ridesharing employees in emergency situations, such as unexpected illnesses or unscheduled overtime.

- **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 Call for Projects grant program, MTA since 1993 has funded 215 TDM demonstration projects at a cost of $162 million dollars. These TDM projects range from vanpool and rideshare programs, fare discounts, childcare facility programs at rail/transit stations, real time transit and traffic information, shuttles to rail stations, parking management projects, bicycle parking facilities at rail/transit stations, and equipping buses with bicycle racks. 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 thereby reducing congestion 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 teleworking and video teleconferencing can decrease traffic. One information resource the MTA offers to promote teleworking is "Give Your Employees Home Work." Initiated in 2008, this resource includes an overview booklet and an extensive guidebook to help companies develop successful teleworking programs for their employees. Other TDM information resources offered by the MTA include quarterly employer TDM and marketing workshops, training for transportation coordinators, a monthly news letter, and a regional 5-county multi-modal commute assistance website (www.commutesmart.info).

  MTA's commitment to TDM is also reflected in the development of master plans for bicycle facilities within the nine subregions of Los Angeles County. The MTA Bicycle Transportation Strategic Plan, developed by MTA in 2005, establishes regional bicycle planning policies and provides tools that can be used by local agencies in creating their own bicycle plans. The Strategic Plan has contributed to the development of bicycle plans throughout Los Angeles County including the Los Angeles Bicycle Plan which is scheduled to complete its update in the Fall of 2010.

- **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.

- **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:

  - EZ Transit Pass: in conjunction with municipal operators to provide a new regional transit pass MTA launched the EZ transit pass in 2002. The EZ transit pass encourages 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 previous lack of a coordinated fare structure and regional pass was 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 EZ transit pass allows riders to transfer from one transit system to another without worrying about transfer payments or fare differentials. This pass is a significant step forward in providing a seamless transit trip to Los Angeles County transit customers.

  - Transit Access Pass (TAP): since early 2008 the EZ transit pass and all other paper passes have been transitioning to a universal fare system known as TAP. TAP is a plastic "smart card" that can be used month after month to pay fares. Users simply tap their cards on the bus/rail farebox and a "beep" message verifies that the cards are valid. Like the EZ transit pass, TAP is used for transfers among different transit systems. In addition, users will soon be able to store a prepaid value on TAP which will eliminate the need to carry cash.

    The transition to TAP will allow for quicker boarding on buses, seamless transfers, and the ability to load value on the passes without standing in line. TAP also provides an enhanced element of security. In the event that a card is reported lost or stolen it can be quickly deactivated thus protecting the card's monetary balance.

  - Employer-based transit fare subsidies: employers and transit agencies encourage transit use throughout the county with pre-paid fare media. Employers have a choice among several programs that are part of Metro Commute Services. Two of these programs include MTA Annual Transit Access Pass (A-TAP) and Metro Business Transit Access Pass (B-TAP) - both of which were initiated in 2005. A-TAP allows employers to buy and distribute annual transit passes to employees who take transit. B-TAP allows employers to purchase annual transit passes at a discounted group rate for all worksite employees. Another program for employers is Metro Mail. Through Metro Mail employers can encourage transit use by ordering monthly passes for employees. Employers also have the option of requesting a weekly pass for newly hired employees. In addition to directly encouraging transit use, participating in any of these programs also makes employers eligible to participate in Metro Rewards and the Regional Guaranteed Ride Home.

- Group College Pass Program: MTA provides transit passes at discounted group rates for colleges in Los Angeles County to distribute at a discounted price to students. Twelve college campuses in Los Angeles County currently participate in this program including Los Angeles Community College District's nine campuses, Rio Hondo College, Pasadena City College and UCLA.
- Commuter Benefits: Federal IRS tax code 132 (f), has tax breaks available for subsidizing transit and vanpooling for employees. Participating employers can offer pre-tax dollars to employees who ride transit or join a vanpool. Once a year MTA holds a workshop with employers to encourage and help them implement this program. The Commuter Benefits program was recently expanded to include benefits for employees that bicycle to work.

□ **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 Metro Vanpool Program, administered by MTA, is a special incentive program designed to introduce commuters to vanpooling. Eligible commuters receive a vanpool lease subsidy of up to $400 per month, not to exceed 50% of the monthly lease costs for commuter vanpools of 7-15 passengers in return for reporting vanpool operating data and making the vanpool open to the public.

5.4 POTENTIAL 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 be affected by amendments to law.

TDM is a regulated process under SCAQMD's Rule 2202 for worksites with 250 or more employees. However, many worksites with less than 250 employees are compelled to implement TDM measures in the interest of being fair to employees by offering the same TDM benefits that are offered to non-exempt worksite employees.

CHAPTER

5

LAND USE ANALYSIS PROGRAM

5.1 INTRODUCTION

This chapter addresses the statutory requirement for the CMP 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. By using an existing familiar process the burden to local jurisdictions is reduced.

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, including an estimate 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 ensures that local jurisdictions consider the regional transportation impacts that may result from major development projects through the local land use approval process. While cities and the County routinely examine and mitigate impacts to transportation services and facilities within their jurisdictions, this commitment often does not extend to the regional transportation system. However, the authority for local land use decisions remains the responsibility of local jurisdictions. CMP statute highlights the responsibility of local jurisdictions to consider the impact of new development on the regional system as part of the local land use decision-making process.

The Land Use Analysis Program is designed to facilitate local control and implementation of this state mandated requirement. Through local jurisdictions' existing environmental impact review process (i.e., the CEQA process), the Land Use Analysis Program provides jurisdictions with the opportunity to plan ahead to reduce travel demand and mitigate regional transportation impacts of new development projects.

Local jurisdictions have the lead authority for determining the level of project mitigation required and for ensuring that mitigation measures are reasonably related to the impact. Within that context, the CEQA 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.

5.1.3 Objectives. The Land Use Analysis Program is designed to build on the existing CEQA process in identifying the impact of development on the CMP system. It 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), which 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 impact, 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 require preparation of an Environmental Impact Report (EIR) as determined by the affected jurisdiction 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 EIR Addendums.

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 paragraph (3) of subdivision (b) of sections 65089 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 ¼-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 ¼-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.
- 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. 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.

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. This may apply for example, to redevelopment areas, 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.

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

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 distributions 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 ($V/C \geq .0.02$), 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 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.

5.2.5 Transit Operator Consultation. Chapter 4 discusses the requirement, contained in the model Transportation Demand Management Ordinance, that all projects preparing an EIR shall consult with affected transit operators and analyze the potential impacts of the project on transit services. Like the Land Use Analysis Program, the transit analysis requirement relies upon existing CEQA processes. Some local jurisdictions found it convenient to adopt the transit analysis requirements as part of the Land Use Analysis Program.

Exempted from this requirement are projects for which an NOP was prepared and distributed pursuant to CEQA and prior to the local jurisdiction's adoption of the model Transportation Demand Management Ordinance contained in Appendix C.

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.

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 for daily periods. 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.

5.3 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. 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 2-1 and 2-2). A deficiency plan must include the following:

- An analysis of the cause of the deficiency;
- 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.

In 1993, MTA adopted a countywide approach to meet deficiency plan requirements of the CMP statute for Los Angeles County. The consensus was that a countywide approach requiring the participation of all local jurisdictions would be best able to address the following issues:

- Because of the complexity and interrelatedness of transportation impacts, local jurisdictions could not bear the burden of addressing the cumulative impacts of all types and sizes of development;
- The high level of traffic congestion in Los Angeles County, and the long and interrelated travel patterns that exist, mean that a deficiency at any one location has multiple causes;
- Many of the most effective mitigation strategies will require partnerships that combine the resources of multiple jurisdictions and other government agencies;
- A uniform countywide approach provides certainty and predictability among jurisdictions as well as to the business community; and,
- It provides a framework which can be integrated with existing mitigation programs, and avoids delay to development approval.

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.

Many local jurisdictions have raised concerns about the current Countywide Deficiency Plan approach. As a result, MTA is looking to define a new approach to the CMP's Countywide Deficiency Plan. As part of its approval of the Short Range Transportation

Plan, the MTA Board authorized work on a nexus study to explore the feasibility of working with local jurisdictions to implement a congestion mitigation fee. If implemented, a Congestion Mitigation Fee Program would generate new revenue for local governments to build transportation projects that address future congestion. It would also help meet local responsibilities to implement a Countywide Deficiency Plan.

During the development of the nexus study, each local jurisdiction must continue to track new development activity. This chapter presents the land use growth 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 Development Report (LDR). (Refer to Chapter 9 and Appendix E for more information on the LDR requirement.) Each LDR 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.

For purposes of the CMP, the eighty-nine (89) jurisdictions of the county are grouped into nine county "sub-areas" as indicated in Exhibits 6-1 and 6-2. It is important to note that although the sub-areas used in the CMP are highly correlated with the nine geographic subregions used in MTA's 2009 Long Range Transportation Plan (LRTP), differences do exist. For example, the City of Los Angeles as well as Los Angeles County is each considered an individual sub-area in the CMP whereas in the LRTP both are divided and distributed geographically among each of the nine LRTP sub-regions. For CMP purposes the City of Los Angeles and Los Angeles County were looked at individually due to the nature in which the data is collected as well as the fact that several sub-regions include areas of unincorporated Los Angeles County and portions of the City of Los Angeles.

6.2 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 CMP Conformity Reports. From 1995 through 2009, permits for the construction of 208,732 dwelling units and nearly 306.6 million square feet of non-residential (commercial, industrial, office, etc.) building space were issued.

Net Growth. An important variable of the CMP is the actual "net" growth that occurs in each jurisdiction. Local responsibility for mitigation of impacts to the regional transportation system is based upon the incremental increase in development that occurs each year, or the actual net gain in development. Net growth or net development for the CMP is derived by subtracting buildings that are demolished or for which building permits are revoked. Land uses exempted by statute, including low income housing, are not factored into the net growth calculation.

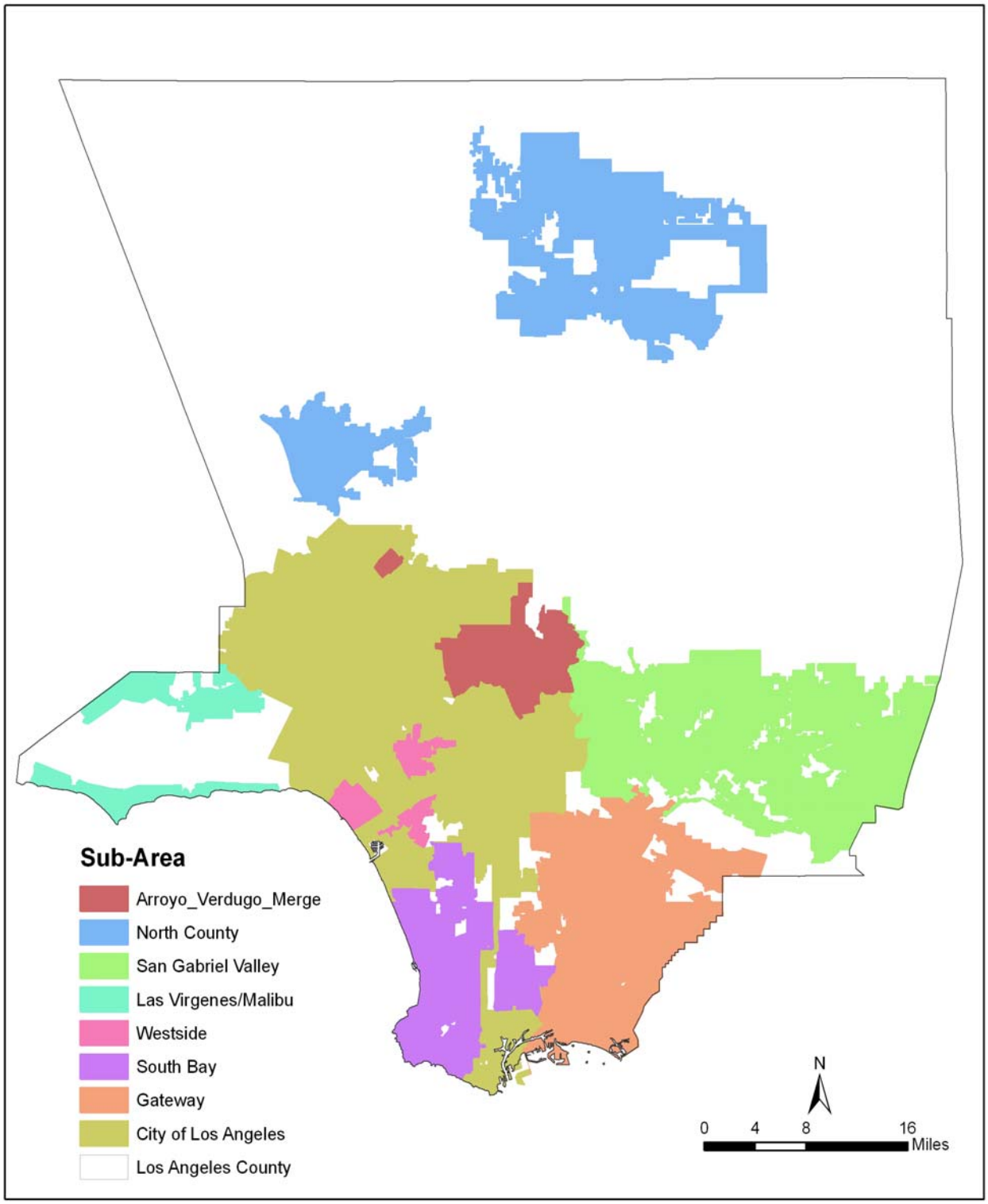
Exhibit 6-1

LOCAL JURISDICTIONS BY SUB-AREA

City of Los Angeles:	The City of Los Angeles, including portions of the San Fernando Valley, East Los Angeles, West Los Angeles, South Los Angeles, and the Harbor Area.
Los Angeles County:	All unincorporated portions of Los Angeles County.
Gateway*:	The 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, Montebello, Norwalk, Paramount, Pico Rivera, Santa Fe Springs, Signal Hill, South Gate, Vernon, and Whittier.
South Bay*:	The 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 cities of Beverly Hills, Culver City, Santa Monica, and West Hollywood.
Las Virgenes/Malibu*:	The cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, and Westlake Village.
Arroyo Verdugo*:	The cities of Burbank, Glendale, La Canada-Flintridge, and San Fernando^.
San Gabriel Valley*:	The cities of Alhambra, Arcadia, Azusa, Baldwin Park, Bradbury, Claremont, Covina, Diamond Bar, Duarte, El Monte, Glendora, Industry, Irwindale, La Puente, La Verne, Monrovia, Monterey Park, Pasadena, Pomona, Rosemead, San Dimas, San Gabriel, San Marino, Sierra Madre, South El Monte, South Pasadena, Temple City, Walnut, and West Covina.
North County*:	The cities of Lancaster, Palmdale, and Santa Clarita.

** Excludes all portions of City of Los Angeles and/or unincorporated LA County*
^ Part of sub-area for geographical purposes only

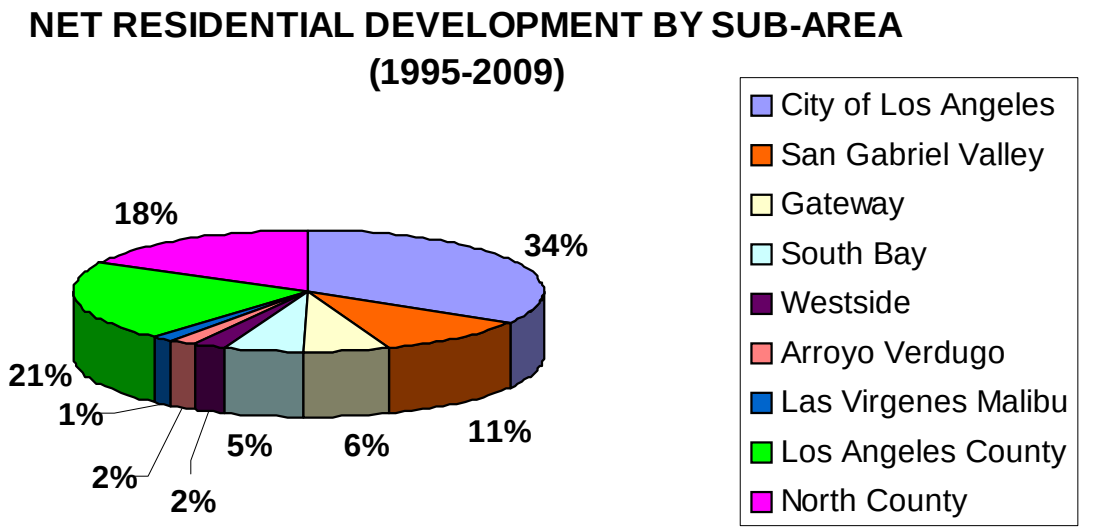
Exhibit 6-2
SUB-AREA MAP



6.2.1 Net Residential Development. From 1995-2009 construction permits were issued for 208,732 dwelling units, which after subtracting the 47,289 issued demolition permits yields a net increase of 161,443 dwelling units countywide. Net residential growth during this fifteen-year period equaled 77% of the total countywide new residential development. The remaining 23% represents the revocation of permits as well as the issuance of permits to demolish units—the latter of which suggests the recycling of land for more intense redevelopment.

The distribution of net residential development activity by sub-area is presented in Exhibit 6-3.

Exhibit 6-3



Together the City of Los Angeles and Los Angeles County sub-areas accounted for 55% of the net new residential development activity during the fifteen-year period. The North County sub-area accounted for the third-most net new residential development activity behind the City of Los Angeles and Los Angeles County sub-areas with 18% of the countywide growth.

After the top three ranked sub-areas, there was a noticeable drop-off in terms of net new residential activity. Whereas North County was ranked 3rd with an 18% share, the San Gabriel Valley sub-area is ranked 4th but accounts for 11% of the net new residential activity countywide. The South Bay and Gateway sub-areas captured 5% and 6% of the net new residential development in the county, respectively, while the Westside and Arroyo Verdugo sub-areas each received 2%. The sub-area with the smallest share of net residential development among the nine sub-areas was Las Virgenes Malibu which accounted for 1% of the countywide total.

Exhibit 6-4

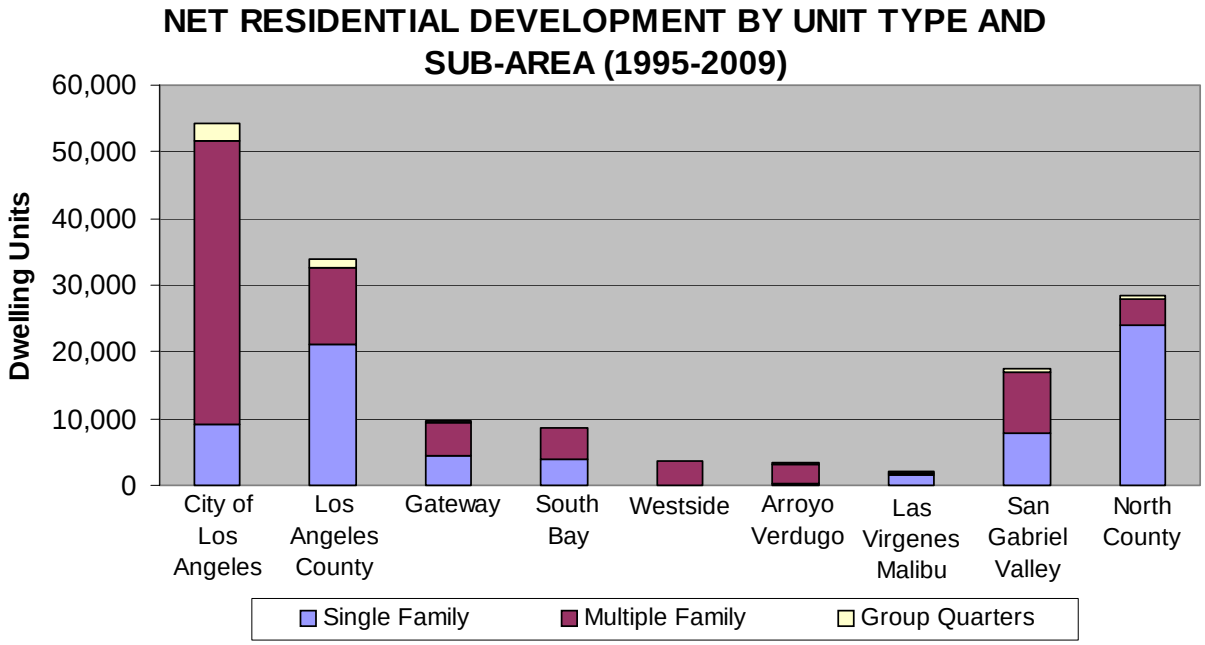


Exhibit 6-4 provides the distribution of housing types in each sub-area for the net dwelling units added from 1995 through 2009. The distribution of housing types for the net new residential dwelling units indicates a relatively even split between the net increase in single family homes (45%) and multi-family units (52%). However, the pattern varies significantly by sub-area. The North County, Los Angeles County, and Las Virgenes Malibu sub-areas predominantly added single family homes while the City of Los Angeles, Arroyo Verdugo, and Westside sub-areas had strong majorities of new residential activity in the form of multiple family units. The Gateway, South Bay, and San Gabriel Valley sub-areas all had slightly higher ratios of multiple family units to single family units—ratios that were closer aligned with the countywide ratio.

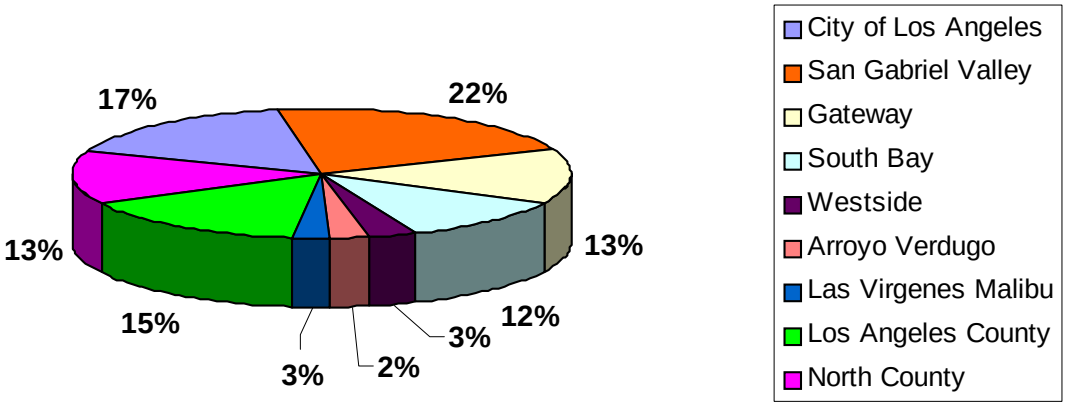
Dwelling units in the form of group quarters constituted roughly 3% of the countywide net increase in housing units and were a small percentage of each sub-area's total. The City of Los Angeles sub-area had the largest net increase in group quarters units with 2,512 (5% of sub-area's net increase in dwelling units) while Las Virgenes Malibu had the highest percentage of group quarters units at 8%. Low income housing units as well as mixed use/ high density residential units near rail stations were excluded from Exhibit 6-4 but are discussed later in this chapter.

6.2.2 Net Non-Residential Development. From 1995 through 2009 permits were issued for the construction of nearly 306.6 million square feet of non-residential development. Permits were issued for the demolition of 119.1 million square feet of existing structures resulting in a net increase of 187.4 million square feet countywide. Demolition activity represents 39% of the total new non-residential development activity.

Exhibit 6-5 shows each sub-area's share of the countywide total net increase of non-residential square footage.

Exhibit 6-5

NET NON-RESIDENTIAL DEVELOPMENT BY SUB-AREA (1995-2009)



While the City of Los Angeles, Los Angeles County, and North County sub-areas all constituted the most significant shares of the countywide net *residential* activity, the net non-residential development activity trends were a bit different, with the San Gabriel Valley sub-area accounting for the largest single share (22%) of the countywide total. The City of Los Angeles, Los Angeles County, North County, Gateway, and South Bay sub-areas maintained significant shares of the overall net non-residential activity with percentages of 17%, 15%, 13%, 13% and 12% respectively.

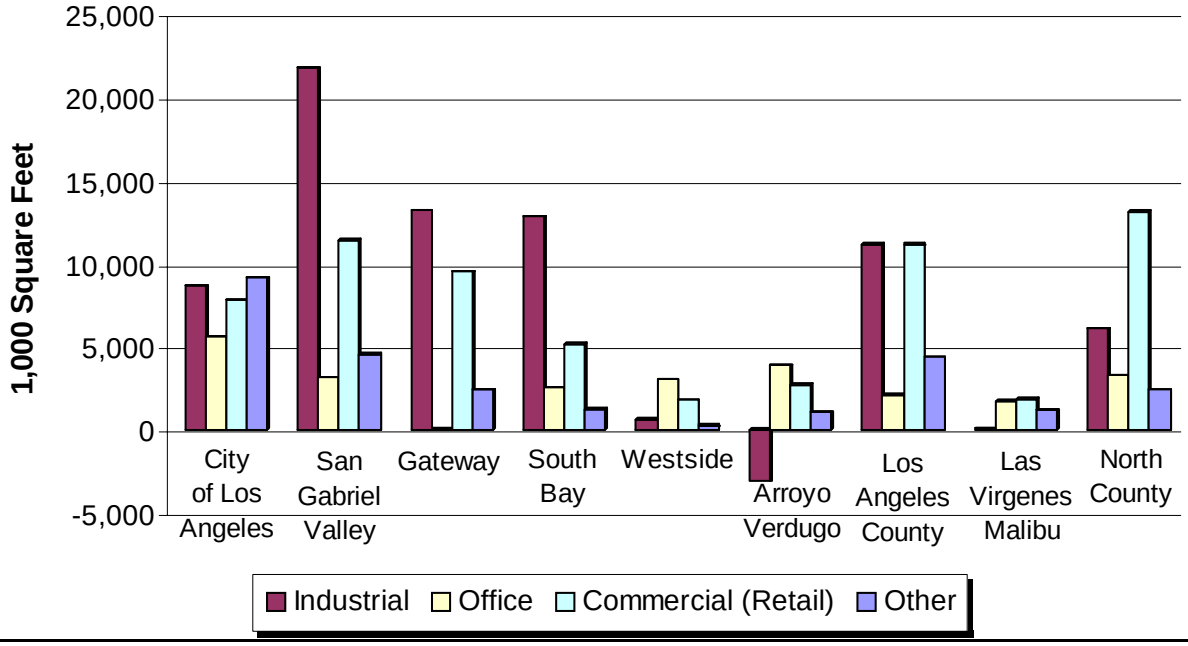
As shown in Exhibit 6-5 the remaining 8% share of the increase in net non-residential activity was relatively evenly dispersed among three sub-areas. The Arroyo Verdugo, Westside, and Las Virgenes Malibu sub-areas each experienced a net increase between four and six million square feet. The Arroyo Verdugo sub-area, which experienced the most *total* non-residential activity by a wide margin among these three sub-areas, had the least amount of *net* activity. Arroyo Verdugo had the highest rate of demolition activity as a percentage of total activity (63%) of all sub-areas countywide. Like Arroyo Verdugo the Westside and Las Virgenes Malibu sub-areas each accounted for 3% of the countywide net total but contrary to the Arroyo Verdugo sub-area each experienced relatively little total non-residential development activity.

To provide a better understanding of the types of non-residential activity occurring in each sub-area, Exhibit 6-6 breaks down the net non-residential activity into four basic categories:

Industrial
Office
Commercial (Retail) (Includes Free-Standing Eating and Drinking)
Other: Lodging, Medical, Government, Institutional/Education

Exhibit 6-6

NET NON-RESIDENTIAL DEVELOPMENT BY SUB-AREA (1995-2009)



The prevalence of each type of development activity varies significantly by sub-area and the majority of sub-areas have at least one category that varies dramatically from the rest. The Commercial (Retail) category of development activity experienced relatively significant net increases across all sub-areas while net gains in the Office category were more modest among most sub-areas. The Westside and Arroyo Verdugo sub-areas were the exceptions with both experiencing larger net gains in office activity than in any other category of development. In the Gateway sub-area, on the other hand, growth in office activity was flat with 59,000 square feet of net activity over the fifteen-year period. The Los Angeles County sub-area posted net gains of over 11 million square feet in two categories of development (Industrial and Commercial (Retail)) while posting a comparatively low net gain of just over 2 million square feet in the Office category.

The San Gabriel Valley sub-area posted the highest net gain in industrial square footage of all the sub-areas. The Gateway sub-area also experienced a large gain in industrial activity with approximately 13.2 million square feet—the second highest net total of any sub-area. The South Bay sub-area, which ranked third in terms of industrial activity, experienced a gain in industrial activity of roughly 12.8 million square feet—more than twice the sub-area's next largest category. At the other end of the spectrum were the Arroyo Verdugo and Las Virgenes Malibu sub-areas—the former of which underwent a net loss of approximately 3.1 million square feet of industrial activity. Las Virgenes Malibu was flat over the fifteen-year period with only a 58,000 net square foot increase, compared to increases within the sub-area of at least 1.1 million square feet in each of the other three categories of development.

All sub-areas experienced net gains in development activity in the "Other" category. The City of Los Angeles sub-area had the highest net gain in this category by a wide margin due to significant net gains in three of the four Other subcategories: Government, Institutional/ Education, and Lodging. With a net gain of over 9.1 million square feet, the City of Los Angeles had almost twice the amount of activity in the "Other" category than the sub-area with the second highest net total—the San Gabriel Valley sub-area.

North County accounted for the largest amount of Commercial (Retail) activity of all the sub-areas with a net gain of approximately 13.1 million square feet. The San Gabriel Valley and Los Angeles County sub-areas also posted net gains in Commercial (Retail) of over 11 million square feet and the Gateway sub-area netted over 9.5 million square feet.

6.2.3 CMP Exempted Development Activity. Several categories of development activity that qualify as exempt under CMP statute are designed to encourage the construction of not only low income housing but of mixed-use, transit-oriented development that reduces vehicle miles traveled when compared to the more conventional forms of development. The table on the next page tallies the dwelling units and/or square footage (non-residential exempted activity) of development activity of three CMP-exempted categories by sub-area: Low/Very Low Income Housing, High Density Residential Near Rail Stations, and Mixed Use Developments Near Rail Stations. For simplification purposes dwelling units from each of the three categories were added together and displayed in one column while exempted non-residential square footage is displayed in a separate column. In addition to showing the total number of dwelling units and square footage, the table shows the amount of development activity from these categories as a percentage of the total amount of net residential/non residential activity within each sub-area.

Exempted residential activity was significant across several sub-areas, including in the City of Los Angeles, San Gabriel Valley, Gateway, and Westside sub-areas, where the increases in exempted dwelling units constituted significant percentages of their overall net residential activity.

The sub-areas with little or no exempted development activity include Los Angeles County,

South Bay, and Las Virgenes Malibu. North County experienced a gain of 1,487 exempted dwelling units but due to its high rates of non-exempt development activity over that period this total only equated to 5% of the sub-area's net residential development activity. South Bay's total increase in exempted dwelling units was lower, totaling roughly 2% of the sub-area's net residential development activity. The varying degrees of exempted development activity among each of the sub-areas can be explained by a variety of factors including but not limited to the existence of rail stations within each sub-area.

	High Density/ Mixed Use near Rail Stations; Low Income (Dwelling Units)	**% Total Net Residential Development Activity**	**Mixed Use near Rail Stations** (1,000 Sq Ft)	**% Total Net Non-Residential Activity**
City of Los Angeles	15,893	23 %	1,251	4 %
Los Angeles County	60	<1 %	0	0 %
San Gabriel Valley	4,232	20 %	765	2 %
Gateway	2,756	22 %	1,438	5 %
South Bay	134	2 %	0	0 %
Westside	1,009	22 %	39	1 %
Arroyo Verdugo	391	10 %	0	0 %
Las Virgenes Malibu	0	0 %	0	0 %
North County	1,487	5 %	8	<1%

CHAPTER 7

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 Improvement Program, and Interregional Improvement Program.

The **Regional Improvement 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 Improvement 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 Improvement 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 Transportation Equity Act of the 21st Century (TEA-21) and Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). 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 those to be funded with Regional Improvement Program funds to the California Transportation Commission (CTC).

The CMP Capital Improvement Program (CIP) is comprised of the MTA Board-adopted Call for Projects, approved in odd numbered years, the currently adopted State Transportation Improvement Program (STIP) and County Transportation Improvement Program (CTIP), Copies of these lists are available from MTA upon request. Projects programmed in prior STIPs are presumed to be consistent with the CMP.

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

8

COUNTYWIDE TRANSPORTATION MODEL

8.1 INTRODUCTION

CMP statute requires the development of a countywide transportation model and database to quantify the impacts of congestion on the CMP system. The model is used for countywide planning to look at how various highway, transit, and TDM improvements will assist in addressing countywide congestion. The model also enables MTA to conduct air quality analysis on a recommended program of projects, to ensure that MTA is recommending a package of projects in the County TIP development that works toward air quality goals. This analysis also assists SCAG, which must make a region-wide determination that the CTIP is in conformance with the Air Quality Management Plan.

8.2 CMP BIENNIAL HIGHWAY MONITORING

As required by the CMP, local jurisdictions are required, on a biennial basis, to conduct traffic counts at key intersections on the CMP highway system. Caltrans monitors and provides data for key freeway segments within the county. This monitoring was conducted in 1992, 1993, 1995 , 1997, 1999, 2001, 2003, 2005, 2007, and in 2009. Appendix A provides the results of 2005 through 2009 highway and freeway system monitoring, and a comparison with the base year 1992 CMP monitoring results.

8.3 CMP MODELING

MTA maintains a countywide travel demand model used for Long Range Planning, congestion management, FTA New Starts, alternatives analysis and corridor study purposes. MTA relies on SCAG's regional forecast for CMP and LRTP purposes. MTA coordinates its travel demand model development with SCAG and participates in SCAG's Regional Modeling Task Force.

The zone system of the MTA travel demand model is defined according to the boundaries of 2000 census tract, same as the latest zone system applied by SCAG. The forecast of zonal population, households, employment, car ownership, and income distributions in the MTA model are based on the demographic forecast adopted by SCAG in the 2008 RTP, where 2035 was adopted as the horizon year. The highway and transit improvements between base year and horizon years are coded into the MTA model based on the projects listed in MTA's 2009 Long Range Transportation Plan and the current SCAG RTP and RTIP.

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 makes every effort to assist local jurisdictions to achieve and maintain CMP conformance. To date all 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 Transportation Demand Management (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 Development Report (LDR), reporting new development activity; and
- After holding a noticed, public hearing, adoption of a resolution self-certifying conformance which incorporates the LDR mentioned above.

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

Exhibit 9-1

CONGESTION MANAGEMENT PROGRAM ANNUAL IMPLEMENTATION SCHEDULE

The information provided below will assist cities in meeting annual local CMP responsibilities by providing a summary of key CMP deadlines. Additional information on all CMP requirements is provided throughout the Draft 2010 CMP Document.

June 1 – May 31	Annual CMP tracking period. Local jurisdictions track new development activity.
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.
September 1	Deadline for local jurisdictions to submit to MTA the CMP Local Development Report (LDR) and resolution certifying CMP conformance. For the most recent annual tracking period (May 31st – June 1st), the LDR will include results of new development activity. NOTE: The local jurisdiction's governing body must adopt the resolution and LDR at a public hearing.
January/February	Annual MTA staff recommendations on local jurisdiction CMP conformance presented for approval by the MTA Board of Directors.

9.2.1 Annual CMP Tracking Period - June 1 - May 31. Annually, local jurisdictions track new development activity for the period from **June 1 - May 31**. This information is reported to the MTA by September 1 through the Local Development Report (LDR). Although the "credits" portion of the deficiency plan is not currently tracked, the new development activity ("debits") in the deficiency plan is still tracked on an annual basis. For more information on the nexus study refer to Chapter 6 or on MTA's website at http://www.metro.net/projects/congestion_mgmt_pgm/

9.2.2 Biennial Highway Monitoring - Results Due to MTA by June 15 of Odd-Numbered Years. 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 that require 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/LDR. Refer to Chapters 4 and 5 for additional information on the requirements of these CMP elements.

9.2.4 Self Certification and Local Development 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 Development Report (LDR) 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 Development Report (LDR) contains the following:

- Development Activity Tracking. The LDR reports new dwelling units and square footage of development accrued as a result of building permits issued from June 1 - May 31. Tracking results may be submitted using the forms contained in Appendix E of the CMP or using the computer spreadsheet available from MTA.

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 is 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

Development Report (LDR).

- **September/October:** MTA staff reviews the submitted locally adopted resolution and LDR and makes a conformance recommendation.
- **January/February:** In February, MTA holds a public hearing to take testimony regarding CMP local conformance. At its February 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 that are not found to be in conformance with the CMP:

- **February:** 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.
- **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 from each 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.

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 for 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.
Sept 1st	Deadline for adoption of the local jurisdiction's Resolution of CMP Self-Certification (see Appendix E)
February	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 avoid 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 period.
- Unless demonstrated otherwise by actual local conditions, peak period traffic counts will include the periods 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, Guidelines for CMP Transportation Impact Analysis).

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 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:	1,600 vehicles/lane for all through and turn lanes 2,880 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 for 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 shown below.

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 – 1.25	F(0)
> 1.25 - 1.35	F(1)
> 1.35 - 1.45	F(2)
> 1.45	F(3)

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 1,600, and adding 0.10.
- Intersection LOS should be determined using the table above.

Agencies who prefer to use the Highway Capacity Software (HCS) or something other than the 2000 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) = 1,600 x No. of Lanes, or 2,880 for dual LT lanes.
- **CAPACITY ANALYSIS WORKSHEET:** Sum CRITICAL Flow Ratios (Column 5: v/s), divide by 1,600 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 ratios 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.

June 1, 20XX

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 follows:

Intersection	Date	Peak Hour	V/C Ratio	LOS
First Street &	03-06-03	7:45-8:45 AM	0.999	E
Second Avenue	03-13-03	7:45-8:45 AM	0.948	E
	AM Peak Hour Average		0.974	E
	03-06-03	5:00-6:00 PM	1.046	F
	03-13-03	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.

Lynn Jones

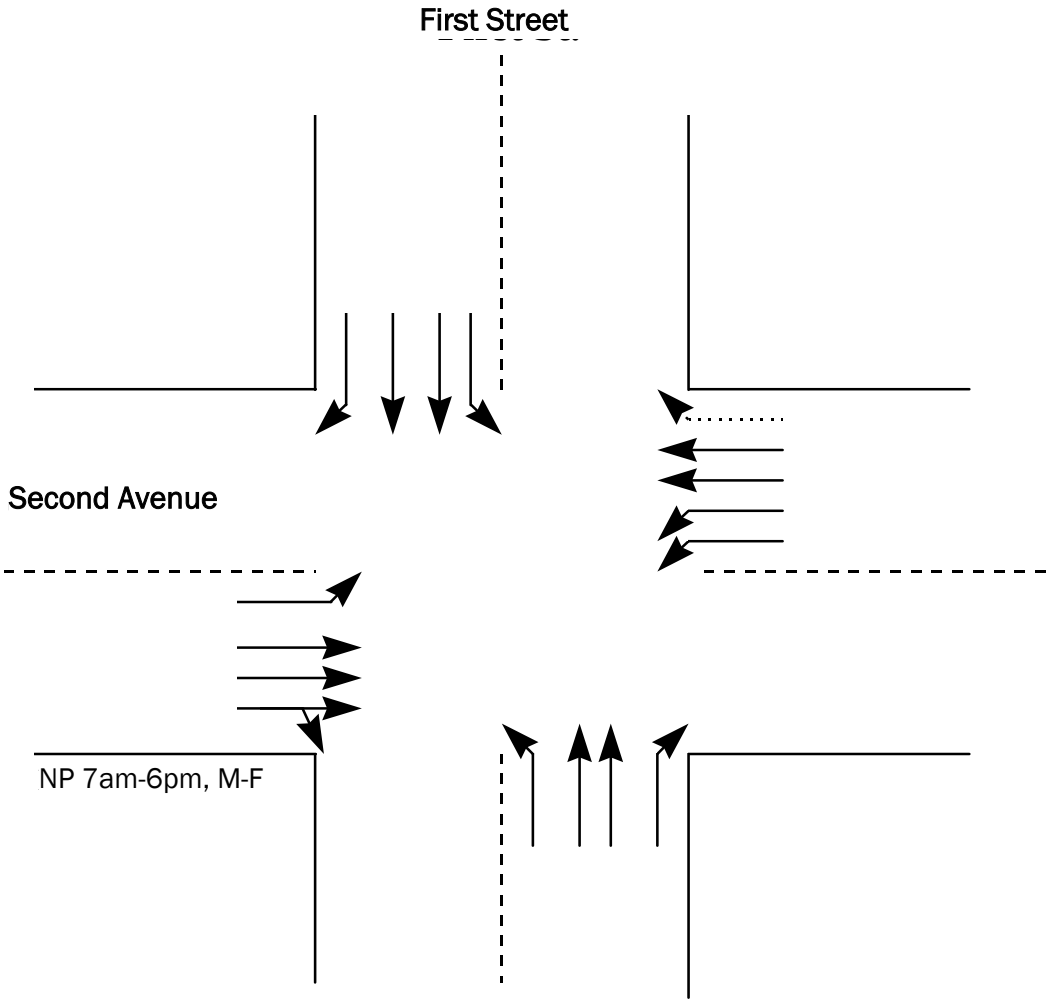
Sincerely,
Lynn Jones
Director of Public Works

Enclosure

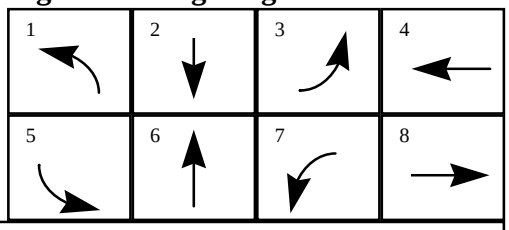
INTERSECTION LAYOUT

Intersection: First Street & Second Avenue

Date: 03-01-03 **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	DATE:	03/06/03
E/W STREET:	Second Avenue	DAY OF WEEK:	Thursday
COUNTED BY:	RT/AS	TIME OF DAY:	7:00 - 9:00 AM
WEATHER:	Clear		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	DATE:	03/13/03
E/W STREET:	Second Avenue	DAY OF WEEK:	Thursday
COUNTED BY:	RT/AS	TIME OF DAY:	7:00 - 9:00 AM
WEATHER:	Clear		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: 03/06/03 **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	Max 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: 03/13/03 **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	Max 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: 03/06/03 **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	Max 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: 03/13/03 **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:

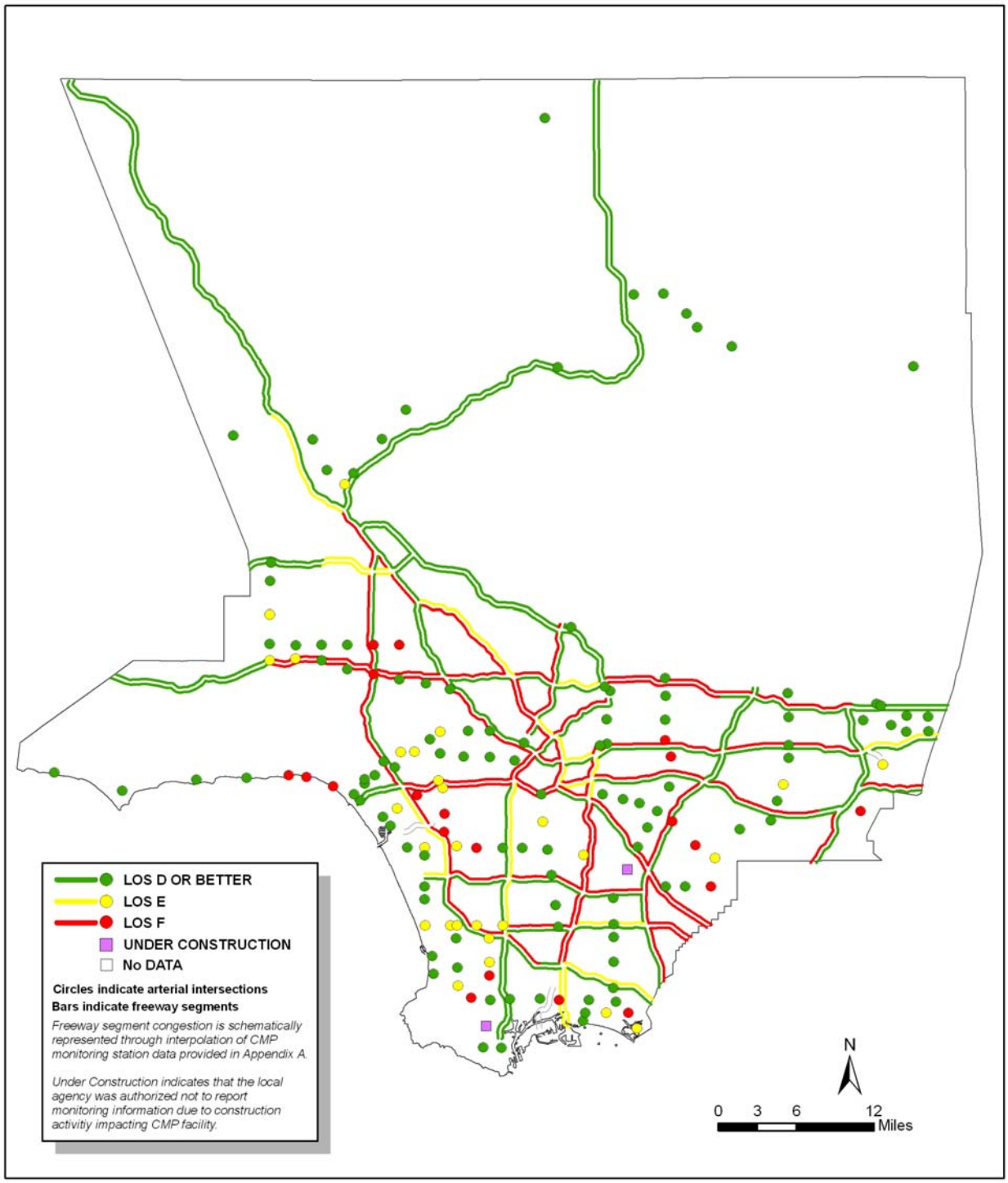
1. Per lane Capacity = 1,600 VPH
2. Dual turn lane Capacity = 2,880 VPH

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

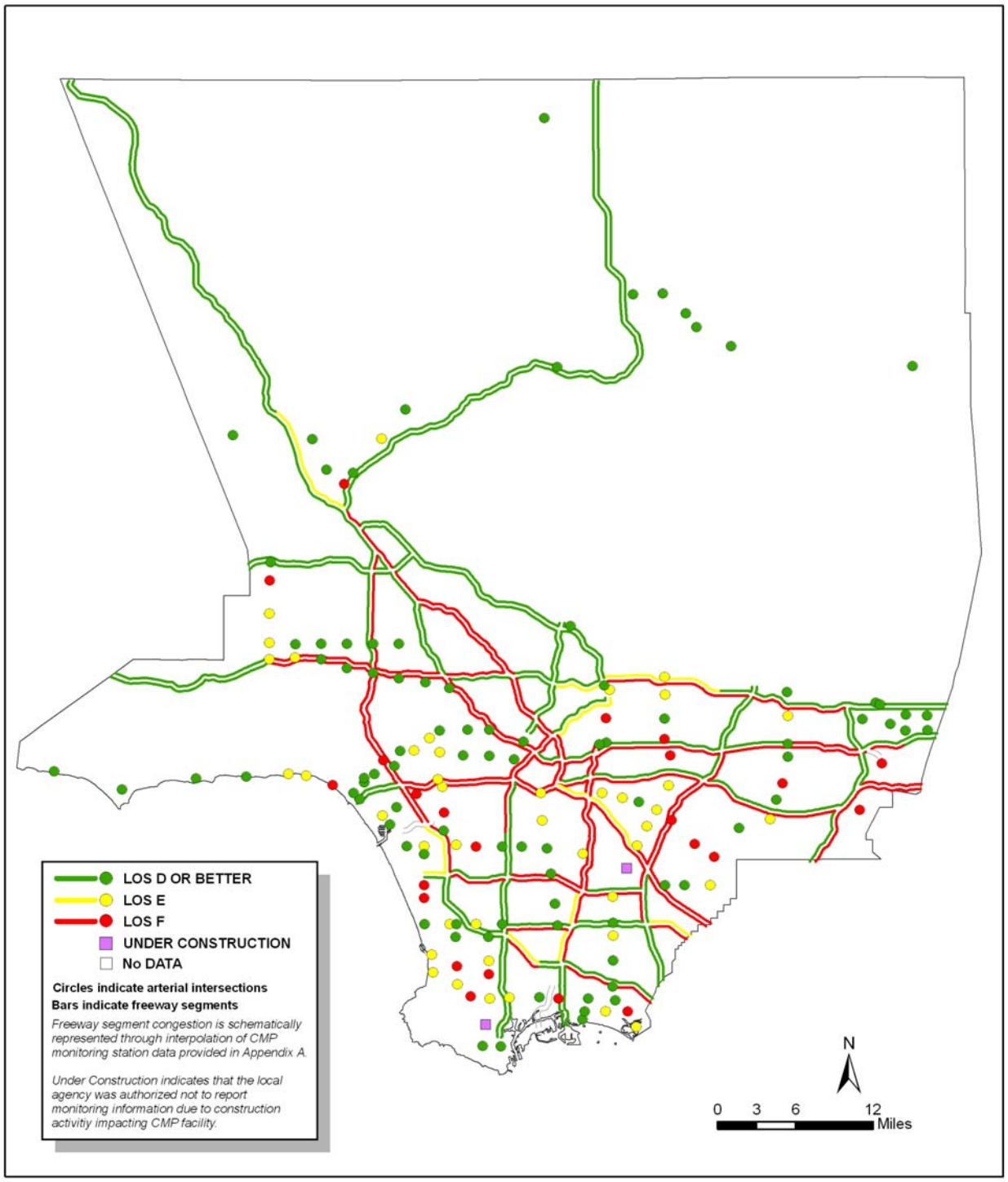
Exhibit A-2

MONITORING STATIONS BY RESPONSIBLE AGENCY AND 2005, 2007, and 2009 LEVEL OF SERVICE RESULTS

2005 CMP HIGHWAY AND ROADWAY SYSTEM AM PEAK HOUR LEVELS OF SERVICE



2005 CMP HIGHWAY AND ROADWAY SYSTEM PM PEAK HOUR LEVELS OF SERVICE



CMP ARTERIAL MONITORING STATION LEVELS OF SERVICE COMPARISONS: 1992-2005

CMP ID	Responsible Agency	CMP Route	Cross Street	2005 AM V/C	2005 AM LOS	2005 PM V/C	2005 PM LOS	1992 AM V/C	1992 AM LOS	1992 PM V/C	1992 PM LOS	Substantial Changes 1992 to 2005**
1	Alhambra	+ Fremont Av	Valley Bl	0.89	D	0.83	D	1.18	F(0)	1.01	F(0)	improved
2	Azusa	Azusa Av/San Gabriel Av	Foothill Bl	0.51	A	0.74	C	0.63	B	0.92	E	improved
3	Bellflower	Lakewood Bl	Artesia Bl	0.80	C	0.87	D	0.97	E	0.95	E	am improved
4	Bellflower	Lakewood Bl	Rosecrans Av	0.73	C	0.91	E	0.79	C	0.81	D	pm worsened
5	Beverly Hills	+ Santa Monica Bl	Wilshire Bl	1.00	E	0.99	E	1.20	F(0)	1.10	F(0)	improved
6	Beverly Hills	Wilshire Bl	La Cienega Bl	0.90	D	0.93	E	1.09	F(0)	1.18	F(0)	improved
7	Carson	Alameda St	Del Amo (Carson St.	no longer CMP arterial				0.40	A	0.55	A	
8	Claremont	Arrow Hwy	Indian Hill Bl	0.52	A	0.68	B	0.88	D	1.03	F(0)	improved
9	Claremont	Base Line Rd	Indian Hill Bl	no longer CMP arterial				0.77	C	0.71	C	improved
10	Claremont	College Wy	Williams Av	no longer CMP arterial				0.95	E	0.91	E	
11	Claremont	Foothill Bl	Indian Hill Bl	0.71	C	0.78	C	1.10	F(0)	1.05	F(0)	improved
12	Compton	Alameda St	Compton Bl	0.59	A	0.71	C	0.78	C	0.96	E	improved
13	Compton	Alameda St	Rte 91 EB Ramps	0.63	B	0.67	B	0.47	A	0.61	B	am worsened
14	Covina	Azusa Av	Arrow Hwy	0.81	D	0.92	E	0.73	C	0.95	E	
15	Culver City	Venice Bl	Overland Av	1.09	F(0)	1.10	F(0)	1.31	F(1)	1.25	F(0)	am improved
16	Diamond Bar	Grand Av	Diamond Bar Bl	1.02	F(0)	1.30	F(1)	0.90	D	1.08	F(0)	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	under construction				0.84	D	0.98	E	improved
19	Downey	Rosemead Bl	Telegraph Rd	0.87	D	0.98	E	0.77	C	1.07	F(0)	am worsened
20	El Segundo	Sepulveda Bl	El Segundo Bl	0.89	D	1.24	F(0)	1.03	F(0)	1.07	F(0)	am improved
21	Gardena	Artesia Bl	Vermont Av	0.91	E	0.90	D	0.99	E	0.86	D	
22	Hermosa Beach	+ Pacific Coast Hwy	Artesia Bl/Gould Av	0.98	E	0.83	D	1.00	E	0.89	D	
23	Huntington Park	Alameda St	Slauson Av	0.92	E	0.96	E	0.62	B	0.69	B	worsened
24	Inglewood	Manchester Av	Crenshaw Bl	1.05	F(0)	1.07	F(0)	0.96	E	1.09	F(0)	
25	Inglewood	Manchester Av	La Brea Av	0.93	E	0.95	E	0.95	E	0.94	E	
26	La Canada-Flintridge	Angeles Crest Hwy	Rte 210 WB Off Ramp	0.68	B	0.61	B	0.64	B	0.60	A	
27	La Mirada	Imperial Hwy	La Mirada Bl	1.10	F(0)	0.94	E	0.99	E	0.94	E	am worsened
28	La Puente	Azusa Av	Main St	0.69	B	0.81	D	0.79	C	0.80	C	am improved
29	La Verne	Arrow Hwy	E St	0.50	A	0.60	A	0.62	B	0.68	B	am improved
30	La Verne	+ Base Line Rd	Foothill Bl	0.55	A	0.89	D	0.65	B	1.06	F(0)	improved
31	La Verne	Foothill Bl	Damien Av	0.45	A	0.56	A	0.84	D	1.04	F(0)	improved
32	Lakewood	Lakewood Bl	South St	0.75	C	0.91	E	0.68	B	0.94	E	
33	Long Beach	+ Alamitos Bl	Ocean Bl	0.69	B	0.84	D	0.97	E	0.99	E	improved

+ Intersection of two CMP arterials
* The base year for comparison is 1995
**Change of 0.10 or more in V/C and change in LOS
Int. = Intersection; V/C = volume/capacity; improved = am and pam improved; worsened = am and pm worsened

CMP ARTERIAL MONITORING STATION LEVELS OF SERVICE COMPARISONS: 1992-2005

CMP ID	Responsible Agency	CMP Route	Cross Street	2005 AM V/C	2005 AM LOS	2005 PM V/C	2005 PM LOS	1992 AM V/C	1992 AM LOS	1992 PM V/C	1992 PM LOS	Substantial Changes 1992 to 2005**
34	Long Beach	Lakewood Bl	Carson St	0.58	A	0.70	B	0.71	C	0.83	D	improved
35	Long Beach	Lakewood Bl	Willow St	0.80	C	0.61	B	0.89	D	0.96	E	pm improved
36	Long Beach	+ Pacific Coast Hwy	7th St	1.09	F(0)	1.02	F(0)	1.07	F(0)	1.00	E	
37	Long Beach	+ Pacific Coast Hwy	Orange Av	0.90	D	0.86	D	0.78	C	0.83	D	am worsened
38	Long Beach	Pacific Coast Hwy	Santa Fe Av	1.01	F(0)	1.07	F(0)	0.64	B	0.68	B	worsened
39	Long Beach	Pacific Coast Hwy	Westminister Av	0.92	E	0.94	E	1.00	E	1.07	F(0)	pm improved
40	Long Beach	Pacific Coast Hwy	Ximeno Av	0.68	B	0.80	C	0.69	B	0.77	C	
41	Long Beach	+ 7th St	Alamitos Av	0.84	D	0.72	C	1.14	F(0)	0.86	D	improved
42	Long Beach	7th St	Redondo Av	0.97	E	0.96	E	1.01	F(0)	0.99	E	
43	Los Angeles City	Alameda St	Washington Bl	0.70	B	0.92	E	0.63	B	0.72	C	pm worsened
44	Los Angeles City	Alvarado St	Sunset Bl	0.72	C	0.78	C	0.99	E	0.99	E	improved
45	Los Angeles City	Gaffey St	9th St	0.59	A	0.63	B	0.93	E	0.91	E	improved
46	Los Angeles City	* La Cienega Bl	Jefferson Bl	0.98	E	0.95	E	1.09	F(0)	1.06	F(0)	improved
47	Los Angeles City	* La Cienega Bl	Centinela Bl	1.02	F(0)	0.89	D	1.21	F(0)	1.14	F(0)	improved
48	Los Angeles City	+ Lincoln Bl	Manchester Av	0.89	D	0.81	D	0.85	D	0.79	C	
49	Los Angeles City	+ Lincoln Bl	Marina Expy	0.83	D	0.65	B	0.70	B	0.69	B	am worsened
50	Los Angeles City	+ Lincoln Bl	Venice Bl	0.84	D	0.91	E	0.89	D	0.99	E	
51	Los Angeles City	Manchester Av	Avalon Bl	0.57	A	0.61	B	0.65	B	0.72	C	pm improved
52	Los Angeles City	Manchester Av	Sepulveda Bl	0.92	E	0.97	E	0.90	D	0.87	D	pm worsened
53	Los Angeles City	Manchester Av	Vermont Av	0.64	B	0.63	B	0.75	C	0.77	C	improved
54	Los Angeles City	+ Pacific Coast Hwy	Alameda St	0.10	A	0.14	A	0.56	A	0.65	B	pm improved
55	Los Angeles City	Pacific Coast Hwy	Chautauqua Bl	1.35	F(1)	1.10	F(0)	1.09	F(0)	1.41	F(2)	am worsened/pm improved
56	Los Angeles City	Pacific Coast Hwy	Figueroa Bl	0.88	D	0.92	E	0.80	C	0.72	C	pm worsened
57	Los Angeles City	Pacific Coast Hwy	Sunset Bl	1.07	F(0)	0.96	E	0.91	E	0.88	D	am worsened
58	Los Angeles City	+ Pacific Coast Hwy	Western Av	0.90	D	0.93	E	0.77	C	0.83	D	worsened
59	Los Angeles City	Santa Monica Bl	Bundy Dr	0.54	A	0.56	A	0.54	A	0.67	B	pm improved
60	Los Angeles City	+ Santa Monica Bl	Highland Av	0.88	D	0.90	D	1.01	F(0)	1.09	F(0)	improved
61	Los Angeles City	Santa Monica Bl	Western Av	0.82	D	0.83	D	0.86	D	0.96	E	pm improved
62	Los Angeles City	Santa Monica Bl	Westwood Bl	0.60	A	0.65	B	0.82	D	0.88	D	improved
63	Los Angeles City	Sepulveda Bl	Lincoln Bl	0.62	B	0.62	B	0.86	D	0.97	E	improved
64	Los Angeles City	Topanga Cyn Bl	Devonshire St	0.78	C	1.05	F(0)	0.81	D	0.91	E	pm worsened
65	Los Angeles City	Topanga Cyn Bl	Roscoe Bl	0.96	E	0.97	E	0.83	D	0.82	D	worsened
66	Los Angeles City	Topanga Cyn Bl	Rte 118 WB Ramps	0.74	C	0.77	C	0.80	C	0.88	D	pm improved

+ Intersection of two CMP arterials
* The base year for comparison is 1995
**Change of 0.10 or more in V/C and change in LOS
Int. = Intersection; V/C = volume/capacity; improved = am and pam improved; worsened = am and pm worsened

CMP ARTERIAL MONITORING STATION LEVELS OF SERVICE COMPARISONS: 1992-2005

CMP ID	Responsible Agency	CMP Route	Cross Street	2005 AM V/C	2005 AM LOS	2005 PM V/C	2005 PM LOS	1992 AM V/C	1992 AM LOS	1992 PM V/C	1992 PM LOS	Substantial Changes 1992 to 2005**
67	Los Angeles City	+ Topanga Cyn Bl	Ventura Bl	0.91	E	0.98	E	0.88	D	0.87	D	pm worsened
68	Los Angeles City	+ Topanga Cyn Bl	Victory Bl	0.80	C	0.91	E	0.81	D	0.89	D	
69	Los Angeles City	Valley Bl	Rte 710 NB Off Ramp	0.68	B	0.74	C	0.68	B	0.71	C	
70	Los Angeles City	Venice Bl	Centinela Bl	0.97	E	0.81	D	1.05	F(0)	1.07	F(0)	pm improved
71	Los Angeles City	Venice Bl	La Cienega Bl	0.97	E	0.97	E	1.01	F(0)	1.03	F(0)	
72	Los Angeles City	Ventura Bl	Balboa Bl	0.83	D	0.79	C	0.85	D	0.74	C	
73	Los Angeles City	Ventura Bl	Lankershim Bl	0.75	C	0.65	B	1.06	F(0)	0.93	E	improved
74	Los Angeles City	Ventura Bl	Laurel Cyn Bl	0.77	C	0.81	D	0.95	E	1.03	F(0)	improved
75	Los Angeles City	Ventura Bl	Reseda Bl	0.75	C	0.76	C	0.72	C	0.81	D	
76	Los Angeles City	Ventura Bl	Sepulveda Bl	1.01	F(0)	0.85	D	0.88	D	0.85	D	am worsened
77	Los Angeles City	Ventura Bl	Winnetka Av	0.92	E	0.95	E	0.77	C	0.76	C	worsened
78	Los Angeles City	Ventura Bl	Woodman Av	0.67	B	0.73	C	0.78	C	0.87	D	improved
79	Los Angeles City	Victory Bl	Balboa Bl	0.83	D	0.85	D	1.01	F(0)	0.98	E	improved
80	Los Angeles City	Victory Bl	Reseda Bl	0.83	D	0.77	C	0.88	D	1.18	F(0)	pm improved
81	Los Angeles City	Victory Bl	Sepulveda Bl	1.14	F(0)	0.85	D	1.02	F(0)	1.04	F(0)	pm improved
82	Los Angeles City	Victory Bl	Winnetka Av	0.85	D	0.82	D	0.99	E	1.03	F(0)	improved
83	Los Angeles City	Victory Bl	Woodman Av	1.05	F(0)	0.88	D	0.97	E	1.02	F(0)	pm improved
84	Los Angeles City	Western Av	9th St	0.47	A	0.57	A	0.59	A	0.72	C	pm improved
85	Los Angeles City	Wilshire Bl	Alvarado Bl	0.56	A	0.66	B	0.53	A	0.68	B	
86	Los Angeles City	Wilshire Bl	Beverly Glen Bl	0.91	E	0.83	D	0.84	D	0.87	D	
87	Los Angeles City	Wilshire Bl	La Brea Av	0.71	C	0.76	C	0.82	D	0.83	D	am improved
88	Los Angeles City	Wilshire Bl	Sepulveda Bl	0.89	D	1.07	F(0)	0.95	E	1.01	F(0)	
89	Los Angeles City	Wilshire Bl	Western Av	0.65	B	0.75	C	0.65	B	0.81	D	
90	Los Angeles County	Avenue D	60th St West	0.32	A	0.36	A	0.22	A	0.23	A	
91	Los Angeles County	+ Azusa Av	Colima Rd	0.77	C	0.97	E	0.76	C	0.91	E	
92	Los Angeles County	+ Colima Rd	Hacienda Bl	0.71	C	0.85	D	0.89	D	0.84	D	am improved
93	Los Angeles County	Henry Mayo Dr	Chiquito Cyn Rd	0.53	A	0.49	A	0.51	A	0.49	A	
94	Los Angeles County	Imperial Hwy	Carmenita Rd	0.82	D	0.87	D	0.95	E	1.31	F(1)	improved
95	Los Angeles County	* La Cienega Bl	Stocker St	1.27	F(1)	1.28	F(1)	1.47	F(2)	1.49	F(2)	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	1.07	F(0)	0.95	E	0.96	E	0.75	C	worsened
98	Los Angeles County	Pearblossom Hwy	82nd St East	0.63	B	0.70	B	0.46	A	0.52	A	worsened
99	Los Angeles County	+ Pearblossom Hwy	Antelope Hwy	0.63	B	0.63	B	0.33	A	0.32	A	worsened

+ Intersection of two CMP arterials
* The base year for comparison is 1995
**Change of 0.10 or more in V/C and change in LOS
Int. = Intersection; V/C = volume/capacity; improved = am and pam improved; worsened = am and pm worsened

CMP ARTERIAL MONITORING STATION LEVELS OF SERVICE COMPARISONS: 1992-2005

CMP ID	Responsible Agency	CMP Route	Cross Street	2005 AM V/C	2005 AM LOS	2005 PM V/C	2005 PM LOS	1992 AM V/C	1992 AM LOS	1992 PM V/C	1992 PM LOS	Substantial Changes 1992 to 2005**
100	Los Angeles County	Rosemead Bl	Huntington Dr	0.90	D	0.98	E	0.96	E	1.07	F(0)	
101	Los Angeles County	Rosemead Bl	San Gabriel Bl	0.87	D	1.00	E	1.02	F(0)	1.05	F(0)	am improved
102	Los Angeles County	Sierra Hwy	Rte 14 (Red Rover Rd)	0.48	A	0.38	A	0.69	B	0.71	C	improved
103	Los Angeles County	Sierra Hwy	Sand Cyn Rd	0.68	B	0.74	C	0.86	D	1.04	F(0)	improved
104	Los Angeles County	Whittier Bl	Atlantic Av	0.86	D	0.92	E	0.68	B	0.77	C	worsened
105	Lynwood	Alameda St	Imperial Hwy	0.67	B	0.84	D	1.02	F(0)	1.04	F(0)	improved
106	Malibu	+ Pacific Coast Hwy	Decker Rd	0.28	A	0.33	A	0.29	A	0.35	A	
107	Malibu	Pacific Coast Hwy	Kanan Dume Rd	0.55	A	0.61	B	0.50	A	0.48	A	pm worsened
108	Malibu	Pacific Coast Hwy	Las Flores Cyn Rd	0.70	B	0.73	C	0.74	C	0.79	C	
109	Malibu	Pacific Coast Hwy	Malibu Cyn Rd	0.83	D	0.67	B	0.57	A	0.65	B	am worsened
110	Manhattan Beach	Sepulveda Bl	Rosecrans Av	0.88	D	1.03	F(0)	1.22	F(0)	1.22	F(0)	am improved
111	Montebello	* Whittier Bl	Garfield Av	0.81	D	0.99	E	0.81	D	0.86	D	pm worsened
112	Montebello	Whittier Bl	Montebello Bl	0.77	C	0.85	D	0.75	C	0.79	C	
113	Norwalk	Firestone Bl	Imperial Hwy	no longer CMP arterial				0.92	E	0.86	D	improved
114	Norwalk	Imperial Hwy	Norwalk Bl	0.79	C	0.87	D	0.84	D	0.95	E	
115	Palmdale	Fort Tejon Rd	Pearblossom Hwy	0.56	A	0.62	B	0.52	A	0.57	A	
116	Palmdale	Palmdale Bl	30th St East	0.51	A	0.63	B	0.42	A	0.69	B	
117	Palmdale	Palmdale Bl	Sierra Hwy	0.59	A	0.76	C	0.48	A	0.72	C	
118	Palmdale	* 47th St East	Avenue S	0.51	A	0.55	A	0.45	A	0.53	A	
119	Pasadena	Arroyo Pkwy	California Bl	0.82	D	0.94	E	0.81	D	0.92	E	
120	Pasadena	Pasadena Av/St. John Av	California Bl	0.84	D	0.72	C	0.95	E	0.95	E	improved
121	Pasadena	Rosemead Bl	Foothill Bl	0.69	B	0.91	E	0.70	B	0.87	D	
122	Pico Rivera	Rosemead Bl	Washington Bl	0.88	D	0.91	E	0.88	D	0.94	E	
123	Pico Rivera	+ Rosemead Bl	Whittier Bl	0.86	D	0.91	E	0.77	C	0.89	D	
124	Pomona	Arrow Hwy	Garey Av	0.64	B	0.64	B	0.63	B	0.85	D	pm improved
125	Pomona	Corona Expy	Garey Av	no longer CMP arterial				1.10	F(0)	1.10	F(0)	
126	Pomona	Corona Expy	Mission Bl	0.99	E	1.34	F(1)	1.10	F(0)	1.10	F(0)	am improved/pm worsened
127	Pomona	Foothill Bl	Garey Av	0.46	A	0.58	A	0.80	C	1.06	F(0)	improved
128	Rancho Palos Verdes	Western Av	Toscanini Dr	under construction				0.69	B	0.73	C	improved
129	Redondo Beach	Artesia Bl	Inglewood Av	0.95	E	0.97	E	0.98	E	1.16	F(0)	pm improved
130	Redondo Beach	Pacific Coast Hwy	Torrance Bl	0.88	D	0.94	E	0.94	E	1.09	F(0)	pm improved
131	Rosemead	Rosemead Bl	Valley Bl	1.11	F(0)	1.18	F(0)	1.02	F(0)	1.05	F(0)	
132	San Dimas	Arrow Hwy	San Dimas Av	0.47	A	0.69	B	0.47	A	0.67	B	

+ Intersection of two CMP arterials
* The base year for comparison is 1995
**Change of 0.10 or more in V/C and change in LOS
Int. = Intersection; V/C = volume/capacity; improved = am and pam improved; worsened = am and pm worsened

CMP ARTERIAL MONITORING STATION LEVELS OF SERVICE COMPARISONS: 1992-2005

CMP ID	Responsible Agency	CMP Route	Cross Street	2005 AM V/C	2005 AM LOS	2005 PM V/C	2005 PM LOS	1992 AM V/C	1992 AM LOS	1992 PM V/C	1992 PM LOS	Substantial Changes 1992 to 2005**
133	Santa Clarita	Magic Mtn Pkwy	Valencia Bl	0.63	B	0.87	D	0.77	C	0.91	E	am improved
134	Santa Clarita	San Fernando Rd	Lyons av	0.62	B	0.64	B	0.85	D	1.06	F(0)	improved
135	Santa Clarita	+ San Fernando Rd	Sierra Hwy	0.98	E	1.03	F(0)	1.04	F(0)	0.88	D	pm worsened
136	Santa Clarita	Sierra Hwy	Placerita Cyn Rd	0.76	C	0.60	A	0.69	B	0.67	B	
137	Santa Clarita	Sierra Hwy	Soledad Cyn Rd	0.84	D	0.93	E	1.06	F(0)	1.13	F(0)	improved
138	Santa Monica	Lincoln Bl	Pico Bl	0.67	B	0.77	C	0.93	E	0.91	E	improved
139	Santa Monica	Santa Monica Bl	Cloverfield Bl	0.63	B	0.68	B	0.68	B	0.80	C	pm improved
140	Santa Monica	+ Santa Monica Bl	Lincoln Bl	0.57	A	0.62	B	0.63	B	0.86	D	pm improved
141	Santa Monica	Wilshire Bl	26th St	0.74	C	0.89	D	0.81	D	0.95	E	
142	South El Monte	Rosemead Bl	Garvey Av	1.01	F(0)	1.08	F(0)	0.85	D	0.97	E	worsened
143	South Gate	+ Alameda St	Firestone Bl	0.81	D	0.78	C	0.69	B	0.86	D	am worsened
144	South Gate	Firestone Bl	Atlantic Av	0.95	E	0.92	E	0.91	E	1.11	F(0)	pm improved
145	South Pasadena	Fremont Av	Huntington Dr	0.89	D	1.09	F(0)	0.86	D	0.96	E	pm worsened
146	Temple City	Rosemead Bl	Las Tunas Dr	0.83	D	0.90	D	1.05	F(0)	1.05	F(0)	improved
147	Torrance	Artesia Bl	Crenshaw Bl	0.96	E	0.91	E	1.11	F(0)	1.11	F(0)	improved
148	Torrance	+ Artesia Bl	Hawthorne Bl	0.97	E	0.90	D	1.09	F(0)	1.04	F(0)	improved
149	Torrance	Hawthorne Bl	190th St	0.89	D	0.90	D	0.99	E	0.94	E	am improved
150	Torrance	Hawthorne Bl	Sepulveda Bl	0.89	D	1.14	F(0)	0.83	D	1.05	F(0)	
151	Torrance	Pacific Coast Hwy	Crenshaw Bl	1.06	F(0)	1.30	F(1)	0.99	E	1.09	F(0)	pm worsened
152	Torrance	+ Pacific Coast Hwy	Hawthorne Bl	0.92	E	0.92	E	1.00	E	1.03	F(0)	pm improved
153	Torrance	Pacific Coast Hwy	Palos Verdes Bl	0.87	D	0.98	E	0.76	C	0.96	E	am worsened
154	Torrance	Western Av	190th St	0.98	E	0.84	D	0.86	D	0.95	E	am worsened/pm improved
155	Torrance	Western Av	Carson St	0.94	E	0.98	E	0.95	E	1.04	F(0)	
156	Torrance	Western Av	Sepulveda Bl	1.01	F(0)	1.12	F(0)	0.99	E	1.10	F(0)	
157	West Covina	Azusa Av	Amar Rd	0.92	E	1.06	F(0)	0.96	E	1.25	F(0)	
158	West Covina	Azusa Av	Cameron Av	0.85	D	0.85	D	0.69	B	0.77	C	am worsened
159	West Covina	Azusa Av	Workman Av	0.65	B	0.79	C	0.62	B	0.71	C	
160	West Hollywood	Santa Monica Bl	Doheny Dr	0.76	C	0.91	E	0.96	E	0.82	D	am improved
161	West Hollywood	Santa Monica Bl	La Cienega Bl	0.93	E	0.85	D	1.09	F(0)	0.94	E	am improved
162	Whittier	Whittier Bl	Colima Rd	0.95	E	1.03	F(0)	0.85	D	0.96	E	am worsened
163	Whittier	Whittier Bl	Norwalk Bl	1.03	F(0)	1.06	F(0)	0.92	E	0.81	D	worsened
164	Whittier	Whittier Bl	Painter Av	1.10	F(0)	1.33	F(1)	0.84	D	1.14	F(0)	worsened

+ Intersection of two CMP arterials
* The base year for comparison is 1995
**Change of 0.10 or more in V/C and change in LOS
Int. = Intersection; V/C = volume/capacity; improved = am and pam improved; worsened = am and pm worsened

2005 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP Stn	Fwy Rte	Post Mile	Location	Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1001	2	R17.78	at Round Top Rd	4,652	10,000	0.47	A	8,335	10,000	0.83	D	10,650	10,000	1.07	F(0)	5,554	10,000	0.56	A
1002	5	7.83	at Lemoran Ave	11,654	8,000	1.46	F(3)	8,268	8,000	1.03	F(0)	8,300	8,000	1.04	F(0)	11,900	8,000	1.49	F(3)
1003	5	13.35	Ferris Ave	10,282	8,000	1.29	F(1)	7,927	8,000	0.99	E	6,923	8,000	0.87	D	11,250	8,000	1.41	F(2)
1004	5	21.80	Stadium Way	9,298	10,000	0.93	E	12,725	10,000	1.27	F(1)	14,000	10,000	1.40	F(2)	10,600	10,000	1.06	F(0)
1005	5	25.50	s/o Colorado Blvd Ext	10,200	10,000	1.02	F(0)	12,500	10,000	1.25	F(0)	13,900	10,000	1.39	F(2)	11,500	10,000	1.15	F(0)
1006	5	29.97	Burbank Bl	7,970	8,000	1.00	E	9,600	8,000	1.20	F(0)	9,000	8,000	1.13	F(0)	11,500	8,000	1.44	F(2)
1007	5	36.90	n/o Jct Rte 170 @ Osborne St	9,975	12,000	0.83	D	13,200	12,000	1.10	F(0)	12,800	12,000	1.07	F(0)	9,534	12,000	0.79	C
1008	5	R46.55	n/o Rte 14	7,200	10,000	0.72	C	9,300	10,000	0.93	E	9,125	10,000	0.91	E	7,000	10,000	0.70	B
1009	5	R55.48	n/o Jct Rte 126 West	3,467	8,000	0.43	A	4,218	8,000	0.53	A	3,139	8,000	0.39	A	2,800	8,000	0.35	A
1010	10	R2.17	Lincoln Bl	2,243	6,000	0.37	A	5,079	6,000	0.85	D	3,567	6,000	0.59	A	2,387	6,000	0.40	A
1011	10	R6.75	e/o Overland Ave	12,750	10,000	1.28	F(1)	13,750	10,000	1.38	F(2)	8,400	8,000	1.05	F(0)	8,400	8,000	1.05	F(0)
1012	10	R10.71	e/o La Brea Ave UC	13,050	9,500	1.37	F(2)	14,000	9,500	1.47	F(3)	11,800	8,000	1.48	F(3)	11,800	8,000	1.48	F(3)
1013	10	13.53	Budlong Ave	17,200	12,500	1.38	F(2)	18,450	12,500	1.48	F(3)	18,450	12,500	1.48	F(3)	18,450	12,500	1.48	F(3)
1014	10	19.67	at East LA City Limit	6,700	12,000	0.56	A	12,250	12,000	1.02	F(0)	11,100	12,000	0.93	E	9,000	12,000	0.75	C
1015	10	23.28	Atlantic Bl	5,400	8,000	0.68	B	11,000	8,000	1.38	F(2)	11,000	8,000	1.38	F(2)	6,250	8,000	0.78	C
1016	10	26.79	Rosemead Bl	5,786	8,000	0.72	C	11,000	8,000	1.38	F(2)	10,880	8,000	1.36	F(2)	6,506	8,000	0.81	D
1017	10	30.30	e/o Peck Rd	5,786	10,000	0.58	A	10,500	10,000	1.05	F(0)	10,880	10,000	1.09	F(0)	6,506	10,000	0.65	B
1018	10	34.28	e/o Puente Ave	6,589	10,000	0.66	B	13,100	10,000	1.31	F(1)	13,600	10,000	1.36	F(2)	6,451	10,000	0.65	B
1019	10	38.48	Grand Ave	9,000	10,000	0.90	D	12,100	10,000	1.21	F(0)	11,600	8,000	1.45	F(2)	10,200	8,000	1.28	F(1)
1020	10	44.13	Dudley St	7,260	10,000	0.73	C	10,150	10,000	1.02	F(0)	9,056	10,000	0.91	E	8,233	10,000	0.82	D
1021	10	47.11	w/o Indian Hill Bl	6,862	10,000	0.69	B	8,515	10,000	0.85	D	9,300	10,000	0.93	E	8,198	10,000	0.82	D
1022	14	R26.00	n/o Jct Rte 5	3,269	12,000	0.27	A	8,209	12,000	0.68	B	8,149	12,000	0.68	B	4,378	12,000	0.36	A
1023	14	R54.20	s/o Angeles Forest Hwy	2,277	6,000	0.38	A	4,900	6,000	0.82	D	4,478	6,000	0.75	C	2,788	6,000	0.46	A
1024	14	R73.00	s/o Jct Rte 48	1,286	4,000	0.32	A	1,483	4,000	0.37	A	1,284	4,000	0.32	A	1,625	4,000	0.41	A
1025	57	R 2.60	s/o Pathfinder Rd	6,101	10,000	0.61	B	11,600	10,000	1.16	F(0)	10,700	10,000	1.07	F(0)	6,200	10,000	0.62	B
1026	57	R 6.85	s/o Jct Rtes 10/71/210	6,300	10,000	0.63	B	5,500	10,000	0.55	A	5,800	10,000	0.58	A	6,500	10,000	0.65	B
1027	60	R 2.22	e/o Indiana St	12,000	12,000	1.00	E	15,400	12,000	1.28	F(1)	16,600	12,000	1.38	F(2)	6,450	12,000	0.54	A
1028	60	10.60	w/o Peck Rd	7,073	10,000	0.71	C	13,900	10,000	1.39	F(2)	12,850	10,000	1.29	F(1)	7,833	10,000	0.78	C
1029	60	12.20	e/o Jct 605	7,883	12,000	0.66	B	17,900	12,000	1.49	F(3)	12,800	10,000	1.28	F(1)	8,154	10,000	0.82	D
1030	60	20.92	e/o Nogales St	6,774	8,000	0.85	D	10,300	8,000	1.29	F(1)	11,100	8,000	1.39	F(2)	6,526	8,000	0.82	D
1031	60	22.94	Brea Canyon Rd	6,774	8,000	0.85	D	10,400	8,000	1.30	F(1)	5,936	8,000	0.74	C	6,526	8,000	0.82	D
1032	60	R26.57	e/o Jct Rte 57 North	7,100	8,000	0.89	D	12,650	8,000	1.58	F(3)	7,500	6,000	1.25	F(0)	7,700	6,000	1.28	F(1)

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

2005 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP Stn	Fwy Rte	Post Mile	Location	Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1033	91	R10.62	e/o Alameda St/Santa Fe Ave	5,276	12,000	0.44	A	16,750	12,000	1.40	F(2)	12,120	12,000	1.01	F(0)	6,774	12,000	0.56	A
1034	91	R13.35	e/o Cherry Ave	7,695	10,000	0.77	C	7,941	10,000	0.79	C	9,064	10,000	0.91	E	8,488	10,000	0.85	D
1035	91	17.96	Norwalk/Pioneer Bl	10,050	10,000	1.01	F(0)	11,150	10,000	1.12	F(0)	11,900	10,000	1.19	F(0)	9,750	10,000	0.98	E
1036	101	0.46	n/o Vignes St	11,100	10,000	1.11	F(0)	6,413	10,000	0.64	B	6,832	8,000	0.85	D	10,900	8,000	1.36	F(2)
1037	101	5.20	s/o Santa Monica Bl	6,179	8,000	0.77	C	10,900	8,000	1.36	F(2)	10,880	8,000	1.36	F(2)	10,900	8,000	1.36	F(2)
1038	101	13.98	Coldwater Canyon Ave	14,200	10,000	1.42	F(2)	10,450	10,000	1.05	F(0)	14,200	10,000	1.42	F(2)	14,200	10,000	1.42	F(2)
1039	101	23.40	Winnetka Ave	10,150	10,000	1.02	F(0)	10,400	10,000	1.04	F(0)	14,000	10,000	1.40	F(2)	10,500	10,000	1.05	F(0)
1040	101	36.18	n/o Reyes Adobe Rd	6,178	10,000	0.62	B	7,424	10,000	0.74	C	6,830	10,000	0.68	B	6,149	10,000	0.61	B
1041	105	R1.00	e/o Sepulveda Bl (Jct Rte 1)	3,400	6,000	0.57	A	3,900	6,000	0.65	B	6,000	6,000	1.00	E	5,900	6,000	0.98	E
1042	105	R5.50	e/o Crenshaw Bl, w/o Vermont	8,020	10,000	0.80	D	11,800	10,000	1.18	F(0)	11,000	10,000	1.10	F(0)	8,195	10,000	0.82	D
1043	105	R12.60	w/o Jct Rte 710, e/o Harris Ave	7,193	10,000	0.72	C	11,900	10,000	1.19	F(0)	11,500	10,000	1.15	F(0)	11,600	10,000	1.16	F(0)
1044	105	R17.00	e/o Bellflower Bl, w/o Rte 605	6,360	8,000	0.80	C	12,400	8,000	1.55	F(3)	10,700	8,000	1.34	F(1)	6,501	8,000	0.81	D
1045	110	2.77	Wilmington, s/o "C" St	4,257	8,000	0.53	A	3,415	8,000	0.43	A	3,367	8,000	0.42	A	4,008	8,000	0.50	A
1046	110	15.88	Manchester Bl	11,450	12,000	0.95	E	8,700	12,000	0.73	C	9,800	12,000	0.82	D	9,550	12,000	0.80	C
1047	110	17.95	Slauson Ave	11,650	12,000	0.97	E	8,800	12,000	0.73	C	9,550	12,000	0.80	C	12,500	12,000	1.04	F(0)
1048	110	23.50	s/o Rte 101	8,300	8,000	1.04	F(0)	12,000	8,000	1.50	F(3)	11,150	8,000	1.39	F(2)	11,150	8,000	1.39	F(2)
1049	110	23.96	at Alpine St	4,610	6,000	0.77	C	9,550	6,000	1.59	F(3)	8,900	6,000	1.48	F(3)	8,900	6,000	1.48	F(3)
1050	110	26.50	at Pasadena Ave	2,551	6,000	0.43	A	6,000	6,000	1.00	E	8,200	6,000	1.37	F(2)	3,800	6,000	0.63	B
1051	118	R1.19	at LA/Ventura County Line	6,887	8,000	0.86	D	5,902	8,000	0.74	C	5,728	8,000	0.72	C	6,650	8,000	0.83	D
1052	118	R9.10	e/o Woodley Ave	10,850	12,000	0.90	E	10,300	12,000	0.86	D	11,800	12,000	0.98	E	10,750	12,000	0.90	D
1053	118	R13.44	w/o Jct Rte 210	4,228	8,000	0.53	A	5,217	8,000	0.65	B	5,925	8,000	0.74	C	4,730	8,000	0.59	A
1054	134	1.26	at Forman Ave	8,450	10,000	0.85	D	7,777	10,000	0.78	C	11,450	10,000	1.15	F(0)	10,600	10,000	1.06	F(0)
1055	134	R7.13	e/o Central Ave	6,950	10,000	0.70	B	8,800	10,000	0.88	D	10,800	10,000	1.08	F(0)	6,850	10,000	0.69	B
1056	134	R12.09	w/o San Rafael Ave	8,950	10,000	0.90	D	9,100	10,000	0.91	E	9,250	10,000	0.93	E	8,150	10,000	0.82	D
1057	170	R17.62	s/o Sherman Way	5,676	10,000	0.57	A	8,900	10,000	0.89	D	6,624	10,000	0.66	B	5,053	10,000	0.51	A
1058	210	R3.57	e/o Polk St	4,904	6,000	0.82	D	2,992	6,000	0.50	A	2,623	6,000	0.44	A	5,076	6,000	0.85	D
1059	210	R7.19	at Terra Bella St	6,806	8,000	0.85	D	4,946	8,000	0.62	B	4,877	8,000	0.61	B	7,054	8,000	0.88	D

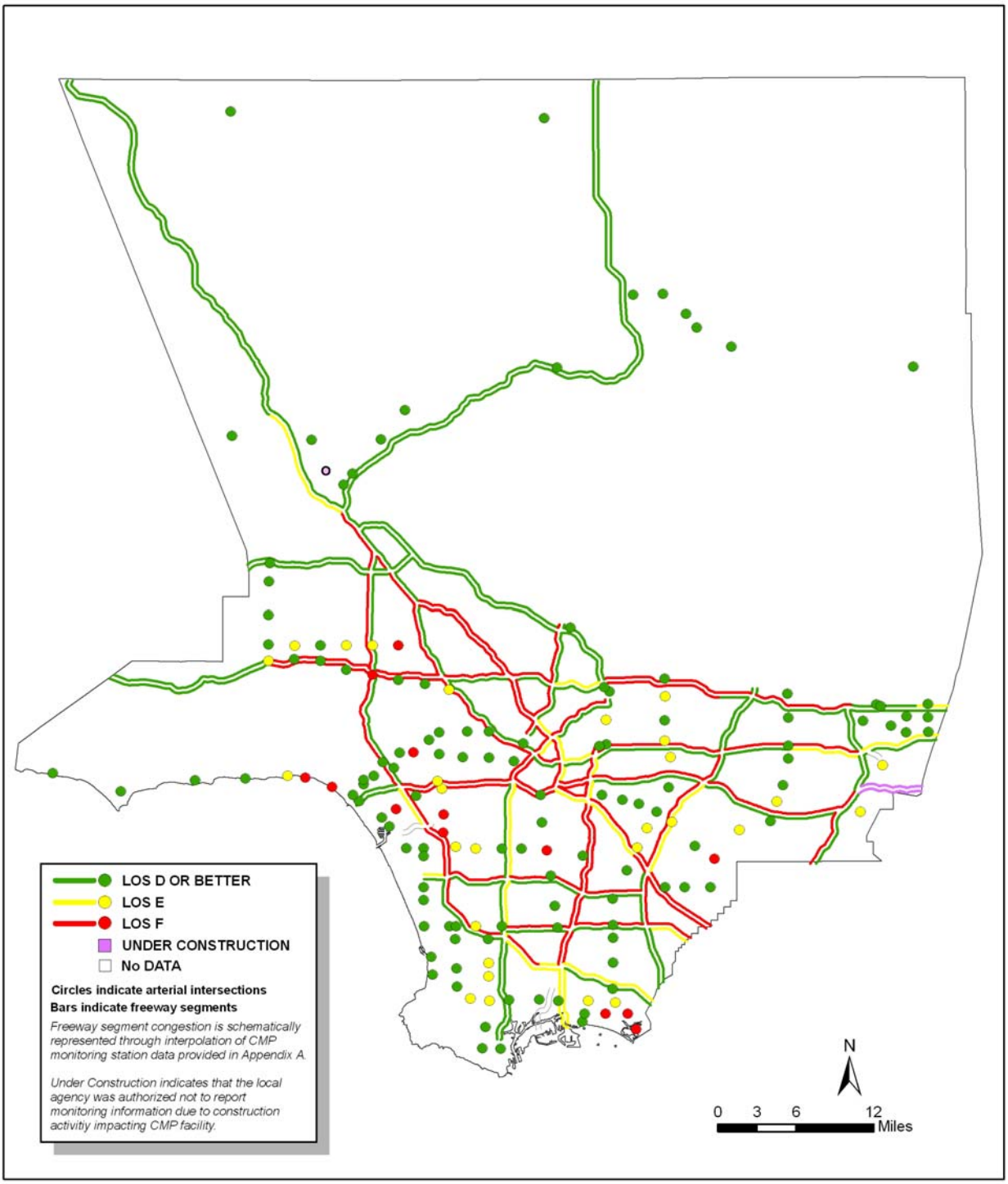
Statn= station; Cap = capacity; D/C = demand/capacity

2005 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

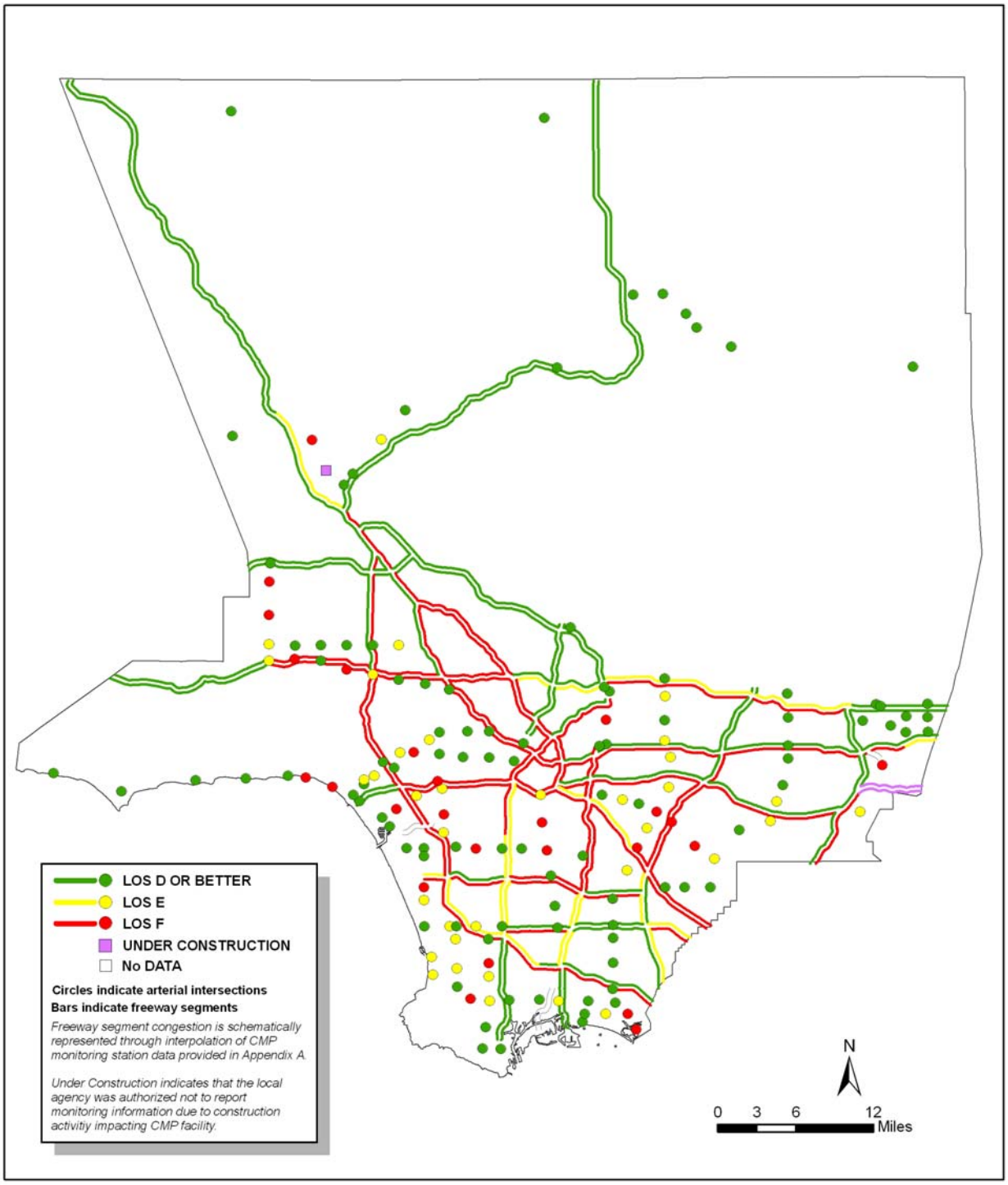
CMP Stn	Fwy Rte	Post Mile	Location	Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1060	210	R23.55	w/o Rtes 134/710	6,435	10,000	0.64	B	4,477	10,000	0.45	A	4,432	10,000	0.44	A	6,712	10,000	0.67	B
1061	210	R29.72	Rosemead Bl	11,350	10,000	1.14	F(0)	14,300	10,000	1.43	F(2)	11,000	10,000	1.10	F(0)	9,100	10,000	0.91	E
1062	210	R35.74	w/o Rte 605	7,942	10,000	0.79	C	10,800	10,000	1.08	F(0)	13,000	10,000	1.30	F(1)	8,573	10,000	0.86	D
1063	210	R46.45	at San Dimas Ave .	3,989	10,000	0.40	A	6,725	10,000	0.67	B	7,400	10,000	0.74	C	4,885	10,000	0.49	A
1064	210	R 50.94	e/o Indian Hill Bl	3,640	10,000	0.36	A	7,244	10,000	0.72	C	7,112	8,000	0.89	D	4,431	8,000	0.55	A
1065	405	0.40	n/o Rte 22	9,050	10,000	0.91	E	8,498	10,000	0.85	D	8,428	10,000	0.84	D	13,500	10,000	1.35	F(1)
1066	405	8.02	Santa Fe Ave	8,800	10,000	0.88	D	7,850	10,000	0.79	C	8,300	10,000	0.83	D	8,700	10,000	0.87	D
1067	405	11.90	s/o Rte 110 @ Carson Scales	11,200	10,000	1.12	F(0)	9,214	10,000	0.92	E	8,896	10,000	0.89	D	11,200	10,000	1.12	F(0)
1068	405	18.63	n/o Inglewood Ave at Compton Bl	11,200	10,000	1.12	F(0)	8,250	10,000	0.83	D	8,050	10,000	0.81	D	8,350	10,000	0.84	D
1069	405	24.27	n/o La Tijera Bl	14,150	10,000	1.42	F(2)	13,100	10,000	1.31	F(1)	9,650	10,000	0.97	E	9,750	10,000	0.98	E
1070	405	28.30	n/o Venice Bl	13,850	10,000	1.39	F(2)	14,900	10,000	1.49	F(3)	9,100	10,000	0.91	E	13,900	10,000	1.39	F(2)
1071	405	35.81	s/o Mulholland Dr	8,700	10,000	0.87	D	14,900	10,000	1.49	F(3)	14,800	8,000	1.85	F(3)	10,300	8,000	1.29	F(1)
1072	405	44.27	n/o Roscoe Bl	6,538	10,000	0.65	B	12,850	10,000	1.29	F(1)	10,300	8,000	1.29	F(1)	6,504	8,000	0.81	D
1073	605	R2.31	n/o Carson St	10,400	10,000	1.04	F(0)	8,300	10,000	0.83	D	8,100	10,000	0.81	D	7,800	10,000	0.78	C
1074	605	R 5.58	n/o Jct Rte 91, s/o Alondra Bl	13,100	12,000	1.09	F(0)	9,779	12,000	0.81	D	10,400	12,000	0.87	D	13,100	12,000	1.09	F(0)
1075	605	R11.00	n/o Telegraph Rd .	8,360	10,000	0.84	D	10,600	10,000	1.06	F(0)	11,450	10,000	1.15	F(0)	12,250	10,000	1.23	F(0)
1076	605	R17.75	n/o Jct Rte 60	7,157	10,000	0.72	C	11,650	10,000	1.17	F(0)	8,700	10,000	0.87	D	7,449	10,000	0.74	C
1077	605	22.92	at San Gabriel River Bridge	5,191	8,000	0.65	B	5,845	8,000	0.73	C	6,800	8,000	0.85	D	5,829	8,000	0.73	C
1078	710	7.60	n/o Jct Rte 1 (PCH), Willow St	5,426	6,000	0.90	E	4,693	6,000	0.78	C	5,859	6,000	0.98	E	5,008	6,000	0.83	D
1079	710	10.31	n/o Jct Rte 405, s/o Del Amo Bl	8,150	8,000	1.02	F(0)	8,150	8,000	1.02	F(0)	8,200	8,000	1.03	F(0)	7,600	8,000	0.95	E
1080	710	19.10	n/o Rte 105, n/o Firestone Bl	10,400	8,000	1.30	F(1)	11,200	8,000	1.40	F(2)	8,200	8,000	1.03	F(0)	8,150	8,000	1.02	F(0)
1081	710	23.75	s/o Rte 60	7,246	8,000	0.91	E	8,500	8,000	1.06	F(0)	8,350	8,000	1.04	F(0)	8,500	8,000	1.06	F(0)

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

2007 CMP HIGHWAY AND ROADWAY SYSTEM AM PEAK HOUR LEVELS OF SERVICE



2007 CMP HIGHWAY AND ROADWAY SYSTEM PM PEAK HOUR LEVELS OF SERVICE



CMP ARTERIAL MONITORING STATION LEVELS OF SERVICE COMPARISONS: 1992-2007

CMP ID	Responsible Agency	CMP Route	Cross Street	2007 AM V/C	2007 AM LOS	2007 PM V/C	2007 PM LOS	1992 AM V/C	1992 AM LOS	1992 PM V/C	1992 PM LOS	Substantial Changes 1992 to 2007**
1	Alhambra	+ Fremont Av	Valley Bl	0.77	C	0.82	D	1.18	F(0)	1.01	F(0)	improved
2	Azusa	Azusa Av/San Gabriel Av	Foothill Bl	0.81	D	0.77	C	0.63	B	0.92	E	am worsened/pm improved
3	Bellflower	Lakewood Bl	Artesia Bl	0.80	C	0.85	D	0.97	E	0.95	E	improved
4	Bellflower	Lakewood Bl	Rosecrans Av	0.76	C	0.82	D	0.79	C	0.81	D	
5	Beverly Hills	+ Santa Monica Bl	Wilshire Bl	1.05	F(0)	1.02	F(0)	1.20	F(0)	1.10	F(0)	
6	Beverly Hills	Wilshire Bl	La Cienega Bl	0.84	D	0.87	D	1.09	F(0)	1.18	F(0)	improved
7	Carson	Alameda St	Del Amo (Carson St.	no longer CMP arterial				0.40	A	0.55	A	
8	Claremont	Arrow Hwy	Indian Hill Bl	0.56	A	0.71	C	0.88	D	1.03	F(0)	improved
9	Claremont	Base Line Rd	Indian Hill Bl	0.62	B	0.61	B	0.77	C	0.71	C	improved
10	Claremont	College Wy	Williams Av	no longer CMP arterial				0.95	E	0.91	E	
11	Claremont	Foothill Bl	Indian Hill Bl	0.69	B	0.75	C	1.10	F(0)	1.05	F(0)	improved
12	Compton	Alameda St	Compton Bl	0.52	A	0.69	B	0.78	C	0.96	E	improved
13	Compton	Alameda St	Rte 91 EB Ramps	0.46	A	0.58	A	0.47	A	0.61	B	
14	Covina	Azusa Av	Arrow Hwy	0.84	D	0.85	D	0.73	C	0.95	E	am worsened/pm improved
15	Culver City	Venice Bl	Overland Av	0.86	D	1.00	E	1.31	F(1)	1.25	F(0)	improved
16	Diamond Bar	Grand Av	Diamond Bar Bl	0.93	E	0.91	E	0.90	D	1.08	F(0)	pm improved
17	Downey	Firestone Bl	Old Rivers School Rd	no longer CMP arterial				0.86	D	0.93	E	
18	Downey	Lakewood Bl	Firestone Bl	0.74	C	0.98	E	0.84	D	0.98	E	am improved
19	Downey	Rosemead Bl	Telegraph Rd	0.96	E	1.23	F(0)	0.77	C	1.07	F(0)	am worsened
20	El Segundo	Sepulveda Bl	El Segundo Bl	0.83	D	1.28	F(1)	1.03	F(0)	1.07	F(0)	am improved/pm worsened
21	Gardena	Artesia Bl	Vermont Av	0.90	D	0.85	D	0.99	E	0.86	D	
22	Hermosa Beach	+ Pacific Coast Hwy	Artesia Bl/Gould Av	0.88	D	0.89	D	1.00	E	0.89	D	am improved
23	Huntington Park	Alameda St	Slauson Av	0.90	D	1.02	F(0)	0.62	B	0.69	B	worsened
24	Inglewood	Manchester Av	Crenshaw Bl	0.92	E	1.09	F(0)	0.96	E	1.09	F(0)	
25	Inglewood	Manchester Av	La Brea Av	0.92	E	0.87	D	0.95	E	0.94	E	
26	La Canada-Flintridge	Angeles Crest Hwy	Rte 210 WB Off Ramp	0.74	C	0.72	C	0.64	B	0.60	A	worsened
27	La Mirada	Imperial Hwy	La Mirada Bl	0.90	D	0.87	D	0.99	E	0.94	E	
28	La Puente	Azusa Av	Main St	0.98	E	0.98	E	0.79	C	0.80	C	worsened
29	La Verne	Arrow Hwy	E St	0.57	A	0.69	B	0.62	B	0.68	B	
30	La Verne	+ Base Line Rd	Foothill Bl	0.54	A	0.65	B	0.65	B	1.06	F(0)	improved
31	La Verne	Foothill Bl	Damien Av	0.61	B	0.71	C	0.84	D	1.04	F(0)	improved
32	Lakewood	Lakewood Bl	South St	0.79	C	0.83	D	0.68	B	0.94	E	am worsened/pm improved
33	Long Beach	+ Alamitos Bl	Ocean Bl	0.76	C	0.81	D	0.97	E	0.99	E	improved

+ Intersection of two CMP arterials
* The base year for comparison is 1995
**Change of 0.10 or more in V/C and change in LOS
Int. = Intersection; V/C = volume/capacity; improved = am and pam improved; worsened = am and pm worsened

CMP ARTERIAL MONITORING STATION LEVELS OF SERVICE COMPARISONS: 1992-2007

CMP ID	Responsible Agency	CMP Route	Cross Street	2007 AM V/C	2007 AM LOS	2007 PM V/C	2007 PM LOS	1992 AM V/C	1992 AM LOS	1992 PM V/C	1992 PM LOS	Substantial Changes 1992 to 2007**
34	Long Beach	Lakewood Bl	Carson St	0.69	B	0.70	B	0.71	C	0.83	D	pm improved
35	Long Beach	Lakewood Bl	Willow St	0.79	C	0.89	D	0.89	D	0.96	E	am improved
36	Long Beach	+ Pacific Coast Hwy	7th St	1.07	F(0)	1.13	F(0)	1.07	F(0)	1.00	E	pm worsened
37	Long Beach	+ Pacific Coast Hwy	Orange Av	0.91	E	0.88	D	0.78	C	0.83	D	am worsened
38	Long Beach	Pacific Coast Hwy	Santa Fe Av	0.81	D	0.95	E	0.64	B	0.68	B	worsened
39	Long Beach	Pacific Coast Hwy	Westminister Av	1.01	F(0)	1.07	F(0)	1.00	E	1.07	F(0)	
40	Long Beach	Pacific Coast Hwy	Ximeno Av	0.91	E	0.84	D	0.69	B	0.77	C	am worsened
41	Long Beach	+ 7th St	Alamitos Av	0.86	D	0.74	C	1.14	F(0)	0.86	D	improved
42	Long Beach	7th St	Redondo Av	1.01	F(0)	0.95	E	1.01	F(0)	0.99	E	
43	Los Angeles City	Alameda St	Washington Bl	0.74	C	0.94	E	0.63	B	0.72	C	worsened
44	Los Angeles City	Alvarado St	Sunset Bl	0.75	C	0.87	D	0.99	E	0.99	E	improved
45	Los Angeles City	Gaffey St	9th St	0.75	C	0.70	B	0.93	E	0.91	E	improved
46	Los Angeles City	* La Cienega Bl	Jefferson Bl	0.97	E	0.92	E	1.09	F(0)	1.06	F(0)	improved
47	Los Angeles City	* La Cienega Bl	Centinela Bl	1.01	F(0)	1.00	E	1.21	F(0)	1.14	F(0)	pm improved
48	Los Angeles City	+ Lincoln Bl	Manchester Av	0.87	D	0.84	D	0.85	D	0.79	C	
49	Los Angeles City	+ Lincoln Bl	Marina Expy	0.72	C	0.76	C	0.70	B	0.69	B	
50	Los Angeles City	+ Lincoln Bl	Venice Bl	0.88	D	0.89	D	0.89	D	0.99	E	pm improved
51	Los Angeles City	Manchester Av	Avalon Bl	0.67	B	0.68	B	0.65	B	0.72	C	
52	Los Angeles City	Manchester Av	Sepulveda Bl	0.88	D	0.84	D	0.90	D	0.87	D	
53	Los Angeles City	Manchester Av	Vermont Av	0.75	C	0.61	B	0.75	C	0.77	C	pm improved
54	Los Angeles City	+ Pacific Coast Hwy	Alameda St	0.16	A	0.21	A	0.56	A	0.65	B	pm improved
55	Los Angeles City	Pacific Coast Hwy	Chautauqua Bl	1.45	F(2)	1.39	F(2)	1.09	F(0)	1.41	F(2)	am worsened
56	Los Angeles City	Pacific Coast Hwy	Figueroa Bl	0.87	D	0.89	D	0.80	C	0.72	C	pm worsened
57	Los Angeles City	Pacific Coast Hwy	Sunset Bl	1.13	F(0)	1.22	F(0)	0.91	E	0.88	D	worsened
58	Los Angeles City	+ Pacific Coast Hwy	Western Av	0.91	E	0.97	E	0.77	C	0.83	D	worsened
59	Los Angeles City	Santa Monica Bl	Bundy Dr	0.66	B	0.94	E	0.54	A	0.67	B	worsened
60	Los Angeles City	+ Santa Monica Bl	Highland Av	0.88	D	0.82	D	1.01	F(0)	1.09	F(0)	improved
61	Los Angeles City	Santa Monica Bl	Western Av	0.83	D	0.85	D	0.86	D	0.96	E	pm improved
62	Los Angeles City	Santa Monica Bl	Westwood Bl	0.72	C	0.75	C	0.82	D	0.88	D	improved
63	Los Angeles City	Sepulveda Bl	Lincoln Bl	0.81	D	0.80	C	0.86	D	0.97	E	pm improved
64	Los Angeles City	Topanga Cyn Bl	Devonshire St	0.73	C	1.13	F(0)	0.81	D	0.91	E	pm worsened
65	Los Angeles City	Topanga Cyn Bl	Roscoe Bl	0.90	D	1.11	F(0)	0.83	D	0.82	D	pm worsened
66	Los Angeles City	Topanga Cyn Bl	Rte 118 WB Ramps	0.72	C	0.77	C	0.80	C	0.88	D	pm improved

+ Intersection of two CMP arterials
* The base year for comparison is 1995
**Change of 0.10 or more in V/C and change in LOS
Int. = Intersection; V/C = volume/capacity; improved = am and pam improved; worsened = am and pm worsened

CMP ARTERIAL MONITORING STATION LEVELS OF SERVICE COMPARISONS: 1992-2007

CMP ID	Responsible Agency	CMP Route	Cross Street	2007 AM V/C	2007 AM LOS	2007 PM V/C	2007 PM LOS	1992 AM V/C	1992 AM LOS	1992 PM V/C	1992 PM LOS	Substantial Changes 1992 to 2007**
67	Los Angeles City	+ Topanga Cyn Bl	Ventura Bl	0.96	E	0.98	E	0.88	D	0.87	D	pm worsened
68	Los Angeles City	+ Topanga Cyn Bl	Victory Bl	0.79	C	0.93	E	0.81	D	0.89	D	
69	Los Angeles City	Valley Bl	Rte 710 NB Off Ramp	0.70	B	0.72	C	0.68	B	0.71	C	
70	Los Angeles City	Venice Bl	Centinela Bl	1.10	F(0)	1.42	F(2)	1.05	F(0)	1.07	F(0)	pm worsened
71	Los Angeles City	Venice Bl	La Cienega Bl	0.97	E	1.01	F(0)	1.01	F(0)	1.03	F(0)	
72	Los Angeles City	Ventura Bl	Balboa Bl	0.82	D	1.20	F(0)	0.85	D	0.74	C	pm worsened
73	Los Angeles City	Ventura Bl	Lankershim Bl	0.91	E	0.69	B	1.06	F(0)	0.93	E	improved
74	Los Angeles City	Ventura Bl	Laurel Cyn Bl	0.83	D	0.81	D	0.95	E	1.03	F(0)	improved
75	Los Angeles City	Ventura Bl	Reseda Bl	0.67	B	0.80	C	0.72	C	0.81	D	
76	Los Angeles City	Ventura Bl	Sepulveda Bl	1.18	F(0)	0.93	E	0.88	D	0.85	D	am worsened
77	Los Angeles City	Ventura Bl	Winnetka Av	0.90	D	1.04	F(0)	0.77	C	0.76	C	worsened
78	Los Angeles City	Ventura Bl	Woodman Av	0.64	B	0.79	C	0.78	C	0.87	D	am improved
79	Los Angeles City	Victory Bl	Balboa Bl	0.91	E	0.79	C	1.01	F(0)	0.98	E	improved
80	Los Angeles City	Victory Bl	Reseda Bl	0.89	D	0.85	D	0.88	D	1.18	F(0)	pm improved
81	Los Angeles City	Victory Bl	Sepulveda Bl	0.95	E	0.89	D	1.02	F(0)	1.04	F(0)	pm improved
82	Los Angeles City	Victory Bl	Winnetka Av	0.93	E	0.90	D	0.99	E	1.03	F(0)	pm improved
83	Los Angeles City	Victory Bl	Woodman Av	1.02	F(0)	0.97	E	0.97	E	1.02	F(0)	
84	Los Angeles City	Western Av	9th St	0.47	A	0.60	A	0.59	A	0.72	C	pm improved
85	Los Angeles City	Wilshire Bl	Alvarado Bl	0.52	A	0.62	B	0.53	A	0.68	B	
86	Los Angeles City	Wilshire Bl	Beverly Glen Bl	0.83	D	0.91	E	0.84	D	0.87	D	
87	Los Angeles City	Wilshire Bl	La Brea Av	0.76	C	0.75	C	0.82	D	0.83	D	
88	Los Angeles City	Wilshire Bl	Sepulveda Bl	0.85	D	0.88	D	0.95	E	1.01	F(0)	improved
89	Los Angeles City	Wilshire Bl	Western Av	0.73	C	0.78	C	0.65	B	0.81	D	
90	Los Angeles County	Avenue D	60th St West	0.34	A	0.40	A	0.22	A	0.23	A	
91	Los Angeles County	+ Azusa Av	Colima Rd	0.88	D	0.93	E	0.76	C	0.91	E	am worsened
92	Los Angeles County	+ Colima Rd	Hacienda Bl	0.93	E	0.90	D	0.89	D	0.84	D	
93	Los Angeles County	Henry Mayo Dr	Chiquito Cyn Rd	0.41	A	0.46	A	0.51	A	0.49	A	
94	Los Angeles County	Imperial Hwy	Carmenita Rd	0.84	D	0.87	D	0.95	E	1.31	F(1)	improved
95	Los Angeles County	* La Cienega Bl	Stocker St	1.15	F(0)	1.21	F(0)	1.47	F(3)	1.49	F(3)	improved
96	Los Angeles County	Lancaster Rd	300th St West	0.19	A	0.23	A	0.17	A	0.18	A	
97	Los Angeles County	+ Pacific Coast Hwy	Topanga Cyn Bl	1.00	E	0.90	D	0.96	E	0.75	C	pm worsened
98	Los Angeles County	Pearblossom Hwy	82nd St East	0.46	A	0.67	B	0.46	A	0.52	A	pm worsened
99	Los Angeles County	+ Pearblossom Hwy	Antelope Hwy	0.46	A	0.41	A	0.33	A	0.32	A	

+ Intersection of two CMP arterials
* The base year for comparison is 1995
**Change of 0.10 or more in V/C and change in LOS
Int. = Intersection; V/C = volume/capacity; improved = am and pam improved; worsened = am and pm worsened

CMP ARTERIAL MONITORING STATION LEVELS OF SERVICE COMPARISONS: 1992-2007

CMP ID	Responsible Agency	CMP Route	Cross Street	2007 AM V/C	2007 AM LOS	2007 PM V/C	2007 PM LOS	1992 AM V/C	1992 AM LOS	1992 PM V/C	1992 PM LOS	Substantial Changes 1992 to 2007**
100	Los Angeles County	Rosemead Bl	Huntington Dr	0.92	E	0.94	E	0.96	E	1.07	F(0)	pm improved
101	Los Angeles County	Rosemead Bl	San Gabriel Bl	0.80	C	0.99	E	1.02	F(0)	1.05	F(0)	am improved
102	Los Angeles County	Sierra Hwy	Rte 14 (Red Rover Rd)	0.37	A	0.33	A	0.69	B	0.71	C	improved
103	Los Angeles County	Sierra Hwy	Sand Cyn Rd	0.55	A	0.69	B	0.86	D	1.04	F(0)	improved
104	Los Angeles County	Whittier Bl	Atlantic Av	0.58	A	0.81	D	0.68	B	0.77	C	am improved
105	Lynwood	Alameda St	Imperial Hwy	0.80	C	0.86	D	1.02	F(0)	1.04	F(0)	improved
106	Malibu	+ Pacific Coast Hwy	Decker Rd	0.30	A	0.36	A	0.29	A	0.35	A	
107	Malibu	Pacific Coast Hwy	Kanan Dume Rd	0.62	B	0.73	C	0.50	A	0.48	A	worsened
108	Malibu	Pacific Coast Hwy	Las Flores Cyn Rd	0.74	C	0.77	C	0.74	C	0.79	C	
109	Malibu	Pacific Coast Hwy	Malibu Cyn Rd	0.78	C	0.75	C	0.57	A	0.65	B	worsened
110	Manhattan Beach	Sepulveda Bl	Rosecrans Av	0.88	D	0.94	E	1.22	F(0)	1.22	F(0)	improved
111	Montebello	* Whittier Bl	Garfield Av	0.80	C	0.94	E	0.81	D	0.86	D	
112	Montebello	Whittier Bl	Montebello Bl	0.74	C	0.71	C	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	0.82	D	0.79	C	0.84	D	0.95	E	pm improved
115	Palmdale	Fort Tejon Rd	Pearblossom Hwy	0.52	A	0.62	B	0.52	A	0.57	A	
116	Palmdale	Palmdale Bl	30th St East	0.55	A	0.71	C	0.42	A	0.69	B	
117	Palmdale	Palmdale Bl	Sierra Hwy	0.60	A	0.77	C	0.48	A	0.72	C	
118	Palmdale	* 47th St East	Avenue S	0.59	A	0.69	B	0.45	A	0.53	A	pm worsened
119	Pasadena	Arroyo Pkwy	California Bl	0.73	C	0.83	D	0.81	D	0.92	E	
120	Pasadena	Pasadena Av/St. John Av	California Bl	0.88	D	0.82	D	0.95	E	0.95	E	pm improved
121	Pasadena	Rosemead Bl	Foothill Bl	0.75	C	0.86	D	0.70	B	0.87	D	
122	Pico Rivera	Rosemead Bl	Washington Bl	0.93	E	0.96	E	0.88	D	0.94	E	
123	Pico Rivera	+ Rosemead Bl	Whittier Bl	0.81	D	1.02	F(0)	0.77	C	0.89	D	pm worsened
124	Pomona	Arrow Hwy	Garey Av	0.61	B	0.65	B	0.63	B	0.85	D	pm improved
125	Pomona	Corona Expy	Garey Av	no longer CMP arterial				1.10	F(0)	1.10	F(0)	
126	Pomona	Corona Expy	Mission Bl	0.98	E	1.06	F(0)	1.10	F(0)	1.10	F(0)	am improved
127	Pomona	Foothill Bl	Garey Av	0.52	A	0.72	C	0.80	C	1.06	F(0)	improved
128	Rancho Palos Verdes	Western Av	Toscanini Dr	0.61	B	0.62	B	0.69	B	0.73	C	pm improved
129	Redondo Beach	Artesia Bl	Inglewood Av	0.86	D	1.00	E	0.98	E	1.16	F(0)	improved
130	Redondo Beach	Pacific Coast Hwy	Torrance Bl	0.87	D	0.91	E	0.94	E	1.09	F(0)	pm improved
131	Rosemead	Rosemead Bl	Valley Bl	1.00	E	0.94	E	1.02	F(0)	1.05	F(0)	pm improved
132	San Dimas	Arrow Hwy	San Dimas Av	0.56	A	0.74	C	0.47	A	0.67	B	

+ Intersection of two CMP arterials
* The base year for comparison is 1995
**Change of 0.10 or more in V/C and change in LOS
Int. = Intersection; V/C = volume/capacity; improved = am and pam improved; worsened = am and pm worsened

CMP ARTERIAL MONITORING STATION LEVELS OF SERVICE COMPARISONS: 1992-2007

CMP ID	Responsible Agency	CMP Route	Cross Street	2007 AM V/C	2007 AM LOS	2007 PM V/C	2007 PM LOS	1992 AM V/C	1992 AM LOS	1992 PM V/C	1992 PM LOS	Substantial Changes 1992 to 2007**
133	Santa Clarita	Magic Mtn Pkwy	Valencia Bl	0.69	B	1.01	F(0)	0.77	C	0.91	E	pm worsened
134	Santa Clarita	San Fernando Rd	Lyons av		construction			0.85	D	1.06	F(0)	
135	Santa Clarita	+ San Fernando Rd	Sierra Hwy	0.88	D	0.82	D	1.04	F(0)	0.88	D	am improved
136	Santa Clarita	Sierra Hwy	Placerita Cyn Rd	0.68	B	0.64	B	0.69	B	0.67	B	
137	Santa Clarita	Sierra Hwy	Soledad Cyn Rd	0.84	D	0.93	E	1.06	F(0)	1.13	F(0)	improved
138	Santa Monica	Lincoln Bl	Pico Bl	0.64	B	0.84	D	0.93	E	0.91	E	am improved
139	Santa Monica	Santa Monica Bl	Cloverfield Bl	0.68	B	0.74	C	0.68	B	0.80	C	
140	Santa Monica	+ Santa Monica Bl	Lincoln Bl	0.68	B	0.75	C	0.63	B	0.86	D	pm improved
141	Santa Monica	Wilshire Bl	26th St	0.88	D	0.96	E	0.81	D	0.95	E	
142	South El Monte	Rosemead Bl	Garvey Av	0.95	E	0.94	E	0.85	D	0.97	E	am worsened
143	South Gate	+ Alameda St	Firestone Bl	1.15	F(0)	1.07	F(0)	0.69	B	0.86	D	worsened
144	South Gate	Firestone Bl	Atlantic Av	0.71	C	0.79	C	0.91	E	1.11	F(0)	improved
145	South Pasadena	Fremont Av	Huntington Dr	0.94	E	1.04	F(0)	0.86	D	0.96	E	
146	Temple City	Rosemead Bl	Las Tunas Dr	0.81	D	0.83	D	1.05	F(0)	1.05	F(0)	improved
147	Torrance	Artesia Bl	Crenshaw Bl	0.97	E	0.96	E	1.11	F(0)	1.11	F(0)	improved
148	Torrance	+ Artesia Bl	Hawthorne Bl	0.89	D	0.80	C	1.09	F(0)	1.04	F(0)	improved
149	Torrance	Hawthorne Bl	190th St	0.87	D	0.92	E	0.99	E	0.94	E	am improved
150	Torrance	Hawthorne Bl	Sepulveda Bl	0.87	D	0.96	E	0.83	D	1.05	F(0)	
151	Torrance	Pacific Coast Hwy	Crenshaw Bl	0.98	E	1.15	F(0)	0.99	E	1.09	F(0)	
152	Torrance	+ Pacific Coast Hwy	Hawthorne Bl	0.90	D	0.83	D	1.00	E	1.03	F(0)	improved
153	Torrance	Pacific Coast Hwy	Palos Verdes Bl	0.82	D	0.92	E	0.76	C	0.96	E	
154	Torrance	Western Av	190th St	0.83	D	0.84	D	0.86	D	0.95	E	pm improved
155	Torrance	Western Av	Carson St	1.00	E	1.04	F(0)	0.95	E	1.04	F(0)	
156	Torrance	Western Av	Sepulveda Bl	0.92	E	0.96	E	0.99	E	1.10	F(0)	pm improved
157	West Covina	Azusa Av	Amar Rd	0.76	C	0.82	D	0.96	E	1.25	F(0)	improved
158	West Covina	Azusa Av	Cameron Av	0.85	D	0.81	D	0.69	B	0.77	C	am worsened
159	West Covina	Azusa Av	Workman Av	0.64	B	0.73	C	0.62	B	0.71	C	
160	West Hollywood	Santa Monica Bl	Doheny Dr	0.81	D	0.91	E	0.96	E	0.82	D	am improved
161	West Hollywood	Santa Monica Bl	La Cienega Bl	0.88	D	0.90	D	1.09	F(0)	0.94	E	am improved
162	Whittier	Whittier Bl	Colima Rd	1.05	F(0)	0.99	E	0.85	D	0.96	E	am worsened
163	Whittier	Whittier Bl	Norwalk Bl	0.94	E	1.07	F(0)	0.92	E	0.81	D	pm worsened
164	Whittier	Whittier Bl	Painter Av	0.82	D	1.04	F(0)	0.84	D	1.14	F(0)	

+ Intersection of two CMP arterials
* The base year for comparison is 1995
**Change of 0.10 or more in V/C and change in LOS
Int. = Intersection; V/C = volume/capacity; improved = am and pam improved; worsened = am and pm worsened

2007 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP Stn	Fwy Rte	Post Mile	Location	Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1001	2	R17.78	at Round Top Rd	5,100	10,000	0.51	A	8,600	10,000	0.86	D	11,100	10,000	1.11	F(0)	6,100	10,000	0.61	B
1002	5	7.83	at Lemoran Ave	11,750	8,000	1.47	F(3)	8,500	8,000	1.06	F(0)	8,800	8,000	1.10	F(0)	11,700	8,000	1.46	F(3)
1003	5	13.35	Ferris Ave	10,500	8,000	1.31	F(1)	7,950	8,000	0.99	E	7,400	8,000	0.93	E	11,400	8,000	1.43	F(2)
1004	5	21.80	Stadium Way	9,400	10,000	0.94	E	12,725	10,000	1.27	F(1)	14,000	10,000	1.40	F(2)	10,600	10,000	1.06	F(0)
1005	5	25.50	s/o Colorado Blvd Ext	10,200	10,000	1.02	F(0)	13,000	10,000	1.30	F(1)	13,900	10,000	1.39	F(2)	11,500	10,000	1.15	F(0)
1006	5	29.97	Burbank Bl	8,074	8,000	1.01	F(0)	10,200	8,000	1.28	F(1)	9,100	8,000	1.14	F(0)	11,800	8,000	1.48	F(3)
1007	5	36.90	n/o Jct Rte 170 @ Osborne St	8,879	12,000	0.74	C	13,800	12,000	1.15	F(0)	13,200	12,000	1.10	F(0)	9,609	12,000	0.80	D
1008	5	R46.55	n/o Rte 14	7,700	10,000	0.77	C	9,500	10,000	0.95	E	9,400	10,000	0.94	E	7,500	10,000	0.75	C
1009	5	R55.48	n/o Jct Rte 126 West	2,901	8,000	0.36	A	3,650	8,000	0.46	A	3,397	8,000	0.42	A	3,114	8,000	0.39	A
1010	10	R2.17	Lincoln Bl	4,100	6,000	0.68	B	5,400	6,000	0.90	D	3,700	6,000	0.62	B	2,900	6,000	0.48	A
1011	10	R6.75	e/o Overland Ave	12,400	10,000	1.24	F(0)	14,100	10,000	1.41	F(2)	10,500	8,000	1.31	F(1)	8,700	8,000	1.09	F(0)
1012	10	R10.71	e/o La Brea Ave UC	13,200	10,000	1.32	F(1)	14,300	10,000	1.43	F(2)	13,000	8,000	1.63	F(3)	12,100	8,000	1.51	F(3)
1013	10	13.53	Budlong Ave	17,200	12,500	1.38	F(2)	18,400	12,500	1.47	F(3)	18,400	12,500	1.47	F(3)	17,800	12,500	1.42	F(2)
1014	10	19.67	at East LA City Limit	8,100	12,000	0.68	B	13,100	12,000	1.09	F(0)	11,800	12,000	0.98	E	10,100	12,000	0.84	D
1015	10	23.28	Atlantic Bl	6,856	8,000	0.86	D	11,200	8,000	1.40	F(2)	11,200	8,000	1.40	F(2)	6,900	8,000	0.86	D
1016	10	26.79	Rosemead Bl	6,200	8,000	0.78	C	11,400	8,000	1.43	F(2)	11,000	8,000	1.38	F(2)	7,100	8,000	0.89	D
1017	10	30.30	e/o Peck Rd	6,500	10,000	0.65	B	11,200	10,000	1.12	F(0)	10,800	10,000	1.08	F(0)	6,900	10,000	0.69	B
1018	10	34.28	e/o Puente Ave	6,571	10,000	0.66	B	13,400	10,000	1.34	F(1)	13,700	10,000	1.37	F(2)	6,951	10,000	0.70	B
1019	10	38.48	Grand Ave	9,200	10,000	0.92	E	11,200	10,000	1.12	F(0)	11,000	8,000	1.38	F(2)	7,200	8,000	0.90	D
1020	10	44.13	Dudley St	8,000	10,000	0.80	C	10,200	10,000	1.02	F(0)	9,200	10,000	0.92	E	8,400	10,000	0.84	D
1021	10	47.11	w/o Indian Hill Bl	7,300	10,000	0.73	C	9,100	10,000	0.91	E	9,500	10,000	0.95	E	8,500	10,000	0.85	D
1022	14	R26.00	n/o Jct Rte 5	3,960	12,000	0.33	A	8,230	12,000	0.69	B	8,035	12,000	0.67	B	4,663	12,000	0.39	A
1023	14	R54.20	s/o Angeles Forest Hwy	2,500	6,000	0.42	A	5,300	6,000	0.88	D	5,000	6,000	0.83	D	3,100	6,000	0.52	A
1024	14	R73.00	s/o Jct Rte 48	1,400	4,000	0.35	A	1,800	4,000	0.45	A	1,400	4,000	0.35	A	1,900	4,000	0.48	A
1025	57	R 2.60	s/o Pathfinder Rd	6,391	10,000	0.64	B	11,800	10,000	1.18	F(0)	10,300	10,000	1.03	F(0)	6,720	10,000	0.67	B
1026	57	R 6.85	s/o Jct Rtes 10/71/210	5,826	10,000	0.58	A	6,292	10,000	0.63	B	5,908	10,000	0.59	A	6,155	10,000	0.62	B
1027	60	R 2.22	e/o Indiana St	12,300	12,000	1.03	F(0)	15,700	12,000	1.31	F(1)	17,000	12,000	1.42	F(2)	7,100	12,000	0.59	A
1028	60	10.60	w/o Peck Rd	7,608	10,000	0.76	C	14,200	10,000	1.42	F(2)	13,100	10,000	1.31	F(1)	8,281	10,000	0.83	D
1029	60	12.20	e/o Jct 605	8,131	12,000	0.68	B	18,100	12,000	1.51	F(3)	13,100	10,000	1.31	F(1)	8,551	10,000	0.86	D
1030	60	20.92	e/o Nogales St	6,781	8,000	0.85	D	10,500	8,000	1.31	F(1)	11,300	8,000	1.41	F(2)	6,851	8,000	0.86	D
1031	60	22.94	Brea Canyon Rd	6,850	8,000	0.86	D	10,800	8,000	1.35	F(1)	10,800	8,000	1.35	F(1)	6,600	8,000	0.83	D
1032	60	R26.57	e/o Jct Rte 57 North	Construction				Construction				Construction				Construction			

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

2007 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP Stn	Fwy Rte	Post Mile	Location	Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1033	91	R10.62	e/o Alameda St/Santa Fe Ave	6,000	12,000	0.50	A	17,400	12,000	1.45	F(2)	12,600	12,000	1.05	F(0)	7,200	12,000	0.60	A
1034	91	R13.35	e/o Cherry Ave	7,716	10,000	0.77	C	8,144	10,000	0.81	D	11,800	10,000	1.18	F(0)	8,800	10,000	0.88	D
1035	91	17.96	Norwalk/Pioneer Bl	9,605	10,000	0.96	E	11,300	10,000	1.13	F(0)	12,200	10,000	1.22	F(0)	9,800	10,000	0.98	E
1036	101	0.46	n/o Vignes St	10,900	10,000	1.09	F(0)	10,800	10,000	1.08	F(0)	7,100	8,000	0.89	D	10,800	8,000	1.35	F(1)
1037	101	5.20	s/o Santa Monica Bl	7,167	8,000	0.90	D	11,000	8,000	1.38	F(2)	10,900	8,000	1.36	F(2)	11,500	8,000	1.44	F(2)
1038	101	13.98	Coldwater Canyon Ave	14,400	10,000	1.44	F(2)	12,400	10,000	1.24	F(0)	14,600	10,000	1.46	F(3)	14,900	10,000	1.49	F(3)
1039	101	23.40	Winnetka Ave	10,300	10,000	1.03	F(0)	10,100	10,000	1.01	F(0)	14,000	10,000	1.40	F(2)	11,900	10,000	1.19	F(0)
1040	101	36.18	n/o Reyes Adobe Rd	6,400	10,000	0.64	B	7,600	10,000	0.76	C	7,000	10,000	0.70	B	6,300	10,000	0.63	B
1041	105	R1.00	e/o Sepulveda Bl (Jct Rte 1)	3,800	6,000	0.63	B	6,200	6,000	1.03	F(0)	6,000	6,000	1.00	E	5,900	6,000	0.98	E
1042	105	R5.50	e/o Crenshaw Bl, w/o Vermont	8,300	10,000	0.83	D	12,000	10,000	1.20	F(0)	11,200	10,000	1.12	F(0)	8,300	10,000	0.83	D
1043	105	R12.60	w/o Jct Rte 710, e/o Harris Ave	7,300	10,000	0.73	C	12,100	10,000	1.21	F(0)	11,500	10,000	1.15	F(0)	10,800	10,000	1.08	F(0)
1044	105	R17.00	e/o Bellflower Bl, w/o Rte 605	6,190	8,000	0.77	C	11,800	8,000	1.48	F(3)	10,700	8,000	1.34	F(1)	6,840	8,000	0.86	D
1045	110	2.77	Wilmington, s/o "C" St	4,248	8,000	0.53	A	3,423	8,000	0.43	A	3,245	8,000	0.41	A	4,148	8,000	0.52	A
1046	110	15.88	Manchester Bl	11,450	12,000	0.95	E	11,600	12,000	0.97	E	10,791	12,000	0.90	D	11,770	12,000	0.98	E
1047	110	17.95	Slauson Ave	11,700	12,000	0.98	E	11,900	12,000	0.99	E	9,700	12,000	0.81	D	12,100	12,000	1.01	F(0)
1048	110	23.50	s/o Rte 101	11,700	8,000	1.46	F(3)	11,900	8,000	1.49	F(3)	11,600	8,000	1.45	F(2)	11,000	8,000	1.38	F(2)
1049	110	23.96	at Alpine St	5,951	6,000	0.99	E	9,550	6,000	1.59	F(3)	8,900	6,000	1.48	F(3)	8,900	6,000	1.48	F(3)
1050	110	26.50	at Pasadena Ave	3,100	6,000	0.52	A	6,400	6,000	1.07	F(0)	6,700	6,000	1.12	F(0)	4,300	6,000	0.72	C
1051	118	R1.19	at LA/Ventura County Line	6,766	8,000	0.85	D	5,657	8,000	0.71	C	5,278	8,000	0.66	B	6,785	8,000	0.85	D
1052	118	R9.10	e/o Woodley Ave	9,607	12,000	0.80	D	9,433	12,000	0.79	C	10,447	12,000	0.87	D	9,815	12,000	0.82	D
1053	118	R13.44	w/o Jct Rte 210	5,100	8,000	0.64	B	5,416	8,000	0.68	B	6,100	8,000	0.76	C	5,100	8,000	0.64	B
1054	134	1.26	at Forman Ave	7,500	10,000	0.75	C	11,100	10,000	1.11	F(0)	12,100	10,000	1.21	F(0)	11,800	10,000	1.18	F(0)
1055	134	R7.13	e/o Central Ave	7,200	10,000	0.72	C	9,400	10,000	0.94	E	11,500	10,000	1.15	F(0)	7,700	10,000	0.77	C
1056	134	R12.09	w/o San Rafael Ave	8,800	10,000	0.88	D A	9,400	10,000	0.94	E A	9,900	10,000	0.99	E A	8,700	10,000	0.87	D A
1057	170	R17.62	s/o Sherman Way	8,100	10,000	0.81	D	10,500	10,000	1.05	F(0)	10,600	10,000	1.06	F(0)	6,200	10,000	0.62	B
1058	210	R3.57	e/o Polk St	4,887	6,000	0.81	D	2,967	6,000	0.49	A	2,839	6,000	0.47	A	4,928	6,000	0.82	D
1059	210	R7.19	at Terra Bella St	6,202	8,000	0.78	C	5,181	8,000	0.65	B	4,688	8,000	0.59	A	6,882	8,000	0.86	D

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

2007 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP Stn	Fwy Rte	Post Mile	Location	Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1060	210	R23.55	w/o Rtes 134/710	6,402	10,000	0.64	B	4,538	10,000	0.45	A	4,305	10,000	0.43	A	6,478	10,000	0.65	B
1061	210	R29.72	Rosemead Bl	11,450	10,000	1.15	F(0)	14,500	10,000	1.45	F(2)	11,600	10,000	1.16	F(0)	9,900	10,000	0.99	E
1062	210	R35.74	w/o Rte 605	8,316	10,000	0.83	D	12,100	10,000	1.21	F(0)	13,400	10,000	1.34	F(1)	9,100	10,000	0.91	E
1063	210	R46.45	at San Dimas Ave .	4,278	10,000	0.43	A	6,996	10,000	0.70	B	7,300	10,000	0.73	C	5,645	10,000	0.56	A
1064	210	R 50.94	e/o Indian Hill Bl	4,100	10,000	0.41	A	7,600	10,000	0.76	C	7,730	8,000	0.97	E	4,900	8,000	0.61	B
1065	405	0.40	n/o Rte 22	9,110	10,000	0.91	E	8,500	10,000	0.85	D	8,255	10,000	0.83	D	13,900	10,000	1.39	F(2)
1066	405	8.02	Santa Fe Ave	9,400	10,000	0.94	E	8,100	10,000	0.81	D	9,493	10,000	0.95	E	11,300	10,000	1.13	F(0)
1067	405	11.90	s/o Rte 110 @ Carson Scales	10,900	10,000	1.09	F(0)	9,400	10,000	0.94	E	9,400	10,000	0.94	E	11,300	10,000	1.13	F(0)
1068	405	18.63	n/o Inglewood Ave at Compton Bl	11,600	10,000	1.16	F(0)	9,500	10,000	0.95	E	8,420	10,000	0.84	D	10,400	10,000	1.04	F(0)
1069	405	24.27	n/o La Tijera Bl	14,200	10,000	1.42	F(2)	14,500	10,000	1.45	F(2)	10,100	10,000	1.01	F(0)	11,500	10,000	1.15	F(0)
1070	405	28.30	n/o Venice Bl	13,900	10,000	1.39	F(2)	15,100	10,000	1.51	F(3)	9,400	10,000	0.94	E	14,700	10,000	1.47	F(3)
1071	405	35.81	s/o Mulholland Dr	9,000	10,000	0.90	D	14,800	10,000	1.48	F(3)	14,800	8,000	1.85	F(3)	10,500	8,000	1.31	F(1)
1072	405	44.27	n/o Roscoe Bl	6,645	10,000	0.66	B	13,100	10,000	1.31	F(1)	10,800	8,000	1.35	F(1)	6,601	8,000	0.83	D
1073	605	R2.31	n/o Carson St	8,081	10,000	0.81	D	9,356	10,000	0.94	E	8,941	10,000	0.89	D	7,802	10,000	0.78	C
1074	605	R 5.58	n/o Jct Rte 91, s/o Alondra Bl	13,800	12,000	1.15	F(0)	9,779	12,000	0.81	D	10,284	12,000	0.86	D	10,945	12,000	0.91	E
1075	605	R11.00	n/o Telegraph Rd .	9,500	10,000	0.95	E	10,900	10,000	1.09	F(0)	12,100	10,000	1.21	F(0)	12,800	10,000	1.28	F(1)
1076	605	R17.75	n/o Jct Rte 60	7,004	10,000	0.70	C	11,800	10,000	1.18	F(0)	10,100	10,000	1.01	F(0)	7,600	10,000	0.76	C
1077	605	22.92	at San Gabriel River Bridge	5,338	8,000	0.67	B	5,777	8,000	0.72	C	6,852	8,000	0.86	D	5,873	8,000	0.73	C
1078	710	7.60	n/o Jct Rte 1 (PCH), Willow St	5,600	6,000	0.93	E	5,000	6,000	0.83	D	5,900	6,000	0.98	E	5,200	6,000	0.87	D
1079	710	10.31	n/o Jct Rte 405, s/o Del Amo Bl	8,200	8,000	1.03	F(0)	8,000	8,000	1.00	E	8,400	8,000	1.05	F(0)	7,800	8,000	0.98	E
1080	710	19.10	n/o Rte 105, n/o Firestone Bl	10,500	8,000	1.31	F(1)	11,300	8,000	1.41	F(2)	8,201	8,000	1.03	F(0)	8,150	8,000	1.02	F(0)
1081	710	23.75	s/o Rte 60	7,500	8,000	0.94	E	8,500	8,000	1.06	F(0)	8,100	8,000	1.01	F(0)	8,800	8,000	1.10	F(0)

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

CMP ARTERIAL MONITORING STATION LEVELS OF SERVICE COMPARISONS: 1992-2009

CMP ID	Responsible Agency	CMP Route	Cross Street	2009 AM V/C	2009 AM LOS	2009 PM V/C	2009 PM LOS	1992 AM V/C	1992 AM LOS	1992 PM V/C	1992 PM LOS	Substantial Changes 1992 to 2009**
1	Alhambra	+ Fremont Av	Valley Bl	0.89	D	0.85	D	1.18	F(0)	1.01	F(0)	improved
2	Azusa	Azusa Av/San Gabriel Av	Foothill Bl	0.57	A	0.64	B	0.63	B	0.92	E	pm improved
3	Bellflower	Lakewood Bl	Artesia Bl	0.60	A	0.77	C	0.97	E	0.95	E	improved
4	Bellflower	Lakewood Bl	Rosecrans Av	0.65	B	0.74	C	0.79	C	0.81	D	am improved
5	Beverly Hills	+ Santa Monica Bl	Wilshire Bl	0.98	E	0.87	D	1.20	F(0)	1.10	F(0)	improved
6	Beverly Hills	Wilshire Bl	La Cienega Bl	0.90	D	0.88	D	1.09	F(0)	1.18	F(0)	improved
7	Carson	Alameda St	Del Amo (Carson St.	no longer CMP arterial				0.40	A	0.55	A	
8	Claremont	Arrow Hwy	Indian Hill Bl	0.56	A	0.72	C	0.88	D	1.03	F(0)	improved
9	Claremont	Base Line Rd	Indian Hill Bl	0.62	B	0.68	B	0.77	C	0.71	C	am improved
10	Claremont	College Wy	Williams Av	no longer CMP arterial				0.95	E	0.91	E	
11	Claremont	Foothill Bl	Indian Hill Bl	0.73	C	0.83	D	1.10	F(0)	1.05	F(0)	improved
12	Compton	Alameda St	Compton Bl	0.58	A	0.66	B	0.78	C	0.96	E	improved
13	Compton	Alameda St	Rte 91 EB Ramps	0.46	A	0.57	A	0.47	A	0.61	B	
14	Covina	Azusa Av	Arrow Hwy	0.79	C	0.82	D	0.73	C	0.95	E	pm improved
15	Culver City	Venice Bl	Overland Av	0.98	E	0.96	E	1.31	F(1)	1.25	F(0)	improved
16	Diamond Bar	Grand Av	Diamond Bar Bl	0.81	D	1.14	F(0)	0.90	D	1.08	F(0)	
17	Downey	Firestone Bl	Old Rivers School Rd	no longer CMP arterial				0.86	D	0.93	E	
18	Downey	Lakewood Bl	Firestone Bl	0.72	C	0.77	C	0.84	D	0.98	E	improved
19	Pico Rivera	Rosemead Bl	Telegraph Rd	0.89	D	0.91	E	0.77	C	1.07	F(0)	am worse/pm improved
20	El Segundo	Sepulveda Bl	El Segundo Bl	0.77	C	0.88	D	1.03	F(0)	1.07	F(0)	improved
21	Gardena	Artesia Bl	Vermont Av	0.95	E	0.88	D	0.99	E	0.86	D	
22	Hermosa Beach	+ Pacific Coast Hwy	Artesia Bl/Gould Av	0.88	D	0.85	D	1.00	E	0.89	D	am improved
23	Huntington Park	Alameda St	Slauson Av	0.69	B	0.80	C	0.62	B	0.69	B	pm worsened
24	Inglewood	Manchester Av	Crenshaw Bl	0.70	B	0.83	D	0.96	E	1.09	F(0)	improved
25	Inglewood	Manchester Av	La Brea Av	0.82	D	0.77	C	0.95	E	0.94	E	improved
26	La Canada-Flintridge	Angeles Crest Hwy	Rte 210 WB Off Ramp	0.57	A	0.68	B	0.64	B	0.60	A	
27	La Mirada	Imperial Hwy	La Mirada Bl	0.88	D	0.83	D	0.99	E	0.94	E	improved
28	La Puente	Azusa Av	Main St	0.80	C	0.77	C	0.79	C	0.80	C	
29	La Verne	Arrow Hwy	E St	0.57	A	0.62	B	0.62	B	0.68	B	
30	La Verne	+ Base Line Rd	Foothill Bl	0.48	A	0.65	B	0.65	B	1.06	F(0)	improved
31	La Verne	Foothill Bl	Damien Av	0.67	B	0.55	A	0.84	D	1.04	F(0)	improved
32	Lakewood	Lakewood Bl	South St	0.70	B	0.83	D	0.68	B	0.94	E	pm improved
33	Long Beach	+ Alamitos Bl	Ocean Bl	0.76	C	0.79	C	0.97	E	0.99	E	improved

+ Intersection of two CMP arterials
* The base year for comparison is 1995
**Change of 0.10 or more in V/C and change in LOS
Int. = Intersection; V/C = volume/capacity; improved = am and pam improved; worsened = am and pm worsened

CMP ARTERIAL MONITORING STATION LEVELS OF SERVICE COMPARISONS: 1992-2009

CMP ID	Responsible Agency	CMP Route	Cross Street	2009 AM V/C	2009 AM LOS	2009 PM V/C	2009 PM LOS	1992 AM V/C	1992 AM LOS	1992 PM V/C	1992 PM LOS	Substantial Changes 1992 to 2009**
34	Long Beach	Lakewood Bl	Carson St	0.73	C	0.65	B	0.71	C	0.83	D	pm improved
35	Long Beach	Lakewood Bl	Willow St	0.76	C	0.87	D	0.89	D	0.96	E	am improved
36	Long Beach	+ Pacific Coast Hwy	7th St	0.92	E	1.02	F(0)	1.07	F(0)	1.00	E	am improved
37	Long Beach	+ Pacific Coast Hwy	Orange Av	0.93	E	0.92	E	0.78	C	0.83	D	am worsened
38	Long Beach	Pacific Coast Hwy	Santa Fe Av	0.73	C	0.72	C	0.64	B	0.68	B	
39	Long Beach	Pacific Coast Hwy	Westminister Av	0.85	D	0.93	E	1.00	E	1.07	F(0)	improved
40	Long Beach	Pacific Coast Hwy	Ximeno Av	0.64	B	0.73	C	0.69	B	0.77	C	
41	Long Beach	+ 7th St	Alamitos Av	0.80	C	0.68	B	1.14	F(0)	0.86	D	improved
42	Long Beach	7th St	Redondo Av	0.89	D	0.85	D	1.01	F(0)	0.99	E	improved
43	Los Angeles City	Alameda St	Washington Bl	0.64	B	0.82	D	0.63	B	0.72	C	
44	Los Angeles City	Alvarado St	Sunset Bl	0.63	B	0.89	D	0.99	E	0.99	E	am improved
45	Los Angeles City	Gaffey St	9th St	0.71	C	0.68	B	0.93	E	0.91	E	improved
46	Los Angeles City	* La Cienega Bl	Jefferson Bl	0.85	D	0.88	D	1.09	F(0)	1.06	F(0)	improved
47	Los Angeles City	* La Cienega Bl	Centinela Bl	0.95	E	1.00	E	1.21	F(0)	1.14	F(0)	am improved
48	Los Angeles City	+ Lincoln Bl	Manchester Av	0.69	B	0.77	C	0.85	D	0.79	C	am improved
49	Los Angeles City	+ Lincoln Bl	Marina Expy	0.77	C	0.84	D	0.70	B	0.69	B	pm worsened
50	Los Angeles City	+ Lincoln Bl	Venice Bl	0.78	C	0.81	D	0.89	D	0.99	E	improved
51	Los Angeles City	Manchester Av	Avalon Bl	0.66	B	0.57	A	0.65	B	0.72	C	pm improved
52	Los Angeles City	Manchester Av	Sepulveda Bl	0.65	B	0.73	C	0.90	D	0.87	D	improved
53	Los Angeles City	Manchester Av	Vermont Av	0.84	D	0.80	C	0.75	C	0.77	C	
54	Los Angeles City	+ Pacific Coast Hwy	Alameda St	0.25	A	0.35	A	0.56	A	0.65	B	pm improved
55	Los Angeles City	Pacific Coast Hwy	Chautauqua Bl	1.23	F(0)	1.41	F(2)	1.09	F(0)	1.41	F(2)	
56	Los Angeles City	Pacific Coast Hwy	Figueroa Bl	0.89	D	0.83	D	0.80	C	0.72	C	pm worsened
57	Los Angeles City	Pacific Coast Hwy	Sunset Bl	1.00	E	1.22	F(0)	0.91	E	0.88	D	pm worsened
58	Los Angeles City	+ Pacific Coast Hwy	Western Av	1.03	F(0)	1.02	F(0)	0.77	C	0.83	D	worsened
59	Los Angeles City	Santa Monica Bl	Bundy Dr	0.65	B	0.84	D	0.54	A	0.67	B	worsened
60	Los Angeles City	+ Santa Monica Bl	Highland Av	0.83	D	0.79	C	1.01	F(0)	1.09	F(0)	improved
61	Los Angeles City	Santa Monica Bl	Western Av	0.70	B	0.75	C	0.86	D	0.96	E	improved
62	Los Angeles City	Santa Monica Bl	Westwood Bl	0.91	E	0.90	D	0.82	D	0.88	D	
63	Los Angeles City	Sepulveda Bl	Lincoln Bl	0.65	B	0.75	C	0.86	D	0.97	E	improved
64	Los Angeles City	Topanga Cyn Bl	Devonshire St	0.79	C	0.68	B	0.81	D	0.91	E	pm improved
65	Los Angeles City	Topanga Cyn Bl	Roscoe Bl	0.99	E	0.94	E	0.83	D	0.82	D	worsened
66	Los Angeles City	Topanga Cyn Bl	Rte 118 WB Ramps	0.72	C	0.68	B	0.80	C	0.88	D	pm improved

+ Intersection of two CMP arterials
* The base year for comparison is 1995
**Change of 0.10 or more in V/C and change in LOS
Int. = Intersection; V/C = volume/capacity; improved = am and pam improved; worsened = am and pm worsened

CMP ARTERIAL MONITORING STATION LEVELS OF SERVICE COMPARISONS: 1992-2009

CMP ID	Responsible Agency	CMP Route	Cross Street	2009 AM V/C	2009 AM LOS	2009 PM V/C	2009 PM LOS	1992 AM V/C	1992 AM LOS	1992 PM V/C	1992 PM LOS	Substantial Changes 1992 to 2009**
67	Los Angeles City	+ Topanga Cyn Bl	Ventura Bl	0.80	C	0.90	D	0.88	D	0.87	D	
68	Los Angeles City	+ Topanga Cyn Bl	Victory Bl	0.63	B	0.86	D	0.81	D	0.89	D	am improved
69	Los Angeles City	Valley Bl	Rte 710 NB Off Ramp	0.69	B	0.69	B	0.68	B	0.71	C	
70	Los Angeles City	Venice Bl	Centinela Bl	0.99	E	1.06	F(0)	1.05	F(0)	1.07	F(0)	
71	Los Angeles City	Venice Bl	La Cienega Bl	0.86	D	0.95	E	1.01	F(0)	1.03	F(0)	am improved
72	Los Angeles City	Ventura Bl	Balboa Bl	0.73	C	0.85	D	0.85	D	0.74	C	am improve/pm worse
73	Los Angeles City	Ventura Bl	Lankershim Bl	0.72	C	0.71	C	1.06	F(0)	0.93	E	improved
74	Los Angeles City	Ventura Bl	Laurel Cyn Bl	0.79	C	0.74	C	0.95	E	1.03	F(0)	improved
75	Los Angeles City	Ventura Bl	Reseda Bl	0.62	B	0.78	C	0.72	C	0.81	D	am improved
76	Los Angeles City	Ventura Bl	Sepulveda Bl	0.91	E	0.84	D	0.88	D	0.85	D	
77	Los Angeles City	Ventura Bl	Winnetka Av	0.72	C	0.89	D	0.77	C	0.76	C	pm worsened
78	Los Angeles City	Ventura Bl	Woodman Av	0.64	B	0.82	D	0.78	C	0.87	D	am improved
79	Los Angeles City	Victory Bl	Balboa Bl	0.94	E	0.79	C	1.01	F(0)	0.98	E	pm improved
80	Los Angeles City	Victory Bl	Reseda Bl	0.74	C	0.92	E	0.88	D	1.18	F(0)	improved
81	Los Angeles City	Victory Bl	Sepulveda Bl	0.95	E	0.91	E	1.02	F(0)	1.04	F(0)	pm improved
82	Los Angeles City	Victory Bl	Winnetka Av	0.82	D	0.96	E	0.99	E	1.03	F(0)	am improved
83	Los Angeles City	Victory Bl	Woodman Av	0.73	C	0.72	C	0.97	E	1.02	F(0)	improved
84	Los Angeles City	Western Av	9th St	0.42	A	0.59	A	0.59	A	0.72	C	pm improved
85	Los Angeles City	Wilshire Bl	Alvarado Bl	0.51	A	0.57	A	0.53	A	0.68	B	pm improved
86	Los Angeles City	Wilshire Bl	Beverly Glen Bl	0.92	E	0.81	D	0.84	D	0.87	D	
87	Los Angeles City	Wilshire Bl	La Brea Av	0.73	C	0.73	C	0.82	D	0.83	D	pm improved
88	Los Angeles City	Wilshire Bl	Sepulveda Bl	0.82	D	0.74	C	0.95	E	1.01	F(0)	improved
89	Los Angeles City	Wilshire Bl	Western Av	0.61	B	0.68	B	0.65	B	0.81	D	pm improved
90	Los Angeles County	Avenue D	60th St West	0.24	A	0.27	A	0.22	A	0.23	A	
91	Los Angeles County	+ Azusa Av	Colima Rd	0.68	B	0.82	D	0.76	C	0.91	E	
92	Los Angeles County	+ Colima Rd	Hacienda Bl	0.79	C	0.76	C	0.89	D	0.84	D	am improved
93	Los Angeles County	Henry Mayo Dr	Chiquito Cyn Rd	0.42	A	0.44	A	0.51	A	0.49	A	
94	Los Angeles County	Imperial Hwy	Carmenita Rd	0.81	D	0.80	C	0.95	E	1.31	F(1)	improved
95	Los Angeles County	* La Cienega Bl	Stocker St	1.12	F(0)	1.15	F(0)	1.47	F(2)	1.49	F(2)	
96	Los Angeles County	Lancaster Rd	300th St West	0.19	A	0.20	A	0.17	A	0.18	A	
97	Los Angeles County	+ Pacific Coast Hwy	Topanga Cyn Bl	1.05	F(0)	0.93	E	0.96	E	0.75	C	pm worsened
98	Los Angeles County	Pearblossom Hwy	82nd St East	0.49	A	0.70	B	0.46	A	0.52	A	pm worsened
99	Los Angeles County	+ Pearblossom Hwy	Antelope Hwy	0.48	A	0.53	A	0.33	A	0.32	A	

+ Intersection of two CMP arterials
* The base year for comparison is 1995
**Change of 0.10 or more in V/C and change in LOS
Int. = Intersection; V/C = volume/capacity; improved = am and pam improved; worsened = am and pm worsened

CMP ARTERIAL MONITORING STATION LEVELS OF SERVICE COMPARISONS: 1992-2009

CMP ID	Responsible Agency	CMP Route	Cross Street	2009 AM V/C	2009 AM LOS	2009 PM V/C	2009 PM LOS	1992 AM V/C	1992 AM LOS	1992 PM V/C	1992 PM LOS	Substantial Changes 1992 to 2009**
100	Los Angeles County	Rosemead Bl	Huntington Dr	0.74	C	0.89	D	0.96	E	1.07	F(0)	improved
101	Los Angeles County	Rosemead Bl	San Gabriel Bl	0.75	C	1.00	E	1.02	F(0)	1.05	F(0)	am improved
102	Los Angeles County	Sierra Hwy	Rte 14 (Red Rover Rd)	0.33	A	0.28	A	0.69	B	0.71	C	improved
103	Los Angeles County	Sierra Hwy	Sand Cyn Rd	0.53	A	0.63	B	0.86	D	1.04	F(0)	improved
104	Los Angeles County	Whittier Bl	Atlantic Av	0.64	B	0.76	C	0.68	B	0.77	C	
105	Lynwood	Alameda St	Imperial Hwy	0.75	C	0.79	C	1.02	F(0)	1.04	F(0)	improved
106	Malibu	+ Pacific Coast Hwy	Decker Rd	0.28	A	0.35	A	0.29	A	0.35	A	
107	Malibu	Pacific Coast Hwy	Kanan Dume Rd	0.62	B	0.69	B	0.50	A	0.48	A	worsened
108	Malibu	Pacific Coast Hwy	Las Flores Cyn Rd	0.67	B	0.74	C	0.74	C	0.79	C	
109	Malibu	Pacific Coast Hwy	Malibu Cyn Rd	0.77	C	0.70	C	0.57	A	0.65	B	am worsened
110	Manhattan Beach	Sepulveda Bl	Rosecrans Av	1.00	E	0.91	E	1.22	F(0)	1.22	F(0)	improved
111	Montebello	* Whittier Bl	Garfield Av	0.71	C	0.87	D	0.81	D	0.86	D	am improved
112	Montebello	Whittier Bl	Montebello Bl	0.72	C	0.77	C	0.75	C	0.79	C	
113	Norwalk	Firestone Bl	Imperial Hwy	0.76	C	0.84	D	0.92	E	0.86	D	am improved
114	Norwalk	Imperial Hwy	Norwalk Bl	0.80	C	0.77	C	0.84	D	0.95	E	pm improved
115	Palmdale	Fort Tejon Rd	Pearblossom Hwy	0.54	A	0.64	B	0.52	A	0.57	A	
116	Palmdale	Palmdale Bl	30th St East	0.53	A	0.66	B	0.42	A	0.69	B	
117	Palmdale	Palmdale Bl	Sierra Hwy	0.54	A	0.70	B	0.48	A	0.72	C	
118	Palmdale	* 47th St East	Avenue S	0.64	B	0.75	C	0.45	A	0.53	A	worsened
119	Pasadena	Arroyo Pkwy	California Bl	0.61	B	0.78	C	0.81	D	0.92	E	improved
120	Pasadena	Pasadena Av/St. John Av	California Bl	0.94	E	0.88	D	0.95	E	0.95	E	
121	Pasadena	Rosemead Bl	Foothill Bl	0.63	B	0.85	D	0.70	B	0.87	D	
122	Pico Rivera	Rosemead Bl	Washington Bl	0.87	D	0.97	E	0.88	D	0.94	E	
123	Pico Rivera	+ Rosemead Bl	Whittier Bl	0.79	C	0.90	D	0.77	C	0.89	D	
124	Pomona	Arrow Hwy	Garey Av	0.52	A	0.58	A	0.63	B	0.85	D	improved
125	Pomona	Corona Expy	Garey Av	no longer CMP arterial				1.10	F(0)	1.10	F(0)	
126	Pomona	Corona Expy	Mission Bl	construction				1.10	F(0)	1.10	F(0)	
127	Pomona	Foothill Bl	Garey Av	0.57	A	0.59	A	0.80	C	1.06	F(0)	improved
128	Rancho Palos Verdes	Western Av	Toscanini Dr	0.75	C	0.68	B	0.69	B	0.73	C	
129	Redondo Beach	Artesia Bl	Inglewood Av	0.95	E	1.00	E	0.98	E	1.16	F(0)	pm improved
130	Redondo Beach	Pacific Coast Hwy	Torrance Bl	0.86	D	0.86	D	0.94	E	1.09	F(0)	pm improved
131	Rosemead	Rosemead Bl	Valley Bl	0.98	E	1.05	F(0)	1.02	F(0)	1.05	F(0)	
132	San Dimas	Arrow Hwy	San Dimas Av	0.59	A	0.64	B	0.47	A	0.67	B	

+ Intersection of two CMP arterials
* The base year for comparison is 1995
**Change of 0.10 or more in V/C and change in LOS
Int. = Intersection; V/C = volume/capacity; improved = am and pam improved; worsened = am and pm worsened

CMP ARTERIAL MONITORING STATION LEVELS OF SERVICE COMPARISONS: 1992-2009

CMP ID	Responsible Agency	CMP Route	Cross Street	2009 AM V/C	2009 AM LOS	2009 PM V/C	2009 PM LOS	1992 AM V/C	1992 AM LOS	1992 PM V/C	1992 PM LOS	Substantial Changes 1992 to 2009**
133	Santa Clarita	Magic Mtn Pkwy	Valencia Bl	0.57	A	0.81	D	0.77	C	0.91	E	improved
134	Santa Clarita	San Fernando Rd	Lyons av		construction			0.85	D	1.06	F(0)	
135	Santa Clarita	+ San Fernando Rd	Sierra Hwy	0.85	D	0.84	D	1.04	F(0)	0.88	D	am improved
136	Santa Clarita	Sierra Hwy	Placerita Cyn Rd	0.61	B	0.55	A	0.69	B	0.67	B	pm improved
137	Santa Clarita	Sierra Hwy	Soledad Cyn Rd	0.83	D	0.84	D	1.06	F(0)	1.13	F(0)	improved
138	Santa Monica	Lincoln Bl	Pico Bl	0.78	C	0.84	D	0.93	E	0.91	E	am improved
139	Santa Monica	Santa Monica Bl	Cloverfield Bl	0.55	A	0.65	B	0.68	B	0.80	C	improved
140	Santa Monica	+ Santa Monica Bl	Lincoln Bl	0.54	A	0.71	C	0.63	B	0.86	D	pm improved
141	Santa Monica	Wilshire Bl	26th St	0.82	D	0.93	E	0.81	D	0.95	E	
142	South El Monte	Rosemead Bl	Garvey Av	0.86	D	0.94	E	0.85	D	0.97	E	
143	South Gate	+ Alameda St	Firestone Bl	0.80	C	0.92	E	0.69	B	0.86	D	am worsened
144	South Gate	Firestone Bl	Atlantic Av	0.86	D	0.92	E	0.91	E	1.11	F(0)	pm improved
145	South Pasadena	Fremont Av	Huntington Dr	0.95	E	1.17	F(0)	0.86	D	0.96	E	pm worsened
146	Temple City	Rosemead Bl	Las Tunas Dr	0.73	C	0.84	D	1.05	F(0)	1.05	F(0)	improved
147	Torrance	Artesia Bl	Crenshaw Bl	0.86	D	1.02	F(0)	1.11	F(0)	1.11	F(0)	am improved
148	Torrance	+ Artesia Bl	Hawthorne Bl	0.74	C	0.76	C	1.09	F(0)	1.04	F(0)	improved
149	Torrance	Hawthorne Bl	190th St	0.88	D	0.87	D	0.99	E	0.94	E	am improved
150	Torrance	Hawthorne Bl	Sepulveda Bl	0.87	D	0.94	E	0.83	D	1.05	F(0)	pm improved
151	Torrance	Pacific Coast Hwy	Crenshaw Bl	0.98	E	1.13	F(0)	0.99	E	1.09	F(0)	
152	Torrance	+ Pacific Coast Hwy	Hawthorne Bl	0.94	E	0.92	E	1.00	E	1.03	F(0)	pm improved
153	Torrance	Pacific Coast Hwy	Palos Verdes Bl	0.86	D	1.00	E	0.76	C	0.96	E	am worsened
154	Torrance	Western Av	190th St	0.98	E	0.84	D	0.86	D	0.95	E	am worse/pm improve
155	Torrance	Western Av	Carson St	1.02	F(0)	1.01	F(0)	0.95	E	1.04	F(0)	
156	Torrance	Western Av	Sepulveda Bl	0.88	D	0.93	E	0.99	E	1.10	F(0)	improved
157	West Covina	Azusa Av	Amar Rd	0.81	D	0.94	E	0.96	E	1.25	F(0)	improved
158	West Covina	Azusa Av	Cameron Av	0.84	D	0.80	C	0.69	B	0.77	C	am worsened
159	West Covina	Azusa Av	Workman Av	0.75	C	0.82	D	0.62	B	0.71	C	worsened
160	West Hollywood	Santa Monica Bl	Doheny Dr	0.71	C	0.70	B	0.96	E	0.82	D	improved
161	West Hollywood	Santa Monica Bl	La Cienega Bl	0.87	D	0.84	D	1.09	F(0)	0.94	E	improved
162	Whittier	Whittier Bl	Colima Rd	0.95	E	0.90	D	0.85	D	0.96	E	am worsened
163	Whittier	Whittier Bl	Norwalk Bl	0.97	E	0.90	D	0.92	E	0.81	D	
164	Whittier	Whittier Bl	Painter Av	0.84	D	0.92	E	0.84	D	1.14	F(0)	pm improved

+ Intersection of two CMP arterials
* The base year for comparison is 1995
**Change of 0.10 or more in V/C and change in LOS
Int. = Intersection; V/C = volume/capacity; improved = am and pam improved; worsened = am and pm worsened

2009 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP Stn	Fwy Rte	Post Mile	Location	Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1001	2	R17.78	at Round Top Rd	4,600	10,000	0.46	A	8,300	10,000	0.83	D	10,500	10,000	1.05	F(0)	5,800	10,000	0.58	A
1002	5	7.83	at Lemoran Ave	11,750	8,000	1.47	F(3)	8,500	8,000	1.06	F(0)	8,800	8,000	1.10	F(0)	11,700	8,000	1.46	F(3)
1003	5	13.35	Ferris Ave	10,500	8,000	1.31	F(1)	7,950	8,000	0.99	E	7,400	8,000	0.93	E	11,400	8,000	1.43	F(2)
1004	5	21.80	Stadium Way	9,400	10,000	0.94	E	12,725	10,000	1.27	F(1)	14,000	10,000	1.40	F(2)	10,600	10,000	1.06	F(0)
1005	5	25.50	s/o Colorado Blvd Ext	10,200	10,000	1.02	F(0)	13,000	10,000	1.30	F(1)	13,900	10,000	1.39	F(2)	11,500	10,000	1.15	F(0)
1006	5	29.97	Burbank Bl	8,100	8,000	1.01	F(0)	10,200	8,000	1.28	F(1)	9,100	8,000	1.14	F(0)	11,800	8,000	1.48	F(3)
1007	5	36.90	n/o Jct Rte 170 @ Osborne St	8,600	12,000	0.72	C	13,500	12,000	1.13	F(0)	13,000	12,000	1.08	F(0)	9,660	12,000	0.81	D
1008	5	R46.55	n/o Rte 14	7,900	10,000	0.79	C	9,700	10,000	0.97	E	9,700	10,000	0.97	E	7,700	10,000	0.77	C
1009	5	R55.48	n/o Jct Rte 126 West	4,000	8,000	0.50	A	4,900	8,000	0.61	B	4,600	8,000	0.58	A	3,600	8,000	0.45	A
1010	10	R2.17	Lincoln Bl	5,000	6,000	0.83	D	5,800	6,000	0.97	E	4,600	6,000	0.77	C	3,900	6,000	0.65	B
1011	10	R6.75	e/o Overland Ave	12,000	10,000	1.20	F(0)	13,600	10,000	1.36	F(2)	10,100	8,000	1.26	F(1)	8,500	8,000	1.06	F(0)
1012	10	R10.71	e/o La Brea Ave UC	12,900	10,000	1.29	F(1)	14,000	10,000	1.40	F(2)	12,700	10,000	1.27	F(1)	11,800	10,000	1.18	F(0)
1013	10	13.53	Budlong Ave	16,900	12,500	1.35	F(2)	18,000	12,500	1.44	F(2)	18,000	12,500	1.44	F(2)	17,500	12,500	1.40	F(2)
1014	10	19.67	at East LA City Limit	6,400	12,000	0.53	A	12,600	12,000	1.05	F(0)	12,100	12,000	1.01	F(0)	7,100	12,000	0.59	A
1015	10	23.28	Atlantic Bl	6,200	8,000	0.78	C	11,000	8,000	1.38	F(2)	11,000	8,000	1.38	F(2)	6,500	8,000	0.81	D
1016	10	26.79	Rosemead Bl	6,200	8,000	0.78	C	11,400	8,000	1.43	F(2)	11,000	8,000	1.38	F(2)	6,500	8,000	0.81	D
1017	10	30.30	e/o Peck Rd	6,000	10,000	0.60	A	10,900	10,000	1.09	F(0)	10,500	10,000	1.05	F(0)	6,700	10,000	0.67	B
1018	10	34.28	e/o Puente Ave	6,400	10,000	0.64	B	13,000	10,000	1.30	F(1)	13,300	10,000	1.33	F(1)	6,500	10,000	0.65	B
1019	10	38.48	Grand Ave	8,700	10,000	0.87	D	10,700	10,000	1.07	F(0)	10,400	8,000	1.30	F(1)	7,000	8,000	0.88	D
1020	10	44.13	Dudley St	8,000	10,000	0.80	C	10,200	10,000	1.02	F(0)	9,200	10,000	0.92	E	8,400	10,000	0.84	D
1021	10	47.11	w/o Indian Hill Bl	7,100	10,000	0.71	C	8,700	10,000	0.87	D	9,700	10,000	0.97	E	8,300	10,000	0.83	D
1022	14	R26.00	n/o Jct Rte 5	3,000	12,000	0.25	A	7,800	12,000	0.65	B	8,100	12,000	0.68	B	4,200	12,000	0.35	A
1023	14	R54.20	s/o Angeles Forest Hwy	2,100	6,000	0.35	A	5,100	6,000	0.85	D	4,900	6,000	0.82	D	2,500	6,000	0.42	A
1024	14	R73.00	s/o Jct Rte 48	1,200	4,000	0.30	A	1,700	4,000	0.43	A	1,400	4,000	0.35	A	1,700	4,000	0.43	A
1025	57	R 2.60	s/o Pathfinder Rd	6,000	10,000	0.60	A	11,600	10,000	1.16	F(0)	10,100	10,000	1.01	F(0)	6,200	10,000	0.62	B
1026	57	R 6.85	s/o Jct Rtes 10/71/210	6,200	10,000	0.62	B	6,000	10,000	0.60	A	6,100	10,000	0.61	B	6,200	10,000	0.62	B
1027	60	R 2.22	e/o Indiana St	12,500	12,000	1.04	F(0)	16,000	12,000	1.33	F(1)	17,400	12,000	1.45	F(2)	7,300	12,000	0.61	B
1028	60	10.60	w/o Peck Rd	7,600	10,000	0.76	C	14,200	10,000	1.42	F(2)	13,100	10,000	1.31	F(1)	8,300	10,000	0.83	D
1029	60	12.20	e/o Jct 605	8,200	12,000	0.68	B	18,100	12,000	1.51	F(3)	13,100	10,000	1.31	F(1)	8,600	10,000	0.86	D
1030	60	20.92	e/o Nogales St	6,800	8,000	0.85	D	10,500	8,000	1.31	F(1)	11,300	8,000	1.41	F(2)	6,900	8,000	0.86	D
1031	60	22.94	Brea Canyon Rd	6,700	8,000	0.84	D	10,500	8,000	1.31	F(1)	10,500	8,000	1.31	F(1)	6,400	8,000	0.80	C
1032	60	R26.57	e/o Jct Rte 57 North	7,900	10,000	0.79	C	11,700	10,000	1.17	F(0)	10,300	10,000	1.03	F(0)	7,900	10,000	0.79	C

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

2009 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP Stn	Fwy Rte	Post Mile	Location	Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1033	91	R10.62	e/o Alameda St/Santa Fe Ave	7,400	12,000	0.62	B	15,200	12,000	1.27	F(1)	9,900	12,000	0.83	D	6,000	12,000	0.50	A
1034	91	R13.35	e/o Cherry Ave	6,800	10,000	0.68	B	10,500	10,000	1.05	F(0)	11,800	12,000	0.98	E	7,800	12,000	0.65	B
1035	91	17.96	Norwalk/Pioneer Bl	9,400	10,000	0.94	E	11,000	10,000	1.10	F(0)	11,900	10,000	1.19	F(0)	9,600	10,000	0.96	E
1036	101	0.46	n/o Vignes St	10,900	8,000	1.36	F(2)	10,800	8,000	1.35	F(1)	7,500	8,000	0.94	E	11,000	8,000	1.38	F(2)
1037	101	5.20	s/o Santa Monica Bl	6,800	8,000	0.85	D	11,000	8,000	1.38	F(2)	10,900	8,000	1.36	F(2)	11,500	8,000	1.44	F(2)
1038	101	13.98	Coldwater Canyon Ave	14,400	10,000	1.44	F(2)	12,400	10,000	1.24	F(0)	14,600	10,000	1.46	F(3)	14,900	10,000	1.49	F(3)
1039	101	23.40	Winnetka Ave	9,900	10,000	0.99	E	9,700	10,000	0.97	E	13,100	10,000	1.31	F(1)	12,800	10,000	1.28	F(1)
1040	101	36.18	n/o Reyes Adobe Rd	6,300	10,000	0.63	B	7,300	10,000	0.73	C	6,300	10,000	0.63	B	6,000	10,000	0.60	A
1041	105	R1.00	e/o Sepulveda Bl (Jct Rte 1)	3,600	6,000	0.60	A	5,900	6,000	0.98	E	5,800	6,000	0.97	E	5,700	6,000	0.95	E
1042	105	R5.50	e/o Crenshaw Bl, w/o Vermont	7,900	10,000	0.79	C	11,900	10,000	1.19	F(0)	11,700	10,000	1.17	F(0)	7,800	10,000	0.78	C
1043	105	R12.60	w/o Jct Rte 710, e/o Harris Ave	8,200	10,000	0.82	D	12,400	10,000	1.24	F(0)	11,800	10,000	1.18	F(0)	8,300	10,000	0.83	D
1044	105	R17.00	e/o Bellflower Bl, w/o Rte 605	6,100	8,000	0.76	C	11,600	8,000	1.45	F(2)	9,300	8,000	1.16	F(0)	8,900	8,000	1.11	F(0)
1045	110	2.77	Wilmington, s/o "C" St	4,200	8,000	0.53	A	3,000	8,000	0.38	A	3,000	8,000	0.38	A	4,100	8,000	0.51	A
1046	110	15.88	Manchester Bl	11,450	12,000	0.95	E	11,600	12,000	0.97	E	10,791	12,000	0.90	D	11,770	12,000	0.98	E
1047	110	17.95	Slauson Ave	11,700	12,000	0.98	E	11,900	12,000	0.99	E	9,500	12,000	0.79	C	12,100	12,000	1.01	F(0)
1048	110	23.50	s/o Rte 101	11,400	8,000	1.43	F(2)	11,600	8,000	1.45	F(2)	11,400	8,000	1.43	F(2)	10,500	8,000	1.31	F(1)
1049	110	23.96	at Alpine St	5,700	6,000	0.95	E	9,200	6,000	1.53	F(3)	8,800	6,000	1.47	F(3)	8,800	6,000	1.47	F(3)
1050	110	26.50	at Pasadena Ave	3,000	6,000	0.50	A	6,300	6,000	1.05	F(0)	6,700	6,000	1.12	F(0)	4,100	6,000	0.68	B
1051	118	R1.19	at LA/Ventura County Line	6,700	8,000	0.84	D	5,300	8,000	0.66	B	4,600	8,000	0.58	A	6,200	8,000	0.78	C
1052	118	R9.10	e/o Woodley Ave	10,100	12,000	0.84	D	9,400	12,000	0.78	C	10,600	12,000	0.88	D	9,700	12,000	0.81	D
1053	118	R13.44	w/o Jct Rte 210	4,100	8,000	0.51	A	4,900	8,000	0.61	B	5,700	8,000	0.71	C	4,800	8,000	0.60	A
1054	134	1.26	at Forman Ave	7,800	10,000	0.78	C	12,000	10,000	1.20	F(0)	7,800	10,000	0.78	C	11,900	10,000	1.19	F(0)
1055	134	R7.13	e/o Central Ave	6,500	10,000	0.65	B	8,500	10,000	0.85	D	9,000	10,000	0.90	D	6,100	10,000	0.61	B
1056	134	R12.09	w/o San Rafael Ave	7,800	10,000	0.78	C	8,700	10,000	0.87	D	8,800	10,000	0.88	D	8,100	10,000	0.81	D
1057	170	R17.62	s/o Sherman Way	5,500	10,000	0.55	A	6,700	10,000	0.67	B	10,600	10,000	1.06	F(0)	5,700	10,000	0.57	A
1058	210	R3.57	e/o Polk St	4,500	6,000	0.75	C	2,900	6,000	0.48	A	2,700	6,000	0.45	A	4,200	6,000	0.70	B
1059	210	R7.19	at Terra Bella St	4,200	8,000	0.53	A	5,700	8,000	0.71	C	6,000	8,000	0.75	C	5,000	8,000	0.63	B

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

2009 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP Stn	Fwy Rte	Post Mile	Location	Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1060	210	R23.55	w/o Rtes 134/710	10,500	10,000	1.05	F(0)	4,900	10,000	0.49	A	4,200	10,000	0.42	A	6,400	10,000	0.64	B
1061	210	R29.72	Rosemead Bl	11,300	10,000	1.13	F(0)	14,200	10,000	1.42	F(2)	11,400	10,000	1.14	F(0)	9,700	10,000	0.97	E
1062	210	R35.74	w/o Rte 605	7,900	10,000	0.79	C	12,400	10,000	1.24	F(0)	13,000	10,000	1.30	F(1)	8,200	10,000	0.82	D
1063	210	R46.45	at San Dimas Ave .	4,400	10,000	0.44	A	7,100	10,000	0.71	C	7,900	10,000	0.79	C	5,100	10,000	0.51	A
1064	210	R 50.94	e/o Indian Hill Bl	3,700	10,000	0.37	A	7,400	10,000	0.74	C	7,100	10,000	0.71	C	4,200	10,000	0.42	A
1065	405	0.40	n/o Rte 22	9,100	10,000	0.91	E	8,500	10,000	0.85	D	8,400	12,000	0.70	B	13,900	12,000	1.16	F(0)
1066	405	8.02	Santa Fe Ave	11,500	10,000	1.15	F(0)	8,900	10,000	0.89	D	8,600	10,000	0.86	D	10,700	10,000	1.07	F(0)
1067	405	11.90	s/o Rte 110 @ Carson Scales	10,900	10,000	1.09	F(0)	9,400	10,000	0.94	E	9,400	10,000	0.94	E	11,300	10,000	1.13	F(0)
1068	405	18.63	n/o Inglewood Ave at Compton Bl	11,300	10,000	1.13	F(0)	8,600	10,000	0.86	D	8,420	10,000	0.84	D	10,400	10,000	1.04	F(0)
1069	405	24.27	n/o La Tijera Bl	14,200	10,000	1.42	F(2)	14,400	10,000	1.44	F(2)	10,100	10,000	1.01	F(0)	11,500	10,000	1.15	F(0)
1070	405	28.30	n/o Venice Bl	13,600	10,000	1.36	F(2)	14,900	10,000	1.49	F(3)	9,300	10,000	0.93	E	14,600	10,000	1.46	F(3)
1071	405	35.81	s/o Mulholland Dr	8,800	10,000	0.88	D	14,600	10,000	1.46	F(3)	14,600	10,000	1.46	F(3)	10,000	10,000	1.00	E
1072	405	44.27	n/o Roscoe Bl	6,500	10,000	0.65	B	12,800	10,000	1.28	F(1)	10,400	10,000	1.04	F(0)	6,800	10,000	0.68	B
1073	605	R2.31	n/o Carson St	9,800	10,000	0.98	E	9,900	10,000	0.99	E	8,700	10,000	0.87	D	7,600	10,000	0.76	C
1074	605	R 5.58	n/o Jct Rte 91, s/o Alondra Bl	13,900	12,000	1.16	F(0)	10,100	12,000	0.84	D	10,600	12,000	0.88	D	10,700	12,000	0.89	D
1075	605	R11.00	n/o Telegraph Rd .	9,500	10,000	0.95	E	11,500	10,000	1.15	F(0)	12,300	10,000	1.23	F(0)	13,300	10,000	1.33	F(1)
1076	605	R17.75	n/o Jct Rte 60	6,600	10,000	0.66	B	11,800	10,000	1.18	F(0)	10,100	10,000	1.01	F(0)	6,500	10,000	0.65	B
1077	605	22.92	at San Gabriel River Bridge	4,700	8,000	0.59	A	5,100	8,000	0.64	B	6,400	8,000	0.80	C	5,400	8,000	0.68	B
1078	710	7.60	n/o Jct Rte 1 (PCH), Willow St	5,500	6,000	0.92	E	5,100	6,000	0.85	D	5,400	6,000	0.90	D	5,100	6,000	0.85	D
1079	710	10.31	n/o Jct Rte 405, s/o Del Amo Bl	7,900	8,000	0.99	E	7,800	8,000	0.98	E	8,400	8,000	1.05	F(0)	7,600	8,000	0.95	E
1080	710	19.10	n/o Rte 105, n/o Firestone Bl	10,200	8,000	1.28	F(1)	10,800	8,000	1.35	F(1)	7,500	8,000	0.94	E	7,800	8,000	0.98	E
1081	710	23.75	s/o Rte 60	7,900	8,000	0.99	E	8,300	8,000	1.04	F(0)	7,900	8,000	0.99	E	9,000	8,000	1.13	F(0)

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

1992 - 2009 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Stn	Fwy Rte	Post Mile	Location	2009				1992*				Substantial Change 1992-2009**	
				North/East Bound		South/West Bound		North/East Bound		South/West Bound			
				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
1001	2	17.78	at Round Top Rd	0.46	0.83	1.05	0.58	0.49	0.98	1.26	0.46	pm improved	am imp/pm worse
1002	5	7.83	at Lemoran Ave	1.47	1.06	1.10	1.46	1.40	0.93	0.86	1.29	pm worsened	worsened
1003	5	13.35	Ferris Ave	1.31	0.99	0.93	1.43	1.26	0.92	0.96	1.33		pm worsened
1004	5	21.8	Stadium Way	0.94	1.27	1.40	1.06	0.89	1.27	1.04	0.90		worsened
1005	5	25.5	s/o Colorado Blvd Ext	1.02	1.30	1.39	1.15	0.62	0.80	0.79	0.66	worsened	worsened
1006	5	29.97	Burbank Blvd	1.01	1.28	1.14	1.48	0.64	0.87	0.98	0.63	worsened	worsened
1007	5	36.9	n/o Jct Rte 170, Osborne St	0.72	1.13	1.08	0.81	0.79	1.29	1.31	0.81	pm improved	am improved
1008	5	46.55	n/o Rte 14	0.79	0.97	0.97	0.77	0.72	1.18	1.12	0.77	pm improved	pm worsened
1009	5	55.48	n/o Jct Rte 126 West	0.50	0.61	0.58	0.45	0.75	0.99	0.91	0.76	improved	improved
1010	10	2.17	Lincoln Blvd	0.83	0.97	0.77	0.65	0.88	0.78	0.84	0.79	pm worsened	pm improved
1011	10	6.75	e/o Overland Ave	1.20	1.36	1.26	1.06	1.27	1.37	1.18	1.29		pm improved
1012	10	10.71	e/o La Brea Ave UC	1.29	1.40	1.27	1.18	1.30	1.22	1.30	1.49	pm worsened	pm improved
1013	10	13.53	Budlong Ave	1.35	1.44	1.44	1.40	0.96	1.42	1.13	1.38	am worsened	am worsened
1014	10	19.67	at East LA City Limit	0.53	1.05	1.01	0.59	0.79	1.17	1.29	0.85	am improved	improved
1015	10	23.28	Atlantic Blvd	0.78	1.38	1.38	0.81	0.74	1.53	1.43	0.90	pm improved	
1016	10	26.79	Rosemead Blvd	0.78	1.43	1.38	0.81	0.70	1.37	1.36	0.73		
1017	10	30.3	e/o Peck Rd	0.60	1.09	1.05	0.67	0.66	1.36	1.26	0.73	pm improved	pm worsened
1018	10	34.28	e/o Puente Ave	0.64	1.30	1.33	0.65	0.81	1.36	1.36	0.82	am improved	pm improved
1019	10	38.48	Grand Ave	0.87	1.07	1.30	0.88	0.78	0.97	0.97	0.78	pm worsened	am worsened
1020	10	44.13	Dudley St	0.80	1.02	0.92	0.84	0.82	1.31	1.00	0.78	pm improved	
1021	10	47.11	w/o Indian Hill Blvd	0.71	0.87	0.97	0.83	0.95	1.26	1.26	1.00	improved	improved
1022	14	26	n/o Jct Rte 5	0.25	0.65	0.68	0.35	0.33	0.92	1.04	0.44	pm improved	am improved
1023	14	54.2	s/o Angeles Forest Hwy	0.35	0.85	0.82	0.42	0.37	0.95	0.79	0.40	pm improved	
1024	14	73.0	s/o Jct Rte 48	0.30	0.43	0.35	0.43	0.29	0.27	0.21	0.31		pm worsened
1025	57	2.6	s/o Pathfinder Rd	0.60	1.16	1.01	0.62	0.80	1.28	1.20	0.88	improved	pm improved
1026	57	6.85	s/o Jct Rtes 10/71/210	0.62	0.60	0.61	0.62	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 = worse = worsened

1992 - 2009 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Stn	Fwy Rte	Post Mile	Location	2009				1992*				Substantial Change 1992-2009**	
				North/East Bound		South/West Bound		North/East Bound		South/West Bound			
				AM PH	PM PH	AM PH	PM PH	AM PH	PM PH	AM PH	PM PH	Northbound/	Southbound/
				D/C	D/C	D/C	D/C	D/C	D/C	D/C	D/C	Eastbound	Westbound
1027	60	2.22	e/o Indiana St	1.04	1.33	1.45	0.61	0.75	1.12	1.30	0.68	worsened	am worsened
1028	60	10.6	w/o Peck Rd	0.76	1.42	1.31	0.83	0.65	1.46	1.38	0.64	am worsened	pm worsened
1029	60	12.2	e/o Jct 605	0.68	1.51	1.31	0.86	0.64	0.94	1.27	0.81	pm worsened	
1030	60	20.92	e/o Nogales St	0.85	1.31	1.41	0.86	0.74	0.95	0.92	0.88	worsened	am worsened
1031	60	22.94	Brea Canyon Rd	0.84	1.31	1.31	0.80	0.62	1.38	0.94	0.70	am worsened	worsened
1032	60	26.57	e/o Jct Rte 57 North	0.79	1.17	1.03	0.79	0.75	1.45	1.38	0.91	pm improved	am improved
1033	91	10.62	e/o Alameda St/Santa Fe Ave	0.62	1.27	0.83	0.50	1.02	1.46	1.39	1.09	improved	improved
1034	91	13.35	e/o Cherry Ave	0.68	1.05	0.98	0.65	0.77	1.39	1.42	0.70	pm improved	am improved
1035	91	18.21	Norwalk/Pioneer Blvd	0.94	1.10	1.19	0.96	0.66	1.08	1.30	0.76	am worsened	am imp/pm worse
1036	101	0.46	n/o Vignes St	1.36	1.35	0.94	1.38	1.32	0.80	0.80	1.48	pm worsened	am worse/pm imp
1037	101	5.2	s/o Santa Monica Blvd	0.85	1.38	1.36	1.44	0.75	0.93	1.09	0.79	worsened	worsened
1038	101	13.98	Coldwater Canyon Ave	1.44	1.24	1.46	1.49	1.39	1.42	1.27	1.23	pm improved	worsened
1039	101	23.4	Winnetka Ave	0.99	0.97	1.31	1.28	1.21	1.21	1.53	1.33	improved	am improved
1040	101	36.18	n/o Reyes Adobe Rd	0.63	0.73	0.63	0.60	0.48	0.91	0.78	0.58	am worse/pm imp	
1041	105	1.0	e/o Sepulveda Blvd (Jct Rte 1)	0.60	0.98	0.97	0.95	0.44	0.63	0.69	0.20	pm worsened	worsened
1042	105	5.5	e/o Crenshaw Blvd, w/o Vermont	0.79	1.19	1.17	0.78	0.92	1.26	1.26	1.00	am improved	pm improved
1043	105	12.6	w/o Jct Rte 710, e/o Harris Ave	0.82	1.24	1.18	0.83	0.74	0.91	1.26	0.82	pm worsened	
1044	105	17.0	e/o Bellflower Blvd, w/o Rte 605	0.76	1.45	1.16	1.11	0.64	1.46	1.01	0.68	am worsened	pm worsened
1045	110	2.77	Wilmington, s/o "C" St	0.53	0.38	0.38	0.51	1.21	0.75	0.65	1.12	improved	improved
1046	110	15.86	Manchester Blvd	0.95	0.97	0.90	0.98	1.05	0.96	0.86	0.96	am improved	worsened
1047	110	17.95	Slauson Ave	0.98	0.99	0.79	1.01	1.46	1.28	1.28	0.97	improved	pm worsened
1048	110	23.5	s/o Rte 101	1.43	1.45	1.43	1.31	1.42	1.48	1.48	1.09		pm worsened
1049	110	23.96	at Alpine St	0.95	1.53	1.47	1.47	0.67	1.52	1.40	0.69	am worsened	pm worsened
1050	110	26.5	at Pasadena Ave	0.50	1.05	1.12	0.68	0.55	1.00	1.25	0.82		pm improved
1051	118	1.19	at LA/Ventura County Line	0.84	0.66	0.58	0.78	1.06	0.57	0.46	1.19	am improved	pm improved
1052	118	9.1	e/o Woodley Ave	0.84	0.78	0.88	0.81	0.82	0.68	1.03	1.28	pm worsened	improved
1053	118	13.44	w/o Jct Rte 210	0.51	0.61	0.71	0.60	0.50	0.64	0.57	0.47		pm worsened

* 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 = worse = worsened

1992 - 2009 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Stn	Fwy Rte	Post Mile	Location	2009 North/East Bound AM PH D/C	2009 North/East Bound PM PH D/C	2009 South/West Bound AM PH D/C	2009 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 Change 1992-2009** Northbound/ Eastbound	Substantial Change 1992-2009** Southbound/ Westbound
1054	134	1.26	at Forman Ave	0.78	1.20	0.78	1.19	0.85	0.85	0.78	1.27	pm worsened	
1055	134	7.13	e/o Central Ave	0.65	0.85	0.90	0.61	0.87	1.14	1.12	0.73	improved	am improved
1056	134	12.09	w/o San Rafael Ave	0.78	0.87	0.88	0.81	0.85	0.95	1.26	0.84		am improved
1057	170	17.62	s/o Sherman Way	0.55	0.67	1.06	0.57	0.57	0.83	0.90	0.62	pm improved	am worsened
1058	210	3.57	e/o Polk St	0.75	0.48	0.45	0.70	0.73	0.62	0.24	0.62	pm improved	am worsened
1059	210	7.19	at Terra Bella St	0.53	0.71	0.75	0.63	0.73	0.44	0.43	0.72	am imp/pm worse	am worsened
1060	210	23.55	w/o Rtes 134/710	1.05	0.49	0.42	0.64	0.74	0.45	0.48	0.72	am worsened	
1061	210	29.72	Rosemead Blvd	1.13	1.42	1.14	0.97	0.71	1.43	1.32	0.72	am worsened	am imp/pm worse
1062	210	35.74	w/o Rte 605	0.79	1.24	1.30	0.82	0.82	1.28	1.12	0.80		am worsened
1063	210	46.45	at San Dimas Ave	0.44	0.71	0.79	0.51	0.75	0.68	0.67	0.82	am improved	am worse/pm imp
1064	210	50.94	e/o Indian Hill Blvd	0.37	0.74	0.71	0.42	***	***	***	***		
1065	405	0.4	n/o Rte 22	0.91	0.85	0.70	1.16	1.29	0.92	0.91	1.46	am improved	improved
1066	405	8.02	Santa Fe Ave	1.15	0.89	0.86	1.07	1.32	0.72	0.91	1.36	am imp/pm worse	pm improved
1067	405	11.9	s/o Rte 110 @ Carson Scales	1.09	0.94	0.94	1.13	1.21	0.93	0.84	1.46		am worse/pm imp
1068	405	18.63	n/o Inglewood Ave, at Compton Bl	1.13	0.86	0.84	1.04	1.44	1.18	1.07	1.54	improved	improved
1069	405	24.27	n/o La Tijera Blvd	1.42	1.44	1.01	1.15	1.44	1.25	1.08	1.27	pm worsened	pm improved
1070	405	28.3	n/o Venice Blvd	1.36	1.49	0.93	1.46	1.26	1.26	1.03	1.03	worsened	am imp/pm worse
1071	405	35.81	s/o Mulholland Dr	0.88	1.46	1.46	1.00	0.86	1.46	1.28	1.01		am worsened
1072	405	44.27	n/o Roscoe Blvd	0.65	1.28	1.04	0.68	0.75	1.02	1.20	0.94	am imp/pm worse	pm improved
1073	605	2.31	n/o Carson St	0.98	0.99	0.87	0.76	1.02	1.08	1.10	1.14		improved
1074	605	5.58	n/o Jct Rte 91, s/o Alondra	1.16	0.84	0.88	0.89	1.39	1.45	0.88	1.38	improved	improved
1075	605	11	n/o Telegraph Rd	0.95	1.15	1.23	1.33	0.63	1.27	1.00	0.88	am worse/pm imp	worsened
1076	605	17.75	n/o Jct Rte 60	0.66	1.18	1.01	0.65	0.68	0.99	1.03	0.78	pm worsened	pm improved
1077	605	22.92	at San Gabriel River Bridge	0.59	0.64	0.80	0.68	0.50	0.70	0.80	0.60		
1078	710	7.6	n/o Jct Rte 1 (PCH), Willow St	0.92	0.85	0.90	0.85	0.81	0.90	0.99	0.90	am worsened	
1079	710	10.31	n/o Jct Rte 405, s/o Del Amo	0.99	0.98	1.05	0.95	0.65	0.66	0.94	1.01	worsened	am worsened
1080	710	19.1	n/o Rte 105, n/o Firestone	1.28	1.35	0.94	0.98	1.11	0.86	0.72	0.99	worsened	am worsened
1081	710	23.75	s/o Rte 60	0.99	1.04	0.99	1.13	0.82	0.82	0.79	1.27	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 = worse = worsened

Exhibit A-3

SUBMITTAL FORMS (OPTIONAL)

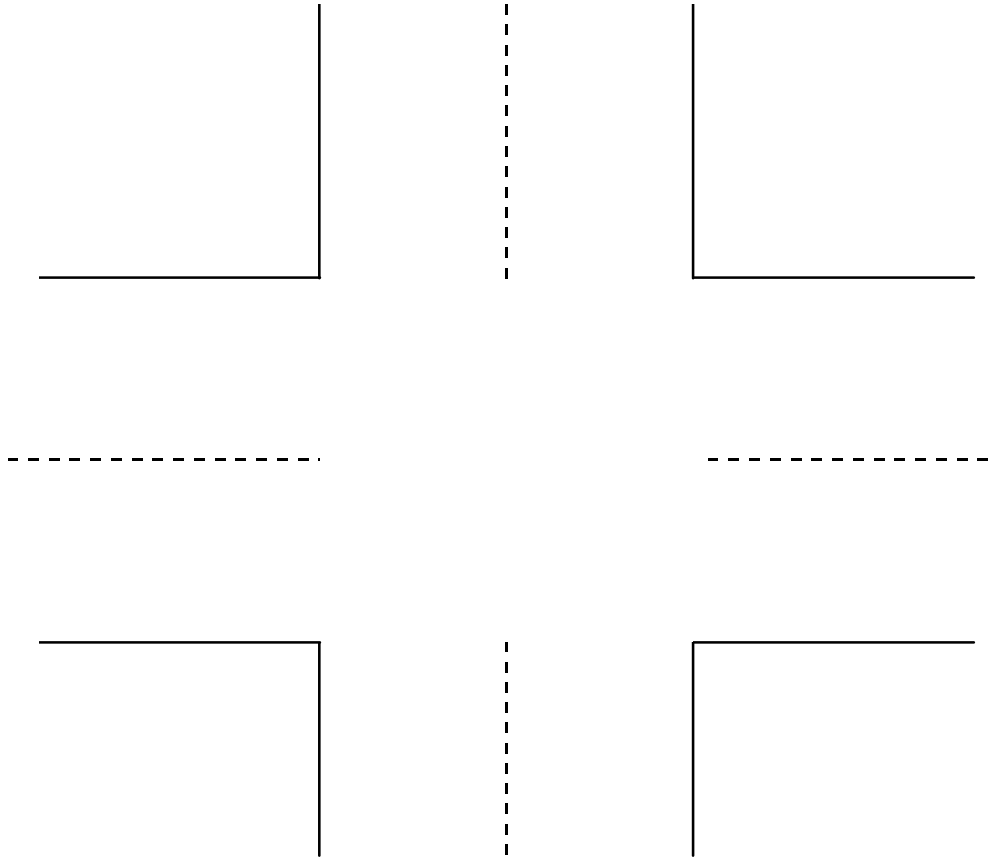
See following sheets.

INTERSECTION LAYOUT

Intersection: _____

Date: _____ Drawn By: _____

CMP Monitoring Station No.: _____



Signal Phasing Diagram:

1	2	3	4
5	6	7	8

North

KEY:

1.

2.

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

APPENDIX

B

GUIDELINES FOR BIENNIAL TRANSIT MONITORING

The following instructions were included as part of the 2010 CMP update process to municipal operators for the biennial CMP Transit Network monitoring process. The resulting data submitted is detailed in Exhibit B-5, B-6 and B-7. CMP transit data submitted for the 1992 base year is presented in Exhibit B-4.

CMP TRANSIT NETWORK MONITORING DATA FORM INSTRUCTIONS

Transit operators must complete the CMP Transit Monitoring Form (Exhibit B-1) for each designated CMP transit line served by their agency. Refer to the sample form (Exhibit B-2) as an example.

Section 1: Transit Line Description

Operator: Enter the transit operator name in the space provided.

Fiscal Year: Enter the fiscal year for which the reported data was collected.

Date Prepared: Enter the date form is completed.

Line Number: Enter the transit line number for which transit data is being submitted.

Branch/Route Number: Enter the branch/route number associated with the above transit line number. If not applicable, mark 'N/A' in the space provided.

Section 2: Type of Service

Type of Service: Place an 'X' in the box next to the label that best describes the type of service of the transit line.

Section 2: Peak Service Periods

Indicate the peak morning (AM) and evening (PM) service periods for the line. Each peak period should be represented by a discrete interval of time (for example, 6:00-9:00AM).

Section 3: Average Weekday Statistics

For each AVERAGE WEEKDAY statistic use the following time period definitions:

AM Peak: This refers to the period of increased morning service as identified in Section 3, below.

PM Peak: This refers to the period of increased afternoon/evening service identified in Section 3, below.

Total: This refers to the average weekday service total, and should equal the sum of the AM Peak, PM Peak and Off-Peak periods.

Enter the following AVERAGE WEEKDAY service and ridership statistics (for data items A-G) for the appropriate time periods:

Total Passenger Miles: Enter the average weekday total of all miles traveled by individual passengers for the line. This entry is the product of the number of passengers and their individual trip distance. If passenger trip length data is not available by transit line, multiply the average weekday total ridership for the line by the similar-service (for example, freeway express service) or system-wide average passenger trip length.

Total Vehicle Revenue Service Hours: Enter the average daily service hours for weekday service for the line, including layover time. Do not include deadhead hours.

Total Vehicle Revenue Service Miles: Enter the average daily service miles for weekday service for the line. Do not include deadhead miles.

Number of AM Peak Vehicle Trips: Enter the number of one-way trips while in revenue service during the **AM** peak service period. (A round trip equals two one-way vehicle trips.)

Number of PM Peak Vehicle Trips: Enter the number of one-way trips while in revenue service during the **PM** peak service period. (A round trip equals two one-way vehicle trips.)

Total Unlinked Passenger Boardings: Enter the total number of the line's average daily ridership. (Unlinked passengers are counted each time they board a transit vehicle even though the line may be only a segment of their trip between origin and destination.)

One-Way Route Mileage: Enter the line's trip mileage between the beginning and ending of the route alignment.

Preparer, Phone Number, & E-mail: Enter the name, phone number, & email address of the person completing the form.

Exhibit B-1

ROUTES INCLUDED IN CMP TRANSIT MONITORING NETWORK

Corridor	Operator	Line	Route
1A Santa Monica Freeway Corridor			
State Hwy. / Fwy. 1, 2, 10, 90, 170, 187	MTA	4	Santa Monica Blvd.
	MTA	18	Whittier Blvd/6th St.
	MTA	20	Wilshire Blvd.
	MTA	28	Olympic Blvd.
	MTA	33/333	Venice Blvd.
	MTA	200	Alvarado St.
	MTA	212/312	La Brea Ave.
	MTA	439	Santa Monica Fwy.
	MTA	534	PCH/ Santa Monica Fwy
	MTA	704	Santa Monica Blvd.
	MTA	705	Vernon/La Cienega
	MTA	714	Beverly Blvd
	MTA	720	Wilshire Blvd.
	MTA	728	Olympic Blvd.
	MTA	730	Pico Blvd
	MTA	920	Wilshire Blvd.
	Culver City	6	Sepulveda Blvd.
	LADOT	430	Santa Monica Fwy/San Diego Fwy
	LADOT	431	Santa Monica Fwy.
	LADOT	437	Santa Monica Fwy.
	Santa Monica	1	Santa Monica Blvd.
	Santa Monica	2	Wilshire Blvd.
	Santa Monica	3	Lincoln Blvd
	Santa Monica	5	Olympic Blvd.
	Santa Monica	7	Pico Blvd
	Santa Monica	Rapid 7	Pico Blvd
	Santa Monica	10	Santa Monica Fwy.
1B San Bernardino / Pomona / Orange Freeways Corridor			
State Hwy. / Fwy. 10, 30, 39 57, 60, 66	MTA	70	Garvey Ave.
	MTA	76	Valley Blvd.
	MTA	770	Gravy/Atlantic/Cesar Chavez
	Foothill	280	Azusa Ave.
	Foothill	480	San Bernardino Fwy.
	Foothill	481	San Bernardino Fwy.
	Foothill	482	Valley Blvd/Colima Rd
	Foothill	486	Amar Rd/Gravy Ave
	Foothill	488	Grand Ave/Ramona Blvd
	Foothill	492	San Bernardino Fwy.
	Foothill	493	San Bernardino Fwy.
	Foothill	497	San Bernardino Fwy.
	Foothill	498	San Bernardino Fwy.
	Foothill	499	San Bernardino Fwy.
	Foothill	699	San Bernardino Fwy.
	Foothill	Silver Streak	San Bernardino Fwy.
	Metrolink	San Bernardino Line	San Bernardino Fwy.
	Metrolink	Riverside Line	Pomona Fwy.

Exhibit B-1

ROUTES INCLUDED IN CMP TRANSIT MONITORING NETWORK

Corridor	Operator	Line	Route
2 San Fernando / Downtown L.A. Corridor			
State Fwy. / Hwy. 5, 27, 101, 170	MTA	150/240	Ventura Blvd.
	MTA	152/353	Roscoe Blvd
	MTA	156	Hollywood Fwy.
	MTA	161	Ventura Fwy.
	MTA	163/363	Sherman Way
	MTA	164	Victory Blvd.
	MTA	165	Vanowen St.
	MTA	244/245	Topanga Cyn. Blvd./DeSoto Blvd
	MTA	750	Ventura Blvd.
	MTA	Purple/Red Line	Downtown LA to North Hollywood
	MTA	Orange Line	Warner Center to North Hollywood
	LADOT	413	Golden State Fwy.
	LADOT	419	Golden State Fwy.
	LADOT	422	Ventura Fwy.
	LADOT	423	Ventura Fwy.
	LADOT	534	Olympic Blvd
	Metrolink	Burbank	Ventura Fwy.
	Metrolink	Ventura County Line	Ventura Fwy.
3 Harbor Freeway Corridor			
State Fwy. / Hwy. 47, 110, 213	MTA	55/355	Alameda St.
	MTA	81	Figueroa St.
	MTA	442	Harbor Fwy/Manchester Blvd/La Brea Ave
	MTA	445	Harbor Transitway
	MTA	450	Harbor Transitway
	MTA	550	Harbor Transitway
	MTA	745	South Broadway
	MTA	753	Central Ave
	MTA	754	Vermont Ave
	MTA	757	Western Ave.
	Gardena	1	Harbor Fwy.
	Gardena	2	Western Ave.
	LADOT	448	Harbor Fwy.
	Torrance	1	Harbor Fwy.
	Torrance	2	Western Ave.
	Torrance	5	Crenshaw Blvd
	Torrance	MAX 3	Crenshaw Blvd

Exhibit B-1

ROUTES INCLUDED IN CMP TRANSIT MONITORING NETWORK

Corridor	Operator	Line	Route
4 San Diego Freeway Corridor			
State Fwy. / Hwy. 1, 22, 107, 405	MTA	40	Hawthorne Blvd.
	MTA	232	PCH
	MTA	234	Sepulveda Blvd.
	MTA	734	Sepulveda Blvd.
	MTA	740	Hawthorne Blvd.
	MTA	761	San Diego Fwy.
	LADOT	573	San Diego Fwy.
	LADOT	574	San Diego Fwy.
	Long Beach	91/92/93/94	7th Street
	Long Beach	96	7th Street
	Torrance	3	PCH/Carson
	Torrance	7	Sepulveda Blvd.
	Torrance	8	Hawthorne Blvd.
	Torrance	MAX 2	Inglewood/Aviation Blvd
	Torrance	MAX 3X	San Diego Fwy.
5 Ventura / Foothill Freeways; West San Gabriel Valley Corridor			
State Fwy. / Hwy. 2, 110, 134, 210	MTA	78/79/378	Huntington Dr.
	MTA	180/181	Colorado Blvd.
	MTA	485	San Bernardino Fwy.
	MTA	487/489	San Bernardino Fwy.
	MTA	780	Colorado Blvd.
	MTA	794	San Fernando Rd.
	MTA	Gold Line	Pasadena Fwy
	Foothill	187	Colorado Blvd.
	Foothill	494	Foothill Blvd/Peck Rd
	Foothill	690	Foothill Fwy.
	LADOT	409	Foothill Fwy.
	LADOT	549	Foothill / Ventura Fwys.
6 Santa Ana Freeway Corridor			
State Fwy. / Hwy. 5, 72	MTA	62	Telegraph Road
	MTA	66/366	Olympic Blvd.
	MTA	115	Firestone/Manchester Blvd
	MTA	460	Santa Ana Fwy.
	MTA	715	Firestone/Manchester Blvd
	Montebello	10	Whittier Blvd.
	Montebello	341/342	Beverly Blvd
	Metrolink	91-Riverside Line	Santa Ana Fwy.
	Metrolink	Orange County Line	Santa Ana Fwy.

Exhibit B-1

ROUTES INCLUDED IN CMP TRANSIT MONITORING NETWORK

Corridor	Operator	Line	Route
7 San Gabriel River Freeway Corridor			
State Fwy. / Hwy. 19, 164 605	MTA	266	Rosemead Blvd.
	MTA	270	Peck Rd. / Myrtle Ave.
	MTA	577	San Gabriel River Fwy
8 Artesia Freeway Corridor			
State Fwy. / Hwy. 42, 105 91	MTA	120	Imperial Hwy.
	MTA	126	Manhattan Beach Blvd
	MTA	Green Line	Glenn Anderson Fwy
	Norwalk	4	Imperial Hwy.
	LADOT	438	Glenn Anderson Fwy
9 North County Corridor			
State Fwy. / Hwy. 14, 48, 118, 126, 138	Antelope Valley	785	Antelope Valley / Golden State Fwys.
	Antelope Valley	786	Antelope Valley / Golden State Fwys.
	Antelope Valley	787	Antelope Valley / Golden State Fwys.
	Santa Clarita	1/2	Sierra Hwy.
	Santa Clarita	791	Golden State/Ronald Reagan Fwys
	Santa Clarita	792	Golden State/San Diego Fwys
	Santa Clarita	794	Golden State Fwy
	Santa Clarita	795	Antelope Valley Fwy
	Santa Clarita	796	Golden State/Ronald Reagan Fwys
	Santa Clarita	797	Golden State/San Diego Fwys
	Santa Clarita	799	SR 126 / Golden State Fwy.
	Metrolink	Antelope Valley Line	Antelope Valley / Golden State Fwys.
10 Long Beach Freeway Corridor			
State Fwy. / Hwy. 47, 103, 710	MTA	60	Long Beach Blvd.
	MTA	260	Atlantic Ave.
	MTA	760	Long Beach Blvd.
	MTA	762	Atlantic Ave.
	MTA	Blue Line	Long Beach Blvd.
	Long Beach	51/52	Long Beach Blvd.
	Long Beach	61/62/63	Atlantic Ave.
	Long Beach	66	Atlantic Ave.

Exhibit B-2

2009 CMP TRANSIT MONITORING

Transit Line Description

Operator	
Fiscal Year	
Date	
Line Number	
Branch/Route Numbers	

Type of Service: *(Place an 'X' in front of the label that best describes the type of service)*

	Local
	Limited Stop
	Rapid
	Peak-Hour Express
	Other Express
	Light Rail
	Heavy Rail
	Commuter Rail
	Bus Rapid Transit

Peak Service Periods:

AM Peak Period:

PM Peak Period:

Average Weekday Statistics

A	Total Passenger Miles	
B	Total Vehicle Revenue Service Hours	
C	Total Vehicle Revenue Service Miles	
D	Number of **AM** Peak Vehicle Trips	
E	Number of **PM** Peak Vehicle Trips	
F	Total Unlinked Passenger Boardings	
G	One-Way Route Mileage	

Preparer: _____

Phone Number: _____

E-mail: _____

Exhibit B-3

2009 CMP TRANSIT MONITORING

Transit Line Description

Operator	**Zia Transit**
Fiscal Year	**2009**
Date	**4/28/10**
Line Number	**24**
Branch/Route Numbers	**N/A**

Type of Service: *(Place an 'X' in front of the label that best describes the type of service)*

X	Local
	Limited Stop
	Rapid
	Peak-Hour Express
	Other Express
	Light Rail
	Heavy Rail
	Commuter Rail
	Bus Rapid Transit

Peak Service Periods:

AM Peak Period: **6:00-9:00 AM**

PM Peak Period: **3:30-6:30 PM**

Average Weekday Statistics

A	Total Passenger Miles	**6,110**
B	Total Vehicle Revenue Service Hours	**16.2**
C	Total Vehicle Revenue Service Miles	**672**
D	Number of **AM** Peak Vehicle Trips	**6**
E	Number of **PM** Peak Vehicle Trips	**6**
F	Total Unlinked Passenger Boardings	**396**
G	One-Way Route Mileage	**16**

Preparer: **Joe M. Lujan**

Phone Number: **(213) 922-7368**

E-mail: **magicbus@ziatransit.net**

Exhibit B-4

FY 1992 CMP TRANSIT MONITORING DATA

See Following Sheets

Exhibit B-4

CMP TRANSIT MONITORING DATA - FY 1992

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
1A SANTA MONICA FREEWAY CORRIDOR											
MTA	4/304	1A	SM Blvd	100	20	40,511	586	6,130	151,268	10.5	258.1
MTA	20/21/320	1A	Wilshire	103	18.9	54,647	907	9,447	226,348	10.4	249.6
MTA	27/28/328	1A	Olympic	113	13.6	43,855	605	6,606	133,626	10.9	220.9
MTA	33/333	1A	Venice	42	17.2	23,901	411	5,003	120,485	12.2	293.2
MTA	200	1A	Alvarado	50	7.5	18,971	178	1,450	26,730	8.1	150.2
MTA	212	1A	La Brea	19	21.7	14,449	243	2,708	49,921	11.1	205.4
Santa Monica	1	1A	SM Blvd	37	9	11,106	145	1,603	26,654	11.1	184.2
Santa Monica	2	1A	Wilshire	25	11.4	6,727	121	1,346	16,145	11.1	133.1
Santa Monica	3	1A	Lincoln	3	15	7,425	114	1,379	25,988	12.1	228.4
Culver City	6	1A	Sepulveda	30	10.9	4,826	104	1,133	25,095	10.9	241.5
MTA	434	1A	I10 PCH	18	48.7	2,503	94	1,927	34,954	20.5	371.9
MTA	*436	1A	Venice I10	6	18	573	15	226	4,433	15.1	295.5
MTA	439	1A	I10	14	29	2,749	125	1,713	22,608	13.7	180.9
Santa Monica	10	1A	I10	23	19.4	2,475	78	1,171	30,443	15.1	392.3
LADOT	*430	1A	I10	2	26	117	5	104	2,315	19.6	436.8
LADOT	*431	1A	I10	4	18	235	11	144	3,306	13.1	300.5
LADOT	*437	1A	I10	4	22	232	9	176	3,930	18.9	422.6
LADOT	*438	1A	I10	5	24	240	10	315	4,132	31.5	413.2
TOTAL CORRIDOR 1A				597	350	235,542	3,761	42,581	908,381	256	4,978
CORRIDOR 1A AVERAGE				33	19	13,086	209	2,366	50,466	14	277

Exhibit B-4

CMP TRANSIT MONITORING DATA - FY 1992

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
1B SAN BERNARDINO/POMONA/ORANGE FREEWAY CORRIDOR											
MTA	18	1B	Whittier	64	11.8	30,043	300	3,199	84,030	10.7	280.1
MTA	70	1B	Garvey	41	15.9	15,369	264	3,174	81,271	12.0	307.8
MTA	76	1B	Valley	33	16.3	12,574	211	2,534	38,464	12.0	182.3
Foothill	280	1B	Azusa	14	10.7	1,781	46	772	15,651	16.8	340.2
Foothill	480/481	1B	I10	29	28.6	8,500	263	5,773	50,976	22.0	193.8
Foothill	482	1B	(I60) I10	9	29.9	3,438	112	2,136	13,605	19.1	121.5
MTA	484	1B	Valley Blvd.	25	45.5	8,024	246	4,452	76,629	18.1	311.5
Foothill	486	1B	I10	14	28.3	3,218	71	1,186	288	16.7	4.1
MTA	490	1B	Rt 57 I10	19	48.8	4,496	143	2,554	37,614	17.9	263.0
MTA	*497	1B	I10	23	39.9	2,472	119	3,190	64,110	26.8	538.7
Foothill	*495	1B	I60	18	30.5	1,500	61	1,375	13,187	22.5	216.2
Foothill	*498	1B	I10	20	28.3	1,705	56	1,355	14,991	24.2	267.7
Foothill	*492	1B	I10 Arrow	4	30.1	415	11	211	3,649	19.2	331.7
Foothill	*494	1B	Foothill I10	3	31.4	377	10	212	3,312	21.2	331.2
MTA	488	1B	I10	0	N/A	2,125	N/A	N/A	15,111	N/A	N/A
TOTAL CORRIDOR 1B				315	396	96,037	1,913	32,123	512,888	259	3,690
CORRIDOR 1B AVE.				21	26	6,402	128	2,142	34,193	17	246

Exhibit B-4

CMP TRANSIT MONITORING DATA - FY 1992

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
2 SAN FERNANDO VALLEY/DOWNTOWN LA CORRIDOR											
MTA	161	2	I101	11	19.3	1,239	51	832	12,104	16.3	237.3
MTA	165	2	Victory	11	23	12,205	225	3,225	51,554	14.3	229.1
MTA	245	2	Topanga	12	16.1	1,889	47	718	6,020	15.3	128.1
MTA	*418	2	I5	7	30.3	743	27	590	10,133	21.9	375.3
MTA	420	2	I101	21	23.6	21,785	411	4,884	125,242	11.9	304.7
MTA	424/425	2	Ventura	60	28.5	16,720	460	6,760	141,552	14.7	307.7
MTA	*426	2	Topanga I5	9	31.7	1,769	45	766	16,374	17.0	363.9
MTA	*427	2	I101	7	30	356	25	539	6,957	21.6	278.3
LADOT	*413	2	I5	5	22	504	15	220	6,607	15.2	455.0
LADOT	*419	2	Devonshire	6	33	452	28	528	11,951	18.8	425.3
LADOT	*423	2	I101	7	42	632	42	879	19,901	21.2	479.5
TOTAL CORRIDOR 2				156	300	58,294	1,375	19,941	408,395	188	3,584
CORRIDOR 2 AVERAGE				14	27	5,299	125	1,813	37,127	17	326

Exhibit B-4

CMP TRANSIT MONITORING DATA - FY 1992

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
3 HARBOR FREEWAY CORRIDOR											
MTA	81	3	Figuero	46	21.9	20,696	305	3,631	77,817	11.9	255.1
Gardena	2	3	Western	15	22.3	6,659	92	1,355	24,781	14.8	270.3
MTA	*443	3	I110	6	28.5	346	24	426	5,178	18.0	218.5
MTA	*445	3	I110	4	27.3	210	14	286	3,459	20.4	247.1
MTA	446/447	3	I110	19	30.9	4,729	193	2,809	36,749	14.6	190.4
Torrance	1	3	I110	10	21	1,800	70	1,028	3,400	14.7	48.6
Torrance	2	3	I110	6	23	980	40	629	1,403	15.7	35.1
Gardena	1	3	I110	9	18.3	4,410	98	1,539	16,412	15.7	167.9
LADOT	*448	3	I110	4	32	315	12	256	5,490	21.3	457.5
TOTAL CORRIDOR 3				120	225	40,145	847	11,959	174,689	147	1,891
CORRIDOR 3 AVERAGE				13	25	4,461	94	1,329	19,410	16	210
4 SAN DIEGO FREEWAY CORRIDOR											
MTA	40/442	4	Hawthorne	45	17.9	36,031	545	5,732	131,189	10.5	240.7
MTA	232	4	PCH	22	28.2	6,602	158	2,151	41,421	13.6	262.2
MTA	234	4	Sepulveda	31	15.3	9,309	166	2,168	35,570	13.1	214.3
Torrance	3	4	PCH	19	18	5,786	135	1,621	7,764	12.0	57.5
Torrance	7	4	Sepulveda	12	10.2	916	40	554	1,094	13.9	27.4
Torrance	8	4	Hawthorne	14	14	2,332	92	1,040	3,046	11.3	33.1
Long Beach	90	4	7th Street	37	6.17	6,504	85	1,376	21658	16.1	253.6
MTA	444	4	Hawthorne	14	33.5	2,110	91	1,635	24,925	18.0	273.9
MTA	560	4	Sepulveda	34	35.8	16,537	273	3,494	75,276	12.8	275.7
TOTAL CORRIDOR 4				228	179	86,127	1,585	19,771	341,943	121	1,638
CORRIDOR 4 AVERAGE				25	20	9,570	176	2,197	37,994	13	164

Exhibit B-4

CMP TRANSIT MONITORING DATA - FY 1992

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
5 VENTURA/FOOTHILL FREEWAY/WEST SAN GABRIEL VALLEY CORRIDOR											
MTA	78/79/379	5	Huntington	46	18.8	11,709	248	3,123	56,279	12.6	226.9
MTA	180/181	5	Colorado	38	18.2	17,294	284	2,964	64,420	10.4	226.8
Foothill	187	5	Foothill	10	30.4	4,133	104	1,037	34,163	10.0	328.5
MTA	401/402	5	I110	27	15.6	4,285	105	1,534	31,032	14.6	295.5
MTA	483/485	5	I10	32	17.5	6,826	183	2,498	39,195	13.7	214.2
MTA	487/491	5	I10	46	23	4,394	153	2,775	30,793	18.1	201.3
Foothill	*690	5	I210	4	36.6	139	28	597	859	21.3	30.7
TOTAL CORRIDOR 5				203	160	48,780	1,105	14,528	256,741	101	1,524
CORRIDOR 5 AVERAGE				29	23	6,969	158	2,075	36,677	14	218
6 SANTA ANA FREEWAY CORRIDOR											
MTA	66	6	E. Olympic	68	12.8	27,567	297	3,125	82,701	10.5	278.5
Montebello	10	6	Whittier	19	6.4	1,886	30	297	7,921	9.9	264.0
MTA	460	6	I5	17	35.7	2,990	168	2,698	47,350	16.1	281.8
MTA	462	6	I5	15	24.2	2,937	108	1,419	24,515	13.1	227.0
MTA	*466	6	I5	5	21.4	5,385	23	413	3,987	18.0	173.3
MTA	470/471	6	Whittier	24	29.2	5,545	179	2,823	42,386	15.8	236.8
TOTAL CORRIDOR 6				147	130	46,310	805	10,775	208,860	83	1,461
CORRIDOR 6 AVERAGE				25	22	7,718	134	1,796	34,810	14	244

Exhibit B-4

CMP TRANSIT MONITORING DATA - FY 1992

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
7 SAN GABRIEL RIVER FREEWAY CORRIDOR											
MTA	266	7	Rosemead	8	27.6	4,468	102	1,609	24,614	15.8	241.3
MTA	270	7	Peck/Myrtle	11	29.6	2,882	89	1,247	13,695	14.0	153.9
TOTAL CORRIDOR 7				19	57	7,350	191	2,856	38,309	30	395
CORRIDOR 7 AVERAGE				9	29	3,675	96	1,428	19,155	15	198
8 ARTESIA FREEWAY CORRIDOR											
MTA	115	8	Firestone	39	25.3	16,367	238	2,936	48,604	12.3	204.2
MTA	120	8	Imperial	26	30.1	11,191	177	2,475	45,794	14.0	258.7
TOTAL CORRIDOR 8				65	55	27,558	415	5,411	94,398	26	463
CORRIDOR 8 AVERAGE				32	28	13,779	208	2,706	47,199	13	231
9 NORTH COUNTY CORRIDOR											
Santa Clarita	*799	9	I5 Rt 126	9	52.7	487	28	961	5,596	34.6	201.3
Santa Clarita	50	9	Sierra Hwy	10	13.7	389	28	389	4,470	13.8	158.8
AVTA	*785	9	I5 Rt 14	4	71.5	278	22	716	17,075	32.5	776.1
AVTA	*787	9	I5 Rt 14	2	66.4	105	9	265	6,449	29.4	716.6
TOTAL CORRIDOR 9				25	204	1,259	87	2,331	33,590	110	1,853
CORRIDOR 9 AVERAGE				6	51	315	22	583	8,398	28	474

Exhibit B-4

CMP TRANSIT MONITORING DATA - FY 1992

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
10 LONG BEACH FREEWAY CORRIDOR											
MTA	55	10	Alameda	35	12.7	11,738	210	2,145	34,017	10.2	162.0
MTA	60/360	10	Feeder	53	22.4	26,533	503	5,444	11,032	10.8	21.9
MTA	260	10	Atlantic	10	27.8	14,614	222	3,282	56,658	14.8	255.2
Long Beach	40	10	Feeder	53	4.1	6,131	106	968	20,232	9.1	190.5
Long Beach	50	10	Feeder	26	10.95	5,479	86	1,774	25,368	20.5	293.6
Long Beach	60	10	Atlantic	36	11.54	7,947	114	2,389	37,589	21.0	330.3
MTA	Blue Line	10	Long Bch. Bl.	48	21.3	35,700	190	3,995	321,300	21.0	1,691.9
MTA	*457	10	I710	4	32.1	93	15	366	2,434	24.4	162.3
TOTAL CORRIDOR 10				264	143	108,235	1,446	20,363	508,630	132	3,108
CORRIDOR 10 AVE.				33	18	13,529	181	2,545	63,579	16	388
CMP TRANSIT NETWORK TOTAL				2,139	2,200	755,637	13,531	182,638	3,486,824	1,454	24,585
NETWORK AVERAGE				24	24	8,304	149	2,007	38,317	16	268

Exhibit B-5

FY 2005 CMP TRANSIT MONITORING DATA

See Following Sheets

Exhibit B-5

CMP TRANSIT MONITORING DATA - FY 2005

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
1A) SANTA MONICA FREEWAY CORRIDOR										
MTA	4/304	Santa Monica Blvd	96	20.5	33,730	634	6,827	130,777	10.8	206.3
MTA	20/21	Wilshire Blvd	74	17.0	21,591	429	4,097	69,236	9.6	161.4
MTA	27/28/328	Olympic Blvd	108	21.1	32,978	594	6,583	95,168	11.1	160.2
MTA	33/333	Venice Blvd	100	18.8	26,078	525	6,140	130,980	11.7	249.5
MTA	200	Alvarado St	64	6.5	15,045	182	1,525	20,610	8.4	113.2
MTA	212	La Brea Ave	50	14.8	14,403	233	2,387	49,193	10.2	211.1
MTA	434	Santa Monica Fwy/PCH	30	42.9	2,729	133	3,085	46,058	23.2	346.3
MTA	439	Santa Monica Fwy	11	33.7	1,656	109	1,553	13,493	14.2	123.8
MTA	705	Vernon-La Cienega	30	14.6	7,025	137	1,483	25,985	10.8	189.7
MTA	720	Wilshire Blvd	162	24.2	45,028	818	10,979	259,653	13.4	317.4
Culver City	6	Sepulveda Blvd	31	13.7	7,803	176	1,848	24,190	10.5	137.4
LADOT	430	Santa Monica Fwy	4	27.1	30	5	108	495	20.8	95.2
LADOT	431	Santa Monica Fwy	4	19.9	160	9	159	1,909	17.3	207.0
LADOT	437	Santa Monica Fwy	6	19.2	296	14	230	3,407	16.7	247.2
Santa Monica	1	Santa Monica Fwy	41	9.0	9,319	149	1,705	22,834	11.4	153.2
Santa Monica	2	Santa Monica Fwy	27	10.6	5,518	103	1,133	13,663	11.0	132.7
Santa Monica	3	Santa Monica Fwy	28	18.0	11,407	208	2,604	43,188	12.5	207.6
Santa Monica	10	Santa Monica Fwy	18	18.6	1,835	90	1,447	24,936	16.1	277.1
TOTAL CORRIDOR 1A			**880**	**350**	**236,631**	**4,548**	**53,893**	**975,775**	**240**	**3,536**
CORRIDOR 1A AVERAGE			**49**	**19.5**	**13,146**	**253**	**2,994**	**54,210**	**13.3**	**196.5**

Exhibit B-5

CMP TRANSIT MONITORING DATA - FY 2005

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
1B) SAN BERNARDINO/POMONA/ORANGE FREEWAY CORRIDOR										
MTA	18	Whittier Blvd	86	12.3	27,098	343	3,238	64,830	9.4	189.0
MTA	70/370	Garvey Ave	56	16.0	16,198	283	3,336	76,523	11.8	270.4
MTA	76/376	Valley Blvd	40	16.4	10,581	231	2,538	48,399	11.0	209.5
MTA	484	Valley Blvd	44	34.5	7,335	233	4,320	69,195	18.5	297.0
MTA	490	San Bernardino/Orange Fwys	22	31.0	4,922	135	2,225	43,576	16.5	322.8
Foothill	280	Azusa Ave	19	11.0	3,823	104	1,112	36,319	10.7	349.2
Foothill	480/481	San Bernardino Fwy	30	42.0	8,565	401	7,676	81,368	19.1	202.9
Foothill	482	San Bernardino/Pomona Fwys	13	39.0	3,629	163	2,679	34,476	16.4	211.5
Foothill	486	San Bernardino Fwy	25	23.0	4,648	178	2,896	44,156	16.3	248.1
Foothill	488	San Bernardino Fwy	10	27.0	2,071	94	1,201	19,675	12.8	209.3
Foothill	492	San Bernardino Fwy/Arrow Hwy	13	30.0	2,747	115	1,941	26,097	16.9	226.9
Foothill	493/495	San Bernardino Fwy	10	45.0	586	54	1,449	5,567	26.8	103.1
Foothill	494	San Bernardino Fwy/Foothill Blvd	2	34.0	294	12	237	2,793	19.8	232.8
Foothill	498/499	San Bernardino Fwy	16	27.0	1,113	58	1,398	10,574	24.1	182.3
Foothill	699	San Bernardino Fwy	8	36.3	907	44	1,345	8,617	30.3	194.2
Metrolink	SBD Line	San Bernardino Fwy	11	56.5	10,951	228	8,574	393,141	37.6	1,724.3
Metrolink	Riverside Line	Pomona Fwy	6	59.1	4,456	81	3,413	165,763	42.1	2,046.5
TOTAL CORRIDOR 1B			**408**	**540**	**109,924**	**2,757**	**49,578**	**1,131,069**	**340**	**7,220**
CORRIDOR 1B AVERAGE			**24**	**31.8**	**6,466**	**162**	**2,916**	**66,533**	**20.0**	**424.7**

Exhibit B-5

CMP TRANSIT MONITORING DATA - FY 2005

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
2) SAN FERNANDO VALLEY/DOWNTOWN LA CORRIDOR										
MTA	150/240	Ventura Blvd	64	18.2	15,046	311	3,908	55,766	12.6	179.3
MTA	156	Hollywood Fwy	52	20.9	15,495	257	3,011	56,358	11.7	219.3
MTA	161	Ventura Fwy	15	23.0	1,694	62	1,070	11,163	17.3	180.0
MTA	163	Hollywood Fwy	51	27.5	14,095	258	3,346	55,458	13.0	215.0
MTA	164/165	Victory Blvd	85	22.4	19,903	375	5,275	84,445	14.1	225.2
MTA	245	Topanga Cyn Blvd	15	16.6	2,073	52	794	7,787	15.3	149.8
MTA	418	Golden State Fwy	13	18.2	1,400	34	488	8,006	14.4	235.5
MTA	426	Hollywood Fwy	13	17.8	1,421	34	515	8,571	15.1	252.1
MTA	750	Ventura Blvd	61	16.3	10,843	214	3,364	75,298	15.7	351.9
MTA	Red Line	Union Station to North Hollywood	453	14.8	116,889	174	3,844	555,996	22.1	3,195.4
LADOT	413	Golden State Fwy	5	23.2	156	10	185	1,679	17.8	161.8
LADOT	419	Golden State Fwy	8	36.3	477	24	581	13,005	24.2	541.9
LADOT	422	Ventura Fwy	18	49.2	1,842	66	1,692	40,778	25.8	622.3
LADOT	423	Ventura Fwy	11	52.1	370	35	920	8,628	26.3	246.3
Metrolink	Ventura Cnty Line	Ventura Fwy	6	76.6	3,802	83	3,360	128,127	40.5	1,543.7
Metrolink	Burbank	Ventura Fwy	5	13.5	596	18	632	21,635	35.1	1,201.9
TOTAL CORRIDOR 2			**873**	**447**	**206,102**	**2,007**	**32,985**	**1,132,700**	**321**	**9,521**
CORRIDOR 2 AVERAGE			**55**	**27.9**	**12,881**	**125**	**2,062**	**70,794**	**20.1**	**595.1**

Exhibit B-5

CMP TRANSIT MONITORING DATA - FY 2005

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
3) HARBOR FREEWAY CORRIDOR										
MTA	81/381	Figueroa St	74	20.1	20,805	379	4,273	69,197	11.3	182.6
MTA	445	Harbor Fwy	11	29.5	957	52	1,056	10,759	20.3	206.9
MTA	446/447	Harbor Fwy	24	33.0	4,139	160	2,766	30,612	17.3	191.3
MTA	550	Harbor Fwy	20	32.9	2,804	111	2,214	21,470	19.9	193.4
MTA	745	South Broadway	69	11.3	8,314	174	2,198	35,001	12.6	201.2
MTA	754	Vermont Ave	94	15.9	27,921	309	4,802	95,214	15.5	308.1
Gardena	1	Harbor Fwy	18	19.0	4,253	82	1,482	25,263	18.0	307.0
Gardena	2	Western Ave	14	22.4	6,795	113	1,277	24,190	11.3	213.7
LADOT	448	Harbor Fwy	5	31.5	402	12	315	8,371	25.3	673.5
Torrance	1	Harbor Fwy	15	21.5	2,489	76	1,081	14,199	14.2	186.8
Torrance	2	Harbor Fwy	6	21.7	1,041	40	594	7,987	14.9	199.7
TOTAL CORRIDOR 3			**348**	**259**	**79,920**	**1,509**	**22,057**	**342,263**	**181**	**2,864**
CORRIDOR 3 AVERAGE			**32**	**23.5**	**7,265**	**137**	**2,005**	**31,115**	**16.4**	**260.4**

Exhibit B-5

CMP TRANSIT MONITORING DATA - FY 2005

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
4) SAN DIEGO FREEWAY CORRIDOR										
MTA	40/442	Hawthorne Blvd	49	21.6	20,424	331	3,728	69,603	11.3	210.3
MTA	232	PCH	19	24.8	7,068	179	2,497	37,316	13.9	208.5
MTA	234	Sepulveda Blvd	56	22.1	12,832	258	3,296	47,655	12.8	184.7
MTA	444	Hawthorne Blvd	20	34.9	2,683	102	1,869	21,714	18.3	212.9
MTA	740	Hawthorne Blvd	39	19.4	9,137	211	2,549	42,057	12.1	199.3
MTA	761	Hawthorne Blvd	43	22.5	11,281	223	2,983	68,365	13.4	306.6
Long Beach	91/92/93/94	7th St	35	15.6	6,399	184	2,258	17,405	12.3	94.6
Torrance	3	PCH	19	18.6	7,942	180	2,142	36,305	11.9	201.7
Torrance	7	Sepulveda Blvd	12	10.2	1,156	40	554	3,790	13.9	94.8
Torrance	8	Hawthorne Blvd	17	14.1	2,959	92	1,040	11,214	11.3	121.9
TOTAL CORRIDOR 4			**307**	**204**	**81,881**	**1,800**	**22,916**	**355,424**	**131**	**1,835**
CORRIDOR 4 AVERAGE			**31**	**20.4**	**8,188**	**180**	**2,292**	**35,542**	**13.1**	**183.5**

Exhibit B-5

CMP TRANSIT MONITORING DATA - FY 2005

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
5) VENTURA/FOOTHILL FREEWAY/WEST SAN GABRIEL VALLEY CORRIDOR										
MTA	78/79/378	Huntington Dr	54	18.5	11,679	275	3,395	56,909	12.3	206.9
MTA	180/181	Colorado Blvd	35	18.9	11,968	235	2,715	41,898	11.6	178.3
MTA	Gold Line	Pasadena Fwy	76	13.6	15,867	116	2,426	118,369	20.9	1,020.4
MTA	485	San Bernardino Fwy	28	17.9	3,775	122	1,731	20,554	14.2	168.5
MTA	487	San Bernardino Fwy	20	29.4	2,867	109	1,777	20,856	16.3	191.3
MTA	780	Colorado Blvd	33	15.1	6,273	146	1,842	32,343	12.6	221.5
Foothill	187	Colorado Blvd	23	32.0	5,164	261	3,651	49,058	14.0	188.0
Foothill	690	Foothill Fwy	6	29.0	285	17	408	2,708	24.0	159.3
LADOT	409	Foothill Fwy	7	33.7	421	18	462	6,297	26.1	356.2
LADOT	549	Foothill/Ventura Fwys	10	27.1	327	22	541	4,609	24.7	210.2
TOTAL CORRIDOR 5			**290**	**235**	**58,626**	**1,321**	**18,948**	**353,601**	**177**	**2,901**
CORRIDOR 5 AVERAGE			**29**	**23.5**	**5,863**	**132**	**1,895**	**35,360**	**17.7**	**290.1**
6) SANTA ANA FREEWAY CORRIDOR										
MTA	66/366	Olympic Blvd	131	13.2	27,740	376	3,792	64,143	10.1	170.6
MTA	362	Telegraph Rd	16	25.6	3,490	110	1,461	24,723	13.3	224.8
MTA	460	Santa Ana Fwy	16	39.3	3,443	152	2,809	51,299	18.5	337.5
Montebello	10	Whittier Blvd	17	13.1	10,862	197	2,007	28,133	10.2	142.8
Metrolink	Orange Cnty Line	Santa Ana Fwy	10	87.2	5,757	132	5,770	219,917	43.7	1,666.0
Metrolink	91-Riverside Line	Santa Ana Fwy	4	61.6	1,836	47	2,037	66,647	43.3	1,418.0
TOTAL CORRIDOR 6			**193**	**240**	**53,128**	**1,014**	**17,876**	**454,862**	**139**	**3,960**
CORRIDOR 6 AVERAGE			**32**	**40.0**	**8,855**	**169**	**2,979**	**75,810**	**23.2**	**660.0**

Exhibit B-5

CMP TRANSIT MONITORING DATA - FY 2005

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
7) SAN GABRIEL RIVER FREEWAY CORRIDOR										
MTA	266	Rosemead Blvd	7	22.4	4,477	89	1,263	16,737	14.2	188.1
MTA	270	Peck Rd/Myrtle Ave	5	23.9	2,052	72	905	8,105	12.6	112.6
TOTAL CORRIDOR 7			**12**	**46**		**161**	**2,168**		**27**	
CORRIDOR 7 AVERAGE			**6**	**23.2**		**81**	**1,084**		**13.4**	
8) ARTESIA FREEWAY CORRIDOR										
MTA	115/315	Firestone/Manchester Blvd	62	23.4	16,919	269	3,321	59,583	12.3	221.5
MTA	120	Imperial Hwy	23	19.5	5,671	125	1,629	19,307	13.0	154.5
MTA	Green Line	Century Fwy	112	19.3	32,314	149	4,383	212,379	29.4	1,425.4
LADOT	438	Glenn Anderson Fwy	7	28.5	534	15	370	10,364	25.2	705.0
Norwalk	4	Imperial Hwy	9	9.9	2,052	62	771	2,052	12.4	33.1
TOTAL CORRIDOR 8			**203**	**91**	**55,438**	**558**	**9,703**	**301,633**	**80**	**2,506**
CORRIDOR 8 AVERAGE			**51**	**22.7**	**13,860**	**139**	**2,426**	**75,408**	**20.0**	**626.6**
9) NORTH COUNTY CORRIDOR										
AVTA	785	Antelope Valley/Golden State Fwys	7	74.5	487	32	1,043	32,501	32.6	1,015.7
AVTA	786	Antelope Valley/Golden State Fwys	2	74.0	114	10	296	7,430	29.6	743.0
AVTA	787	Antelope Valley/Golden State Fwys	9	60.4	606	39	1,087	32,969	28.2	854.6
Santa Clarita	1/2	Sierra Hwy	20	23.5	2,800	89	1,718	29,232	19.3	328.4
Santa Clarita	790	SR 126/Foothill Fwy	4	12.5	31	4	98	325	24.5	81.3
Santa Clarita	791	Golden State/Ronald Reagan Fwy	4	34.1	49	13	447	515	34.4	39.6
Santa Clarita	792	Golden State/San Diego Fwy	4	31.9	23	14	377	239	26.9	17.1
Santa Clarita	793	Golden State/San Diego Fwy	4	27.1	104	18	391	1,082	21.7	60.1
Santa Clarita	794	Golden State Fwy	4	35.2	70	13	416	732	32.0	56.3
Santa Clarita	795	Antelope Valley Fwy	3	45.6	116	12	366	1,212	30.5	101.0
Santa Clarita	796	Golden State/Ronald Reagan Fwy	4	33.4	238	17	437	2,489	25.7	146.4
Santa Clarita	797	Golden State/San Diego Fwy	4	31.9	266	20	378	2,780	18.9	139.0
Santa Clarita	798	Golden State/San Diego Fwy	4	28.0	96	18	403	1,008	22.4	56.0
Santa Clarita	799	SR 126/Golden State Fwy	7	41.0	554	37	1,012	5,784	27.4	156.3
Metrolink	Antelope Vly Line	Antelope Valley/Golden State Fwys	8	76.6	6,387	145	6,002	243,345	41.4	1,678.2
TOTAL CORRIDOR 9			**87**	**630**	**11,941**	**481**	**14,471**	**361,643**	**415**	**5,473**
CORRIDOR 9 AVERAGE			**6**	**42.0**	**796**	**32**	**965**	**24,110**	**27.7**	**364.9**

Exhibit B-5

CMP TRANSIT MONITORING DATA - FY 2005

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
10) LONG BEACH FREEWAY CORRIDOR										
MTA	55	Alameda St	63	12.7	12,218	232	2,553	33,199	11.0	143.1
MTA	60/360	Long Beach Blvd	109	23.4	28,706	482	5,147	94,953	10.7	197.0
MTA	260/361	Atlantic Ave	51	27.7	18,179	319	3,958	69,946	12.4	219.3
MTA	Blue Line	Long Beach Blvd	175	21.3	75,279	232	5,062	545,956	21.8	2,353.3
Long Beach	66	Long Beach Blvd	29	10.6	1,846	56	759	5,021	13.6	89.7
Long Beach	61/62	Atlantic Ave	36	10.6	7,757	171	1,642	21,099	9.6	123.4
TOTAL CORRIDOR 10			462	106.3	143,985	1,492	19,121	770,174	79	3,126
CORRIDOR 10 AVERAGE			77	17.7	23,998	249	3,187	128,362	13.2	520.9
CMP TRANSIT NETWORK TOTAL			**6,172**	**5,133**	**1,569,353**	**25,930**	**411,764**	**10,314,788**	**2,142**	**43,276**
NETWORK AVERAGE			**72**	**57.3**	**18,611**	**306**	**4,749**	**118,813**	**18.5**	**373.1**

Exhibit B-6

FY 2007 CMP TRANSIT MONITORING DATA

See Following Sheets

Exhibit B-6

CMP TRANSIT MONITORING DATA - FY 2007

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
1A) SANTA MONICA FREEWAY CORRIDOR										
MTA	4/304	Santa Monica Blvd	81	20.7	35,170	671	6,999	128,741	10.4	191.9
MTA	20/21	Wilshire Blvd	60	17.8	20,897	424	4,233	60,644	10.0	142.9
MTA	27/28/328	Olympic Blvd	90	20.9	31,916	591	6,398	91,653	10.8	155.1
MTA	33/333	Venice Blvd	78	19.1	26,199	535	6,162	128,004	11.5	239.1
MTA	200	Alvarado St	54	6.1	16,240	182	1,428	21,906	7.9	120.6
MTA	212	La Brea Ave	44	14.7	15,070	237	2,461	47,638	10.4	201.1
MTA	439	Santa Monica Fwy	9	22.3	946	65	927	7,556	14.3	116.6
MTA	705	Vernon-La Cienega	25	14.6	7,816	133	1,527	29,259	11.5	219.5
MTA	720	Wilshire Blvd	111	24.6	46,351	831	11,164	272,276	13.4	327.6
Culver City	6	Sepulveda Blvd	18	13.3	9,106	177	1,858	28,229	10.5	159.5
LADOT	430	Santa Monica Fwy	2	27.1	65	5	108	1,267	21.6	253.4
LADOT	431	Santa Monica Fwy	4	19.9	150	9	159	1,813	17.7	201.4
LADOT	437	Santa Monica Fwy	6	19.2	314	14	230	3,491	16.4	249.4
Santa Monica	1	Santa Monica Blvd	37	9.0	4,634	154	2,785	20,129	18.1	130.7
Santa Monica	2	Wilshire Blvd	27	10.6	4,650	103	1,297	11,855	12.6	115.1
Santa Monica	3	Lincoln Blvd	28	17.8	8,517	171	2,216	33,974	13.0	198.7
Santa Monica	10	Santa Monica Fwy	15	18.6	2,028	96	1,462	27,119	15.2	282.5
TOTAL CORRIDOR 1A			689	296	230,069	4,398	51,413	915,554	225	3,305
CORRIDOR 1A AVERAGE			41	17	13,533	259	3,024	53,856	13	194

Exhibit B-6

CMP TRANSIT MONITORING DATA - FY 2007

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
1B) SAN BERNARDINO/POMONA/ORANGE FREEWAY CORRIDOR										
MTA	18	Whittier Blvd	71	12.7	27,163	350	3,359	58,620	9.6	167.6
MTA	70/370	Garvey Ave	47	14.7	15,569	296	3,410	70,991	11.5	239.7
MTA	76/376	Valley Blvd	31	15.9	11,106	229	2,526	49,709	11.0	217.0
MTA	484	San Bernardino Fwy/Valley Blvd	50	32.7	8,914	259	4,736	87,747	18.3	339.3
MTA	490	San Bernardino Fwy/Orange Fwy	21	31.1	5,568	152	2,453	51,280	16.2	338.3
Foothill	280	Azusa Ave	19	11.3	721	2,891	30,177	pending	10.4	pending
Foothill	480/481	San Bernardino Fwy	13	23.8	572	3,339	49,091	pending	14.7	pending
Foothill	482	San Bernardino Fwy	12	35.0	710	5,697	77,431	pending	13.6	pending
Foothill	486	San Bernardino Fwy	24	16.3	886	5,401	75,318	pending	13.9	pending
Foothill	488	San Bernardino Fwy	10	18.7	321	4,404	56,661	pending	12.9	pending
Foothill	492	San Bernardino Fwy	11	24.4	704	2,015	43,374	pending	21.5	pending
Foothill	493/495	San Bernardino Fwy	9	37.8	126	2,275	57,264	pending	25.2	pending
Foothill	494	San Bernardino Fwy/Foothill Blvd	2	20.4	28	263	2,989	pending	11.4	pending
Foothill	497	San Bernardino Fwy/Pomona Fwy	7	45.1	74	1,692	27,251	pending	16.1	pending
Foothill	498	San Bernardino Fwy	13	28.7	216	3,041	33,157	pending	10.9	pending
Foothill	499	San Bernardino Fwy	7	30.0	120	1,442	18,894	pending	13.1	pending
Foothill	699	San Bernardino Fwy	10	37.0	175	2,180	33,273	pending	15.3	pending
Metrolink	SBD Line	San Bernardino Fwy	11	56.5	11,775	229	8,634	422,723	37.7	1,846.0
Metrolink	Riverside Line	Pomona Fwy	6	59.1	4,672	79	3,467	173,798	43.9	2,200.0
TOTAL CORRIDOR 1B			371	551	89,420	36,233	533,465	914,868	327	5,348
CORRIDOR 1B AVERAGE			20	29	4,706	1,907	28,077	130,695	17	764

Exhibit B-6

CMP TRANSIT MONITORING DATA - FY 2007

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
2) SAN FERNANDO VALLEY/DOWNTOWN LA CORRIDOR										
MTA	150/240	Ventura Blvd	49	18.2	12,512	292	3,706	41,672	12.7	142.9
MTA	156	Hollywood Fwy	26	15.1	3,651	134	1,798	11,332	13.4	84.7
MTA	161	Ventura Fwy	13	22.2	1,484	63	1,009	11,382	16.0	180.1
MTA	163	Hollywood Fwy	34	27.2	13,914	261	3,290	57,946	12.6	222.0
MTA	164/165	Victory Blvd	66	22.8	19,640	369	5,146	77,647	13.9	210.4
MTA	245	Topanga Cyn Blvd	23	16.5	4,821	77	1,002	13,913	13.0	180.5
MTA	750	Ventura Blvd	50	16.3	8,644	192	3,029	55,946	15.8	291.1
MTA	Red Line	Union Station to North Hollywood	407	14.8	133,133	173	3,813	616,243	22.0	3,562.1
MTA	Orange Line (901)	Warner Center to North Hollywood	79	14.5	pending	258	4,281	pending	16.6	pending
LADOT	413	Golden State Fwy	4	23.2	179	10	185	1,902	18.5	190.2
LADOT	419	Golden State Fwy	8	36.3	440	24	581	12,240	24.2	510.0
LADOT	422	Ventura Fwy	18	49.2	1,380	66	1,692	30,614	25.6	463.8
LADOT	423	Ventura Fwy	11	52.1	429	35	920	10,519	26.3	300.5
Metrolink	Ventura Cnty Line	Ventura Fwy	6	76.6	3,931	88	3,588	132,475	40.8	1,505.4
Metrolink	Burbank	Ventura Fwy	5	13.4	649	17	606	23,559	35.6	1,385.8
TOTAL CORRIDOR 2			798	418	204,807	2,059	34,646	1,097,390	307	9,230
CORRIDOR 2 AVERAGE			53	28	14,629	137	2,310	78,385	20	659

Exhibit B-6

CMP TRANSIT MONITORING DATA - FY 2007

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
3) HARBOR FREEWAY CORRIDOR										
MTA	81/381	Figueroa St	60	20	20,006	381	4,051	67,486	10.6	177.1
MTA	445	Harbor Fwy	9	27.9	1,243	55	1,069	17,206	19.5	313.4
MTA	446/447	Harbor Fwy	20	31.1	4,373	148	2,349	31,285	15.8	211.0
MTA	550	Harbor Fwy	15	30.5	3,027	106	1,803	25,549	17.0	240.3
MTA	745	So Broadway	57	10.9	8,632	176	2,135	36,066	12.1	205.2
MTA	754	Vermont Ave	59	12.6	24,682	262	2,854	74,746	10.9	285.1
Gardena	1	Harbor Fwy	18	19.0	4,087	83	1,181	24,642	14.2	296.9
Gardena	2	Western Ave	14	22.4	6,553	114	1,626	23,068	14.3	202.4
LADOT	448	Harbor Fwy	6	31.5	484	15	315	9,875	21.0	658.3
Torrance	1	Harbor Fwy	8	20.5	2,514	67	992	9,010	14.8	134.5
Torrance	2	Harbor Fwy	3	21.4	1,051	40	599	5,756	15.0	143.9
TOTAL CORRIDOR 3			269	248	76,652	1,448	18,974	324,689	165	2,868
CORRIDOR 3 AVERAGE			24	23	6,968	132	1,725	29,517	15	261
4) SAN DIEGO FREEWAY CORRIDOR										
MTA	40/442	Hawthorne Blvd	39	20	20,645	321	3,376	64,688	10.5	201.6
MTA	232	PCH	16	24.8	7,164	180	2,493	37,894	13.9	210.5
MTA	234	Sepulveda Blvd	37	22.2	9,630	207	2,598	35,018	12.5	168.9
MTA	444	Hawthorne Blvd	16	34.9	3,132	99	1,836	31,745	18.6	321.6
MTA	740	Hawthorne Blvd	32	19.4	9,182	202	2,523	44,260	12.5	218.8
MTA	761	San Diego Fwy	36	22.5	12,689	215	2,843	66,935	13.2	311.5
LADOT	573	San Diego Fwy	13	24.6	788	34	640	12,806	18.8	376.6
LADOT	574	San Diego Fwy	5	37.8	313	16	378	7,481	23.6	467.6
Long Beach	91/92/93/94	7th Street	33	16.0	6,621	182	2,054	23,617	11.3	129.8
Long Beach	96	7th Street	28	8.0	1,165	33	432	3,085	13.1	93.5
Torrance	3	PCH	12	17.8	8,021	158	2,238	34,503	14.2	218.4
Torrance	7	Sepulveda Blvd	3	9.0	1,168	41	560	2,816	13.7	68.7
Torrance	8	Hawthorne Blvd	7	14.3	2,988	84	1,089	9,353	13.0	111.3
TOTAL CORRIDOR 4			277	271	83,506	1,772	23,060	374,201	189	2,899
CORRIDOR 4 AVERAGE			21	21	6,424	136	1,774	28,785	15	223

Exhibit B-6

CMP TRANSIT MONITORING DATA - FY 2007

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
5) VENTURA/FOOTHILL FREEWAY/WEST SAN GABRIEL VALLEY CORRIDOR										
MTA	78/79/378	Huntington Dr	43	16.9	11,868	269	3,199	59,057	11.9	219.2
MTA	180/181	Colorado Blvd	28	18.4	12,315	256	2,697	40,172	10.6	157.2
MTA	485	San Bernardino Fwy	21	17.5	3,683	123	1,562	20,114	12.7	163.5
MTA	487	San Bernardino Fwy	28	21.2	2,985	122	1,856	18,723	15.2	153.0
MTA	780	Colorado Blvd	31	22.1	13,022	233	2,889	60,624	12.4	259.9
MTA	Gold Line	Pasadena Fwy	92	13.6	19,197	115	2,590	140,715	22.5	1,223.6
Foothill	187	Colorado Blvd	19	29.4	1,184	7,259	89,046	pending	12.3	pending
Foothill	690	Foothill Fwy	4	30.5	47	647	8,830	pending	13.6	pending
LADOT	409	Foothill Fwy	7	33.7	465	18	462	6,978	25.7	387.7
LADOT	549	Foothill/Ventura Fwys	10	27.1	362	22	541	4,924	24.6	223.8
TOTAL CORRIDOR 5			282	230	65,128	9,065	113,672	351,307	161	2,788
CORRIDOR 5 AVERAGE			28	23	6,513	906	11,367	43,913	16	348
6) SANTA ANA FREEWAY CORRIDOR										
MTA	66/366	Olympic Blvd	110	14.1	27,336	388	4,015	63,569	10.3	163.8
MTA	460	Santa Ana Fwy	13	39.6	3,630	152	2,906	53,149	19.1	349.9
Montebello	10	Whittier Blvd	123	13.1	10,134	195	1,744	32,226	8.9	165.3
Metrolink	Orange Cnty Line	Santa Ana Fwy	10	87.2	6,354	128	5,591	242,723	43.7	1,896.3
Metrolink	91-Riverside Line	Santa Ana Fwy	4	61.6	2,237	54	2,336	81,203	43.3	1,503.8
TOTAL CORRIDOR 6			259	216	49,691	917	16,592	472,870	125	4,079
CORRIDOR 6 AVERAGE			52	43	9,938	183	3,318	94,574	25	816

Exhibit B-6

CMP TRANSIT MONITORING DATA - FY 2007

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
7) SAN GABRIEL RIVER FREEWAY CORRIDOR										
MTA	266	Rosemead Blvd	8	22.5	4,676	100	1,429	16,349	14.2	162.8
MTA	270	Peck Rd/Myrtle Ave	6	25	2,003	72	931	7,736	12.9	107.0
TOTAL CORRIDOR 7			14	48	6,679	173	2,360	24,085	27	270
CORRIDOR 7 AVERAGE			7	24	3,340	86	1,180	12,043	14	135
8) ARTESIA FREEWAY CORRIDOR										
MTA	115/315	Firestone/Manchester Blvd	51	22.8	18,956	272	3,311	64,524	12.2	237.0
MTA	120	Imperial Hwy	14	10.2	2,901	65	728	7,979	11.2	122.4
MTA	Green Line	Glenn Anderson Fwy	89	19.3	38,850	144	4,265	247,186	29.6	1,716.6
LADOT	438	Glenn Anderson Fwy	8	28.5	519	16	370	9,868	23.1	616.8
Norwalk	4	Imperial Hwy	10	9.9	2,807	66	838	10,667	12.7	161.6
TOTAL CORRIDOR 8			172	91	64,033	564	9,511	340,224	89	2,854
CORRIDOR 8 AVERAGE			34	18	12,807	113	1,902	68,045	18	571
9) NORTH COUNTY CORRIDOR										
AVTA	785	Antelope Valley/Golden State Fwys	7	85.0	118,670	31	1,061	74,753	34.2	2,411.4
AVTA	786	Antelope Valley/Golden State Fwys	2	72.0	29,428	10	296	15,293	29.6	1,529.3
AVTA	787	Antelope Valley/Golden State Fwys	9	61.0	152,599	39	1,246	69,691	31.9	1,786.9
Santa Clarita	1/2	Sierra Hwy	20	23.5	2,854	95	1,937	35,390	20.4	372.5
Santa Clarita	799	SR 126/Golden State Fwy	7	41.0	428	27	769	4,468	28.5	165.5
Metrolink	Antelope Vly Line	Antelope Valley/Golden State Fwys	7	76.5	7,055	157	6,361	268,796	40.5	1,712.1
TOTAL CORRIDOR 9			52	359	311,034	359	11,670	468,391	185	7,978
CORRIDOR 9 AVERAGE			9	60	51,839	60	1,945	78,065	31	1,330

Exhibit B-6

CMP TRANSIT MONITORING DATA - FY 2007

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
10) LONG BEACH FREEWAY CORRIDOR										
MTA	55	Alameda St	54	12.8	12,571	243	2,569	33,504	10.6	137.9
MTA	60/360	Long Beach Blvd	89	23	30,509	493	5,067	93,191	10.3	189.1
MTA	260/361	Atlantic Ave	41	28.9	18,664	315	3,739	70,961	11.9	225.2
MTA	Blue Line	Long Beach Blvd	170	21.3	76,245	233	5,062	555,891	21.7	2,385.8
Long Beach	61/62	Atlantic Ave	35	11.0	7,280	161	1,492	19,158	9.3	119.0
Long Beach	66	Atlantic Ave	30	11.0	1,717	48	677	5,362	14.1	111.7
TOTAL CORRIDOR 10			418	108	146,986	1,493	18,606	778,067	78	3,169
CORRIDOR 10 AVERAGE			70	18	24,498	249	3,101	129,678	13	528
CMP TRANSIT NETWORK TOTAL			3,600	2,836	1,328,005	58,480	833,967	6,061,646	1,879	44,787
NETWORK AVERAGE			34	25	12,594	524	7,414	64,486	17	476

Exhibit B-7

FY 2009 CMP TRANSIT MONITORING DATA

See Following Sheets

Exhibit B-7

CMP TRANSIT MONITORING DATA - FY 2009

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Route Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
1A) SANTA MONICA FREEWAY CORRIDOR										
MTA	4	Santa Monica Blvd	65	20.8	21,126	388	3,741	73,525	9.6	189.5
MTA	18	Whittier Blvd/6th St	72	12.4	27,449	354	3,250	67,391	9.2	190.4
MTA	20	Wilshire Blvd	49	17.4	17,761	362	3,250	54,106	9.0	149.5
MTA	28	Olympic Blvd	43	11.8	9,486	192	1,908	23,857	9.9	124.3
MTA	33/333	Venice Blvd	74	19.3	23,528	507	6,125	126,494	12.1	249.5
MTA	200	Alvarado St	53	6.1	15,378	183	1,409	23,304	7.7	127.3
MTA	212/312	La Brea Ave	43	14.6	13,422	225	2,467	48,305	11.0	214.7
MTA	439	Santa Monica Fwy	9	22.4	887	66	925	7,739	14.0	117.3
MTA	534	PCH/Santa Monica Fwy	22	34.9	2,760	131	2,550	42,688	19.5	325.9
MTA	704	Santa Monica Blvd	37	19.0	12,741	255	2,803	67,680	11.0	265.4
MTA	705	Vernon/La Cienega	29	14.8	8,216	154	1,768	34,707	11.5	225.4
MTA	714	Beverly Blvd	33	11.9	5,077	134	1,526	18,859	11.4	140.7
MTA	720	Wilshire Blvd	71	24.5	37,320	602	7,470	220,325	12.4	366.0
MTA	728	Olympic Blvd	41	13.3	8,621	177	2,121	34,451	12.0	194.6
MTA	730	Pico Blvd	32	7.2	5,744	118	939	14,212	8.0	120.4
MTA	920	Wilshire Blvd	31	14.9	3,591	111	1,366	28,560	12.3	257.3
Culver City	6	Sepulveda Blvd	31	13.7	9,459	176	1,831	29,323	10.4	166.6
LADOT	430	Santa Monica Fwy/San Diego Fwy	3	27.3	53	5	109	995	21.8	199.0
LADOT	431	Santa Monica Fwy	5	20.5	164	9	164	2,023	18.2	224.8
LADOT	437	Santa Monica Fwy	5	19.3	372	14	232	4,240	16.6	302.9
Santa Monica	1	Santa Monica Blvd	37	9.0	4,634	190	2,785	20,129	14.7	105.9
Santa Monica	2	Wilshire Blvd	23	10.7	4,650	124	1,297	11,855	10.5	95.6
Santa Monica	3	Lincoln Blvd	28	17.8	8,517	195	2,216	33,974	11.4	174.2
Santa Monica	5	Olympic Blvd	19	11.7	3,154	86	905	11,288	10.5	131.3
Santa Monica	7	Pico Blvd	47	11.3	13,639	237	2,295	49,816	9.7	210.2
Santa Monica	Rapid 7	Pico Blvd	28	10.6	1,259	102	1,130	6,588	11.1	64.6
Santa Monica	10	Santa Monica Fwy	19	18.6	2,028	115	1,462	27,119	12.7	235.8
TOTAL CORRIDOR 1A			**947**	**436**	**261,036**	**5,212**	**58,044**	**1,083,553**	**328**	**5,169**
CORRIDOR 1A AVERAGE			**35**	**16**	**9,668**	**193**	**2,150**	**40,132**	**12.1**	**191.4**

Exhibit B-7

CMP TRANSIT MONITORING DATA - FY 2009

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Route Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
1B) SAN BERNARDINO/POMONA/ORANGE FREEWAY CORRIDOR										
MTA	70	Garvey Ave	41	16.2	13,617	260	2,834	55,947	10.9	215.2
MTA	76	Valley Blvd	33	16.1	10,968	223	2,481	50,319	11.1	225.6
MTA	770	Garvey/Atlantic/Cesar Chavez	37	16.8	10,148	227	2,843	55,776	12.5	245.7
Foothill	280	Azusa Ave	18	11.3	3,240	111	1,138	27,767	10.3	250.2
Foothill	480	San Bernardino Fwy	12	24.8	2,494	139	1,836	21,373	13.2	153.8
Foothill	481	San Bernardino Fwy	18	16.5	470	36	364	4,028	10.1	111.9
Foothill	482	Valley Blvd/Colima Rd	12	32.6	3,397	191	2,465	29,112	12.9	152.4
Foothill	486	Amar Rd/Garvey Ave	24	16.3	4,026	166	2,067	34,503	12.5	207.8
Foothill	488	Grand Ave/Ramona Blvd	7	18.7	1,536	84	872	13,163	10.4	156.7
Foothill	492	Arrow Hwy/Santa Anita Ave	12	24.7	3,013	116	1,498	25,821	12.9	222.6
Foothill	493	Pomona Fwy/San Bernardino Fwy	16	37.5	683	96	1,289	5,853	13.4	61.0
Foothill	497	Pomona Fwy/San Bernardino Fwy	11	44.7	366	73	1,185	3,137	16.2	43.0
Foothill	498	San Bernardino Fwy	19	27.5	1,005	131	1,447	8,613	11.0	65.7
Foothill	499	San Bernardino Fwy	13	27.9	588	62	821	5,039	13.2	81.3
Foothill	699	San Bernardino Fwy	16	34.2	893	94	1,482	7,653	15.8	81.4
Foothill	Silver Streak	San Bernardino Fwy	18	38.8	5,249	370	6,168	44,984	16.7	121.6
Metrolink	SBD Line	San Bernardino Fwy	11	56.5	12,841	252	9,444	460,992	37.5	1,829.3
Metrolink	Riverside Line	Pomona Fwy	5	59.1	5,122	82	3,604	190,538	44.0	2,323.6
TOTAL CORRIDOR 1B			**322**	**520**	**79,656**	**2,713**	**43,838**	**1,044,618**	**285**	**6,549**
CORRIDOR 1B AVERAGE			**18**	**29**	**4,425**	**151**	**2,435**	**58,034**	**15.8**	**363.8**

Exhibit B-7

CMP TRANSIT MONITORING DATA - FY 2009

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Route Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
2) SAN FERNANDO VALLEY/DOWNTOWN LA CORRIDOR										
MTA	150/240	Ventura Blvd	43	18.1	11,039	261	3,320	40,799	12.7	156.3
MTA	152/353	Roscoe Blvd	45	24.3	13,775	244	3,379	63,359	13.8	259.7
MTA	156	Hollywood Fwy	18	13.4	2,462	92	1,113	9,132	12.1	99.3
MTA	161	Ventura Fwy	12	22.2	1,380	62	999	12,278	16.1	198.0
MTA	163/363	Sherman Way	35	16.9	11,417	202	2,449	45,195	12.1	223.7
MTA	164	Victory Blvd	29	22.7	8,037	178	2,530	36,775	14.2	206.6
MTA	165	Vanowen St	34	22.3	9,718	182	2,556	42,530	14.0	233.7
MTA	244/245	Topanga Cyn Blvd/DeSoto Blvd	23	16.5	4,440	79	1,010	13,826	12.8	175.0
MTA	750	Ventura Blvd	46	16.2	6,444	175	2,668	43,234	15.2	247.1
MTA	Purple/Red Line	Downtown LA to North Hollywood	350	14.8	154,013	173	3,814	764,064	22.0	4,416.6
MTA	Orange Line (901)	Warner Center to North Hollywood	81	14.4	21,569	310	4,934	139,939	15.9	451.4
LADOT	413	Golden State Fwy	5	23.8	122	10	190	1,394	19.0	139.4
LADOT	419	Golden State Fwy	6	36.6	481	24	586	13,291	24.4	553.8
LADOT	422	Ventura Fwy	10	43.5	1,158	58	1,484	26,460	25.6	456.2
LADOT	423	Ventura Fwy	8	52.0	453	35	920	11,735	26.3	335.3
LADOT	534	Olympic Blvd	5	15.7	212	8	126	2,266	15.8	283.3
Metrolink	Ventura Cnty Line	Ventura Fwy	6	66.3	4,139	90	3,629	139,484	40.3	1,549.8
Metrolink	Burbank	Ventura Fwy	5	13.4	731	17	601	26,535	35.4	1,560.9
TOTAL CORRIDOR 2			**759**	**453**	**251,590**	**2,200**	**36,308**	**1,432,296**	**348**	**11,546**
CORRIDOR 2 AVERAGE			**42**	**25**	**13,977**	**122**	**2,017**	**79,572**	**19.3**	**641.4**

Exhibit B-7

CMP TRANSIT MONITORING DATA - FY 2009

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
3) HARBOR FREEWAY CORRIDOR										
MTA	55/355	Alameda St	49	13.3	11,456	237	2,455	34,786	10.4	146.8
MTA	81	Figueroa St	47	19.9	18,001	351	3,740	61,801	10.7	176.1
MTA	442	Harboy Fwy/Manchester Blvd/La Brea Ave	5	15.9	256	15	190	2,019	12.7	134.6
MTA	445	Harbor Transitway	9	28.4	1,339	56	1,077	19,963	19.2	356.5
MTA	450	Harbor Transitway	9	13.5	794	20	568	10,316	28.4	515.8
MTA	550	Harbor Transitway	15	30.8	2,788	109	1,816	25,321	16.7	232.3
MTA	745	South Broadway	53	11.1	8,736	174	2,036	38,355	11.7	220.4
MTA	753	Central Ave	27	11.0	3,411	117	1,349	14,354	11.5	122.7
MTA	754	Vermont Ave	59	12.5	22,326	234	2,643	71,936	11.3	307.4
MTA	757	Western Ave	34	14.2	11,550	168	1,833	37,154	10.9	221.2
Gardena	1	Harbor Fwy	22	19.0	2,265	89	1,558	13,974	17.5	157.0
Gardena	2	Western Ave	31	11.2	4,526	93	1,378	17,110	14.8	184.0
LADOT	448	Harbor Fwy	6	31.3	480	15	313	9,974	20.9	664.9
Torrance	1	Harbor Fwy	8	20.5	2,165	79	1,126	9,211	14.3	116.6
Torrance	2	Western Ave	3	21.4	971	41	712	4,133	17.4	100.8
Torrance	5	Crenshaw Blvd	4	15.1	892	45	642	3,796	14.3	84.4
Torrance	MAX 3	Crenshaw Blvd	4	24.7	184	12	198	1,503	16.5	125.3
TOTAL CORRIDOR 3			**384**	**314**	**92,140**	**1,855**	**23,634**	**375,706**	**259**	**3,867**
CORRIDOR 3 AVERAGE			**23**	**18**	**5,420**	**109**	**1,390**	**22,100**	**15.2**	**227.4**

Exhibit B-7

CMP TRANSIT MONITORING DATA - FY 2009

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
4) SAN DIEGO FREEWAY CORRIDOR										
MTA	40	Hawthorne Blvd	37	19.7	18,463	312	3,281	61,678	10.5	197.7
MTA	232	PCH	15	25.4	7,420	175	2,413	40,060	13.8	228.9
MTA	234	Sepulveda Blvd	19	15.8	6,035	111	1,389	25,554	12.5	230.2
MTA	734	Sepulveda Blvd	27	11.6	4,936	90	1,229	20,504	13.7	227.8
MTA	740	Hawthorne Blvd	31	19.6	9,765	193	2,414	48,184	12.5	249.7
MTA	761	San Diego Fwy	38	22.9	11,216	216	2,914	75,952	13.5	351.6
LADOT	573	San Diego Fwy	4	24.9	858	37	795	13,778	21.5	372.4
LADOT	574	San Diego Fwy	4	38.9	343	16	389	8,357	24.3	522.3
Long Beach	91/92/93/94	7th Street	32	12.8	9,744	205	2,219	30,206	10.8	147.3
Long Beach	96	7th Street	16	6.0	1,072	20	216	3,323	10.8	166.2
Torrance	3	PCH/Carson St	12	17.8	7,852	187	2,620	33,411	14.0	178.7
Torrance	7	Sepulveda Blvd	7	9.0	826	41	578	3,516	14.1	85.8
Torrance	8	Hawthorne Blvd	7	14.1	2,108	97	1,254	8,971	12.9	92.5
Torrance	MAX 2	Inglewood Ave/Aviation Blvd	5	21.3	123	10	170	1,176	17.0	117.6
Torrance	MAX 3X	San Diego Fwy	5	25.5	133	8	204	2,490	25.5	311.3
TOTAL CORRIDOR 4			**260**	**285**	**80,894**	**1,718**	**22,085**	**377,160**	**227**	**3,480**
CORRIDOR 4 AVERAGE			**17**	**19**	**5,393**	**115**	**1,472**	**25,144**	**15.2**	**232.0**

Exhibit B-7

CMP TRANSIT MONITORING DATA - FY 2009

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Route Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
5) VENTURA/FOOTHILL FREEWAY/WEST SAN GABRIEL VALLEY CORRIDOR										
MTA	78/79/378	Huntington Dr	40	18.3	11,711	260	3,102	61,999	11.9	238.5
MTA	180/181	Colorado Blvd	26	18.9	10,887	246	2,662	40,300	10.8	163.8
MTA	485	San Bernardino Fwy	19	18.1	3,439	115	1,455	19,382	12.7	168.5
MTA	487/489	San Bernardino Fwy	23	21.0	3,057	97	1,459	24,528	15.0	252.9
MTA	780	Colorado Blvd	30	22.1	10,314	231	2,779	50,919	12.0	220.4
MTA	794	San Fernando Rd	28	14.9	4,412	150	1,825	28,318	12.2	188.8
MTA	Gold Line	Pasadena Fwy	80	13.6	24,268	121	2,767	177,151	22.9	1,464.1
Foothill	187	Colorado Blvd	18	30.1	5,949	312	3,359	50,982	10.8	163.4
Foothill	494	Foothill Blvd/Peck Rd	6	20.1	155	13	142	1,328	10.9	102.2
Foothill	690	Foothill Fwy	8	29.6	349	34	510	2,991	15.0	88.0
LADOT	409	Foothill Fwy	7	33.0	473	18	462	6,649	25.7	369.4
LADOT	549	Foothill/Ventura Fwys	25	27.8	357	22	556	4,973	25.3	226.0
TOTAL CORRIDOR 5			**311**	**268**	**75,371**	**1,619**	**21,078**	**469,520**	**185**	**3,646**
CORRIDOR 5 AVERAGE			**26**	**22**	**6,281**	**135**	**1,757**	**39,127**	**15.4**	**303.8**
6) SANTA ANA FREEWAY CORRIDOR										
MTA	62	Telegraph Rd	17	25.5	4,220	146	1,792	30,071	12.3	206.0
MTA	66/366	Olympic Blvd	108	13.6	24,617	370	3,604	63,019	9.7	170.3
MTA	115	Firestone/Manchester Blvd	37	22.2	13,777	232	2,738	51,490	11.8	221.9
MTA	460	Santa Ana Fwy	14	40.4	3,948	164	3,155	63,851	19.2	389.3
MTA	715	Firestone/Manchester Blvd	30	17.0	4,275	133	1,911	16,188	14.4	121.7
Montebello	10	Whittier Blvd	42	13.1	9,098	193	1,844	25,474	9.6	132.0
Montebello	341/342	Beverly Blvd	11	16.5	361	15	291	4,689	19.4	312.6
Metrolink	Orange Cnty Line	Santa Ana Fwy	8	87.2	7,205	132	5,768	275,231	43.7	2,085.1
Metrolink	91-Riverside Line	Santa Ana Fwy	4	61.6	2,282	54	2,318	82,837	42.9	1,534.0
TOTAL CORRIDOR 6			**270**	**297**	**69,783**	**1,439**	**23,421**	**612,850**	**183**	**5,173**
CORRIDOR 6 AVERAGE			**30**	**33**	**7,754**	**160**	**2,602**	**68,094**	**20.3**	**574.8**

Exhibit B-7

CMP TRANSIT MONITORING DATA - FY 2009

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
7) SAN GABRIEL RIVER FREEWAY CORRIDOR										
MTA	266	Rosemead Blvd	7	23.0	4,477	100	1,383	15,778	13.8	157.8
MTA	270	Peck Rd/Myrtle Ave	4	25.3	2,456	69	870	10,780	12.6	156.2
MTA	577	San Gabriel River Fwy	6	34.6	1,020	91	1,989	17,619	21.9	193.6
TOTAL CORRIDOR 7			**17**	**83**	**7,953**	**260**	**4,242**	**44,177**	**48**	**508**
CORRIDOR 7 AVERAGE			**6**	**28**	**2,651**	**87**	**1,414**	**14,726**	**16.1**	**169.2**
8) ARTESIA FREEWAY CORRIDOR										
MTA	120	Imperial Hwy	13	10.2	2,570	63	655	8,138	10.4	129.2
MTA	126	Manhattan Beach Blvd	6	13.0	211	15	208	869	13.9	57.9
MTA	Green Line	Glenn Anderson Fwy	92	19.3	38,944	144	4,265	260,951	29.6	1,812.2
Norwalk	4	Imperial Hwy	23	9.5	2,683	65	843	8,475	13.0	130.4
LADOT	438	Glenn Anderson Fwy	8	28.6	807	20	467	15,206	23.4	760.3
TOTAL CORRIDOR 8			**142**	**81**	**45,215**	**307**	**6,438**	**293,639**	**90**	**2,890**
CORRIDOR 8 AVERAGE			**28**	**16**	**9,043**	**61**	**1,288**	**58,728**	**18.0**	**578.0**
9) NORTH COUNTY CORRIDOR										
AVTA	785	Antelope Valley/Golden State Fwys	4	75.1	320	22	736	21,357	33.5	970.8
AVTA	786	Antelope Valley/Golden State Fwys	2	74.9	78	7	201	5,084	28.7	726.3
AVTA	787	Antelope Valley/Golden State Fwys	5	68.2	394	27	850	21,434	31.5	793.9
Santa Clarita	1/2	Sierra Hwy	6	24.6	4,813	159	2,642	42,125	16.6	264.9
Santa Clarita	791	Golden State/Ronald Reagan Fwys	6	32.5	41	10	322	431	32.2	43.1
Santa Clarita	792	Golden State/San Diego Fwys	4	37.6	38	13	369	395	28.4	30.4
Santa Clarita	794	Golden State Fwy	4	40.6	81	10	365	847	36.5	84.7
Santa Clarita	795	Antelope Valley Fwy	3	54.8	132	10	322	1,380	32.2	138.0
Santa Clarita	796	Golden State/Ronald Reagan Fwys	4	32.1	186	15	321	1,948	21.4	129.9
Santa Clarita	797	Golden State/San Diego Fwys	6	27.1	278	19	276	2,905	14.5	152.9
Santa Clarita	799	SR 126/Golden State Fwy	10	38.7	278	19	276	5,784	14.5	304.4
Metrolink	Antelope Vly Line	Antelope Valley/Golden State Fwys	7	76.5	6,628	162	6,422	252,527	39.6	1,558.8
TOTAL CORRIDOR 9			**61**	**583**	**13,267**	**473**	**13,102**	**356,217**	**330**	**5,198**
CORRIDOR 9 AVERAGE			**5**	**49**	**1,106**	**39**	**1,092**	**29,685**	**27.5**	**433.2**

Exhibit B-7

CMP TRANSIT MONITORING DATA - FY 2009

Identification		CMP Network	Freq Avg Peak VT	Line Information						
Operator	Line			One Way Rte Miles	Daily Boardings	Daily VSH	Daily VSM	Daily PMT	Avg MPH	Routing Index
10) LONG BEACH FREEWAY CORRIDOR										
MTA	60	Long Beach Blvd	53	19.6	18,099	308	3,050	58,430	9.9	189.7
MTA	260	Atlantic Ave	27	28.8	12,196	237	2,749	47,511	11.6	200.5
MTA	760	Long Beach Blvd	29	15.7	8,746	166	1,948	34,254	11.7	206.3
MTA	762	Atlantic Blvd	26	25.6	5,701	158	2,195	28,783	13.9	182.2
MTA	Blue Line	Long Beach Blvd	165	21.3	80,854	233	5,062	588,561	21.7	2,526.0
Long Beach	51/52	Long Beach Blvd	30	8.8	6,843	141	1,381	21,213	9.8	150.4
Long Beach	61/62/63	Atlantic Ave	30	9.7	7,725	166	1,512	23,948	9.1	144.3
Long Beach	66	Atlantic Ave	32	10.1	1,894	43	536	5,871	12.5	136.5
TOTAL CORRIDOR 10			**391**	**140**	**142,058**	**1,452**	**18,433**	**808,571**	**100**	**3,736**
CORRIDOR 10 AVERAGE			**49**	**17**	**17,757**	**182**	**2,304**	**101,071**	**12.5**	**467.0**
CMP TRANSIT NETWORK TOTAL			**3,863**	**3,459**	**1,118,963**	**19,248**	**270,623**	**6,898,307**	**2,383**	**51,761**
NETWORK AVERAGE			**27**	**24.0**	**7,771**	**134**	**1,879**	**47,905**	**17.1**	**380.2**

APPENDIX

C

CMP TDM ORDINANCE REQUIREMENTS

Consistent with CMP requirements, all 89 local jurisdictions in Los Angeles County have adopted and are currently implementing a TDM ordinance (see exhibit C-1). The following describes the minimum CMP TDM standards. Please refer to the locally adopted TDM Ordinance when determining applicability of TDM requirements. The model CMP TDM ordinance is contained in Exhibit C-1.

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, Supplemental and Addendum EIRs. 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 EIRs. 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 5, 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 Draft EIR 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 in 1993.

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%

I. "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 the place of employment than parking spaces provided for single occupant vehicles.

J. "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.

K. "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).

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

M. "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, 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).

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

O. "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.

P. "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 that 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.

Exhibit C-1

MODEL CMP TDM ORDINANCE

MODEL ORDINANCE FOR LOCAL GOVERNMENT COMPLIANCE WITH THE REQUIREMENTS OF THE CONGESTION MANAGEMENT PROGRAM RELATING TO TRIP REDUCTION AND TRAVEL DEMAND MEASURES

****

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF _____[COUNTY OF LOS ANGELES] ADOPTING TRIP REDUCTION AND TRAVEL DEMAND MEASURES IN ACCORDANCE WITH STATE GOVERNMENT CODE SECTIONS 65089 AND 65089.3

WHEREAS, the Legislature of the State of California has found that the lack of an integrated transportation system and the increase in the number of vehicles are causing traffic congestion that each day results in hundreds of thousands of hours lost in traffic, tons of pollutants released into the air and millions of dollars of added costs to the motoring public; and

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

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

WHEREAS, the CMP must contain a trip reduction and travel demand management element that promotes alternative transportation methods, such as carpools, vanpools, transit, bicycles, walking and park-and-ride lots, improvement in the balance between jobs and housing, and other strategies, including flexible work hours, telecommuting and parking management programs; and

WHEREAS, the County and every city within the County is required by state law to adopt and implement a Transportation Demand Management (TDM) ordinance as an

important element of the Congestion Management Program to improve both congestion and air quality; 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 TDM ordinance; and

WHEREAS, because the CMP is an evolving program which will be developed incrementally, as experience is gained through its implementation, this TDM ordinance may be amended or superseded from time to time, as necessary to meet congestion and air quality goals; and

WHEREAS, the State Clean Air Act requires regions to attain a 1.5 vehicle occupancy during the commute period by the year 1999; and

WHEREAS, this ordinance is intended to comply with the CMP's requirements for a TDM ordinance. The requirements of South Coast Air Quality Management District ("District") Regulation XV, are separate from this ordinance, and administered by the Air District. Nothing herein is intended, nor shall it be construed, to limit or otherwise preclude employers from offering or providing additional inducements or use alternatives to single-occupant vehicles to their employees necessary to meet Regulation XV requirements; and

WHEREAS, in order to use the existing and planned transportation infrastructure more efficiently, maintain or improve traffic levels of service, and lower motor vehicle emissions, it is the policy of the City of _____ [County of Los Angeles] to minimize the number of peak period vehicle trips generated by additional development, promote the use of alternative transportation, improve air quality and participate in regional countywide efforts to improve transportation demand management;

NOW THEREFORE, the City Council of the City of _____ [Board of Supervisors of the County of Los Angeles] does ordain as follows:

SECTION 1. 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 no 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 3 of this

ordinance.

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 this 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 this ordinance and which exceed the thresholds defined in Section 3 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 shall be calculated as follows:

I. "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.

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

J. "Property Owner" 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.

K. "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).

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

M. "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).

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

O. "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 to fifteen adult passengers, and on a prepaid subscription basis.

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

SECTION 2. REVIEW OF TRANSIT IMPACTS

Prior to approval of any development project for which an Environmental Impact Report (EIR) will be prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) or based on a local determination, regional and municipal fixed-route transit operators providing service to the project shall be identified and consulted with. Projects for which a Notice of Preparation (NOP) for a Draft EIR has been circulated pursuant to the provisions of CEQA prior to the effective date of this ordinance shall be exempted from its provisions. Pursuant to the provisions of CEQA, transit operators shall be sent an NOP for all contemplated EIRs and shall, as part of the NOP process, be given opportunity to comment on the impacts of the project, to identify recommended transit service or capital improvements which may be required as a result of the project, and to recommend mitigation measures which minimize automobile trips on the CMP network. Impacts and recommended mitigation measures identified by the transit operator shall be evaluated in the Draft EIR prepared for the project. Related mitigation measures adopted shall be monitored through the mitigation monitoring requirements of CEQA.

Phased development projects, development projects subject to a development agreement, 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 therefore covered by a previously certified EIR.

SECTION 3. TRANSPORTATION DEMAND AND TRIP REDUCTION MEASURES

A. APPLICABILITY OF REQUIREMENTS

Prior to approval of any development project, the applicant shall make provision for, at a minimum, all of the following applicable transportation demand management and trip reduction measures.

This ordinance shall not apply to projects for which a development application has been deemed "complete" by the City (County) pursuant to Government Code Section 65943, or for which a Notice of Preparation for a DEIR has been circulated or for which an application for a building permit has been received, prior to the effective date of this ordinance.

All facilities and improvements constructed or otherwise required shall be maintained in a state of good repair.

B. DEVELOPMENT STANDARDS

(1) Non-Residential development of 25,000 square feet or more shall provide the following to the satisfaction of the City [County]:

A. A bulletin board, display case, or kiosk displaying transportation information located where the greatest number of employees are likely to see it. Information in the area shall include, but is not limited to, the following:

1. Current maps, routes and schedules for public transit routes serving the site;
2. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators;
3. Ridesharing promotional material supplied by commuter-oriented organizations;
4. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information;
5. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.

(2) Non-Residential development of 50,000 square feet or more shall comply with Section 3.B(1) above and shall provide all of the following measures to the satisfaction of the City [County]:

A. Not less than 10% of employee parking area, shall be located as close as is practical to the employee entrance(s), and shall be reserved for use by potential carpool/ vanpool vehicles, without displacing handicapped and customer parking needs. This preferential carpool/vanpool parking area shall be identified on the site plan

upon application for building permit, to the satisfaction of City [County]. A statement that preferential carpool/vanpool spaces for employees are available and a description of the method for obtaining such spaces must be included on the required transportation information board. Spaces will be signed/striped as demand warrants; provided that at all times at least one space for projects of 50,000 square feet to 100,000 square feet and two spaces for projects over 100,000 square feet will be signed/striped for carpool/vanpool vehicles.

B. Preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. When located within a parking structure, a minimum vertical interior clearance of 7'2" shall be provided for those spaces and accessways to be used by such vehicles. Adequate turning radii and parking space dimensions shall also be included in vanpool parking areas.

C. Bicycle racks or other secure bicycle parking shall be provided to accommodate 4 bicycles per the first 50,000 square feet of non-residential development and 1 bicycle per each additional 50,000 square feet of non-residential development. Calculations which result in a fraction of .5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the City [County].

(3) Non-Residential development of 100,000 square feet or more shall comply with Sections 3.B(1) and 3.B(2) above, and shall provide all of the following measures to the satisfaction of the City [County]:

A. A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers.

B. Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development.

C. If determined necessary by the City [County] to mitigate the project impact, bus stop improvements must be provided. The City [County] will consult with the local bus service providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances must be designed to provide safe and efficient access to nearby transit stations/stops.

D. Safe and convenient access from the external circulation system to bicycle parking facilities onsite.

SECTION 4. MONITORING

[THE ORDINANCE SHALL INCORPORATE APPROPRIATE PROVISIONS FOR MONITORING PROJECT COMPLIANCE WITH THE STANDARDS REQUIRED

HEREIN. THE SELECTION OF MONITORING METHODS IS LEFT TO THE DISCRETION OF THE CITY [COUNTY]. EXAMPLES OF RECOMMENDED MONITORING INCLUDE SITE MONITORING PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY OR BUSINESS LICENSE.]

SECTION 5. ENFORCEMENT

[THE ORDINANCE SHALL INCORPORATE APPROPRIATE PROVISIONS FOR ENFORCEMENT OF THE STANDARDS REQUIRED HEREIN. THE SELECTION OF ENFORCEMENT METHODS IS LEFT TO THE DISCRETION OF THE CITY [COUNTY]. EXAMPLES OF RECOMMENDED ENFORCEMENT METHODS INCLUDE REFERENCING EXISTING ENFORCEMENT AND COMPLIANCE PROVISIONS IN A JURISDICTION ZONING CODE.]

SECTION 6. This ordinance shall take effect upon the expiration of 30 days from the date of its publication.

INTRODUCED AND FIRST READ at a duly called meeting of the City Council [Board of Supervisors] held on _____.

PASSED, APPROVED AND ADOPTED this _____ day of _____ by the following vote:

AYES:

NOES:

_____
Mayor
[Chairman, Board of Supervisors]

ATTEST:

_____

APPROVED AS TO FORM:

_____

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 contact MTA staff 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 the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. 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 (EIR) 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.
- ❑ Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. 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 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

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 E, *Guidelines for New Development Activity Tracking and Self Certification*. 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, and;
- 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.

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

RSA	Representative City/Place	2010	2015	2020	2025	2030	2035
7	Agoura Hills	1.000	1.020	1.041	1.052	1.063	1.075
8	Santa Clarita	1.000	1.145	1.291	1.348	1.405	1.461
9	Lancaster	1.000	1.214	1.427	1.676	1.924	2.172
10	Palmdale	1.000	1.134	1.267	1.363	1.458	1.553
11	Angeles Forest	1.000	1.151	1.301	1.394	1.487	1.580
12	West S.F. Valley	1.000	1.027	1.054	1.068	1.083	1.097
13	Burbank	1.000	1.024	1.049	1.063	1.077	1.092
14	Sylmar	1.000	1.024	1.049	1.071	1.093	1.114
15	Malibu	1.000	1.027	1.054	1.075	1.096	1.117
16	Santa Monica	1.000	1.014	1.028	1.038	1.049	1.059
17	West/Central L.A.	1.000	1.007	1.014	1.024	1.034	1.044
18	South Bay/LAX	1.000	1.013	1.026	1.035	1.044	1.053
19	Palos Verdes	1.000	1.025	1.051	1.061	1.071	1.081
20	Long Beach	1.000	1.076	1.152	1.160	1.168	1.177
21	Vernon	1.000	1.073	1.146	1.158	1.170	1.182
22	Downey	1.000	1.052	1.104	1.116	1.127	1.139
23	Downtown L.A.	1.000	1.009	1.018	1.030	1.042	1.054
24	Glendale	1.000	1.014	1.027	1.041	1.055	1.068
25	Pasadena	1.000	1.041	1.082	1.098	1.115	1.131
26	West Covina	1.000	1.023	1.046	1.066	1.086	1.106
27	Pomona	1.000	1.081	1.161	1.190	1.219	1.248

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

(see following pages)

Project RSA: **7** Area Generally Bounded by: **Agoura Hills, Calabasas, Hidden Hills**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura **7**	S.Clarita **8**	Lancstr **9**	PalmDle **10**	AngFrst **11**	W.SFV **12**	Burbank **13**	Sylmar **14**	Malibu **15**	Smonica **16**	WCntLA **17**	BchLAX **18**	Pverdes **19**
Residential													
Work	15.6%	0.4%	0.1%	0.1%	0.0%	24.6%	4.1%	1.2%	4.2%	7.5%	10.5%	2.3%	0.8%
Non-Work	49.1%	0.4%	0.0%	0.0%	0.0%	19.1%	1.7%	0.9%	2.6%	2.2%	3.0%	0.3%	0.1%
Non-Residential													
Work	12.6%	2.6%	0.6%	1.2%	0.1%	23.7%	3.2%	4.3%	0.7%	2.2%	4.4%	2.0%	1.0%
Non-Work	50.2%	0.8%	0.1%	0.2%	0.0%	18.1%	1.6%	1.3%	1.7%	2.6%	2.1%	0.4%	0.2%

	LongBch **20**	Vernon **21**	Downey **22**	DntnLA **23**	Glendl **24**	Pasadna **25**	WCovina **26**	Pomona **27**	**Ven**	**Ora**	**SB**	**Riv**	**Ker**	**TOTAL**
Residential														
Work	0.5%	1.8%	0.7%	3.5%	1.9%	1.6%	0.9%	0.3%	16.1%	0.3%	0.5%	0.2%	0.2%	100.0%
Non-Work	0.2%	1.0%	0.4%	0.6%	1.3%	0.5%	0.1%	0.0%	10.6%	4.9%	0.2%	0.5%	0.1%	100.0%
Non-Residential														
Work	0.7%	2.0%	1.0%	0.5%	2.7%	2.4%	1.0%	0.4%	28.2%	1.3%	0.7%	0.4%	0.1%	100.0%
Non-Work	0.1%	0.7%	0.3%	0.5%	1.2%	3.3%	0.8%	0.0%	12.8%	0.3%	0.1%	0.2%	0.1%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura **7**	S.Clarita **8**	Lancstr **9**	PalmDle **10**	AngFrst **11**	W.SFV **12**	Burbank **13**	Sylmar **14**	Malibu **15**	Smonica **16**	WCntLA **17**	BchLAX **18**	Pverdes **19**
Residential													
Work	15.1%	0.4%	0.1%	0.1%	0.0%	23.1%	4.2%	1.2%	3.8%	7.4%	10.1%	2.2%	0.8%
Non-Work	49.1%	0.4%	0.0%	0.0%	0.0%	18.8%	1.6%	0.9%	2.6%	2.2%	2.9%	0.3%	0.1%
Non-Residential													
Work	13.1%	3.3%	1.1%	2.2%	0.1%	23.4%	3.3%	4.2%	0.9%	2.1%	4.3%	2.0%	0.9%
Non-Work	49.6%	1.1%	0.1%	0.4%	0.0%	18.4%	1.7%	1.4%	1.8%	2.5%	2.1%	0.4%	0.2%

	LongBch **20**	Vernon **21**	Downey **22**	DntnLA **23**	Glendl **24**	Pasadna **25**	WCovina **26**	Pomona **27**	**Ven**	**Ora**	**SB**	**Riv**	**Ker**	**TOTAL**
Residential														
Work	0.5%	1.6%	0.7%	3.3%	1.8%	1.5%	0.9%	0.4%	17.8%	0.6%	1.5%	0.6%	0.3%	100.0%
Non-Work	0.3%	1.0%	0.4%	0.6%	1.3%	0.5%	0.1%	0.0%	10.4%	5.5%	0.2%	0.6%	0.2%	100.0%
Non-Residential														
Work	0.7%	1.9%	0.9%	0.5%	2.6%	2.4%	1.0%	0.3%	26.3%	1.2%	0.6%	0.4%	0.2%	100.0%
Non-Work	0.1%	0.7%	0.3%	0.5%	1.1%	3.3%	0.9%	0.0%	12.5%	0.3%	0.1%	0.3%	0.2%	100.0%

Project RSA: **8** Area Generally Bounded by: **Santa Clarita, Castaic**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	1.0%	34.0%	0.8%	1.6%	0.2%	13.1%	8.2%	5.7%	0.1%	2.4%	6.6%	2.0%	1.1%
Non-Work	0.3%	73.7%	0.4%	0.7%	0.1%	2.8%	2.5%	3.4%	0.1%	0.7%	3.0%	0.7%	0.2%
Non-Residential													
Work	0.2%	51.0%	5.5%	9.3%	0.2%	6.6%	2.4%	6.9%	0.0%	0.6%	2.3%	1.3%	0.8%
Non-Work	0.2%	76.1%	2.1%	3.0%	0.1%	2.9%	1.8%	3.6%	0.0%	0.8%	1.9%	0.7%	0.3%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.7%	2.4%	1.1%	3.3%	3.4%	3.1%	1.3%	0.4%	3.2%	0.9%	0.8%	1.9%	0.5%	100.0%
Non-Work	0.2%	1.5%	0.6%	0.7%	2.7%	0.5%	0.1%	0.0%	2.8%	1.7%	0.2%	0.1%	0.4%	100.0%
Non-Residential														
Work	0.7%	1.2%	0.9%	0.2%	1.7%	1.6%	1.0%	0.3%	2.6%	0.9%	0.7%	0.2%	0.8%	100.0%
Non-Work	0.1%	0.8%	0.3%	0.4%	1.5%	0.9%	0.2%	0.0%	1.1%	0.5%	0.2%	0.2%	0.5%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.9%	32.9%	0.7%	1.2%	0.2%	11.6%	8.2%	4.9%	0.1%	2.2%	6.0%	1.7%	1.0%
Non-Work	0.3%	72.7%	0.5%	0.7%	0.2%	2.6%	2.7%	3.2%	0.1%	0.6%	2.8%	0.8%	0.3%
Non-Residential													
Work	0.2%	53.7%	7.2%	12.5%	0.2%	5.1%	1.9%	5.2%	0.0%	0.5%	1.8%	1.0%	0.6%
Non-Work	0.1%	77.5%	2.9%	4.3%	0.1%	2.3%	1.5%	2.9%	0.0%	0.6%	1.5%	0.6%	0.2%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.7%	2.1%	1.1%	2.8%	2.9%	3.0%	1.3%	0.5%	4.7%	1.5%	1.9%	5.2%	0.6%	100.0%
Non-Work	0.3%	1.6%	0.7%	0.6%	2.6%	0.5%	0.1%	0.0%	3.2%	2.1%	0.2%	0.2%	0.4%	100.0%
Non-Residential														
Work	0.6%	0.9%	0.7%	0.2%	1.3%	1.3%	0.8%	0.2%	1.9%	0.6%	0.5%	0.2%	1.1%	100.0%
Non-Work	0.1%	0.6%	0.2%	0.3%	1.1%	0.7%	0.1%	0.0%	0.9%	0.3%	0.1%	0.3%	0.6%	100.0%

Project RSA: **9** Area Generally Bounded by: **Lancaster, Gorman**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.3%	5.0%	42.1%	12.7%	0.1%	5.2%	2.8%	2.6%	0.2%	1.0%	2.8%	1.6%	0.8%
Non-Work	0.0%	2.2%	78.6%	10.6%	0.0%	0.4%	0.4%	0.3%	0.0%	0.1%	0.4%	0.2%	0.0%
Non-Residential													
Work	0.0%	1.5%	58.6%	22.6%	0.0%	1.3%	0.5%	0.7%	0.1%	0.3%	1.2%	1.2%	0.5%
Non-Work	0.0%	0.5%	83.4%	13.2%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.7%	1.9%	0.9%	1.3%	1.4%	1.8%	1.3%	0.5%	2.1%	1.0%	5.3%	1.6%	2.9%	100.0%
Non-Work	0.1%	0.4%	0.2%	0.1%	0.4%	0.1%	0.0%	0.0%	0.5%	0.6%	1.7%	0.9%	1.7%	100.0%
Non-Residential														
Work	0.6%	1.0%	0.9%	0.1%	0.7%	0.8%	0.6%	0.2%	0.4%	0.7%	1.2%	0.3%	4.0%	100.0%
Non-Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.1%	2.0%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.3%	4.8%	43.3%	9.4%	0.1%	4.3%	2.3%	1.9%	0.3%	0.7%	2.1%	1.2%	0.7%
Non-Work	0.0%	2.5%	78.0%	9.0%	0.0%	0.6%	0.5%	0.3%	0.0%	0.1%	0.5%	0.3%	0.0%
Non-Residential													
Work	0.0%	1.1%	64.4%	22.3%	0.0%	0.8%	0.3%	0.4%	0.1%	0.2%	0.7%	0.7%	0.3%
Non-Work	0.0%	0.5%	84.3%	12.4%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.5%	1.4%	0.8%	1.2%	1.1%	1.6%	1.2%	0.5%	3.2%	1.5%	10.1%	2.9%	2.7%	100.0%
Non-Work	0.2%	0.4%	0.3%	0.1%	0.5%	0.1%	0.1%	0.0%	0.9%	0.7%	1.8%	1.5%	1.5%	100.0%
Non-Residential														
Work	0.3%	0.6%	0.6%	0.1%	0.5%	0.5%	0.4%	0.1%	0.2%	0.4%	0.7%	0.2%	4.1%	100.0%
Non-Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.1%	2.0%	100.0%

Project RSA: **10** Area Generally Bounded by: **Palmdale, Agua Dulce**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.6%	8.6%	16.3%	18.3%	0.3%	9.4%	4.9%	3.6%	0.2%	2.1%	5.4%	2.4%	1.1%
Non-Work	0.1%	3.5%	13.3%	69.5%	0.1%	1.0%	1.0%	0.8%	0.0%	0.2%	1.1%	0.4%	0.2%
Non-Residential													
Work	0.1%	5.0%	28.5%	41.3%	0.0%	1.9%	0.7%	1.3%	0.0%	0.4%	1.9%	1.7%	1.2%
Non-Work	0.0%	0.9%	13.4%	82.3%	0.0%	0.2%	0.1%	0.2%	0.0%	0.1%	0.2%	0.1%	0.0%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.8%	2.8%	1.5%	2.4%	2.6%	2.9%	1.8%	0.6%	3.6%	1.0%	4.1%	1.2%	1.5%	100.0%
Non-Work	0.2%	0.9%	0.5%	0.2%	1.2%	0.2%	0.0%	0.0%	1.1%	1.6%	1.3%	0.8%	0.9%	100.0%
Non-Residential														
Work	0.6%	2.1%	1.2%	0.2%	0.8%	1.4%	0.9%	0.3%	0.9%	1.5%	2.0%	0.7%	3.4%	100.0%
Non-Work	0.0%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%	0.3%	0.3%	1.2%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.7%	8.6%	15.5%	15.0%	0.4%	7.8%	4.8%	3.0%	0.1%	2.0%	5.1%	2.0%	1.0%
Non-Work	0.1%	4.2%	12.9%	64.6%	0.1%	1.2%	1.2%	0.9%	0.1%	0.2%	1.2%	0.6%	0.3%
Non-Residential													
Work	0.1%	4.3%	29.4%	45.6%	0.0%	1.4%	0.5%	1.0%	0.0%	0.3%	1.4%	1.2%	0.9%
Non-Work	0.0%	1.0%	12.9%	83.0%	0.0%	0.2%	0.1%	0.2%	0.0%	0.1%	0.1%	0.1%	0.0%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.7%	2.2%	1.5%	2.2%	2.2%	3.2%	1.7%	0.7%	5.6%	1.5%	8.4%	2.5%	1.5%	100.0%
Non-Work	0.3%	1.1%	0.7%	0.3%	1.4%	0.3%	0.1%	0.0%	1.4%	3.0%	1.9%	1.5%	0.9%	100.0%
Non-Residential														
Work	0.4%	1.6%	0.9%	0.1%	0.6%	1.0%	0.7%	0.2%	0.7%	1.1%	1.4%	0.7%	4.5%	100.0%
Non-Work	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.3%	0.2%	1.4%	100.0%

Project RSA: **11** Area Generally Bounded by: **Angeles National Forest**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	1.3%	4.6%	0.2%	0.0%	2.8%	22.7%	10.1%	18.4%	0.1%	2.0%	3.8%	1.3%	0.8%
Non-Work	0.4%	2.2%	0.1%	0.1%	11.9%	9.1%	6.1%	39.3%	0.0%	0.9%	3.8%	0.9%	0.5%
Non-Residential													
Work	0.0%	7.8%	2.6%	6.8%	3.5%	11.5%	4.3%	20.4%	0.0%	1.2%	2.3%	3.9%	1.6%
Non-Work	0.2%	4.0%	0.5%	1.4%	13.5%	8.9%	5.5%	40.1%	0.0%	1.2%	2.2%	0.7%	0.4%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.3%	4.9%	2.0%	2.1%	4.3%	4.3%	3.5%	1.4%	3.7%	0.6%	3.0%	0.3%	0.4%	100.0%
Non-Work	0.5%	2.9%	1.8%	0.9%	4.2%	2.9%	0.8%	0.6%	2.8%	5.5%	0.9%	0.6%	0.3%	100.0%
Non-Residential														
Work	0.9%	4.7%	1.5%	0.2%	6.3%	6.0%	1.7%	0.5%	4.1%	2.0%	4.3%	1.5%	0.5%	100.0%
Non-Work	0.4%	2.1%	0.9%	0.5%	3.5%	4.6%	1.7%	2.1%	1.1%	1.7%	0.9%	1.6%	0.3%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	1.1%	4.4%	0.2%	0.0%	3.4%	21.9%	8.8%	15.9%	0.1%	1.7%	3.5%	1.1%	0.9%
Non-Work	0.4%	2.3%	0.2%	0.2%	11.3%	8.0%	5.8%	34.0%	0.0%	0.9%	3.9%	1.0%	0.6%
Non-Residential													
Work	0.0%	8.3%	4.3%	14.2%	4.3%	9.9%	3.7%	17.1%	0.0%	1.0%	2.1%	3.6%	1.3%
Non-Work	0.2%	5.3%	1.2%	3.2%	12.8%	7.9%	5.0%	34.0%	0.0%	1.1%	2.2%	0.7%	0.4%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.3%	4.0%	2.0%	2.0%	5.1%	5.5%	3.6%	1.5%	4.4%	1.1%	5.2%	0.8%	0.6%	100.0%
Non-Work	0.7%	3.5%	2.3%	0.9%	4.4%	3.3%	1.2%	1.0%	3.5%	8.0%	1.2%	1.1%	0.3%	100.0%
Non-Residential														
Work	0.9%	4.2%	1.2%	0.2%	5.4%	5.2%	1.5%	0.4%	3.3%	1.8%	3.3%	2.2%	0.7%	100.0%
Non-Work	0.4%	2.0%	0.9%	0.7%	3.4%	4.9%	2.4%	3.6%	1.0%	1.9%	1.0%	3.3%	0.4%	100.0%

Project RSA: **12** Area Generally Bounded by: **Woodland Hills, Sherman Oaks, Sepulveda, Porter Ranch**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura **7**	S.Clarita **8**	Lancstr **9**	PalmDle **10**	AngFrst **11**	W.SFV **12**	Burbank **13**	Sylmar **14**	Malibu **15**	Smonica **16**	WCntLA **17**	BchLAX **18**	Pverdes **19**
Residential													
Work	2.9%	1.4%	0.2%	0.2%	0.1%	41.5%	8.1%	4.9%	0.4%	4.6%	11.4%	2.3%	1.3%
Non-Work	1.7%	0.8%	0.0%	0.0%	0.1%	73.8%	5.6%	6.2%	0.2%	1.0%	2.3%	1.0%	0.3%
Non-Residential													
Work	2.4%	4.3%	1.2%	2.2%	0.2%	41.9%	7.1%	10.3%	0.2%	2.1%	5.8%	1.7%	0.9%
Non-Work	1.9%	0.8%	0.1%	0.2%	0.1%	73.3%	5.3%	7.0%	0.2%	1.2%	2.5%	1.0%	0.4%

	LongBch **20**	Vernon **21**	Downey **22**	DntnLA **23**	Glendl **24**	Pasadna **25**	WCovina **26**	Pomona **27**	**Ven**	**Ora**	**SB**	**Riv**	**Ker**	**TOTAL**
Residential														
Work	0.8%	2.8%	1.1%	3.2%	2.7%	2.4%	1.4%	0.4%	4.6%	0.7%	0.2%	0.2%	0.2%	100.0%
Non-Work	0.1%	0.8%	0.3%	0.3%	1.1%	0.8%	0.2%	0.1%	1.5%	1.3%	0.2%	0.2%	0.1%	100.0%
Non-Residential														
Work	0.8%	1.8%	1.2%	0.4%	3.2%	2.2%	1.1%	0.3%	6.6%	0.9%	0.7%	0.3%	0.2%	100.0%
Non-Work	0.2%	0.9%	0.3%	0.2%	1.0%	0.4%	0.1%	0.0%	1.6%	0.7%	0.3%	0.1%	0.2%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura **7**	S.Clarita **8**	Lancstr **9**	PalmDle **10**	AngFrst **11**	W.SFV **12**	Burbank **13**	Sylmar **14**	Malibu **15**	Smonica **16**	WCntLA **17**	BchLAX **18**	Pverdes **19**
Residential													
Work	2.8%	1.4%	0.2%	0.2%	0.1%	40.4%	8.0%	4.8%	0.4%	4.4%	11.1%	2.3%	1.2%
Non-Work	1.8%	0.8%	0.0%	0.1%	0.1%	73.0%	5.6%	6.2%	0.2%	1.0%	2.3%	1.0%	0.3%
Non-Residential													
Work	2.5%	5.3%	1.8%	3.1%	0.3%	40.8%	7.0%	9.9%	0.2%	2.0%	5.7%	1.6%	0.9%
Non-Work	1.9%	1.0%	0.2%	0.4%	0.1%	72.9%	5.3%	7.0%	0.2%	1.2%	2.4%	0.9%	0.4%

	LongBch **20**	Vernon **21**	Downey **22**	DntnLA **23**	Glendl **24**	Pasadna **25**	WCovina **26**	Pomona **27**	**Ven**	**Ora**	**SB**	**Riv**	**Ker**	**TOTAL**
Residential														
Work	0.8%	2.7%	1.1%	3.0%	2.6%	2.4%	1.4%	0.4%	5.7%	1.0%	0.4%	0.5%	0.4%	100.0%
Non-Work	0.2%	0.9%	0.3%	0.3%	1.1%	0.8%	0.2%	0.1%	1.6%	1.5%	0.3%	0.3%	0.2%	100.0%
Non-Residential														
Work	0.8%	1.8%	1.1%	0.4%	3.0%	2.1%	1.0%	0.2%	6.1%	0.9%	0.6%	0.3%	0.4%	100.0%
Non-Work	0.2%	0.9%	0.3%	0.2%	0.9%	0.4%	0.1%	0.0%	1.6%	0.6%	0.3%	0.2%	0.3%	100.0%

Project RSA: **13** Area Generally Bounded by: **Burbank, Sun Valley, North Hollywood**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.8%	1.1%	0.2%	0.2%	0.1%	14.9%	28.0%	4.8%	0.2%	3.3%	16.2%	2.1%	1.2%
Non-Work	0.3%	1.0%	0.0%	0.1%	0.1%	11.0%	55.5%	5.8%	0.1%	0.8%	5.8%	0.7%	0.4%
Non-Residential													
Work	0.8%	5.0%	1.2%	2.1%	0.2%	15.2%	25.0%	8.5%	0.1%	2.8%	10.1%	2.2%	1.0%
Non-Work	0.3%	1.4%	0.2%	0.5%	0.1%	11.2%	54.1%	6.4%	0.0%	0.8%	6.9%	0.8%	0.4%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.7%	3.8%	1.1%	5.0%	7.1%	3.9%	1.6%	0.4%	1.5%	1.1%	0.4%	0.2%	0.2%	100.0%
Non-Work	0.3%	2.0%	0.6%	0.9%	6.8%	2.5%	0.4%	0.1%	0.7%	3.0%	0.4%	0.4%	0.1%	100.0%
Non-Residential														
Work	1.0%	2.9%	1.4%	0.6%	8.0%	4.7%	1.5%	0.4%	2.2%	1.4%	1.0%	0.4%	0.2%	100.0%
Non-Work	0.3%	2.1%	0.6%	0.8%	7.4%	2.0%	0.4%	0.1%	0.7%	1.6%	0.5%	0.3%	0.1%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.8%	1.1%	0.2%	0.1%	0.1%	14.4%	28.2%	4.6%	0.1%	3.2%	15.7%	2.1%	1.1%
Non-Work	0.3%	1.0%	0.0%	0.1%	0.1%	10.7%	55.4%	5.6%	0.1%	0.8%	5.6%	0.8%	0.4%
Non-Residential													
Work	0.8%	6.7%	1.7%	3.5%	0.2%	14.5%	24.6%	8.0%	0.1%	2.7%	9.7%	2.1%	0.9%
Non-Work	0.3%	1.9%	0.4%	0.8%	0.1%	11.0%	54.0%	6.3%	0.0%	0.8%	6.6%	0.8%	0.4%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.7%	3.6%	1.1%	4.8%	6.9%	4.0%	1.6%	0.5%	1.8%	1.6%	0.8%	0.5%	0.4%	100.0%
Non-Work	0.3%	2.0%	0.6%	0.9%	6.8%	2.6%	0.4%	0.1%	0.8%	3.4%	0.4%	0.6%	0.2%	100.0%
Non-Residential														
Work	0.9%	2.7%	1.3%	0.5%	7.7%	4.5%	1.5%	0.4%	2.0%	1.3%	0.9%	0.3%	0.3%	100.0%
Non-Work	0.3%	2.0%	0.6%	0.8%	7.2%	2.0%	0.4%	0.1%	0.7%	1.5%	0.5%	0.3%	0.2%	100.0%

Project RSA: **14** Area Generally Bounded by: **San Fernando, Granada Hills, Sylmar, Tujunga**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	1.2%	3.4%	0.3%	0.3%	0.4%	23.5%	10.5%	19.7%	0.2%	2.8%	7.5%	2.3%	1.3%
Non-Work	0.3%	2.4%	0.0%	0.1%	0.9%	17.9%	8.1%	52.8%	0.1%	0.6%	2.3%	0.8%	0.3%
Non-Residential													
Work	0.4%	6.8%	2.2%	3.1%	0.7%	18.0%	8.3%	31.4%	0.1%	1.4%	4.3%	1.4%	0.9%
Non-Work	0.2%	2.6%	0.2%	0.5%	1.1%	17.2%	7.8%	57.5%	0.0%	0.6%	2.0%	0.8%	0.3%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.9%	3.4%	1.5%	3.4%	6.1%	4.2%	1.5%	0.4%	3.0%	1.0%	0.4%	0.4%	0.4%	100.0%
Non-Work	0.2%	1.5%	0.5%	0.4%	3.0%	2.4%	0.4%	0.1%	1.3%	2.3%	0.4%	0.4%	0.3%	100.0%
Non-Residential														
Work	0.8%	2.4%	1.3%	0.5%	4.4%	3.0%	1.5%	0.4%	3.5%	1.0%	1.0%	0.6%	0.6%	100.0%
Non-Work	0.2%	1.3%	0.5%	0.3%	2.3%	1.1%	0.2%	0.0%	1.1%	1.1%	0.5%	0.2%	0.3%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	1.2%	3.4%	0.3%	0.3%	0.4%	22.9%	10.4%	19.4%	0.2%	2.8%	7.3%	2.2%	1.2%
Non-Work	0.3%	2.6%	0.1%	0.1%	0.9%	17.8%	8.1%	51.7%	0.1%	0.6%	2.3%	0.9%	0.3%
Non-Residential													
Work	0.4%	8.1%	2.8%	4.4%	0.7%	17.3%	8.1%	30.2%	0.1%	1.3%	4.2%	1.3%	0.8%
Non-Work	0.2%	3.3%	0.4%	0.9%	1.1%	17.1%	7.7%	56.3%	0.0%	0.6%	2.0%	0.7%	0.3%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.9%	3.2%	1.5%	3.3%	5.8%	4.2%	1.5%	0.5%	3.7%	1.3%	0.7%	0.8%	0.6%	100.0%
Non-Work	0.3%	1.6%	0.6%	0.4%	2.9%	2.5%	0.4%	0.1%	1.4%	2.7%	0.4%	0.6%	0.4%	100.0%
Non-Residential														
Work	0.8%	2.2%	1.1%	0.5%	4.2%	2.8%	1.5%	0.3%	3.2%	0.9%	0.9%	0.6%	1.0%	100.0%
Non-Work	0.2%	1.2%	0.5%	0.3%	2.3%	1.1%	0.2%	0.0%	1.1%	1.0%	0.5%	0.2%	0.5%	100.0%

Project RSA: **15** Area Generally Bounded by: **Malibu**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	3.3%	0.4%	0.4%	0.0%	0.0%	6.7%	2.4%	0.7%	27.4%	20.5%	16.5%	2.3%	0.7%
Non-Work	5.4%	0.2%	0.0%	0.0%	0.0%	5.0%	0.7%	0.5%	52.9%	8.2%	5.7%	0.9%	0.3%
Non-Residential													
Work	10.0%	0.9%	1.2%	0.9%	0.0%	10.0%	1.8%	2.0%	17.5%	10.6%	11.7%	5.1%	1.5%
Non-Work	7.0%	0.5%	0.1%	0.2%	0.0%	6.6%	1.1%	0.8%	44.5%	11.5%	5.4%	1.7%	0.7%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.3%	1.6%	0.9%	4.6%	1.9%	1.4%	0.4%	0.6%	5.4%	1.1%	0.2%	0.1%	0.1%	100.0%
Non-Work	0.5%	1.7%	0.6%	1.1%	0.8%	0.4%	0.1%	0.1%	4.7%	8.6%	0.5%	1.1%	0.0%	100.0%
Non-Residential														
Work	1.7%	2.4%	1.2%	0.9%	1.9%	1.9%	1.4%	0.2%	12.4%	1.1%	0.7%	0.9%	0.0%	100.0%
Non-Work	0.5%	1.8%	0.5%	0.6%	0.9%	4.6%	1.2%	0.1%	7.5%	0.9%	0.4%	0.7%	0.0%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	3.5%	0.4%	1.0%	0.0%	0.0%	6.5%	2.3%	0.7%	25.8%	19.7%	15.7%	2.2%	0.7%
Non-Work	5.5%	0.2%	0.0%	0.0%	0.0%	4.8%	0.7%	0.4%	52.4%	7.8%	5.4%	0.9%	0.3%
Non-Residential													
Work	9.9%	1.2%	3.1%	1.4%	0.0%	9.7%	1.7%	1.9%	18.8%	10.2%	11.2%	4.8%	1.4%
Non-Work	7.0%	0.7%	0.2%	0.5%	0.0%	6.7%	1.1%	0.9%	44.6%	11.0%	5.2%	1.6%	0.7%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.3%	1.4%	1.0%	4.2%	1.8%	1.4%	0.4%	0.8%	7.5%	1.9%	0.5%	0.1%	0.1%	100.0%
Non-Work	0.5%	1.7%	0.6%	1.0%	0.7%	0.4%	0.1%	0.1%	4.6%	9.5%	0.5%	1.6%	0.1%	100.0%
Non-Residential														
Work	1.6%	2.2%	1.1%	0.8%	1.9%	1.8%	1.3%	0.2%	11.3%	1.0%	0.6%	0.8%	0.1%	100.0%
Non-Work	0.5%	1.7%	0.5%	0.6%	0.8%	4.4%	1.2%	0.1%	7.7%	0.9%	0.3%	1.0%	0.1%	100.0%

Project RSA: **16** Area Generally Bounded by: **Santa Monica, Bel Air, Palisades, Marina del Rey**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.5%	0.2%	0.1%	0.1%	0.0%	4.2%	3.0%	0.7%	0.9%	33.8%	29.9%	6.1%	2.0%
Non-Work	0.5%	0.4%	0.0%	0.0%	0.0%	2.5%	0.8%	0.4%	0.9%	60.6%	18.8%	3.8%	0.7%
Non-Residential													
Work	1.2%	1.3%	0.4%	0.8%	0.0%	7.6%	2.6%	2.1%	0.9%	28.4%	22.9%	9.3%	2.4%
Non-Work	0.4%	0.4%	0.0%	0.1%	0.0%	1.9%	0.8%	0.4%	0.5%	57.2%	18.8%	5.1%	1.1%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.1%	3.3%	1.2%	5.5%	1.5%	2.1%	0.9%	0.5%	0.5%	1.3%	0.3%	0.3%	0.1%	100.0%
Non-Work	0.5%	2.0%	0.7%	1.1%	0.8%	1.0%	0.4%	0.2%	0.4%	1.8%	0.9%	0.6%	0.0%	100.0%
Non-Residential														
Work	1.4%	3.6%	1.8%	1.1%	3.2%	2.7%	1.4%	0.3%	1.5%	1.8%	0.9%	0.3%	0.0%	100.0%
Non-Work	0.5%	2.6%	0.7%	1.0%	1.3%	1.5%	0.6%	0.1%	0.8%	2.7%	0.8%	0.5%	0.0%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.5%	0.3%	0.1%	0.1%	0.0%	4.0%	3.0%	0.7%	0.8%	33.3%	29.2%	6.2%	2.0%
Non-Work	0.5%	0.5%	0.0%	0.0%	0.0%	2.5%	0.8%	0.4%	0.9%	60.1%	18.6%	4.1%	0.7%
Non-Residential													
Work	1.3%	1.7%	0.5%	1.4%	0.0%	7.5%	2.6%	2.0%	1.0%	28.2%	22.8%	9.2%	2.3%
Non-Work	0.4%	0.5%	0.1%	0.1%	0.0%	1.9%	0.8%	0.4%	0.5%	56.6%	18.9%	5.2%	1.1%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.2%	3.3%	1.2%	5.3%	1.4%	2.1%	0.9%	0.5%	0.6%	1.9%	0.7%	0.6%	0.1%	100.0%
Non-Work	0.6%	2.1%	0.7%	1.1%	0.8%	1.0%	0.4%	0.2%	0.4%	1.9%	0.9%	0.6%	0.0%	100.0%
Non-Residential														
Work	1.3%	3.5%	1.7%	1.1%	3.2%	2.7%	1.4%	0.3%	1.4%	1.6%	0.8%	0.3%	0.1%	100.0%
Non-Work	0.5%	2.6%	0.6%	1.1%	1.3%	1.5%	0.7%	0.1%	0.8%	2.7%	0.9%	0.5%	0.1%	100.0%

Project RSA: **17** Area Generally Bounded by: **Westwood, Beverly Glen, Los Feliz, Hyde Park, Culver City**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.4%	0.4%	0.1%	0.1%	0.0%	4.1%	3.8%	0.8%	0.3%	9.7%	40.3%	6.3%	2.5%
Non-Work	0.1%	0.3%	0.0%	0.0%	0.0%	1.6%	2.1%	0.5%	0.1%	6.0%	64.1%	3.7%	0.8%
Non-Residential													
Work	0.7%	1.4%	0.4%	0.8%	0.0%	7.3%	4.9%	2.1%	0.3%	9.6%	36.6%	6.2%	2.1%
Non-Work	0.2%	0.5%	0.1%	0.2%	0.0%	1.4%	1.8%	0.6%	0.1%	5.7%	64.8%	4.1%	0.9%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.3%	8.6%	1.7%	8.9%	3.1%	2.9%	1.5%	0.5%	0.4%	1.4%	0.4%	0.3%	0.1%	100.0%
Non-Work	0.4%	5.7%	0.7%	4.6%	3.3%	2.0%	0.6%	0.1%	0.3%	1.5%	0.9%	0.6%	0.0%	100.0%
Non-Residential														
Work	1.4%	5.0%	2.2%	1.9%	6.3%	4.0%	1.9%	0.4%	1.1%	1.9%	1.0%	0.4%	0.1%	100.0%
Non-Work	0.5%	5.4%	0.8%	3.5%	3.4%	2.0%	0.7%	0.1%	0.5%	1.8%	0.5%	0.3%	0.0%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.4%	0.4%	0.1%	0.1%	0.0%	4.0%	3.8%	0.8%	0.3%	9.5%	39.7%	6.2%	2.4%
Non-Work	0.1%	0.3%	0.0%	0.0%	0.0%	1.5%	2.1%	0.5%	0.1%	6.0%	63.2%	3.8%	0.8%
Non-Residential													
Work	0.7%	1.8%	0.6%	1.3%	0.0%	7.2%	4.9%	2.0%	0.3%	9.5%	36.6%	6.1%	2.1%
Non-Work	0.2%	0.7%	0.1%	0.3%	0.0%	1.5%	1.8%	0.6%	0.1%	5.6%	64.5%	4.0%	0.9%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.4%	8.5%	1.7%	8.6%	3.1%	2.9%	1.6%	0.5%	0.5%	2.0%	0.8%	0.7%	0.1%	100.0%
Non-Work	0.4%	5.8%	0.7%	4.6%	3.3%	2.1%	0.6%	0.1%	0.4%	1.7%	1.0%	0.7%	0.1%	100.0%
Non-Residential														
Work	1.4%	4.9%	2.1%	1.9%	6.2%	3.9%	1.8%	0.4%	1.0%	1.8%	1.0%	0.4%	0.1%	100.0%
Non-Work	0.5%	5.4%	0.8%	3.7%	3.3%	1.9%	0.7%	0.1%	0.5%	1.7%	0.6%	0.4%	0.1%	100.0%

Project RSA: **18** Area Generally Bounded by: **Westchester, Redondo Beach, Gardena, Inglewood**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.3%	0.3%	0.2%	0.2%	0.0%	2.2%	1.5%	0.5%	0.3%	7.2%	12.4%	35.5%	12.5%
Non-Work	0.1%	0.2%	0.0%	0.0%	0.0%	1.3%	0.5%	0.4%	0.1%	3.4%	8.5%	60.5%	8.8%
Non-Residential													
Work	0.3%	0.8%	0.5%	0.7%	0.0%	2.8%	1.2%	1.2%	0.1%	3.7%	10.6%	33.0%	13.3%
Non-Work	0.0%	0.2%	0.1%	0.1%	0.0%	1.2%	0.5%	0.4%	0.0%	2.3%	7.5%	59.0%	9.1%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	2.7%	7.5%	2.5%	4.5%	1.4%	2.2%	1.6%	0.3%	0.2%	3.4%	0.3%	0.2%	0.1%	100.0%
Non-Work	1.3%	5.9%	1.1%	1.8%	0.8%	0.5%	0.2%	0.1%	0.8%	2.1%	1.1%	0.6%	0.0%	100.0%
Non-Residential														
Work	4.3%	7.1%	4.1%	0.6%	2.0%	2.9%	1.8%	0.3%	0.9%	5.3%	1.5%	1.1%	0.1%	100.0%
Non-Work	1.7%	6.5%	1.5%	0.7%	0.6%	3.0%	1.6%	0.3%	0.4%	2.0%	0.8%	0.4%	0.0%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.3%	0.3%	0.2%	0.2%	0.0%	2.1%	1.5%	0.5%	0.3%	7.1%	12.2%	34.6%	12.1%
Non-Work	0.1%	0.3%	0.0%	0.0%	0.0%	1.2%	0.5%	0.3%	0.1%	3.4%	8.3%	60.5%	8.8%
Non-Residential													
Work	0.3%	1.0%	0.6%	1.0%	0.0%	2.9%	1.3%	1.2%	0.1%	3.9%	10.9%	33.0%	13.1%
Non-Work	0.0%	0.4%	0.1%	0.3%	0.0%	1.3%	0.5%	0.4%	0.0%	2.5%	7.7%	57.9%	8.8%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	2.7%	7.5%	2.5%	4.3%	1.4%	2.2%	1.6%	0.3%	0.3%	4.4%	0.7%	0.5%	0.1%	100.0%
Non-Work	1.3%	5.9%	1.1%	1.7%	0.8%	0.5%	0.2%	0.1%	0.8%	2.2%	1.1%	0.7%	0.1%	100.0%
Non-Residential														
Work	4.1%	7.0%	3.9%	0.6%	2.0%	2.8%	1.7%	0.3%	0.9%	5.0%	1.4%	1.0%	0.1%	100.0%
Non-Work	1.6%	6.6%	1.4%	0.7%	0.6%	3.1%	1.8%	0.3%	0.5%	2.0%	0.9%	0.5%	0.1%	100.0%

Project RSA: **19** Area Generally Bounded by: **Torrance, Palos Verdes, Carson**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.2%	0.3%	0.2%	0.2%	0.0%	1.4%	0.9%	0.4%	0.1%	2.4%	5.5%	18.6%	40.2%
Non-Work	0.0%	0.1%	0.0%	0.0%	0.0%	0.6%	0.4%	0.2%	0.0%	0.9%	2.4%	11.4%	63.6%
Non-Residential													
Work	0.1%	0.5%	0.3%	0.4%	0.0%	1.8%	0.8%	0.8%	0.0%	1.4%	5.1%	13.8%	34.4%
Non-Work	0.0%	0.1%	0.0%	0.1%	0.0%	0.5%	0.3%	0.2%	0.0%	0.5%	2.0%	10.7%	62.6%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	6.6%	6.7%	2.9%	3.2%	1.0%	1.9%	1.5%	0.4%	0.1%	4.8%	0.3%	0.2%	0.1%	100.0%
Non-Work	5.0%	4.8%	1.8%	1.2%	0.6%	0.5%	0.3%	0.1%	0.2%	4.0%	1.0%	0.9%	0.0%	100.0%
Non-Residential														
Work	10.1%	8.0%	5.4%	0.5%	1.5%	2.4%	2.0%	0.4%	0.4%	7.2%	1.4%	1.1%	0.1%	100.0%
Non-Work	5.8%	5.4%	2.1%	0.4%	0.4%	2.4%	1.4%	0.2%	0.2%	3.3%	0.7%	0.6%	0.1%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.2%	0.3%	0.2%	0.2%	0.0%	1.4%	0.9%	0.4%	0.1%	2.3%	5.3%	17.8%	39.2%
Non-Work	0.0%	0.1%	0.0%	0.0%	0.0%	0.6%	0.3%	0.2%	0.0%	0.9%	2.4%	11.3%	63.2%
Non-Residential													
Work	0.1%	0.7%	0.4%	0.6%	0.0%	1.8%	0.8%	0.8%	0.0%	1.5%	5.2%	13.9%	34.7%
Non-Work	0.0%	0.2%	0.0%	0.2%	0.0%	0.5%	0.3%	0.2%	0.0%	0.6%	2.1%	10.6%	61.9%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	6.6%	6.6%	2.9%	3.1%	0.9%	1.9%	1.5%	0.4%	0.1%	6.4%	0.6%	0.5%	0.1%	100.0%
Non-Work	5.1%	4.8%	1.8%	1.2%	0.6%	0.5%	0.3%	0.0%	0.2%	4.1%	1.1%	1.0%	0.1%	100.0%
Non-Residential														
Work	9.9%	7.8%	5.2%	0.5%	1.5%	2.4%	2.0%	0.3%	0.4%	6.8%	1.3%	1.1%	0.1%	100.0%
Non-Work	5.8%	5.4%	2.1%	0.4%	0.4%	2.5%	1.5%	0.3%	0.2%	3.2%	0.9%	0.7%	0.1%	100.0%

Project RSA: **20** Area Generally Bounded by: **Long Beach, Lakewood**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.1%	0.2%	0.1%	0.1%	0.0%	1.3%	0.8%	0.3%	0.1%	1.3%	3.5%	5.5%	10.9%
Non-Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.2%	0.1%	0.0%	0.4%	1.1%	2.1%	5.8%
Non-Residential													
Work	0.1%	0.4%	0.3%	0.3%	0.0%	1.5%	0.6%	0.7%	0.0%	1.0%	3.5%	3.8%	7.3%
Non-Work	0.0%	0.1%	0.1%	0.1%	0.0%	0.2%	0.2%	0.1%	0.0%	0.4%	1.0%	1.6%	4.9%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	32.7%	6.6%	8.1%	2.4%	1.0%	2.0%	1.9%	0.4%	0.1%	19.1%	0.7%	0.6%	0.1%	100.0%
Non-Work	64.0%	5.8%	9.1%	0.3%	0.4%	0.6%	0.5%	0.1%	0.0%	8.0%	0.3%	0.7%	0.1%	100.0%
Non-Residential														
Work	38.8%	5.1%	9.7%	0.2%	1.2%	2.2%	2.1%	0.4%	0.4%	16.9%	1.5%	1.6%	0.2%	100.0%
Non-Work	64.3%	5.3%	9.5%	0.2%	0.3%	0.6%	0.5%	0.1%	0.2%	9.0%	0.3%	0.8%	0.1%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.1%	0.2%	0.1%	0.1%	0.0%	1.2%	0.8%	0.3%	0.1%	1.2%	3.2%	5.1%	10.1%
Non-Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.2%	0.1%	0.0%	0.4%	1.1%	2.0%	5.8%
Non-Residential													
Work	0.1%	0.6%	0.4%	0.5%	0.0%	1.6%	0.7%	0.7%	0.0%	1.1%	3.6%	3.9%	7.3%
Non-Work	0.0%	0.2%	0.1%	0.2%	0.0%	0.3%	0.2%	0.2%	0.0%	0.4%	1.1%	1.6%	5.0%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	31.5%	6.2%	7.7%	2.2%	0.9%	1.9%	1.8%	0.4%	0.1%	22.1%	1.4%	1.2%	0.2%	100.0%
Non-Work	64.1%	5.6%	9.0%	0.3%	0.4%	0.6%	0.5%	0.1%	0.0%	8.1%	0.3%	0.9%	0.1%	100.0%
Non-Residential														
Work	38.9%	5.1%	9.4%	0.3%	1.3%	2.3%	2.1%	0.4%	0.4%	16.0%	1.4%	1.5%	0.3%	100.0%
Non-Work	64.1%	5.2%	9.2%	0.2%	0.4%	0.6%	0.5%	0.1%	0.2%	8.8%	0.4%	1.0%	0.2%	100.0%

Project RSA: **21** Area Generally Bounded by: **Boyle Heights, Montebello, Compton, Willowbrook**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.3%	0.3%	0.2%	0.2%	0.0%	1.9%	1.6%	0.7%	0.1%	2.2%	8.1%	6.2%	5.9%
Non-Work	0.1%	0.2%	0.0%	0.0%	0.0%	0.7%	0.8%	0.4%	0.1%	1.1%	6.8%	4.1%	2.7%
Non-Residential													
Work	0.1%	0.6%	0.4%	0.5%	0.0%	2.4%	1.5%	1.2%	0.0%	1.4%	10.3%	4.9%	3.4%
Non-Work	0.1%	0.3%	0.1%	0.2%	0.0%	0.7%	0.8%	0.5%	0.0%	0.8%	7.1%	3.5%	2.3%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	2.9%	37.9%	7.7%	6.2%	3.0%	4.5%	3.6%	0.6%	0.2%	4.3%	1.0%	0.4%	0.1%	100.0%
Non-Work	2.6%	55.8%	6.3%	4.2%	3.3%	4.4%	1.3%	0.1%	0.2%	2.7%	1.2%	1.0%	0.0%	100.0%
Non-Residential														
Work	3.6%	30.4%	9.8%	2.3%	5.3%	7.2%	4.9%	0.8%	0.5%	4.5%	2.8%	1.2%	0.1%	100.0%
Non-Work	2.9%	55.2%	7.1%	2.8%	3.4%	5.1%	1.8%	0.3%	0.4%	3.1%	0.8%	0.7%	0.0%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.3%	0.3%	0.2%	0.2%	0.0%	1.9%	1.6%	0.7%	0.1%	2.2%	8.1%	6.0%	5.6%
Non-Work	0.1%	0.2%	0.0%	0.0%	0.0%	0.7%	0.8%	0.4%	0.1%	1.1%	6.8%	4.1%	2.7%
Non-Residential													
Work	0.1%	0.8%	0.5%	0.8%	0.0%	2.4%	1.5%	1.2%	0.0%	1.4%	10.5%	5.0%	3.4%
Non-Work	0.1%	0.5%	0.1%	0.3%	0.0%	0.7%	0.8%	0.5%	0.0%	0.8%	7.3%	3.5%	2.3%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	2.9%	36.9%	7.5%	6.0%	3.0%	4.5%	3.5%	0.6%	0.2%	5.0%	2.0%	0.8%	0.1%	100.0%
Non-Work	2.6%	55.1%	6.2%	4.2%	3.3%	4.4%	1.3%	0.1%	0.2%	2.9%	1.3%	1.2%	0.1%	100.0%
Non-Residential														
Work	3.5%	30.2%	9.5%	2.3%	5.3%	7.3%	4.9%	0.7%	0.5%	4.3%	2.6%	1.1%	0.1%	100.0%
Non-Work	2.8%	54.5%	6.9%	2.9%	3.5%	5.2%	1.9%	0.3%	0.4%	3.0%	0.9%	0.8%	0.1%	100.0%

Project RSA: **22** Area Generally Bounded by: **Paramount, Hawaiian Gardens, Pico Rivera, La Habra Heights**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura **7**	S.Clarita **8**	Lancstr **9**	PalmDle **10**	AngFrst **11**	W.SFV **12**	Burbank **13**	Sylmar **14**	Malibu **15**	Smonica **16**	WCntLA **17**	BchLAX **18**	Pverdes **19**
Residential													
Work	0.1%	0.2%	0.2%	0.1%	0.0%	1.4%	0.9%	0.4%	0.1%	1.2%	3.9%	3.9%	4.3%
Non-Work	0.0%	0.1%	0.0%	0.0%	0.0%	0.4%	0.4%	0.2%	0.0%	0.4%	1.4%	1.3%	1.5%
Non-Residential													
Work	0.1%	0.5%	0.3%	0.5%	0.0%	1.6%	0.7%	0.9%	0.0%	0.8%	3.2%	2.6%	2.3%
Non-Work	0.0%	0.2%	0.1%	0.1%	0.0%	0.3%	0.3%	0.2%	0.0%	0.4%	1.3%	1.0%	1.3%

	LongBch **20**	Vernon **21**	Downey **22**	DntnLA **23**	Glendl **24**	Pasadna **25**	WCovina **26**	Pomona **27**	**Ven**	**Ora**	**SB**	**Riv**	**Ker**	**TOTAL**
Residential														
Work	6.0%	13.2%	30.2%	2.8%	1.4%	3.7%	4.4%	0.5%	0.1%	19.0%	1.3%	0.7%	0.1%	100.0%
Non-Work	6.8%	10.2%	59.2%	0.6%	0.7%	2.2%	2.8%	0.2%	0.1%	9.5%	0.6%	1.1%	0.1%	100.0%
Non-Residential														
Work	7.1%	10.0%	36.1%	0.4%	1.9%	4.4%	5.6%	0.8%	0.4%	15.1%	2.9%	1.7%	0.1%	100.0%
Non-Work	6.6%	9.1%	59.6%	0.3%	0.6%	1.9%	2.4%	0.2%	0.3%	11.1%	0.9%	1.6%	0.1%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura **7**	S.Clarita **8**	Lancstr **9**	PalmDle **10**	AngFrst **11**	W.SFV **12**	Burbank **13**	Sylmar **14**	Malibu **15**	Smonica **16**	WCntLA **17**	BchLAX **18**	Pverdes **19**
Residential													
Work	0.1%	0.2%	0.2%	0.1%	0.0%	1.3%	0.8%	0.4%	0.1%	1.1%	3.7%	3.6%	4.0%
Non-Work	0.0%	0.1%	0.0%	0.0%	0.0%	0.4%	0.3%	0.2%	0.0%	0.4%	1.4%	1.3%	1.5%
Non-Residential													
Work	0.1%	0.7%	0.5%	0.9%	0.0%	1.6%	0.8%	0.9%	0.0%	0.8%	3.4%	2.7%	2.4%
Non-Work	0.0%	0.3%	0.2%	0.3%	0.0%	0.4%	0.4%	0.3%	0.0%	0.4%	1.3%	1.0%	1.3%

	LongBch **20**	Vernon **21**	Downey **22**	DntnLA **23**	Glendl **24**	Pasadna **25**	WCovina **26**	Pomona **27**	**Ven**	**Ora**	**SB**	**Riv**	**Ker**	**TOTAL**
Residential														
Work	5.8%	12.5%	29.0%	2.6%	1.3%	3.5%	4.2%	0.5%	0.1%	21.0%	2.2%	1.4%	0.2%	100.0%
Non-Work	6.8%	10.1%	59.1%	0.6%	0.7%	2.2%	2.8%	0.2%	0.1%	9.6%	0.7%	1.4%	0.1%	100.0%
Non-Residential														
Work	7.1%	9.9%	35.4%	0.4%	1.9%	4.5%	5.7%	0.8%	0.4%	14.5%	2.7%	1.6%	0.3%	100.0%
Non-Work	6.6%	9.0%	58.8%	0.3%	0.7%	1.9%	2.6%	0.3%	0.3%	10.8%	1.0%	1.8%	0.1%	100.0%

Project RSA: **23** Area Generally Bounded by: **Downtown Los Angeles, Exposition Park, McArthur Park**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.4%	0.3%	0.1%	0.1%	0.0%	2.9%	2.1%	1.0%	0.3%	4.7%	21.0%	3.4%	2.5%
Non-Work	0.2%	0.4%	0.0%	0.0%	0.0%	0.8%	1.5%	0.4%	0.1%	2.0%	20.9%	1.9%	1.0%
Non-Residential													
Work	0.5%	1.6%	0.5%	0.9%	0.0%	4.9%	3.6%	2.3%	0.2%	4.3%	19.4%	5.4%	3.0%
Non-Work	0.2%	0.5%	0.1%	0.1%	0.0%	0.8%	1.3%	0.5%	0.1%	1.6%	21.0%	3.9%	2.2%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.9%	20.1%	1.9%	24.5%	4.6%	3.6%	1.7%	0.5%	0.4%	1.4%	0.6%	0.2%	0.4%	100.0%
Non-Work	0.4%	13.3%	0.9%	39.3%	7.6%	3.6%	0.9%	0.1%	0.6%	2.3%	1.0%	0.7%	0.1%	100.0%
Non-Residential														
Work	2.4%	9.1%	3.7%	5.2%	9.8%	9.5%	4.8%	0.9%	1.2%	3.4%	2.5%	0.8%	0.1%	100.0%
Non-Work	0.6%	15.4%	1.6%	30.3%	8.0%	4.3%	1.2%	0.2%	0.6%	3.8%	0.8%	0.9%	0.1%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.4%	0.4%	0.1%	0.1%	0.0%	2.9%	2.1%	1.0%	0.2%	4.6%	20.9%	3.3%	2.4%
Non-Work	0.2%	0.4%	0.0%	0.0%	0.0%	0.8%	1.5%	0.4%	0.1%	1.9%	20.8%	2.0%	1.0%
Non-Residential													
Work	0.6%	2.0%	0.8%	1.4%	0.0%	4.8%	3.7%	2.2%	0.2%	4.2%	19.4%	5.3%	2.9%
Non-Work	0.2%	0.7%	0.1%	0.3%	0.0%	0.8%	1.3%	0.5%	0.1%	1.5%	21.1%	3.7%	2.1%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.0%	19.0%	1.9%	23.8%	4.6%	3.7%	1.7%	0.6%	0.6%	2.1%	1.4%	0.5%	0.6%	100.0%
Non-Work	0.4%	13.4%	0.9%	38.7%	7.6%	3.7%	0.9%	0.1%	0.6%	2.4%	1.1%	0.8%	0.2%	100.0%
Non-Residential														
Work	2.3%	8.9%	3.6%	5.3%	9.7%	9.3%	4.7%	0.8%	1.1%	3.2%	2.3%	0.7%	0.1%	100.0%
Non-Work	0.6%	15.2%	1.5%	30.6%	7.9%	4.2%	1.2%	0.2%	0.6%	3.6%	0.9%	1.0%	0.2%	100.0%

Project RSA: **24** Area Generally Bounded by: **Glendale, Echo Park, El Sereno**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.5%	0.5%	0.2%	0.1%	0.1%	4.8%	6.4%	1.8%	0.1%	2.9%	15.0%	2.5%	1.6%
Non-Work	0.2%	0.6%	0.0%	0.0%	0.0%	1.5%	5.8%	1.3%	0.0%	1.0%	8.2%	0.7%	0.4%
Non-Residential													
Work	0.4%	2.2%	0.7%	1.2%	0.1%	5.4%	6.8%	5.3%	0.1%	1.5%	9.0%	2.2%	1.1%
Non-Work	0.2%	1.2%	0.2%	0.4%	0.1%	1.7%	5.4%	1.9%	0.0%	0.6%	8.6%	1.0%	0.6%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.0%	9.7%	2.1%	9.6%	24.2%	10.3%	2.4%	0.6%	0.5%	1.8%	0.7%	0.5%	0.1%	100.0%
Non-Work	0.3%	6.7%	0.9%	4.3%	48.9%	12.0%	1.2%	0.2%	0.6%	3.2%	1.0%	0.8%	0.0%	100.0%
Non-Residential														
Work	1.3%	5.7%	2.4%	1.3%	32.2%	11.1%	3.6%	0.8%	1.2%	1.9%	1.9%	0.5%	0.1%	100.0%
Non-Work	0.4%	6.7%	1.0%	3.3%	50.9%	10.0%	1.3%	0.3%	0.7%	2.1%	0.7%	0.5%	0.0%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.5%	0.5%	0.2%	0.1%	0.1%	4.6%	6.5%	1.8%	0.1%	2.9%	14.6%	2.5%	1.5%
Non-Work	0.2%	0.6%	0.0%	0.0%	0.1%	1.5%	5.7%	1.3%	0.0%	1.0%	8.1%	0.7%	0.4%
Non-Residential													
Work	0.4%	2.7%	0.9%	1.8%	0.1%	5.3%	6.9%	5.1%	0.1%	1.5%	9.0%	2.2%	1.1%
Non-Work	0.2%	1.6%	0.3%	0.8%	0.1%	1.8%	5.5%	1.9%	0.0%	0.6%	8.6%	1.0%	0.6%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.0%	9.3%	2.1%	9.2%	23.7%	10.3%	2.4%	0.7%	0.6%	2.3%	1.3%	1.1%	0.1%	100.0%
Non-Work	0.4%	6.8%	0.9%	4.3%	47.9%	12.2%	1.3%	0.2%	0.6%	3.4%	1.2%	1.1%	0.0%	100.0%
Non-Residential														
Work	1.2%	5.7%	2.3%	1.3%	31.8%	11.0%	3.6%	0.8%	1.1%	1.8%	1.7%	0.4%	0.1%	100.0%
Non-Work	0.4%	6.7%	1.0%	3.4%	50.0%	9.9%	1.4%	0.3%	0.7%	2.0%	0.8%	0.6%	0.1%	100.0%

Project RSA: **25** Area Generally Bounded by: **La Canada Flintridge, Pasadena, Monterey Park, South El Monte, Duarte**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.3%	0.3%	0.1%	0.1%	0.0%	2.1%	2.5%	0.8%	0.1%	1.6%	6.0%	2.3%	1.7%
Non-Work	0.3%	0.2%	0.0%	0.0%	0.0%	0.4%	1.0%	0.4%	0.2%	0.7%	3.1%	2.3%	1.5%
Non-Residential													
Work	0.2%	1.1%	0.4%	0.7%	0.0%	2.5%	1.9%	1.9%	0.0%	1.1%	4.2%	1.8%	1.2%
Non-Work	0.0%	0.1%	0.0%	0.1%	0.0%	0.8%	1.2%	1.0%	0.0%	0.5%	3.2%	0.4%	0.3%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.2%	8.4%	3.1%	6.0%	5.4%	42.1%	8.7%	1.1%	0.3%	3.1%	1.7%	0.7%	0.0%	100.0%
Non-Work	0.4%	6.5%	1.6%	1.5%	6.1%	63.6%	7.3%	0.8%	0.4%	1.1%	0.5%	0.2%	0.0%	100.0%
Non-Residential														
Work	1.3%	4.5%	3.4%	0.5%	7.1%	45.0%	11.2%	2.1%	0.6%	2.5%	3.7%	0.9%	0.0%	100.0%
Non-Work	0.4%	5.5%	2.0%	1.0%	7.7%	64.3%	7.6%	1.1%	0.4%	0.8%	1.3%	0.5%	0.0%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.3%	0.3%	0.1%	0.1%	0.1%	2.0%	2.4%	0.7%	0.1%	1.5%	5.7%	2.2%	1.5%
Non-Work	0.3%	0.2%	0.0%	0.0%	0.1%	0.4%	1.0%	0.4%	0.2%	0.7%	3.0%	2.4%	1.5%
Non-Residential													
Work	0.2%	1.4%	0.7%	1.3%	0.1%	2.6%	2.0%	1.9%	0.0%	1.1%	4.3%	1.8%	1.2%
Non-Work	0.0%	0.2%	0.1%	0.1%	0.0%	0.8%	1.2%	1.0%	0.0%	0.5%	3.2%	0.4%	0.3%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.2%	7.9%	3.0%	5.6%	5.1%	40.9%	8.4%	1.2%	0.4%	3.8%	3.7%	1.7%	0.1%	100.0%
Non-Work	0.4%	6.4%	1.6%	1.4%	5.9%	63.8%	7.3%	0.8%	0.4%	1.1%	0.5%	0.2%	0.0%	100.0%
Non-Residential														
Work	1.3%	4.4%	3.2%	0.5%	7.1%	45.0%	10.9%	2.0%	0.5%	2.3%	3.4%	0.8%	0.1%	100.0%
Non-Work	0.4%	5.4%	1.9%	1.0%	7.6%	64.0%	7.7%	1.1%	0.4%	0.7%	1.4%	0.5%	0.0%	100.0%

Project RSA: **26** Area Generally Bounded by: **Azusa, Glendora, Diamond Bar, Hacienda Heights**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.1%	0.3%	0.1%	0.1%	0.0%	1.2%	0.9%	0.5%	0.1%	1.0%	3.4%	1.7%	1.6%
Non-Work	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.1%	0.0%	0.4%	1.3%	1.5%	1.0%
Non-Residential													
Work	0.1%	0.5%	0.4%	0.5%	0.0%	1.7%	0.9%	0.8%	0.0%	0.5%	2.7%	1.5%	1.1%
Non-Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.2%	0.0%	0.2%	1.0%	0.2%	0.2%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.3%	6.7%	4.7%	3.6%	2.1%	12.3%	37.6%	4.0%	0.1%	8.7%	6.2%	1.7%	0.0%	100.0%
Non-Work	0.4%	2.7%	2.4%	0.5%	1.0%	8.8%	68.4%	5.0%	0.1%	3.9%	1.8%	0.5%	0.0%	100.0%
Non-Residential														
Work	1.5%	4.2%	4.7%	0.3%	2.0%	10.9%	40.0%	5.8%	0.3%	6.0%	11.4%	2.2%	0.1%	100.0%
Non-Work	0.3%	1.9%	2.8%	0.3%	0.9%	8.4%	67.7%	5.6%	0.1%	2.9%	5.2%	1.6%	0.0%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.1%	0.2%	0.1%	0.1%	0.0%	1.1%	0.8%	0.4%	0.1%	0.9%	3.0%	1.5%	1.4%
Non-Work	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.1%	0.1%	0.4%	1.2%	1.5%	1.0%
Non-Residential													
Work	0.1%	0.7%	0.6%	0.9%	0.1%	1.7%	1.0%	0.8%	0.0%	0.5%	2.8%	1.5%	1.1%
Non-Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.2%	0.0%	0.2%	1.0%	0.2%	0.2%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.2%	5.9%	4.3%	3.1%	1.8%	10.9%	34.0%	3.8%	0.1%	10.0%	11.4%	3.8%	0.1%	100.0%
Non-Work	0.4%	2.6%	2.4%	0.5%	0.9%	8.6%	68.1%	4.9%	0.1%	4.0%	1.9%	0.7%	0.0%	100.0%
Non-Residential														
Work	1.5%	4.1%	4.5%	0.3%	2.0%	11.0%	40.6%	5.6%	0.3%	5.6%	10.6%	2.0%	0.1%	100.0%
Non-Work	0.3%	1.8%	2.6%	0.3%	0.9%	8.2%	68.3%	5.6%	0.1%	2.7%	5.2%	1.7%	0.1%	100.0%

Project RSA: **27** Area Generally Bounded by: **Sam Dimas, Pomona, Claremont**

2010 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.2%	0.2%	0.1%	0.1%	0.0%	1.0%	0.9%	0.4%	0.0%	0.8%	2.5%	1.0%	1.0%
Non-Work	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.2%	0.1%	0.0%	0.3%	0.7%	0.8%	0.6%
Non-Residential													
Work	0.1%	0.5%	0.4%	0.5%	0.1%	1.5%	0.8%	0.8%	0.1%	0.9%	2.6%	1.0%	0.9%
Non-Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.1%	0.0%	0.4%	0.7%	0.2%	0.1%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.9%	3.4%	2.3%	2.2%	1.6%	7.6%	17.8%	24.1%	0.1%	7.9%	21.3%	2.8%	0.0%	100.0%
Non-Work	0.1%	1.2%	0.8%	0.3%	0.6%	4.0%	17.8%	58.9%	0.1%	3.1%	8.9%	1.4%	0.0%	100.0%
Non-Residential														
Work	1.0%	2.2%	1.9%	0.3%	1.6%	4.7%	13.9%	25.7%	0.4%	4.4%	29.9%	3.7%	0.1%	100.0%
Non-Work	0.2%	0.6%	0.6%	0.1%	0.4%	2.7%	15.1%	56.4%	0.1%	1.8%	17.3%	2.8%	0.0%	100.0%

2035 Trip Distribution Percentages

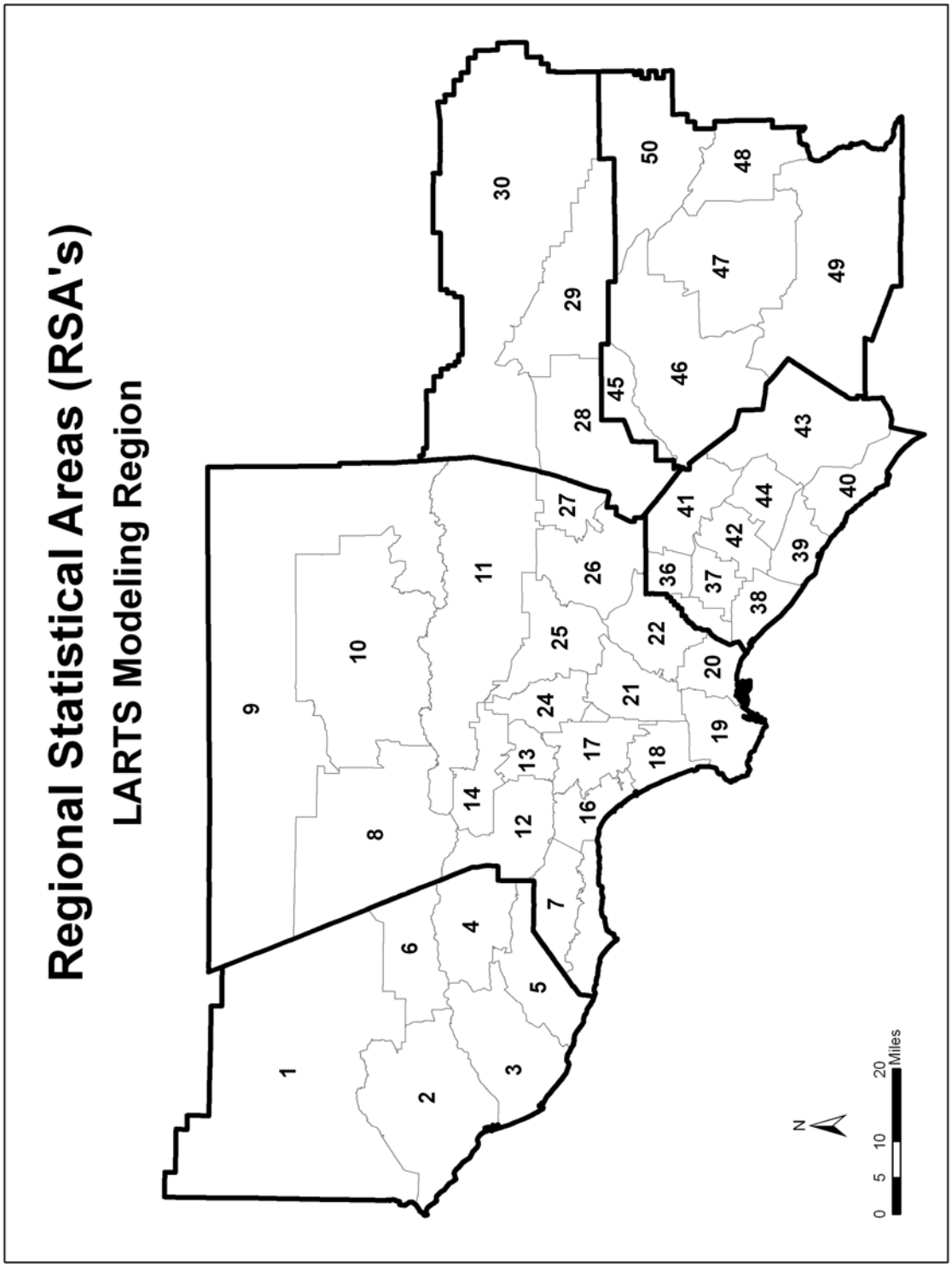
Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.1%	0.2%	0.1%	0.1%	0.0%	0.8%	0.7%	0.3%	0.0%	0.6%	2.1%	0.8%	0.8%
Non-Work	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.2%	0.1%	0.0%	0.2%	0.7%	0.8%	0.6%
Non-Residential													
Work	0.2%	0.9%	0.8%	1.1%	0.1%	1.7%	0.9%	0.8%	0.1%	1.0%	2.9%	1.0%	1.0%
Non-Work	0.0%	0.0%	0.1%	0.0%	0.0%	0.2%	0.2%	0.1%	0.0%	0.3%	0.7%	0.2%	0.1%

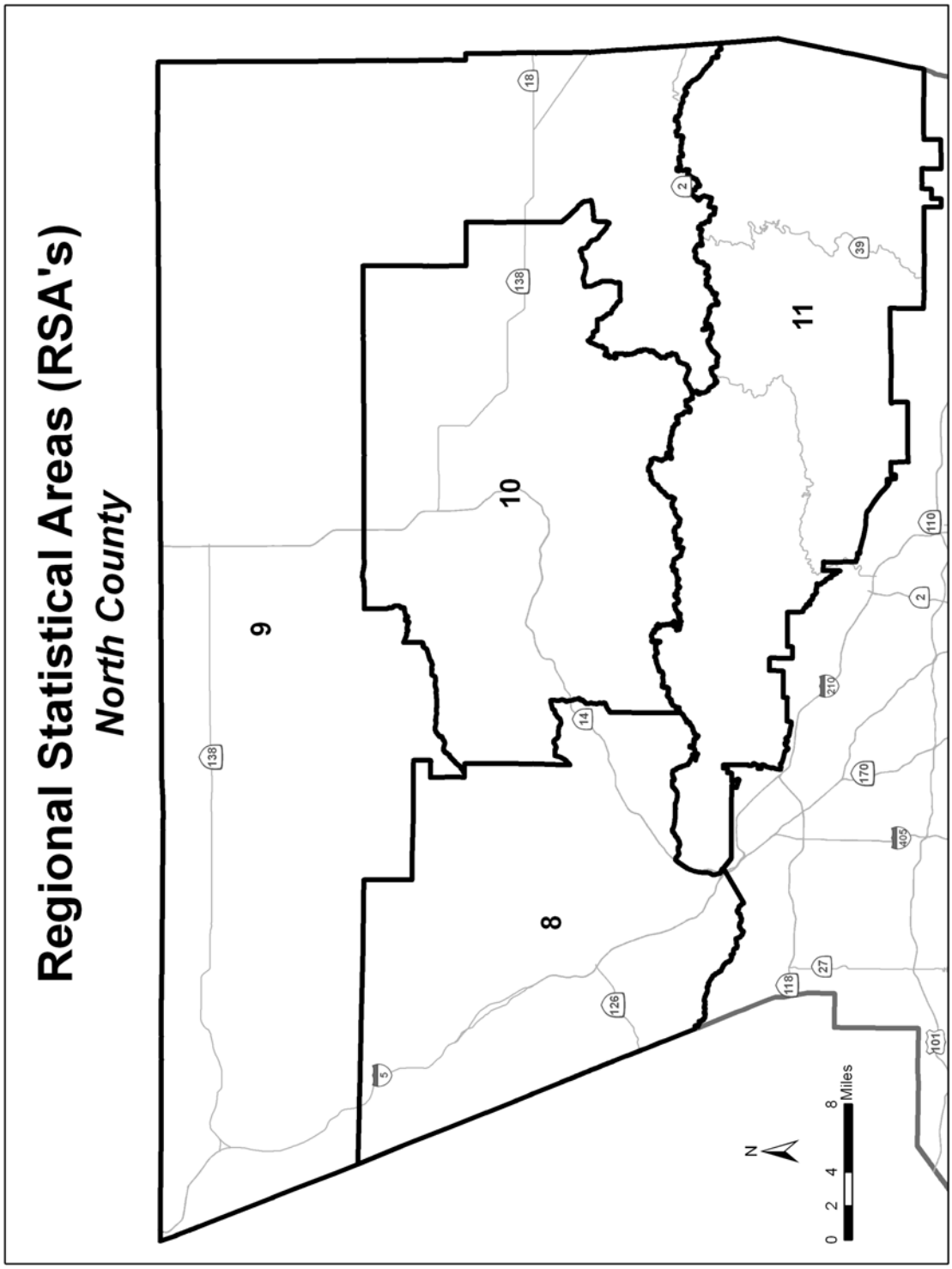
	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.7%	2.8%	1.9%	1.8%	1.3%	6.4%	15.1%	21.1%	0.1%	7.6%	29.3%	4.9%	0.1%	100.0%
Non-Work	0.1%	1.2%	0.8%	0.2%	0.6%	3.9%	17.7%	58.0%	0.1%	3.2%	9.6%	1.9%	0.0%	100.0%
Non-Residential														
Work	1.0%	2.3%	1.9%	0.3%	1.7%	5.1%	14.4%	25.0%	0.4%	4.2%	27.7%	3.5%	0.1%	100.0%
Non-Work	0.1%	0.6%	0.6%	0.1%	0.4%	2.6%	15.1%	56.4%	0.1%	1.7%	17.3%	3.0%	0.1%	100.0%

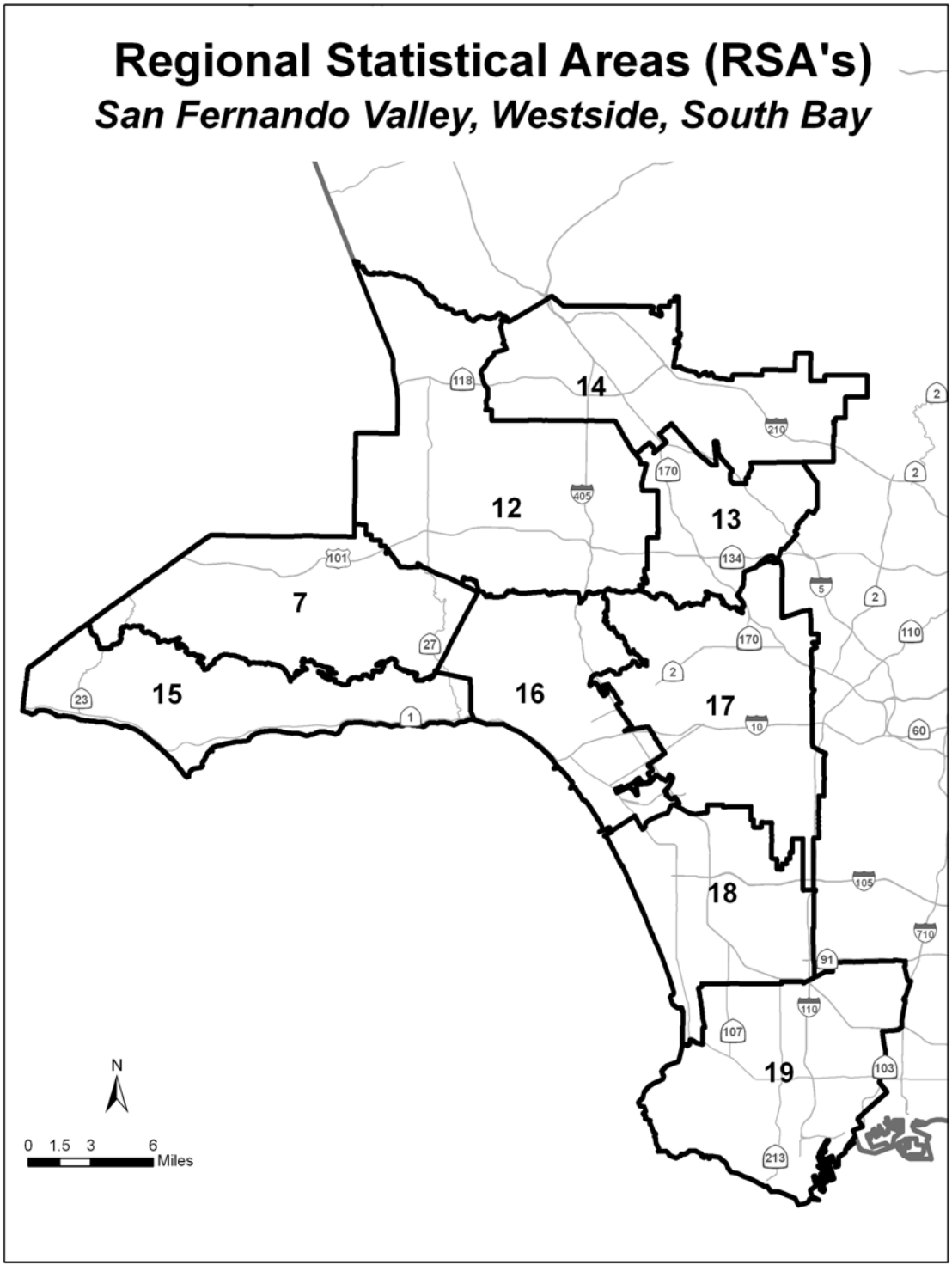
Exhibit D-4

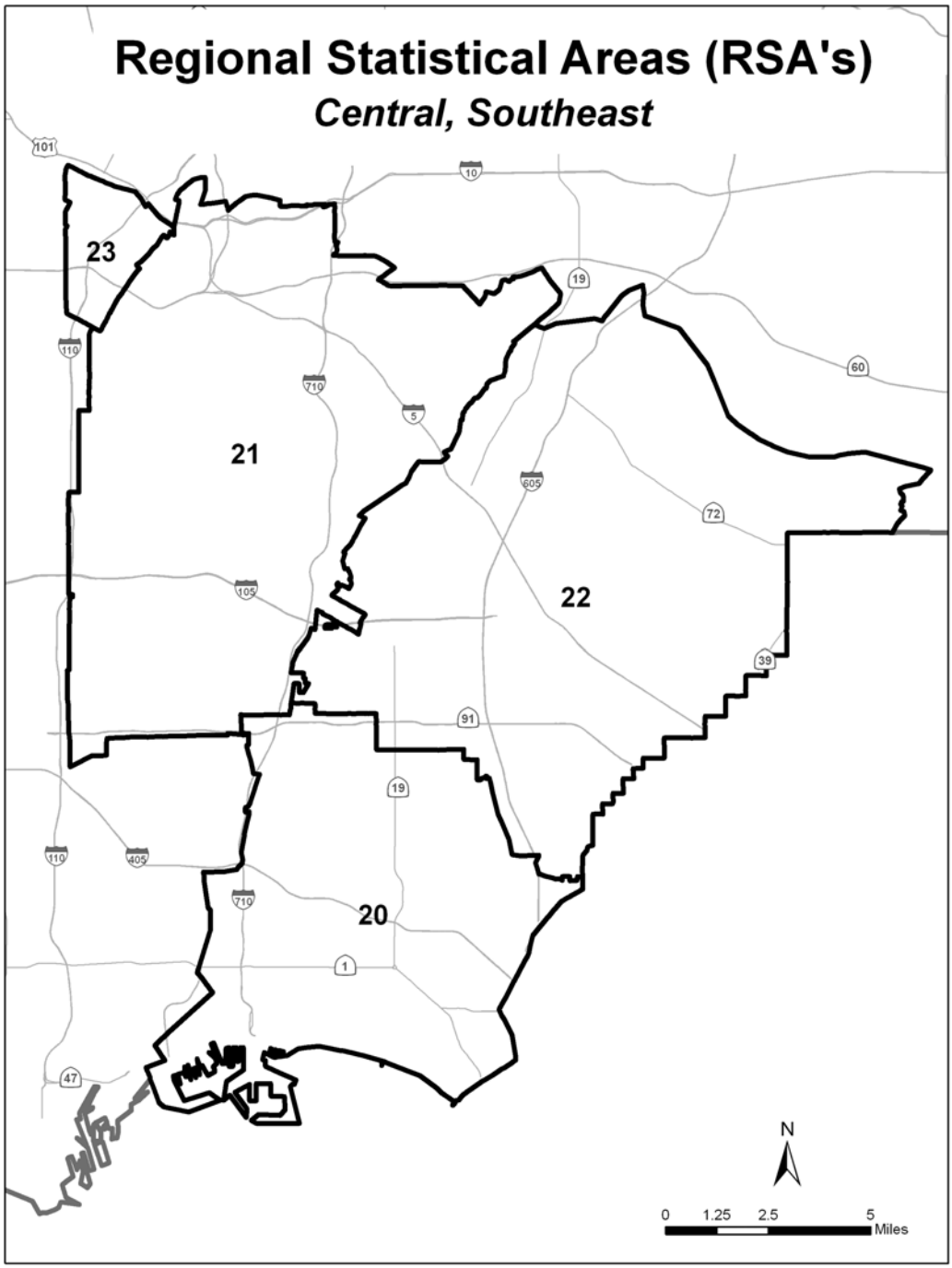
REGIONAL STATISTICAL AREAS

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


Regional Statistical Areas (RSA's)
LARTS Modeling Region
1
2
3
4
5
6
7
8
9
10
11
12
13
14
16
17
18
19
20
21
22
24
25
26
27
28
29
30
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
N
0 5 10 20 Miles


Regional Statistical Areas (RSA's)
North County
8
9
10
11
Miles
0 2 4 8
N


Regional Statistical Areas (RSA's)
San Fernando Valley, Westside, South Bay
14
12
13
7
15
16
17
18
19
N
0 1.5 3 6
Miles


Regional Statistical Areas (RSA's)
Central, Southeast
23
21
22
20
101
10
19
110
710
5
60
605
72
105
39
91
405
1
47
N
0 1.25 2.5 5
Miles

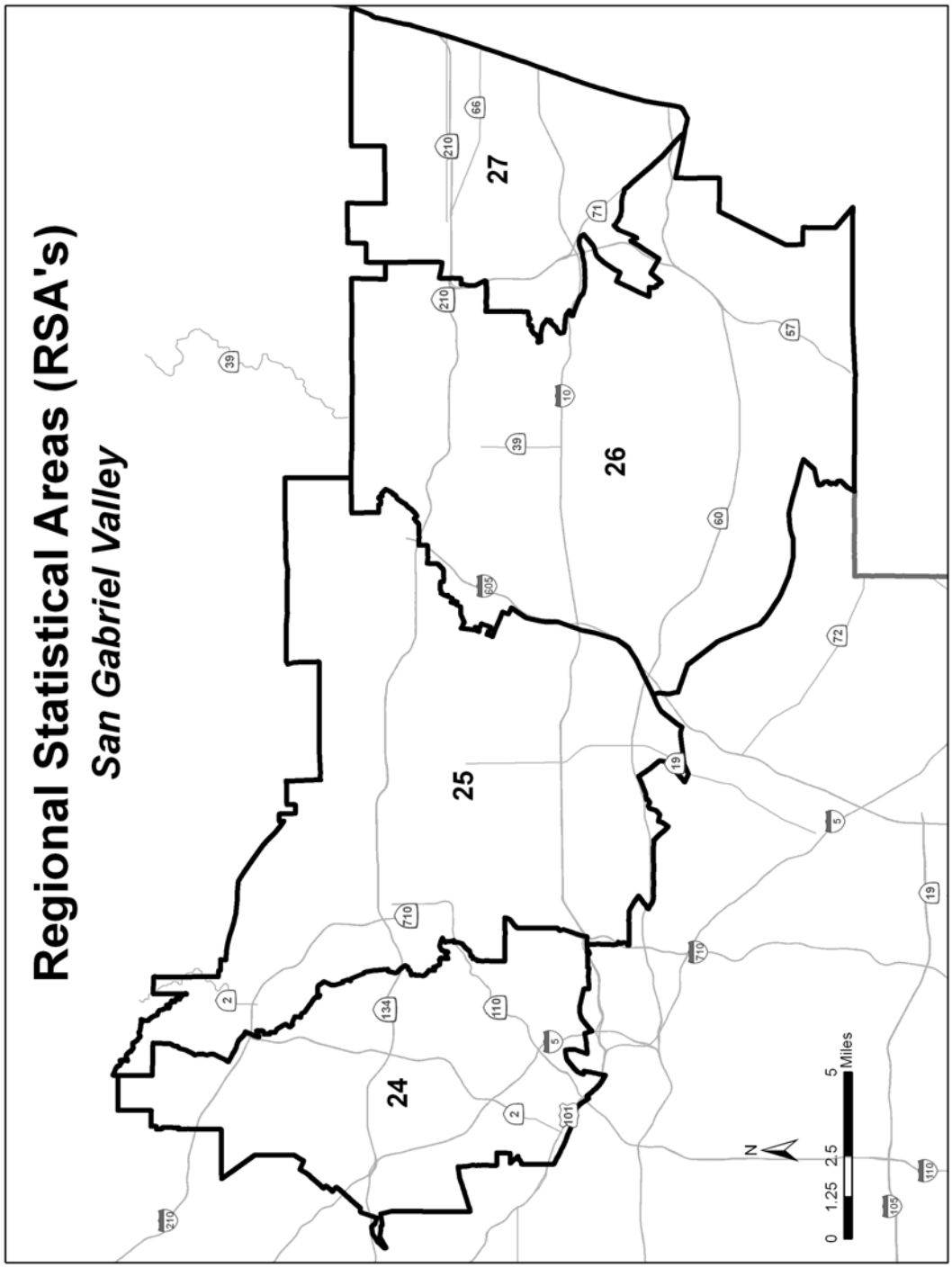

Regional Statistical Areas (RSA's)
San Gabriel Valley
27
26
25
24
N
0 1.25 2.5 5 Miles

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 NEW DEVELOPMENT ACTIVITY TRACKING & SELF-CERTIFICATION

Using computer spreadsheets available from MTA can significantly ease completion of the information required in a Local Development Report (LDR). Please contact Stacy Alameida at (213) 922-7414 to obtain a copy of the LDR spreadsheet files, along with instructions, either 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. 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. New development activity is recorded for three areas: new development activity, new development adjustments, and exempted development activity. Included are the definitions of land use categories, exempted development definitions, and new development adjustments information.

Completion of this Local Development Report (LDR), 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 Development Report. The following sections provide detailed instructions for each of the items that must be included in the LDR:

- Resolution of Conformance; and
- New Development Activity Report.

E.1 RESOLUTION OF CONFORMANCE

Exhibit E-1 of this appendix provides a model resolution which must be included as part of the Local Development 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. The resolution received by Metro must be a certified copy with a wet signature and seal.

E.2 DEFICIENCY PLAN SUMMARY

Exhibit E-2 of this appendix provides a model summary for calculating deficiency plan status. This is the cover page of the LDR and it summarizes the primary information

within the LDR. It provides the net new development by calculating the new development activity minus the "adjustments" or demolition activity. When using the Excel spreadsheet all values imputed into the cells of the three corresponding sheets discussed below (Exhibit E-3) will automatically calculate and fill the cells in the Deficiency Plan Summary sheet.

E.3 NEW DEVELOPMENT ACTIVITY REPORT

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

Part 1: New Development Activity - This is the New Development Activity page (page 2 of the LDR). Enter information into the cells. Residential activity should be reported in dwelling units while non-residential uses activity should be entered as square footage 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 section E.4 of this appendix.

Part 2: New Development Adjustments - This is the New Development Adjustments page (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.

Part 3: Exempted Development Activity - This is the Exempted Development Activity page (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 (Part 2 above). 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 section E.5. of this appendix.

Exhibit E-1
*Note: Be sure to change the dates on this form for 2011 and beyond

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 DEVELOPMENT REPORT, IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 65089

WHEREAS, CMP statute requires the Los Angeles County Metropolitan Transportation Authority ("LACMTA"), acting as the Congestion Management Agency for Los Angeles County, to annually determine that the County and cities within the County are conforming to all CMP requirements; and

WHEREAS, LACMTA requires submittal of the CMP Local Development Report by September 1 of each year; and

WHEREAS, the City Council [Board] held a noticed public hearing on _____, 2010.

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 2010 CMP adopted by the LACMTA Board on October 28, 2010.

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 Development Report, attached hereto and made a part hereof, consistent with the requirements identified in the 2010 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 consistent with the LACMTA Board adopted 2003 Short Range Transportation 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 _____, 2010.

[INSERT APPLICABLE SIGNATURE BLOCKS HERE]

Exhibit E-2

DEFICIENCY PLAN SUMMARY

ENTER JURISDICTION NAME **Date Prepared:**

2010 CMP Local Development Report

Reporting Period: JUNE 1, 2009 - MAY 31, 2010[1]

Contact: ENTER NAME HERE
Phone Number: ENTER PHONE NUMBER HERE

CONGESTION MANAGEMENT PROGRAM FOR LOS ANGELES COUNTY

2010 DEFICIENCY PLAN SUMMARY

*** IMPORTANT: All "#value!" cells on this page are automatically calculated. Please do not enter data in these cells.**

DEVELOPMENT TOTALS

RESIDENTIAL DEVELOPMENT ACTIVITY	Dwelling Units
Single Family Residential	#VALUE!
Multi-Family Residential	#VALUE!
Group Quarters	#VALUE!

COMMERCIAL DEVELOPMENT ACTIVITY	1,000 Net Sq.Ft.[2]
Commercial (less than 300,000 sq.ft.)	#VALUE!
Commercial (300,000 sq.ft. or more)	#VALUE!
Freestanding Eating & Drinking	#VALUE!

NON-RETAIL DEVELOPMENT ACTIVITY	1,000 Net Sq.Ft.[2]
Lodging	#VALUE!
Industrial	#VALUE!
Office (less than 50,000 sq.ft.)	#VALUE!
Office (50,000-299,999 sq.ft.)	#VALUE!
Office (300,000 sq.ft. or more)	#VALUE!
Medical	#VALUE!
Government	#VALUE!
Institutional/Educational	#VALUE!
University (# of students)	#VALUE!

OTHER DEVELOPMENT ACTIVITY	Daily Trips
ENTER IF APPLICABLE	#VALUE!
ENTER IF APPLICABLE	#VALUE!

EXEMPTED DEVELOPMENT TOTALS	
Exempted Dwelling Units	#VALUE!
Exempted Non-residential sq. ft. (in 1,000s)	#VALUE!

1. Note: Please change dates on this form for later years. Section I, Page 1

2. Net square feet is the difference between new development and adjustments entered on pages 2 and 3.

Exhibit E-3

PART 1: NEW DEVELOPMENT ACTIVITY

ENTER JURISDICTION NAME **Date Prepared:** July 19, 2010

2010 CMP Local Development Report

Reporting Period: JUNE 1, 2009 - MAY 31, 2010

Enter data for all cells labeled "**Enter.**" If there are no data for that category, enter "0."

PART 1: NEW DEVELOPMENT ACTIVITY

RESIDENTIAL DEVELOPMENT ACTIVITY	
Category	**Dwelling Units**
Single Family Residential	**Enter**
Multi-Family Residential	**Enter**
Group Quarters	**Enter**
COMMERCIAL DEVELOPMENT ACTIVITY	
Category	**1,000 Gross Square Feet**
Commercial (less than 300,000 sq.ft.)	**Enter**
Commercial (300,000 sq.ft. or more)	**Enter**
Freestanding Eating & Drinking	**Enter**
NON-RETAIL DEVELOPMENT ACTIVITY	
Category	**1,000 Gross Square Feet**
Lodging	**Enter**
Industrial	**Enter**
Office (less than 50,000 sq.ft.)	**Enter**
Office (50,000-299,999 sq.ft.)	**Enter**
Office (300,000 sq.ft. or more)	**Enter**
Medical	**Enter**
Government	**Enter**
Institutional/Educational	**Enter**
University (# of students)	**Enter**
OTHER DEVELOPMENT ACTIVITY	
Description (Attach additional sheets if necessary)	**Daily Trips** (Enter "0" if none)
ENTER IF APPLICABLE	**Enter**
ENTER IF APPLICABLE	**Enter**

Section I, Page 2

Exhibit E-3 (continued)

PART 2: NEW DEVELOPMENT ADJUSTMENTS

ENTER JURISDICTION NAME **Date Prepared:** July 19, 2010

2010 CMP Local Development Report

Reporting Period: JUNE 1, 2009 - MAY 31, 2010

Enter data for all cells labeled "**Enter.**" If there are no data for that category, enter "0."

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 with the reporting period.

RESIDENTIAL DEVELOPMENT ADJUSTMENTS	
Category	**Dwelling Units**
Single Family Residential	**Enter**
Multi-Family Residential	**Enter**
Group Quarters	**Enter**
COMMERCIAL DEVELOPMENT ACTIVITY	
Category	**1,000 Gross Square Feet**
Commercial (less than 300,000 sq.ft.)	**Enter**
Commercial (300,000 sq.ft. or more)	**Enter**
Freestanding Eating & Drinking	**Enter**
NON-RETAIL DEVELOPMENT ACTIVITY	
Category	**1,000 Gross Square Feet**
Lodging	**Enter**
Industrial	**Enter**
Office (less than 50,000 sq.ft.)	**Enter**
Office (50,000-299,999 sq.ft.)	**Enter**
Office (300,000 sq.ft. or more)	**Enter**
Medical	**Enter**
Government	**Enter**
Institutional/Educational	**Enter**
University (# of students)	**Enter**
OTHER DEVELOPMENT ACTIVITY	
Description (Attach additional sheets if necessary)	**Daily Trips** (Enter "0" if none)
ENTER IF APPLICABLE	**Enter**
ENTER IF APPLICABLE	**Enter**

Section I, Page 3

Exhibit E-3 (continued)

PART 3: EXEMPTED DEVELOPMENT ACTIVITY

ENTER JURISDICTION NAME **Date Prepared:**

2010 CMP Local Development Report

Reporting Period: JUNE 1, 2009 - MAY 31, 2010

Enter data for all cells labeled "**Enter.**" If there are no data for that category, enter "0."

PART 3: EXEMPTED DEVELOPMENT ACTIVITY

(NOT INCLUDED IN NEW DEVELOPMENT ACTIVITY TOTALS)

Low/Very Low Income Housing	**Enter**	Dwelling Units
High Density Residential Near Rail Stations	**Enter**	Dwelling Units
Mixed Use Developments	**Enter**	1,000 Gross Square Feet
Near Rail Stations	**Enter**	Dwelling Units
Development Agreements Entered	**Enter**	1,000 Gross Square Feet
into Prior to July 10, 1989	**Enter**	Dwelling Units
Reconstruction of Buildings	**Enter**	1,000 Gross Square Feet
Damaged due to "calamity"	**Enter**	Dwelling Units
Reconstruction of Buildings	**Enter**	1,000 Gross Square Feet
Damaged in Jan. 1994 Earthquake	**Enter**	Dwelling Units
Total Dwelling Units	**#VALUE!**	
Total Non-residential sq. ft. (in 1,000s)	**#VALUE!**	

E.4 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.

- **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.

E.5 EXEMPTED DEVELOPMENT ACTIVITY LAND USE CATEGORIES

Certain types of development projects, as listed below, are exempted from the calculation of the local jurisdiction's new development activity. The local jurisdiction must still track and report all exempted development activity, using the worksheet provided as Exhibit E-3.

- "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 Use Developments 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 Development 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.

E.6 GUIDANCE NOTES

- 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: Only report 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 to be reported.
- 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 development activity 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: Should not be reported unless the construction results in the addition of a new dwelling unit. For example, the addition of a bedroom need not be reported.
- Guest Houses/Quarters: Should not be reported 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 should be reported.
- Legalization of Existing Structures: Permits issued to legalize non-residential square footage and/or "bootleg" dwelling units are to be reported. Permits issued to legalize interior modifications only (such as electrical or plumbing work) should not be

reported.

- Parking Structures/ Surface Parking Areas: Not reported.
- Ancillary Structures: Not reported. 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 development activity exemption. Market rate units are to be reported as non-exempt residential activity.
  - 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.
- 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 Development Report.

Appendix

F

SCAG REGIONAL CONSISTENCY AND COMPATIBILITY CRITERIA

CMP statute (Government Code 65089) requires the CMP to be developed consistent with and incorporated into SCAG's Regional Transportation Plan (RTP). In 1991, the five County Transportation Commissions and SCAG jointly developed the Regional Consistency and Compatibility Criteria (Exihibit F-1). The criteria were adopted by SCAG in 1991 and the MTA Board in 1992, and still serve as the guiding criteria for determining consistency between CMPs and SCAG's RTP. The Countywide CMP for Los Angeles County continues to be consistent with the RTP and conforms to the criteria established by our two agencies. The evaluation criteria and MTA's CMP actions are summarized below.

Part 1 – Consistency with RTP Actions and Programs

SCAG Criteria:

The CMP must be consistent with the actions and programs pertaining to growth management, transportation demand management, transportation systems management, and facilities development contained in the RTP and the appropriate AQMP.

MTA's CMP:

The Los Angeles County CMP supports SCAG's RTP through the continued implementation of the Transportation Demand Management (TDM) and Land Use Analysis Programs contained in the CMP. In 1993, all 89 local jurisdictions in Los Angeles County adopted a TDM ordinance that identifies the minimum TDM effort necessary to be found in CMP conformance. The TDM ordinance focuses on designing "TDM-friendly" facilities as part of new development. TDM-friendly facilities refer to elements of building design that encourage use of travel modes other than driving alone and include improvements that are supportive of transit, TDM and more efficient land use. Examples include: bicycle parking, preferred parking for carpool and vanpools, direct building access from the street for pedestrians, and safe and convenient transit waiting areas near the building. The TDM ordinance also addresses the importance of the transit system by requiring that transit system operators be incorporated into the development process.

In 1994, Los Angeles County and the 88 cities within the County adopted local regulations that implemented the CMP Land Use Analysis Program. While cities and the county routinely examined and mitigated impacts to transportation services and facilities within their jurisdiction, this commitment often did 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 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 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.

All development projects that are required by a local jurisdiction to prepare an EIR shall be subject to the CMP Land Use Analysis Program and shall incorporate into the EIR a CMP Transportation Impact Analysis (TIA). The goal of the CMP Transportation Impact Analysis (TIA) 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 the CMP and is documented within the project EIR.

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.

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.

Projects included in MTA's Regional Transportation Improvement Program (RTIP) are from the CMP's Capital Improvement Program (CIP). The CMP CIP 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. All projects in MTA's TIP Program have been incorporated into SCAG's RTP and RTIP.

Part 2 – Progress Towards Regional Mobility Targets

SCAG Criteria:

The CMP must demonstrate progress toward the regional mobility targets contained in the RTP. The CMP model must also be consistent with the SCAG model.

MTA's CMP:

Performance

The CMP helps demonstrate progress towards regional mobility targets. Projects adopted into MTA's Long Range Transportation , which are supported by CMP data and analysis work toward attainment of SCAG's mobility and air quality goals. In fact, all projects contained in the 2009 LRTP and MTA Transportation Improvement Program, (TIP) to date, have been integrated into SCAG's RTP and Regional TIP.

The CMP includes various performance measures required by statute and consistent with SCAG performance measures. These include level of service indicators for the highway and roadway system, transit system performance measures that measures person-throughput in transit corridors and the deficiency plan performance measures of person-miles accommodated or reduced meet the requirements for the performance element of a toolbox of mobility strategies.

Los Angeles County's CMP also has 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 and requires monitoring, performance measures, and, in certain cases, mitigation measures. Without the CMP, SCAG would need to develop a separate CMS for Los Angeles County. The CMP functions as the Los Angeles County portion of the Congestion Management System.

Performance measures in both the CMP and LRTP demonstrate that we are working toward regional mobility and air quality goals.

Modeling

MTA relies on SCAG's regional forecast for CMP and LRTP purposes. MTA coordinates its travel demand model development with SCAG and participates in SCAG's Regional Modeling Task Force.

The zone system of the MTA travel demand model is defined according to the boundaries of the 2000 census tracts, the same as the latest zone system applied by SCAG. The forecast of zonal population, households, employment, car ownership, and income distributions in the MTA model are based on the demographic forecast adopted by SCAG in the 2008 RTP, where 2040 was adopted as the horizon year. The highway and transit improvements between base year and horizon years are coded into the MTA model based on the projects listed in the MTA's 2009 Long Range Transportation Plan and the current SCAG RTP and RTIP.

MTA applies an identical trip generation model as SCAG to generate daily peak and off-peak trip productions and attractions for households in various trip purposes, namely home-work, home-university, home-shopping, home-social/recreation, home-other, and non-home-based. The zonal trip productions and attractions in the MTA model are consistent with those applied by SCAG.

Trip distribution and mode choice models are also consistent between MTA and SCAG. The MTA trip distribution model is in an aggregate gravity model utilizing logSUM of SCAG mode choice models as impedance inputs. The MTA mode choice model is more complex than SCAG, but is in the same general fashion of nested logit formulation. MTA model contains more detailed specification of distinctive transit alternatives (i.e., commuter rail, urban rail, transitway bus, express bus, Metro Rapid, and local bus) than does the SCAG model (premium transit, ordinary transit).

Highway and transit assignments modules between MTA and SCAG models are based on the same network user equilibrium procedure, which is applied to four time periods --- AM peak, midday off-peak, PM peak, and evening off-peak. Transit assignments of SCAG and MTA models are both based on multi-path all-or-nothing assignment procedure.

The consistency between SCAG RTP modeling and MTA LRTP modeling is a critical quality control element being checked constantly by MTA modeling staff. Additionally, MTA modeling staff actively participates with SCAG and the other county transportation commissions through the SCAG Modeling Task Force to coordinate modeling efforts, to ensure consistency between modeling applications and to coordinate model improvements.

Part 3 – Regional Compatibility

SCAG Criteria:

To ensure compatibility between the CMPs within the region in evaluating the impacts of land use decisions on the CMP highway system and for monitoring level of service, the CMP must meet the following requirements:

- The CMP transportation system must connect to the system designated in the adjacent counties.
- Traffic level of service must be assessed using Circular 212, the 1985 Highway Capacity Manual, or a method that SCAG has found consistent with the 1985 Highway Capacity Manual.

MTA CMP:

Regional networks have been established over many years and found consistent with SCAG's RTP. No changes have been made to this system that would alter this compatibility.

Biennially, local jurisdictions and Caltrans participate in a traffic monitoring process that collects data at more than 230 strategic locations on the system. Information about how the system performs is important for understanding performance of the overall transportation system. The CMP provides an unprecedented opportunity to track congestion levels across the county and changes over time. Monitoring results are due to MTA biennially by June 15 of odd-numbered years.

Arterial monitoring is accomplished by measuring the Level of Service (LOS) at key intersections, which are spaced roughly two miles apart, reflecting the primary capacity constraints on these arterials. Spacing is sometimes greater on rural highways where there are fewer constraining intersections. A total of 161 intersections have been identified for monitoring across the county. This list will be reviewed biennially in consultation with Caltrans and local jurisdictions. Local jurisdictions are responsible for monitoring LOS at these intersections. One objective of arterial LOS calculation is biennial monitoring with minimal burden to local jurisdictions.

Freeway monitoring is accomplished by dividing the 500 miles of freeway system to 80 key segments. To account for the direction of traffic flow, each segment is evaluated in both directions resulting in 160 LOS calculations for each peak period. Caltrans provides freeway monitoring results.

Next Steps

MTA will continue to work towards establishing a CMP mitigation fee to serve as our future countywide deficiency plan. In September 2008, the MTA Board approved the Final Draft Congestion Mitigation Fee Study Report which established the framework for proceeding to work with local jurisdictions to identify projects and review growth forecasts, as well as guide the development of the Nexus Study. MTA staff and consultants will also support the COGs in conducting congestion mitigation fee pilot projects.

Exhibit F-1

Adopted Regional Consistency and Compatibility Criteria

Changes to the Government Code, enacted with the passage of Proposition 111 in June 1990, require SCAG to perform the following evaluations for the Congestion Management Programs (CMPs) developed within the region:

- consistency between county-wide model/databases and SCAG's model and database;
- consistency with the Regional Transportation Plan (RTP);
- compatibility with the other CMPs developed within the region; and
- incorporation of the CMP into the Regional Transportation Improvement Program (RTIP) and the action element of the RTP (RME).

According to the California Government Code, Section 11349, "consistency" means being in harmony with, and not in conflict with or contradictory to, existing statutes, court decision, or other provision of law. For purposes of this document, consistency would be applied as it is related to the regional transportation plan and the regional model and databases.

This document outlines the process and criteria that will be used in making these evaluations. This is a "working" document which may be updated periodically to address issues as they arise and in response to various State and federal mandates.

The Evaluation Process

The CMP must be evaluated to determine that it is consistent with SCAG's RTP. Since the RTP incorporates elements of the Regional Growth Management Plan (GMP), this element must also be included in this evaluation. Moreover, portions of the RTP are incorporated into portions of the Air Quality Management Plan (AQMP) for the South Coast Air Quality Management District (SCAQMD), and these sections of the AQMP are therefore included in this evaluation for CMA's within the SCAQMD.

It should be noted that this process needs to acknowledge the air quality conformity requirements for the RTIP. Each county transportation commission is responsible for evaluating their respective county TIP using the appropriate conformity procedures for projects, programs and plans. SCAG, as the designated metropolitan planning organization (MPO), is responsible for the full conformity finding on the RTIP.

The evaluation consists of four parts: Part 1: Consistency/Conformity, Part 2: Modeling Consistency, and Part 3: Compatibility Between CMPs, and Part 4: Process for Reconciling Inconsistency Issues.

Part 1: Consistency/Conformity

Policies and Programs

The CMP must be consistent with the actions and programs pertaining to growth management, transportation demand management, transportation systems management, and facilities development contained in the RTP and, where applicable, in portions of the South Coast Air Quality Management Plan (SCAQMP).

In the case that the Congestion Management Agency (CMA) is not an implementing agency for an action identified in the regional transportation plan (RTP), the CMP must support and encourage adoption of these measures by the appropriate agencies.

Database

The socioeconomic data projections must be consistent with SCAG's officially adopted growth forecasts. SCAG in conjunction with the CMA/ Subregions must cooperate in the development of the CMP planning horizon forecasts of population, housing and employment.

Part 2: Modeling Consistency

Model Network

The CMP network database must be consistent with SCAG's database. The CMP planning horizon year must be consistent with the appropriate SCAG CMP forecast horizon. Some indicators of model consistency may include the following:

a. vehicle miles of travel (VMT), average trip length, vehicle hours of travel;
b. transit trips, and average vehicle occupancy (AVO);
c. total person trips and total vehicle trips, both within and between counties.

Model Structure

To maintain consistency between SCAG's model structure and the model structure used for CMP transportation modeling, the following requirements must be met:

a. CMP traffic analysis zones must be compatible with census tracts or SCAG's traffic analysis zones;
b. The CMP model must produce, at a minimum, a vehicle trip production and attraction table by at least three trip types (home-based work, home based non-work, and non-home-based);
c. The CMP modeling network must have facility attributes which are

consistent with those used in SCAG's Regional Model and contained in the RTP.

(The CMAs currently participate in an on-going regional model and database program through SCAG's Regional Modeling Task Force. This program is designed to improve consistency between regional and county-level model development in the region.)

Part 3: Compatibility between CMPs

To ensure compatibility between the CMPs within the region in evaluating the impacts of land use decisions on the CMP network, and for monitoring level of service, the CMP transportation system must be generally compatible with the system designated in adjacent counties(y).

When concerns arise over intercounty impacts on the CMP system, affected CMAs shall participate in an intercounty transportation impact analysis and mitigation process. SCAG shall coordinate development of such a process by the Intercounty CMA Group for recommendation by the AB1246 representatives and SCAG policy committees, and approval by the SCAG Regional Council[1].

[1] According to September 1, 1994 TTC action

Part 4: PROCESS FOR RECONCILING INCONSISTENCY ISSUES

Inconsistency issues will be referred to the Intercounty CMA Group. Recommendations made by the Intercounty CMA Group will be referred to the AB 1246 Representatives, the SCAG Policy Committees, and SCAG Regional Council.

APPENDIX

G

CMP GOVERNMENT CODE SECTIONS

The following State of California Government Code sections represent the current CMP and CMP related statutes. These Government Code sections provide the framework for development of CMPs throughout the state.

GOVERNMENT CODE SECTION 65082

Chapter 2.5 RTP Requirements

65082. (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, 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.

(g) The regional transportation improvement program may include a reserve of county shares for providing funds in order to match federal funds.

GOVERNMENT CODE SECTION 65088-65089.9

Chapter 2.6 Congestion Management

65088. 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.

(f) In addition to solving California's traffic congestion crisis, rebuilding California's cities and suburbs, particularly with affordable housing and more walkable neighborhoods, is an important part of accommodating future increases in the state's population because homeownership is only now available to most Californians who are on the fringes of metropolitan areas and far from employment centers.

(g) The Legislature intends to do everything within its power to remove regulatory barriers around the development of infill housing, transit-oriented development, and mixed use commercial development in order to reduce regional traffic congestion and provide more housing choices for all Californians.

(h) The removal of regulatory barriers to promote infill housing, transit-oriented development, or mixed use commercial development does not preclude a city or county from holding a public hearing nor finding that an individual infill project would be adversely impacted by the surrounding environment or transportation patterns.

65088.1. 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) "Infill opportunity zone" means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, zoned for new compact residential or mixed use development within one-third mile of a site with an existing or future rail transit station, a ferry terminal served by either a bus or rail transit service, an intersection of at least two major bus routes, or within 300 feet of a bus rapid transit corridor, in counties with a population over 400,000. The mixed use development zoning shall consist of three or more land uses that facilitate significant human interaction in close proximity, with residential use as the primary land use supported by other land uses such as office, hotel, health care, hospital, entertainment, restaurant, retail, and service uses. The transit service shall have maximum scheduled headways of 15 minutes for at least 5 hours per day. A qualifying future rail station shall have broken ground on construction of the station and programmed operational funds to provide maximum scheduled headways of 15 minutes for at least 5 hours per day.

(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) "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.

(j) "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 may vary by county and region in accordance with the size and complexity of different urbanized areas.

(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.

(l) "Urbanized area" has the same meaning as is defined in the

1990 federal census for urbanized areas of more than 50,000 population.

(m) "Bus rapid transit corridor" means a bus service that includes at least four of the following attributes:
(1) Coordination with land use planning.
(2) Exclusive right-of-way.
(3) Improved passenger boarding facilities.
(4) Limited stops.
(5) Passenger boarding at the same height as the bus.
(6) Prepaid fares.
(7) Real-time passenger information.
(8) Traffic priority at intersections.
(9) Signal priority.
(10) Unique vehicles.

65088.3. 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.

65088.4. (a) It is the intent of the Legislature to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs.

(b) Notwithstanding any other provision of law, level of service standards described in Section 65089 shall not apply to the streets and highways within an infill opportunity zone. The city or county shall do either of the following:

(1) Include these streets and highways under an alternative areawide level of service standard or multimodal composite or personal level of service standard that takes into account both of the following:

(A) The broader benefits of regional traffic congestion reduction by siting new residential development within walking distance of, and no more than one-third mile from, mass transit stations, shops, and services, in a manner that reduces the need for long vehicle commutes and improves the jobs-housing balance.

(B) Increased use of alternative transportation modes, such as mass transit, bicycling, and walking.

(2) Approve a list of flexible level of service mitigation options that includes roadway expansion and investments in alternate modes of transportation that may include, but are not limited to, transit infrastructure, pedestrian infrastructure, and ridesharing, vanpool, or shuttle programs.

(c) The city or county may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone is consistent with the general plan and

any applicable specific plan. A city or county may not designate an infill opportunity zone after December 31, 2009.

(d) The city or county in which the infill opportunity zone is located shall ensure that a development project shall be completed within the infill opportunity zone not more than four years after the date on which the city or county adopted its resolution pursuant to subdivision (c). If no development project is completed within an infill opportunity zone by the time limit imposed by this subdivision, the infill opportunity zone shall automatically terminate.

65088.5. 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. (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, except when it is within an infill opportunity zone. 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 except when the area is in an infill opportunity zone. When the level of service on a segment or at an intersection fails to

attain the established level of service standard outside an infill opportunity zone, 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. (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. (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. 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. (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. (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 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. 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. 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

H

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
- 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. More specific details are discussed throughout the body of the CMP.

I.1.1 Local Jurisdictions

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:

- **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, various meeting forums as held by the nine subregional entities, and meetings with individual local jurisdictions.
- **Highway Monitoring.** Local jurisdictions will conduct biennial traffic counts and calculate levels of service for selected arterial intersections. This information will be useful in maintaining a current database for land use analysis, the countywide model and for monitoring overall changes in levels of service. For more information refer to Chapter 2. 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.)

- **Transit Monitoring.** Those municipal transit and rail operators are required to submit data to the MTA for monitoring transit routes on the CMP transit network. This information is submitted to MTA on a biennial basis and is used in the CMP to gauge the effectiveness of transit in relieving congestion on the CMP Highway and Roadway system and to improve countywide mobility. For more information, refer to Chapter 3 and Appendix B.
- **Transportation Demand Management (TDM) Ordinance.** Local jurisdictions implement their previously adopted CMP Transportation Demand Management (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.) As a part of this requirement, local jurisdictions are required to consult with transit operators and evaluate project impacts on transit services through the local EIR process.
- **Land Use Analysis Program.** Local jurisdictions are responsible for ongoing implementation of the CMP Land Use Analysis Program. This program requires local jurisdictions to analyze the impacts of land use decisions on the regional transportation system, for projects that require the preparation of an Environmental Impact Report (EIR). For more information, refer to Chapter 5 and Appendix D.
- **Countywide Deficiency Plan.** All local jurisdictions are responsible for participating in the CMP Countywide Deficiency Plan which includes tracking and annually reporting new development activity to the MTA. For more information on Countywide Deficiency Plan responsibilities, refer to Chapter 6 .
- **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 Chapter 9 and Appendix E for more information on annual reporting including a model self-certification resolution.)
- **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, MTA is responsible for preparing and updating the CMP for Los Angeles County. The CMP is to 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), the transit operators, the Los Angeles County subregional entities, local jurisdictions, Caltrans, the private sector including local developers, and environmental interests. The CMP will be adopted at a noticed public

hearing.

- **Modeling Requirements.** MTA is responsible for development of a database and countywide transportation model for use in CMP analysis, consistent with the regional model and database. For more information on CMP model development refer to Chapter 8.

- **Transit Monitoring.** MTA Operations is responsible for monitoring service on specified MTA bus routes and rail lines. This information is submitted to MTA on a biennial basis and is used in the CMP to gauge the effectiveness of transit in relieving congestion on the CMP Highway and Roadway system and to improve countywide mobility. 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 of transit in relieving congestion.

- **Providing Technical Analysis to Support the Countywide Deficiency Plan.** As a benefit of the Countywide Deficiency Plan, individual local jurisdictions are not responsible for analyzing the causes of deficiencies or the effects of statutory exclusions, or analyzing the effectiveness of mitigation strategies. MTA has taken on these analysis responsibilities 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.

  Currently, MTA is providing technical support for a nexus study to determine the feasibility of implementing a congestion mitigation fee. If implemented the congestion mitigation fee would replace the "debit/credit" approach to the current Countywide Deficiency Plan for Los Angeles County. Plan. Information on the can be obtained on MTA's website at http://www.metro.net/projects/congestion_mgmt_pgm/

- **Assisting Local Jurisdictions.** The MTA is committed to working closely with local jurisdictions to ensure smooth implementation of all CMP responsibilities, continued flow of gas tax dollars, and continued eligibility for state and federal funding for transportation projects.

- **Monitoring CMP Implementation.** MTA is also responsible for monitoring the 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).

- **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.

I.1.3 Municipal Transit Operators

- **Transit Consultation.** Transit operators will be consulted during development and implementation of the CMP. To represent transit operators, a member of MTA's Bus Operator's Subcommittee (BOS) and MTA's Local Transit Services Subcommittee (LTSS) will be asked to participate in the CMP Peer Review Panel and CMP Advisory Committees. Input will be sought through participation on CMP Advisory Committees, special working sessions, and briefings provided to MTA committees including the BOS and LTSS.
- **Data Transmittal.** A portion of the transit services in Los Angeles County is designated as the CMP transit monitoring network. Transit operators will submit data for the routes on the CMP transit monitoring network in order to monitor the effectiveness of transit service in meeting congestion reduction goals and attaining performance standards. 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.** 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 Subregional Planning.** Cities are responsible for meeting CMP implementation requirements to remain eligible for certain gas tax monies and other funds. The nine subregional entities however can play a role in supporting implementation of the CMP for the cities within their sub-regions and use the CMP as a tool to foster sub-regional planning. Forums can be used to identify anticipated mobility needs for the sub-region and the projects or programs needed to meet those needs. The subregional entities can also play an important role in facilitating the implementation of necessary projects that require multi-jurisdiction 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 provides an opportunity for coordinating Transportation Control Measures identified in the Air Quality Management Plan with the CMP.

- **Participation in Deficiency Plan Process.** SCAQMD is responsible for establishing and periodically revising a list of approved facilities, programs, and actions which measurably enhance 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 as needed.

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.
- **Regional Consistency Finding.** SCAG is responsible for reviewing the CMP prepared by MTA to evaluate consistency between the CMP and Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP). SCAG is also responsible for evaluating consistency and compatibility of the CMPs of each county within the SCAG region. Included in Appendix G are SCAG's regional consistency criteria.
- **Database and Model Consistency.** SCAG is responsible for finding that the CMP model and database are consistent with the regional model and database. SCAG makes this finding as part of the regional consistency review.
- **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 as needed.

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 as needed.

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 which require the preparation of EIRs will need to consider the developments' impact on the CMP system and how that impact can be mitigated. Specific requirements are discussed in Chapter 5.
- **Advisory Committees, Peer Review and Conformance Appeals.** The private sector has participated in the CMP since the inception of the 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 as needed.

I.1.9 Environmental Community

- **Advisory Committees, Peer Review and Conformance Appeals.** Environmental organizations have participated in the CMP since the inception of the 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 as needed.

APPENDIX

I

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 Process (CMP): One of five management systems identified under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, CMP 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 Congestion Management Process is implemented via the Congestion Management Program for Los Angeles County.

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.

Congestion Mitigation Fee Feasibility Study: An ongoing study approved by the MTA Board of Directors in the 2003 Short Range Transportation Plan. The study will help determine whether implementing a congestion mitigation fee program in Los Angeles County is feasible. If adopted, this program would replace the current approach to the Countywide Deficiency Plan.

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.

Environmental Impact Report (EIR): A report prepared pursuant to CEQA that analyzes the extent of environmental impacts 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.

HOT Lane (High Occupancy Toll Lane): A lane of freeway reserved for the use of vehicles with more than one passenger, including buses, taxis, carpools, motorcycles, electric vehicles, as well as single-occupant vehicles that pay a pre-determined toll.

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): Landmark federal legislation signed into law in 1991 that initiated broad changes in the way transportation decisions are made. ISTEA emphasized diversity and balance of modes, as well as the preservation of existing systems before construction of new facilities. ISTEA expired in 1997, and much of its program structure was carried forward in successor federal legislation (see TEA-21 and SAFETEA-LU)

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 Development Report (LDR): A report jurisdictions must submit to the MTA annually as part of conformance with the CMP. The LDR is the reporting method by which

local jurisdictions implement the Countywide Deficiency Plan. Each jurisdiction's LDR is reviewed and approved by MTA staff, and formally adopted by the MTA Board at a public hearing. The LDR reports new dwelling units and square footage of development accrued as a result of building permits and demolition permits issued from June 1 - May 31 of each year within each 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 an 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 focuses 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 four 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 Vehicle Service Mile (VSM) times average speed) for an individual service or group of services.

Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA-LU): A Legacy for Users. A multi-year federal transportation act, signed into law by President George W. Bush on August 10, 2005. The act authorizes $286 billion in funding for federal

surface transportation programs over five years. SAFETEA-LU maintains the program structure of its predecessor, TEA-21.

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): A program of projects that covers a five-to seven-year span, is updated every two years and determines the transportation projects that 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.

Transportation Equity ACT for the 21st Century (TEA-21): Passed by Congress in 1998. TEA-21 retained and expanded many of the programs created in 1991 under the Intermodal Surface Transportation Equity Act (ISTEA). The law reauthorized federal surface transportation programs for six years (1998-2003), and significantly increased overall funding for transportation. Its successor is SAFETEA-LU.

Transit Performance Measurement Program (TPMP): 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, transit, 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 2010 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.

Volume-to-Capacity (V/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.

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.6000
metro.net

Metro®