1993 Congestion Management Program for Los Angeles County

Los Angeles County
Metropolitan Transportation Authority – MTA

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COVER ART: CMP mobility improvements support livable communities throughout Los Angeles County. Recognizing its diversity - photograph of the downtown Los Angeles skyline and illustration of a suburban, transit oriented development. Illustration provided courtesy of MTA Joint Development team.

S. Fox

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Los Angeles County
Metropolitan Transportation Authority - MTA
Adopted November 1993

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ACKNOWLEDGEMENTS

The Congestion Management Program has been developed over a three year period with the assistance and input of numerous individuals representing a wide range of organizations and interests. Because of this input, the CMP has evolved into a stronger program. The Los Angeles County Metropolitan Transportation Authority greatly appreciates the significant time and effort of these individuals. They are listed below:

CMP Policy Advisory Committee

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Hon. George Battey, *City of Burbank*
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Mark Winogrond, *Culver City*

In addition to the CMP Policy Advisory Committee, MTA would like to acknowledge the individuals who participated through the CMP Technical Forum and numerous other working groups and technical working sessions. MTA would also like to thank all of the individuals and organizations who participated by providing comments. We appreciate their input.

FOREWORD

The Congestion Management Program (CMP) for Los Angeles County has been developed to meet the requirements of Section 65089 of the California Government Code. It is intended to address regional congestion by linking transportation, land use and air quality decisions.

The first CMP for Los Angeles County was adopted in November 1992. Its development has been, and will continue to be, an evolutionary process. As this program affects many community interests, the CMP has been developed in an open and participatory manner. A wide range of individuals and organizations in both the public and private sector have provided invaluable assistance on the CMP Technical Forum and Policy Advisory Committee, as well as through individual and group discussions with the agency. The high degree of interest and involvement shown by so many is appreciated.

The 1992 CMP consisted of all the elements required by statute: a designated highway system with level of service (LOS) standards, transit analysis, transportation demand management, land use analysis, a capital improvement program, and a countywide transportation model. The 1993 CMP adds procedures for meeting deficiency plan requirements and provides other refinements to the program.

The purpose of the deficiency plan is to implement strategies that either fully mitigate congestion or alternatively, provide measurable improvement to congestion and air quality. The contents of a deficiency plan, and the guidelines for determination of deficiencies, are specified in statute. Based on the extensive input of local jurisdictions, the private sector, environmental interests, and others, MTA has developed a countywide approach to meeting deficiency plan requirements. Given the high levels of congestion, unique and complex travel patterns, and diversity of communities that exist in Los Angeles, a countywide approach has been determined to be the best way to address deficiency plan responsibilities for Los Angeles County.

Other refinements in the 1993 CMP include the incorporation of results from 1993 highway and transit monitoring efforts, the addition of a portion of La Cienega Boulevard to the CMP Highway System, the addition of Metrolink and the Metro Red Line to the CMP transit network, a brief supplement to the CMP land use analysis program to streamline Transportation Impact Analysis (TIA) guidelines when applied to the preparation of general plans, and a revised Capital Improvement Program including those projects approved by the MTA Board in the Multi-Year Call for Projects.

With the adoption of the 1993 CMP, all CMP responsibilities will be fully developed. Hereafter, the CMP will be updated on a biennial basis. Over the next two years, any updated information will be provided separately through a *Supplemental Information* document. Copies may be obtained by calling the CMP Hotline at (213) 244-6599.

The CMP document has been organized into two parts for easier reading and reference. The first section contains chapters one through eleven that are devoted to the different facets and components of the CMP program itself. These chapters contain specific information about the

program, its requirements, and implementation responsibilities. The second section, the Appendices, contains material related to the CMP program that provide additional technical guidance and assistance for local jurisdictions. Detailed documentation of technical analysis and alternatives considered for deficiency plan requirements is provided in a separate document titled *Countywide Deficiency Plan Background Study, November 1993*. To request a copy, call the CMP Hotline at (213) 244-6599.

CHAPTER 1

OVERVIEW

The CMP is a state-mandated program enacted by the state legislature with the passage of Assembly Bill 471 (1989), as amended by Assembly Bills 1791 (1990), 1435 (1992), and 3093 (1992). The requirements for the CMP became effective with voter approval of Proposition 111 in June, 1990. Proposition 111 provided for a nine cent increase in the state gas tax over a five year period.

In passing CMP statute, the legislature noted increasing concern that urban congestion was impacting the economic vitality of the state and diminishing the quality of life in many communities. The legislature also noted that the current planning process was not well suited to addressing congestion relief. As a new approach to addressing congestion concerns, the CMP was created for the following purposes:

1. To link land use, transportation, and air quality decisions;

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

3. To propose transportation projects which are eligible to compete for state gas tax funds.

Los Angeles County is one of thirty-two urbanized counties across the state that are required to develop a CMP. It is the most populous county in the United States with over 8.8 million residents in 1990, and is projected to approach 10 million residents by the year 2010. Within the county's over 4,000 square miles are 88 incorporated cities plus the County of Los Angeles. It is at the heart of the six county Southern California regional economy, one of the largest in the world. It contains 62% of the region's population and 66% of the region's employment.

Among the effects of this enormous scale of economic activity are serious problems with traffic congestion and air quality. Many of the county's roads experience heavy congestion lasting many hours daily. Since automobiles produce over half the air pollution in the South Coast Air Basin, traffic congestion further aggravates air quality. On an average weekday in 1990, the nearly 5.7 million licensed drivers and 5.7 million registered vehicles in the County experienced over 1.7 million hours of delay.

MTA has developed the CMP as a key link in countywide, multimodal planning and program implementation. With the inclusion of the deficiency plan, the CMP strengthens partnerships among local jurisdictions, the MTA, and other regional agencies (relationships to other specific programs are discussed later in this chapter). In keeping with these linkages, however, the CMP alone does not solve all mobility issues within Los Angeles County. Many mobility issues, such as overcrowding on specific bus lines and localized traffic concerns, are not addressed through the CMP. The CMP is one of many important tools to address transportation needs throughout Los Angeles County.

1.1 CMP REQUIREMENTS

The MTA is the designated Congestion Management Agency for Los Angeles County. As such, the MTA is responsible for preparing the 1993 CMP and updating it biennially thereafter.

As required by statute, the CMP has the following five elements:

1. A system of highways and roadways with minimum level of service performance standards designated for highway segments and key roadway intersections on this system.

2. Transit standards for frequency and routing of transit service and coordination between transit operators.

3. A trip reduction and travel demand management element promoting alternative transportation methods during peak travel periods.

4. 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.

5. A seven-year capital improvement program of projects that benefit the CMP system.

Statute also requires development of a data base and countywide computer model to evaluate traffic congestion and recommend relief strategies and actions. The CMP data base and countywide model must be consistent with the Southern California Association of Governments' (SCAG) data base and modeling methodology. Local transportation models that are used for CMP analysis purposes must be found consistent with the CMP model and data base.

Once prepared, the CMP is submitted to SCAG for review. SCAG is responsible for finding that the CMP is consistent with the region's adopted transportation plan, called the Regional Mobility Plan (RMP). SCAG will also review the countywide data base and model for consistency with the regional data base and model.

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 trip reduction and travel demand 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 will annually review the performance of local jurisdictions to verify that they are conforming to CMP requirements. After notice and a correction period, MTA must report to the state controller those jurisdictions which are not complying. The state controller will then withhold a portion of their state gas tax funds.

For more information on agency responsibilities refer to Chapter 3.

1.2 IMPLEMENTING AND UPDATING THE 1992 CMP

Since adoption of the 1992 CMP, MTA staff have been working closely with the county's 89 local jurisdictions on its implementation. 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. The 1992 CMP requires local jurisdictions to adopt and implement a Transportation Demand Management (TDM) ordinance and the CMP Land Use Analysis Program. Certain jurisdictions are also required to provide traffic monitoring information to determine Levels of Service (LOS) on the CMP Highway System as well as transit monitoring data. MTA appreciates that virtually every jurisdiction has met these requirements.

The 1992 CMP provided a framework for the program and included all the elements required by CMP statute. The 1993 CMP incorporates the 1992 CMP and includes proposed changes. The primary focus of the 1993 CMP is to establish procedures for the implementation of deficiency plan responsibilities. There were no deficiency plan requirements in the 1992 CMP. Because of the high levels of congestion, complex travel patterns, and diversity of communities in Los Angeles, it was determined that a countywide deficiency plan would be most effective. The procedures also provide flexibility for local jurisdictions to meet deficiency plan requirements as they deem most appropriate for their community.

1.3 RELATIONSHIP TO MTA'S LONG RANGE PLANNING EFFORTS

The CMP works along with MTA's long range planning activities to improve mobility in Los Angeles County. The relationship of the CMP to two such efforts--the 30-Year Integrated Transportation Plan (30-Year Plan) and the Congested Corridor Progress Report--is described below.

The **30-Year Integrated Transportation Plan** is a strategic document that serves as a framework for analyzing multi-modal alternatives for meeting the mobility needs of Los Angeles County. The 30-Year Plan shows how various programs and projects can be implemented within projected revenues, providing long range guidance to the MTA in establishing priorities and understanding financial tradeoffs. The 30-Year Plan will be updated to reflect MTA action on individual projects. The 30-Year Plan helps to articulate regional strategies, as well as evaluate the financial impact of the various programs and actions of the CMP and the Congested Corridor Progress Report.

The **Congested Corridor Progress Report** defines specific actions and projects for eleven of the most heavily travelled corridors in the county. It can be considered the work plan for pursuing goals and mandates of both the 30-Year Plan and the CMP. Corridor-specific and countywide actions are identified for immediate, short, and long term implementation.

The Congested Corridor Progress Report ensures a balanced approach to meeting transportation needs identified through the CMP and assists the 30-Year Plan in identifying and implementing programs throughout the county.

The **Congestion Management Program** is a state-mandated program intended as the analytical basis for transportation decisions made through the State Transportation Improvement Program (STIP) process. Projects identified in the CMP are eligible to be included in the local Transportation Improvement Program (TIP) and the Regional Transportation Improvement Program (RTIP), and are ultimately eligible for state funding. The local TIP is prepared biennially in odd-numbered years by MTA. The CMP will assist in determining the congestion relief benefit of candidate TIP projects. Upon adoption by the MTA, the local TIP is submitted to SCAG for inclusion in the six-county RTIP. The RTIP is adopted by SCAG in November of odd-numbered years. RTIP projects are eligible to compete for state funding approved by the California Transportation Commission in the STIP. The STIP is approved in April of even-numbered years. Additionally, the new federal transportation act (ISTEA) requires development of a Congestion Management System (CMS) and allows the CMP process to meet federal CMS responsibilities. Federal guidelines for the CMS process are under development.

While the 30-Year Plan and the Congested Corridor Progress Report are policy documents, the CMP is linked to both state and federal statute and is an important mechanism for implementing projects that compete for state and federal funding. Monitoring of the CMP Highway and Transit Networks, evaluation of CMP TDM efforts, and long-range CMP transportation modeling analysis allow MTA to measure the success of the countywide transportation program and to recommend additional promising transportation solutions for the future.

The 1993 countywide deficiency plan establishes a direct linkage between the 30-Year Plan and local jurisdiction CMP responsibilities. Regional improvements from the 30-Year Plan that are scheduled for completion by 2010 are incorporated into the 20 year CMP model and used to forecast countywide congestion levels. Congestion which remains on the CMP system after making these improvements (the countywide "congestion gap") determines local jurisdiction mitigation responsibilities under the deficiency plan. Therefore, changes to the 30-Year Plan could affect the size of the congestion gap and local mitigation requirements. Current analysis defines this gap as 15% of new trips or 3% of all trips in 2010.

The 30-Year Plan is one of three major inputs into the deficiency plan, each of which is periodically revised. The other major inputs are the regional growth forecasts for Los Angeles County and assessment of the effectiveness of mitigation strategies. Growth forecasts are provided by the Southern California Association of Governments (SCAG), and are periodically reviewed and updated. Mitigation effectiveness is evaluated through CMP monitoring, TDM pilot project evaluations, and other case studies. The deficiency plan framework has been developed to incorporate changes and refinements to these inputs through the biennial CMP update process.

1.4 RELATIONSHIP TO THE REGIONAL MOBILITY PLAN AND AIR QUALITY MANAGEMENT PLAN

State and federal law mandate the preparation of a twenty-year regional transportation plan for metropolitan areas. SCAG is responsible for preparation of this Regional Mobility Plan (RMP), as the designated metropolitan planning organization and the regional transportation planning agency for the metropolitan area including Los Angeles, Orange, San Bernardino, Ventura,

Riverside and Imperial counties. The RMP forecasts long-range transportation demands in the region and sets forth goals and strategies for meeting these demands.

CMP statute requires the CMP to be developed consistent with the RMP and that the CMP be incorporated into the RMP. The RMP 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 RMP 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 1989 RMP is the most recently adopted regional transportation plan. SCAG is currently in the process of updating the RMP, and the new plan will be known as the Regional Mobility Element (RME).

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, it's implementation also supports efforts to improve air quality. The CMP's Transportation Demand Management (TDM) element is designed to complement SCAQMD's Regulation XV and Trip Reduction Handbook. Further, the mitigation strategies in the CMP deficiency plan toolbox are consistent with AQMP Transportation Control Measures (TCM). Therefore, efforts by local jurisdictions to implement the CMP will also work toward AQMP goals. The MTA will continue to work with the SCAQMD to strengthen coordination of CMP and AQMP requirements.

1.5 CMP DEVELOPMENT AND CONSULTATION PROCESS

The CMP development process began several years ago leading to the 1992 CMP -- the first CMP for Los Angeles. Numerous written and verbal comments have been received at all stages of CMP development. This input has been, and continues to be, critical to developing and implementing a meaningful program that meets the complex needs of Los Angeles.

In 1991, a CMP Policy Advisory Committee and a Technical Forum were created to assist in CMP development. The 37 member Policy Advisory Committee consists of representatives reflecting a cross-section of local jurisdictions countywide, representatives of regional and state agencies (Caltrans, SCAG, Commuter Transportation Service, and the South Coast Air Quality Management District), transit operators, as well as representatives of the environmental and business communities.

The Technical Forum does not have formal membership but serves as an open forum for technical staff of local jurisdictions. Two contacts for each jurisdiction receive notices and materials for upcoming Technical Forum meetings. Both the Policy Advisory Committee and Technical Forum have met monthly since their creation. During 1993, there has been an intense effort, through numerous special working sessions to discuss all aspects of the deficiency plan. As the CMP reflects the efforts of many, MTA is indebted to those that have been so active in contributing time and effort.

In addition to the above committees, a variety of other mechanisms have been used for public outreach and consultation. A monthly newsletter, *Up to Speed*, is mailed to approximately 2,000 people and provides a regular update of the status of CMP development, document review periods, and key meetings. A telephone hotline also provides up-to-date information on CMP issues and meetings and serves as a mechanism for people to request CMP documents. CMP staff have also been active in presenting the CMP in a wide range of forums and to a wide range of interests, including local jurisdictions, Chambers of Commerce, business and development groups, and environmental groups.

In addition to coordination with jurisdictions within the County, staff have been active in consulting with neighboring counties on inter-county CMP issues. Such coordination will be an important ongoing effort as CMP implementation continues in Los Angeles County. One important forum for coordination with our adjacent counties is the Southern California Inter-County Congestion Management Agency Working Group. This group is facilitated by SCAG as a forum for discussing inter-county CMP issues and meets on a monthly basis.

1.6 STATEWIDE CMP/AIR QUALITY COORDINATION STUDY

MTA is also a leader in consulting with CMP affected agencies statewide. MTA is authorized by statute to administer a statewide study that will recommend modifications to state CMP requirements. A statewide steering committee, as authorized by statute, is leading the study (see CMP statute in Appendix I).

There are three major areas of focus for this statewide effort:

1. The study will assess how to improve coordination between CMP requirements and state and federal clean air requirements.

2. The CMP currently focuses on highway Level of Service (LOS) standards to measure mobility. The study will examine alternative measures to assist in providing a more comprehensive measure of countywide mobility.

3. The 1992 Intermodal Surface Transportation Efficiency Act (ISTEA) requires a Federal Congestion Management System, but allows existing state congestion management programs to meet this requirement. This study will be used to ensure that state and federal requirements are well integrated, and avoid duplication or conflict.

It is anticipated that work on this study, now underway, will conclude in April 1994. The statewide steering committee will review the findings and recommendations of the study before transmitting legislative recommendations to the State Legislature.

1.7 LOOKING AHEAD

Deficiency plan procedures are contained in this 1993 CMP for the first time, and will be phased in over the next two years. Local jurisdictions will begin implementing deficiency plans in 1994

by tracking new development activity and reporting mitigation efforts implemented since January 1, 1990. MTA staff will continue to make every effort to assist jurisdictions in meeting their deficiency plan and other CMP requirements.

With adoption of the 1993 CMP, all CMP responsibilities will be fully developed. After this, the CMP will be updated biennially. These biennial updates will be an opportunity to incorporate updates of MTA's 30 Year Integrated Transportation Plan and other regional forecasts and plans. The biennial update will also be used to reexamine the effectiveness of all aspects of the CMP.

CHAPTER 2

POLICY STATEMENTS

As the CMP is a significant and complex new program, the following statements underline guiding policies for implementing CMP requirements:

- The CMP has focused on defining a basic, core program, consistent with statutory requirements. As this program must be biennially updated, MTA will build on this core program as implementation experience is gained.

- Local land use authority remains the responsibility of local jurisdictions. MTA is not responsible for directing the land use decisions of local jurisdictions. Rather, the CMP process is a tool to assist local jurisdictions in making land use decisions that consider and enhance countywide mobility.

- The CMP gives local jurisdictions flexibility in meeting CMP responsibilities through existing local procedures rather than creating new CMP processes.

- MTA will work closely with local jurisdictions in implementing the CMP to ensure local conformance with CMP requirements and continued allocation of state gas tax funds.

- The CMP implementation process is a tool for increasing coordination between:

  - transportation providers responsible for implementing the best mix of transportation solutions;

  - land use, transportation, and air quality programs; and

  - neighboring cities and counties.

- The CMP will be a focal point for ensuring consistency, compatibility, and integration of other MTA transportation studies.

- The CMP will serve as an important resource in the current update of the SCAG Regional Mobility Element (RME). MTA will work closely with SCAG in the update of the RME, providing input based on what MTA has learned through the CMP process. This will enable SCAG to incorporate relevant CMP information into the RME and the regional planning process.

- Equity with respect to cost of service, quality of service, and access to service will be considered in programming decisions made by MTA in the implementation of the CMP. In addition, equity considerations will be incorporated in ongoing area-specific needs assessment and service distribution studies.

- Economic development opportunities will be aggressively pursued in high-volume transit corridors. MTA will also develop programs for other areas to facilitate economic development in conjunction with transit improvements with the objective of maximizing the overall benefit to the community.

- The CMP is being developed to be sensitive of the general economy of Los Angeles County. While increased mobility and reduced congestion serve attainment of this goal, CMP policies and procedures are being developed to minimize cost and provide certainty and predictability to the public and private sector alike.

- The purpose of the CMP is to reduce congestion and provide multi-modal mobility in a manner that is supportive of air quality goals.

- The countywide deficiency plan provides local jurisdictions with maximum flexibility relative to the type and application of mitigation strategies they choose to implement. Local jurisdictions are encouraged to consider all the strategies contained in the deficiency plan. They are further encouraged to consider implementing these strategies on a jurisdiction-wide basis, within a sub-area, or in cooperation with other jurisdictions.

CHAPTER 3

ROLES AND RESPONSIBILITIES

This chapter summarizes responsibilities of the various entities involved in the congestion management process. Some of these responsibilities are specifically identified in statute and others have been developed to implement broad statutory requirements. More specific details are discussed throughout the body of the CMP.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY:

- **Preparing and Adopting the CMP.** As the Congestion Management Agency, MTA will be 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), regional transportation providers, local governments, Caltrans, the private sector, and environmental interests. The CMP will be adopted at a noticed public hearing.

- **Modeling Requirements.** MTA is responsible for development of a data base and countywide transportation model for use in CMP analysis, consistent with the regional model and database. Over the last year, significant progress has been made toward developing this model. This includes the incorporation of the 1990 SCAG socioeconomic data, update of the 2010 transit network, validation of the 1990 base year, and use in developing the countywide deficiency plan. The model is continuously being modified and updated in consultation with both regional agencies and local jurisdictions. For more information on CMP model development refer to Chapter 9.

  MTA is responsible for approving the computer models of local jurisdictions that use computer models for CMP analysis purposes. Such local models must be consistent with the countywide model.

- **Transit Monitoring.** MTA Operations is responsible for monitoring service on specified MTA bus routes and rail lines. This information is submitted through the Short Range Transit Plan (SRTP) process. For more information, refer to Chapter 5.

- **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.

- **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 11 for more details).

LOCAL JURISDICTIONS:

- **Local Consultation.** Local input will be sought in the continuing development and review of the CMP. Input will be sought in various ways, including: participation on the CMP Technical Forum and Policy Advisory Committee, special working sessions, Area Team Cities Issues meetings, and meetings with individual local jurisdictions.

- **CMP Highway Monitoring.** Local jurisdictions will conduct annual 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 4.

- **Transit Monitoring.** Municipal transit operators are responsible for monitoring service on specified routes. This information is submitted to MTA through the Short Range Transit Plan (SRTP) process. For more information refer to Chapter 5.

- **Transportation Demand Management (TDM) Ordinance.** Local jurisdictions are responsible for ongoing implementation of a Transportation Demand Management (TDM) Ordinance. The requirements for this ordinance are discussed in Chapter 6. As a part of this requirement, local jurisdictions are required to consult with transit operators 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 preparing an Environmental Impact Report (EIR). For more information, refer to Chapter 7.

- **Participation in the Countywide Deficiency Plan.** Local jurisdictions are responsible for participating in the countywide deficiency plan. These requirements include:

  - Tracking and annually reporting new development activity to determine an annual mitigation goal; and

  - Selecting, implementing, and annually reporting mitigation strategies to offset the mitigation goal.

For more information on countywide deficiency plan responsibilities, refer to Chapter 10.

- **Adopting Annual Self-Certification Resolution and Local Implementation Report.** Local jurisdictions are responsible for self-certifying their conformance with the CMP through the adoption of a local resolution. This includes the jurisdiction documenting its participation in the countywide deficiency plan, accomplished through annual submittal of a local implementation report. For more information, refer to Chapter 11.

TRANSIT OPERATORS:

- **Transit Consultation.** Transit operators will be consulted during development and implementation of the CMP.

- **Data Transmittal.** Transit operators will submit data required 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 5.

- **Coordination in Local Jurisdiction EIR Process.** Local jurisdictions are required to consult with and include transit operators in their EIR process. Specific requirements are discussed in Chapter 6.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT:

- **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.

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 Mobility Element (RME) 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 the current RMP adopted in 1989. SCAG is also responsible for evaluating consistency and compatibility of the CMPs of the counties within the SCAG region. Included in Appendix J is SCAG's regional consistency criteria.

- **Data Base and Model Consistency.** SCAG is responsible for finding that the CMP model and data base are consistent with the regional model and data base. SCAG will make this finding as part of the regional consistency review.

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.

LOCAL DEVELOPERS:

- **Local Development Review.** Through the local development review process, local jurisdictions will be responsible for analyzing the impact of development on the CMP system. Local developers should be aware that new development projects preparing EIR's will need to consider the development's impact on the CMP system and how that impact can be mitigated. Specific requirements are discussed in Chapter 7.

CHAPTER 4

HIGHWAY AND ROADWAY SYSTEM

4.1 INTRODUCTION

4.1.1 Statutory Requirement. CMP statute requires 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 establishment of level of service standards to measure congestion on the system. Levels of service (LOS) range from A to F, with LOS A representing free-flow conditions and LOS F representing a high level of congestion. Exhibits 4-1 and 4-2 describe LOS designations for freeway segments and arterial signalized intersections, respectively.

Level of service standards can be set no lower than LOS E, or the current level if worse than E. Three methods of measuring level of service are allowed by statute, for selection by the Congestion Management Agency: (1) Circular 212, (2) the 1985 Highway Capacity Manual, or (3) an alternative method determined by the regional agency to be consistent with the Highway Capacity Manual.

4.1.2 Purpose. Primary reasons for defining and monitoring a CMP highway system are:

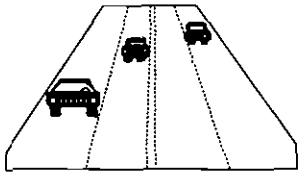
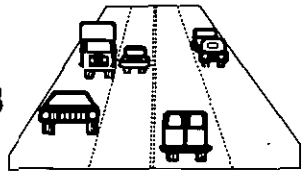
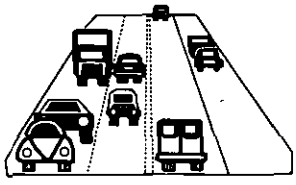
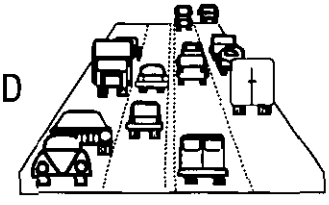
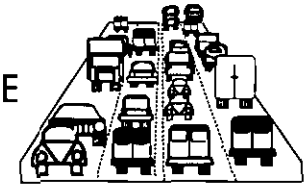
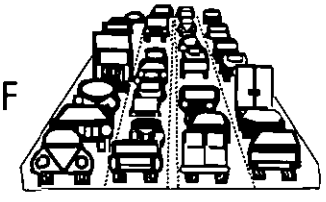
- to allow local jurisdictions to measure their success at minimizing traffic congestion, and provide "before & after" data for evaluating congestion mitigation measures;
- to provide quantitative input into programming (funding) decisions, with consistent countywide data on current levels of traffic congestion;
- to provide data for validating and updating the countywide model; and,
- to provide the baseline system levels of service used in the deficiency plan. This data is used to determine deficiencies countywide (not jurisdiction-specific).

4.2 NETWORK DEFINITION

Defining the highway system is the first step in developing the CMP. Other CMP elements largely focus on maintaining levels of service on this network. As stated previously, statute requires inclusion of all state highways and principal arterials; however, there is no standard definition of a principal arterial.

The CMP highway system has therefore been discussed extensively, weighing the benefits and costs of increased network size. This issue is important for the following reasons:

LEVELS OF SERVICE FOR FREEWAY SEGMENTS

LEVEL OF SERVICE		TECHNICAL DESCRIPTORS			
		FLOW CONDITIONS	OPERATING SPEED	DELAY	SERVICE RATING
A		Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.	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

LEVELS OF SERVICE FOR INTERSECTIONS

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

- The CMP Capital Improvement Program is 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.

- Caltrans and local jurisdictions are responsible for monitoring levels of service, including the cost of data collection and analysis. The more extensive the network the greater its monitoring costs.

- Local jurisdictions are responsible for assessing the impacts of new development on the CMP system when preparing project EIRs. Inclusion of a route on the CMP system therefore ensures that impacts to the route will be considered. However, the larger the system the greater the scope of such analyses.

- Once designated, routes cannot be deleted from the network and are therefore permanently subject to CMP requirements.

- Congestion levels on CMP routes determine size of the mitigation needs which feed into the countywide deficiency plan. Adding congested routes could therefore increase the scope of the deficiency plan.

4.2.1 Los Angeles County CMP Highway System. Exhibit 4-3 identifies the CMP highway 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 system includes routes that meet the following criteria:

- All existing state highways (both freeways and arterials).

- Principal arterials, defined as:

  - routes that complete gaps in the state highway system;

  - routes providing connectivity with the CMP systems in adjacent counties; or

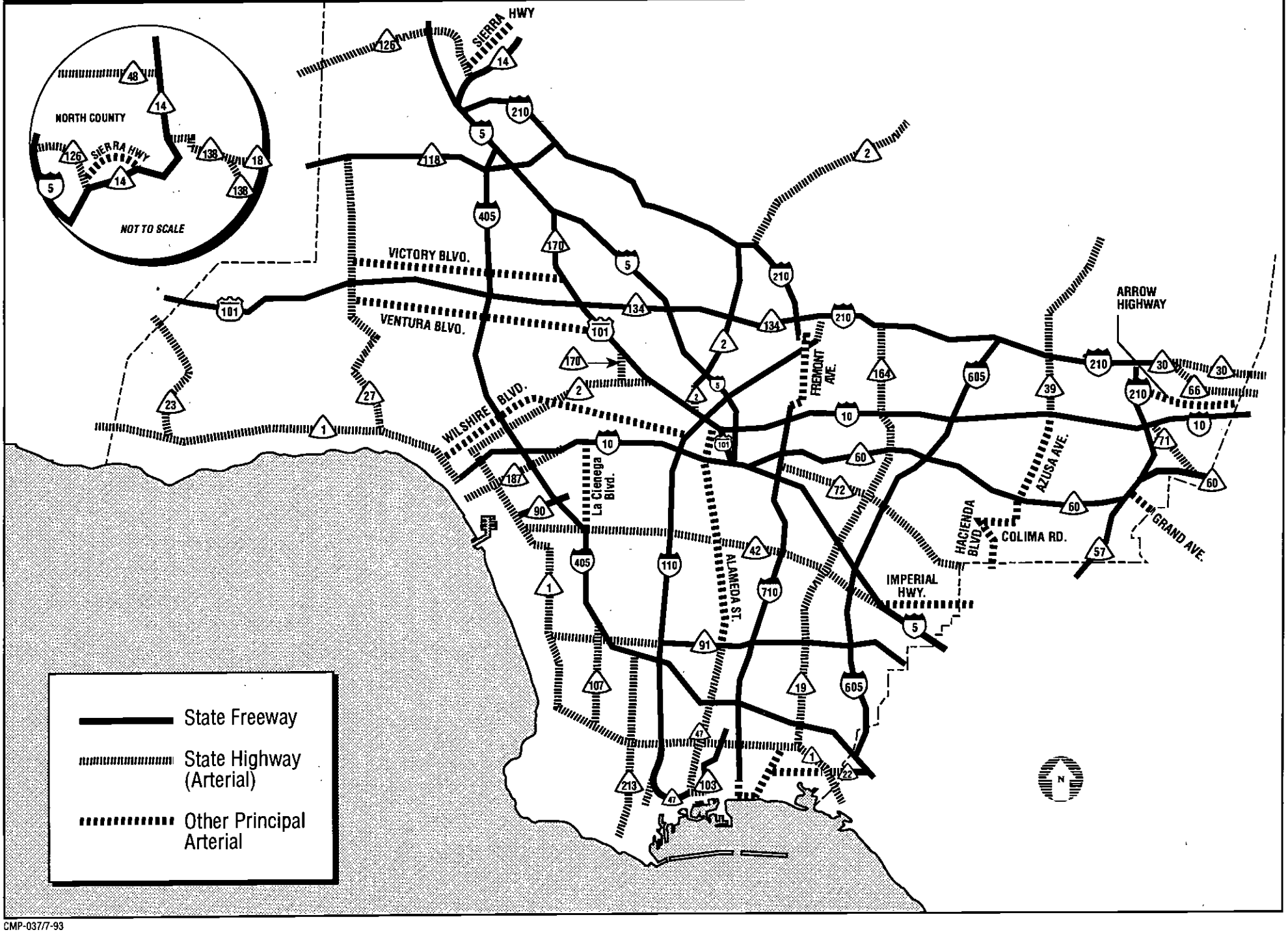
  - routes along major inter-jurisdictional travel corridors, providing primary, high volume or multi-modal transportation.

Exhibit 4-4 lists the specific routes and limits included in the CMP highway system. While this CMP system makes up less than five percent of the roadway mileage in Los Angeles County, travel statistics indicate that this network carries over fifty percent of the automobile travel in the county.

The 1993 CMP adds La Cienega Boulevard, from the Santa Monica Freeway (Route 10) to the San Diego Freeway (Route 405), to the CMP highway system. Level of service data for this route will be collected as part of 1994 CMP traffic monitoring.

This is the first route addition to the base year system, and the product of countywide consultation and substantial discussion by the CMP Policy Advisory Committee (PAC). In

1993 CMP HIGHWAY SYSTEM



CMP-037/7-93

1993 CMP HIGHWAY AND ROADWAY SYSTEM

State Route	FREEWAY/Arterial Name
1	Pacific Coast Highway, Palisades Beach Road, Lincoln Boulevard, Sepulveda Boulevard
2	Lincoln Boulevard, Santa Monica Boulevard, Alvarado Street, Glendale Boulevard, GLENDALE FREEWAY, Angeles Crest Highway
5	SANTA ANA FREEWAY, GOLDEN STATE FREEWAY
10	SANTA MONICA FREEWAY, SAN BERNARDINO FREEWAY
14	ANTELOPE VALLEY FREEWAY
18	Pearblossom Highway
19/164	Lakewood Boulevard, Rosemead Boulevard
22	7th Street, GARDEN GROVE FREEWAY
23	Decker Canyon Road
27	Topanga Canyon Boulevard
30	FOOTHILL FREEWAY, Baseline Road, Williams Avenue, College Way
39	Azusa Avenue, San Gabriel Canyon Road
42/105	Manchester Boulevard, Firestone Boulevard
47	Vincent Thomas Bridge, Henry Ford Avenue, Alameda Street
48	Neenach Road, Avenue D
57	ORANGE FREEWAY
60	POMONA FREEWAY
66	Foothill Boulevard
71	Corona Expressway
72	Whittier Boulevard
90	Marina Expressway, MARINA FREEWAY
91	Artesia Boulevard, GARDENA FREEWAY, ARTESIA FREEWAY
101	SANTA ANA FREEWAY (SPUR), HOLLYWOOD FREEWAY, VENTURA FREEWAY
103	TERMINAL ISLAND FREEWAY
107	Hawthorne Boulevard
110	Gaffey Street, HARBOR FREEWAY, PASADENA FREEWAY, Arroyo Parkway
118	SIMI VALLEY FREEWAY, SAN FERNANDO VALLEY FREEWAY
126	Henry Mayo Drive, Magic Mountain Parkway, San Fernando Road
134	VENTURA FREEWAY
138	Neenach Road, Palmdale Boulevard, 47th Street East, Fort Tejon Road, Pearblossom Highway, Antelope Highway
170	Highland Avenue, HOLLYWOOD FREEWAY
187	Venice Boulevard
210	FOOTHILL FREEWAY
213	Western Avenue
405	SAN DIEGO FREEWAY
605	SAN GABRIEL RIVER FREEWAY
710	LONG BEACH FREEWAY, Pasadena Avenue, St. John Avenue

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

6/22/93

January 1993, local jurisdictions were asked to nominate routes that they would like considered for addition to the CMP system. In response to that request, several routes were proposed. During its deliberations, the PAC noted that the CMP is still an evolving program and the difficulty of fully understanding the implications of CMP route additions to affected local jurisdictions, surrounding jurisdictions, the private sector and the county as a whole. The PAC therefore expressed preference to gain more experience with the CMP before substantial additions are made to the system. The PAC recommended that no routes be added to the system, with the exception of La Cienega Boulevard which was added in light of its recognized regional significance.

4.2.2 Interim CMP Routes. New state highways will be added to the CMP system when completed and operational. In such cases, CMP route designation will then shift from existing temporary routes 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 interim CMP routes:

- Manchester/Firestone Boulevard will be superseded by the Glenn Anderson Freeway (Route 105) upon completion and relinquishment of Route 42.
- Alameda Street will be replaced by a new alignment when the federal demonstration project is completed.
- Hacienda Boulevard is an interim route for Fullerton Road, which is being upgraded to a major arterial.
- Valley Boulevard and Fremont Avenue will be replaced by the 710 Freeway upon completion.
- Magic Mountain Parkway/San Fernando Road is an interim route for the future alignment of Route 126 between Routes 5 and 14.
- Baseline Road is an interim route for the future alignment of Route 30.

4.2.3 Process for Adding CMP Routes. As travel conditions throughout the county change and experience is gained through the CMP, additional routes may be added to the CMP highway 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 system.

Based on the experience gained from applying this process in 1993, the CMP PAC recommended that the criteria for route addition be reexamined and made more specific. The MTA will therefore investigate specific additional criteria to guide the selection of additional routes in the 1995 CMP update.

4.3 LEVEL OF SERVICE STANDARDS

4.3.1 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 level of service will be the standard. A 1992 base year has been established and Caltrans and local jurisdictions have conducted traffic counts at designated monitoring locations along the system. Levels of service based on these counts are shown in Exhibits 4-5 and 4-6; more detailed data is provided in Appendix A.

The CMP provides an unprecedented opportunity to track congestion levels across the county, and changes over time. Exhibit 4-7 illustrates a comparison of 1993 LOS results to 1992 LOS results.

4.3.2 CMP Monitoring Requirements. The CMP system must be monitored annually and levels of service 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 the levels of service at key intersections, spaced roughly two miles apart, which reflect the primary capacity constraints on these arterials. Spacing is sometimes greater on rural highways where there are fewer constraining intersections. A total of 164 intersections have been identified for monitoring across the county. This list will be reviewed each year in consultation with Caltrans and local jurisdictions.

Freeway monitoring locations have been selected on 79 key segments within the county to quantify freeway system operation. Caltrans provides freeway monitoring results.

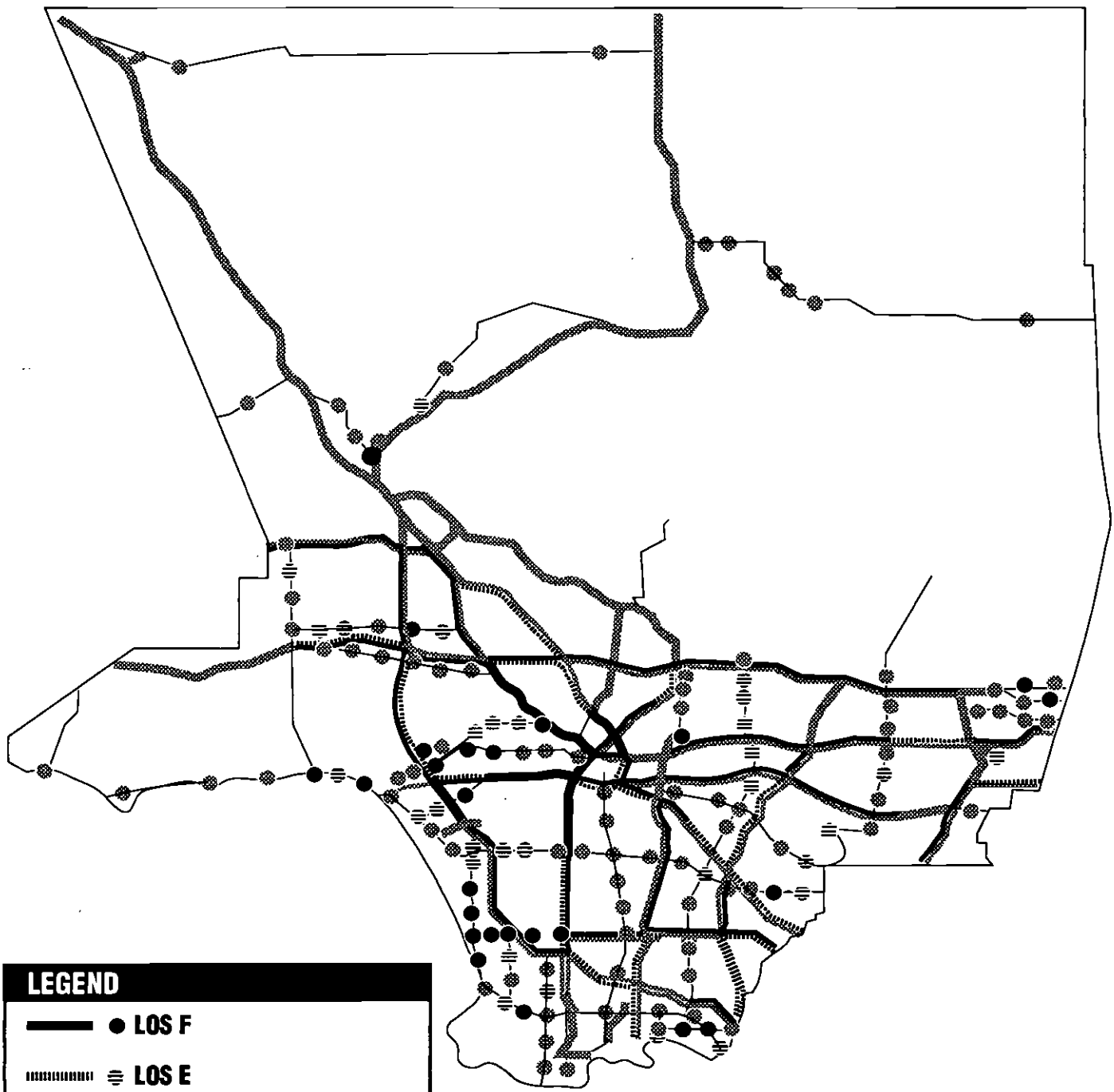
4.4 LEVEL OF SERVICE METHODOLOGY

CMP level of service 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.

4.4.1 Freeway Level of Service. Caltrans measures level of service as a function of travel speed and duration of congestion, consistent with the Highway Capacity Manual methodology.

4.4.2 Arterial Level of Service. One objective of arterial LOS calculation is annual monitoring with minimal burden to local jurisdictions. During development of the CMP, available methodologies were discussed with local traffic engineering representatives through a highway working group who confirmed that a variety of methods are currently used around the county. These include Circular 212, Highway Capacity Manual (HCM), and Intersection Capacity Utilization (ICU) methods, based on local agency experience and studies specific to each community.

1993 CMP HIGHWAY SYSTEM AM PEAK HOUR LEVELS OF SERVICE



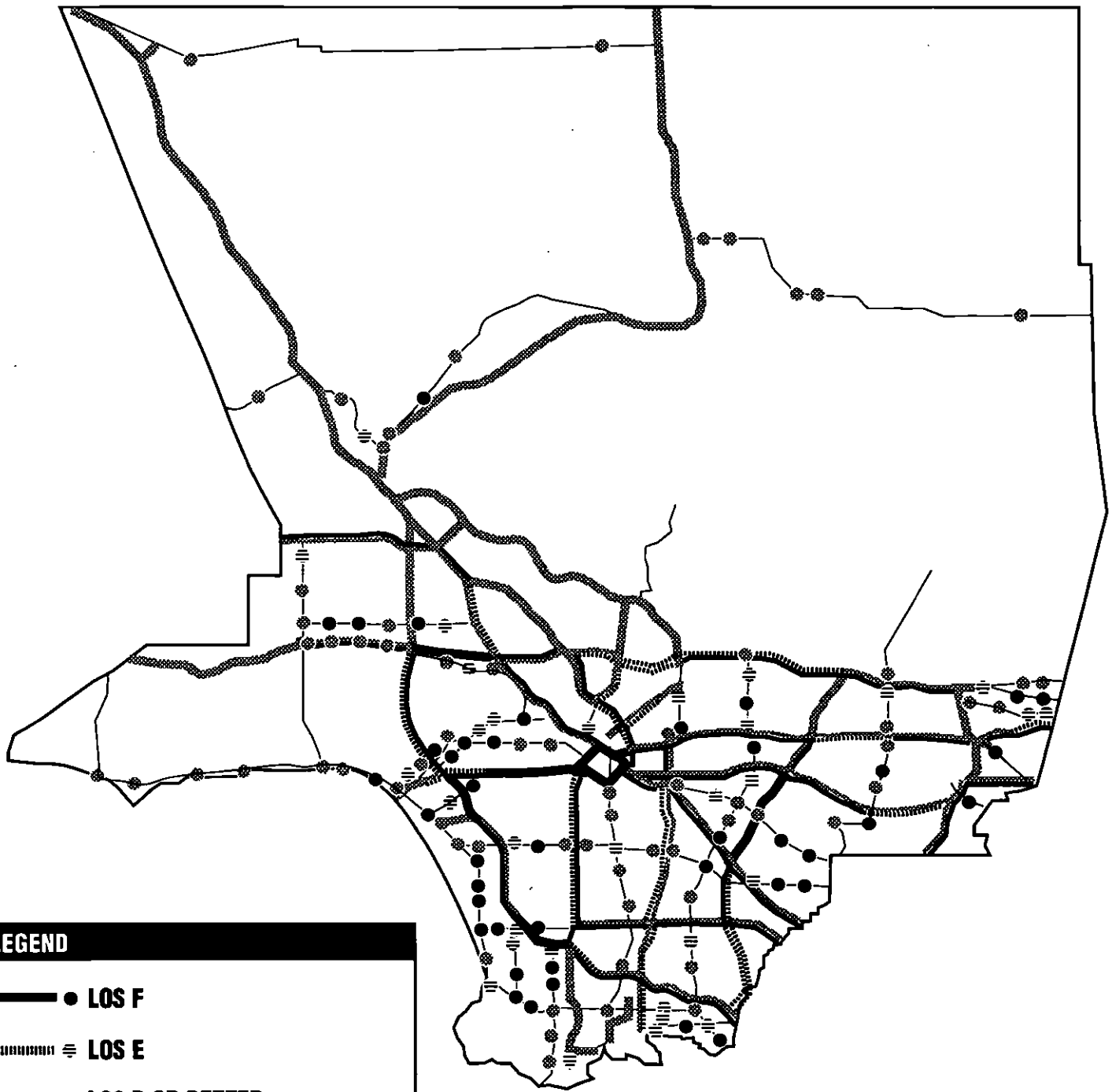
LEGEND

- LOS F
- LOS E
- LOS D OR BETTER

Circles indicate arterial intersections.

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

1993 CMP HIGHWAY SYSTEM PM PEAK HOUR LEVELS OF SERVICE



LEGEND

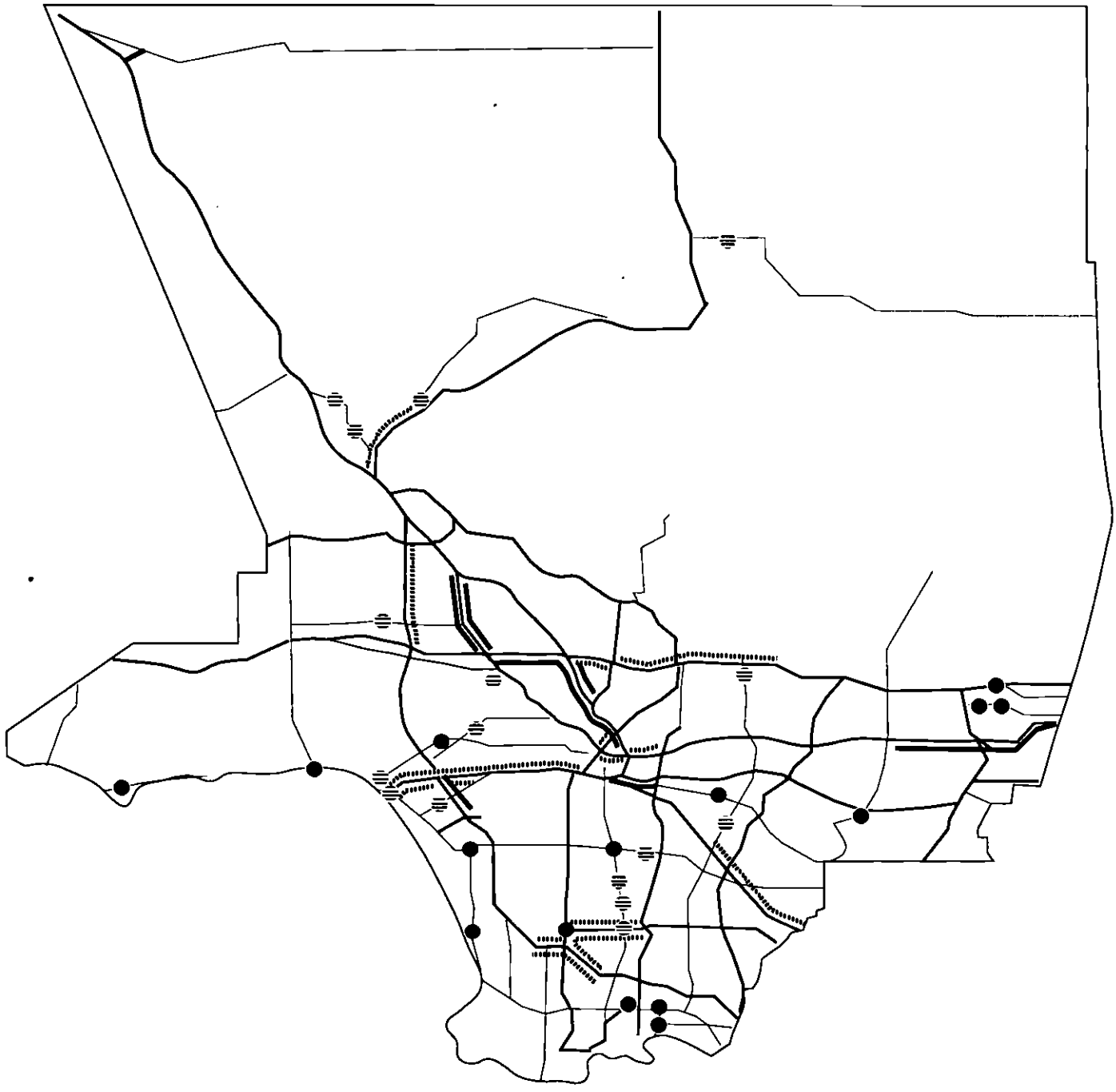
- LOS F
- LOS E
- LOS D OR BETTER

Circles indicate arterial intersections.

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

CMP-060/12-93

1992-93 SUBSTANTIAL CHANGES IN TRAFFIC CONGESTION



LEGEND

● WORSENED

IMPROVED

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

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

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 SCAG to be consistent with the HCM for CMP purposes. Appendix A provides the format for ICU calculations.

4.4.3 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.

4.4.4 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. As part of describing the Countywide Deficiency Plan, Chapter 10 explains the method of accounting for statutory exemptions. Local jurisdictions are not responsible for studying the effect of statutory exemptions at individual intersections and freeway segments, since the MTA provides this analysis through the Countywide Deficiency Plan.

CHAPTER 5

TRANSIT ANALYSIS

5.1 INTRODUCTION

5.1.1 Statutory Requirement. CMP statute requires that transit standards be established for frequency and routing of transit services, and for coordination of services provided by various operators.

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

- **Fixed route bus service.** The MTA is the largest regional transit provider, providing extensive service to Los Angeles County. MTA operates approximately 1,850 buses during the peak periods and has over 400 million boardings annually. In addition to MTA , there are twelve fixed-route operators that receive regional formula funding. These operators are Antelope Valley Transit, Commerce, Culver City, Foothill Transit, Gardena, Long Beach, Los Angeles, Montebello, Norwalk, Santa Monica, Santa Clarita and Torrance. Furthermore, over 50 cities provide community and shuttle services. Together, on an average weekday, these systems provide service to over 1.5 million passengers on over 250 separate routes.

- **Rail Service.** A 400-mile rail system is currently being developed for Los Angeles County. This system will include a combination of light rail, subway and commuter rail services. The Metro Blue Line was the first operational segment of this system, currently providing light rail service to over 40,000 daily passengers between Downtown Los Angeles and Long Beach. The Metrolink commuter rail began service in late 1992 to Downtown Los Angeles from Moorpark, Santa Clarita, San Bernardino and Riverside with over 8,000 daily passengers. The Metro Red Line, which will be the backbone of the rail system, also recently began operation of its first segment in early 1993 providing subway service from Union Station to MacArthur Park.

- **Paratransit service.** Paratransit services provide demand responsive, door-to-door service, generally requiring a minimum advance notice. Over ninety local systems currently provide service either to the general public or specialized paratransit services (i.e., service to elderly and disabled persons). In addition to local dial-a-ride services, MTA's Metro Access provides consolidated paratransit service to the San Gabriel Valley and the central, southeastern, and western portions of Los Angeles County.

5.1.2 Purpose. The purpose of the transit element is to make the most effective use of transit services as an alternative to the automobile, thereby alleviating congestion on the CMP highway system and improving countywide mobility. As CMP statute requires the development of transit standards, a CMP transit monitoring network has been developed as a planning tool. The transit

monitoring network is not a transit funding network, but rather an analysis mechanism to assist in:

- Quantifying transit service currently available in broad transportation corridors.
- Monitoring changes in transit availability in countywide corridors and identify future needs for transit service in those corridors. These corridors are based on the Congested Corridor Progress Report.
- Identifying future transit needs to enhance mobility on the CMP highway system.
- Distinguishing increases in transit ridership due to the implementation of deficiency plan strategies (see Chapter 10).

While CMP statute focuses on how transit can help alleviate congestion on the highway system, Assembly Bill 3093 authorizes MTA to lead a statewide steering committee to examine a range of CMP issues. One issue the steering committee is examining is how to supplement highway level of service standards with other countywide mobility measures. The recommendations of this study may lead to new multi-modal mobility measures that may relate to transit analysis in future CMP updates. MTA will coordinate with Los Angeles County transit operators as this issue is discussed.

5.1.3 Importance of Transit Analysis. One of the purposes of the CMP is to identify multi-modal transportation needs. CMP transit monitoring provides information regarding the functioning of transit services and where additional transit needs occur. This information is considered as one factor in making MTA funding recommendations.

Transit operators will also be able to use results of this corridor analysis in developing recommended mitigation measures to address impacts of development projects on transit services. Chapter 6 discusses in detail the requirement that affected transit operators must be consulted regarding potential impacts of development projects on transit services through the California Environmental Quality Act (CEQA) process.

Transit services that address the following objectives are particularly beneficial in improving overall mobility on the countywide transportation system:

- **Routing Objectives.** Transit service that supplements existing service which (1) shows greater opportunity of utilizing transit as a viable alternative to the automobile on CMP corridors, (2) improves time competitiveness of transit relative to the automobile.
- **Frequency Objectives.** Transit services that have frequencies meeting demand and are effective in reducing congestion along CMP corridors. This could be determined by reviewing headways and boarding statistics during the peak periods.
- **Coordination Objectives.** Transit service which does not duplicate existing service and integrates with the current system.

5.2 CMP TRANSIT MONITORING NETWORK

5.2.1 Reason For Transit Network. There are a wide range of transit services in Los Angeles County providing a mixture of local, regional, and special service transportation. However, for CMP analysis, a subset of transit services which can be effectively monitored and directly linked to traffic congestion on the CMP highway system has been identified.

CMP statute requires the analysis of transit as a mechanism for reducing congestion on the CMP highway system. Therefore, a CMP transit network has been identified which includes routes that are within the corridors of the Congested Corridor Progress Report and provide service parallel to the CMP highway system for five miles or greater. This subset of transit services is referred to as the CMP transit monitoring network, shown in Exhibit 5-1 and listed in Appendix B.

Ninety bus routes are included in the CMP transit monitoring network. Also included are the Metro Blue Line (Long Beach - Downtown Los Angeles), the Metro Red Line (Union Station - MacArthur Park), and Metrolink commuter rail service (Downtown L.A. - Moorpark, Santa Clarita, San Bernardino, Riverside, and Oceanside). The CMP transit network includes 37% of the bus and rail lines currently in operation, and carries roughly 50% of the total daily boardings of fixed route transit operators within the county.

There are additional rail services currently under development that will be in operation in the next several years. As these services become operational they will also be incorporated into the network. MTA staff will also examine the appropriateness of adding additional inter-county commuter services (e.g., Amtrak commuter rail, and Orange and San Bernardino County Express Bus services) in future CMP updates.

The purpose of monitoring the transit network is to gauge the effectiveness of transit in relieving traffic congestion in congested travel corridors. Transit monitoring efforts provide important information on the routing, frequency, capacity and time competitiveness of existing services relative to the automobile. The transit monitoring network also serves as a planning tool to identify potential gaps in the current transit service as well as opportunities to make transit a more effective traffic mitigation strategy.

The transit network is reviewed as part of the biennial CMP update. Modifications may be necessary to reflect new transit routes, route changes, or deletions. A review is also conducted upon changes to the CMP highway system. No bus lines have been added in 1993 due to the addition of La Cienega Boulevard to the CMP Highway System. However, the Metro Red Line and Metrolink rail lines listed above have been added in 1993 because they became operational in fiscal year 1992-93. Service data for these rail lines will be collected as part of subsequent data collection efforts.

5.2.2 CMP Transit Network Reporting And Monitoring Requirements. To effectively monitor the CMP transit network, MTA requires the collection of transit service and ridership data for each transit line on the CMP transit system. The information is requested through the annual Short Range Transit Plan (SRTP) process. The information required can be derived from data that operators currently collect.

1993 CMP TRANSIT MONITORING NETWORK

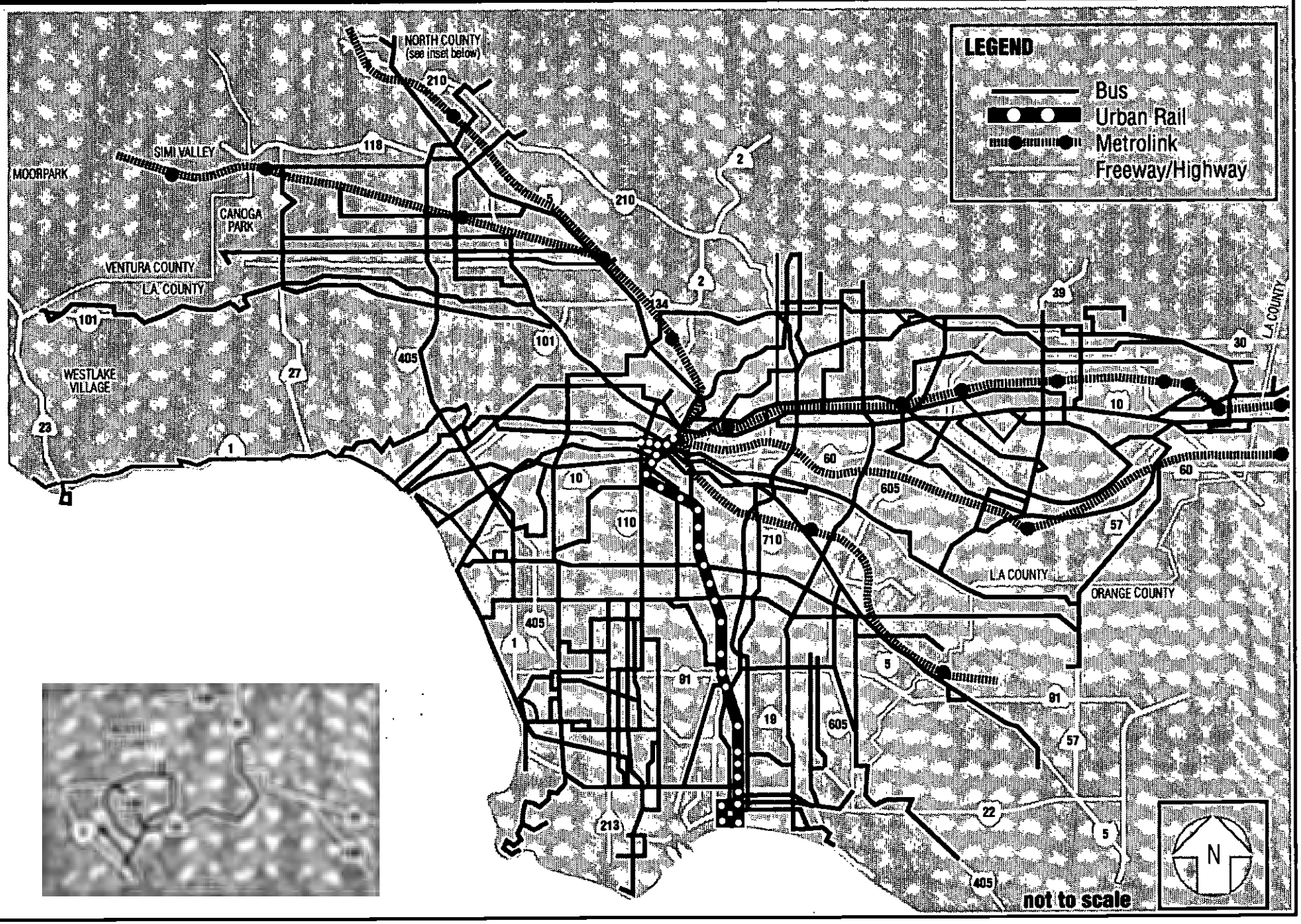


EXHIBIT 5-1

CMP-035/7-16-93

Descriptive line information on current service routing, hours and days of operation, frequency and ridership is necessary for CMP transit analysis. Passenger miles and average speed helps quantify transit's role in relieving congestion on the CMP highway system by assessing the time competitiveness of transit relative to the automobile.

Operators receive the information request form contained in Appendix B as part of MTA instructions for the SRTP guidelines. Definitions for each statistic are included in the SRTP guidelines to ensure consistency. Data must be submitted only for transit routes on the CMP transit network. For the 1992 CMP, operators submitted their fiscal year 1991-92 actual line by line analysis data (see Appendix B). Operators will submit annual updates in their SRTP using their most recent data. This information will be used to measure the region's success at maintaining these transit standards.

5.3 MINIMUM CMP TRANSIT STANDARDS

CMP statute requires establishment of transit standards. The CMP transit standards are as follows:

5.3.1 CMP Transit Routing and Frequency Standards. Exhibit 5-2 shows base year routing and frequency standards by corridor based on fiscal year 1991-92 actual line by line data submitted by operators in their SRTPs. These standards do not reflect data from the Metro Red Line and Metrolink services because they were not in operation in fiscal year 1991-92. The fiscal year 1989-1990 transit data included in the 1992 CMP was preliminary due to unavailable information for several of the operators and did not represent a complete base year case.

A routing index which measures passenger throughput (i.e., passenger miles per vehicle service mile times average speed) is used as the routing standard. 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) is used as the frequency standard. MTA reviews the data submitted and determines whether transit services, by corridor, fall below minimum CMP transit routing and frequency standards. If corridor measures fall below the transit standards, MTA will evaluate and recommend strategies for improving service in that corridor.

5.3.2 Coordination Standards. Transit coordination standards for all transit funding recipients have already been established through Proposition A Local Return Guidelines. These standards are now reaffirmed through the CMP as well. CMP coordination standards for all transit operators include:

1. Issue and accept interagency transfers.

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

3. Circulate new service proposals to potentially affected transit operators and avoid implementation of services which duplicate those provided by other operators.

1993 CMP TRANSIT ROUTING AND FREQUENCY STANDARDS

Routing Index: Passengers miles traveled per vehicle service mile times average speed in identified corridors.

Frequency Index: Total 3-hour a.m. peak trips and 3-hour p.m. peak trips in identified corridors divided by two.

Performance standards which follow are based on fiscal year 1991-92 service levels for those routes included in the CMP Transit Monitoring Network.

	STANDARDS	
	ROUTING INDEX	FREQUENCY AVG TRIPS/PEAK
1A SANTA MONICA FREEWAY	277	33
1B SAN BERNARDINO/POMONA/ORANGE FREEWAYS	246	21
2 SAN FERNANDO VALLEY/DOWNTOWN LOS ANGELES	326	14
3 HARBOR FREEWAY	210	13
4 SAN DIEGO FREEWAY	164	23
5 VENTURA/FOOTHILL FWYS/W.SAN GABRIEL VALLEY	218	29
6 SANTA ANA FREEWAY	244	25
7 SAN GABRIEL RIVER FREEWAY	198	9
8 ARTESIA FREEWAY	231	32
9 NORTH COUNTY	474	6
10 LONG BEACH FREEWAY	388	33

5.4 TRANSIT COORDINATION IN LOCAL JURISDICTION EIR PROCESS

Chapter 6 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 shall be required to consult with affected transit operators through the CEQA process. This responsibility strengthens the existing CEQA link between the development process and transportation planning. This was required to have been incorporated into the local jurisdiction's land use process and implemented by April 1, 1993.

In addition, it is encouraged that existing transit friendly design standards available from such sources as MTA, Orange County Transportation Authority, and the American Public Transit Association, be consulted in the early design stages. See Appendix D for references.

CHAPTER 6

TRANSPORTATION DEMAND MANAGEMENT ELEMENT

6.1 INTRODUCTION

6.1.1 Statutory Requirement. CMP statute requires development of a trip reduction and 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. Specifically, statute requires that local jurisdictions adopt a trip reduction ordinance.

6.1.2 Purpose. Because of the magnitude of congestion problems within Los Angeles County, transportation demand management (TDM) strategies are a key element of a countywide transportation program. Such strategies are an important part of the Regional Mobility 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.

A model TDM Ordinance has been developed to assist local jurisdictions in implementing this responsibility. This model ordinance identifies the minimum TDM effort necessary to be found in CMP conformance and identifies ordinance language to ease implementation by local jurisdictions. With the addition of the Countywide Deficiency Plan, adoption of the model TDM Ordinance also provides local jurisdictions with mitigation credits (see Chapter 10).

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. Examples include: bicycle parking, preferred parking for carpools 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. By linking this communication 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.

The TDM development standards were designed as a first step in getting local jurisdictions involved in trip reduction 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 required such as the South Coast Air Quality Management Districts' (SCAQMD) Regulation XV which requires employers of 100 or more employees to prepare and implement incentive programs to encourage use of alternative transportation modes. 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 TDM Ordinance make these facilities available to these

employers, as well as smaller employers that are not required to comply with Regulation XV. TDM design standards are the first step in broadening the options travellers have in getting to and from places.

6.2 EXISTING TDM PROGRAMS

A wide range of transportation demand management strategies, programs, and services are currently available in Los Angeles County. They include:

- **Regulation XV Requirements.** Employers of 100 or more employees are required to prepare trip-reduction plans for approval by SCAQMD. These plans must attain specified Average Vehicle Ridership (AVR) standards set by SCAQMD. Although no methods are stipulated for meeting AVR, each employer is required to annually update its plan. Annual surveys are required to monitor success in attaining AVR. Local jurisdictions may implement Regulation XV requirements in lieu of SCAQMD if a local program is adopted which is more stringent than Regulation XV requirements.

- **Local TDM Ordinances.** While CMP requirements for local adoption and implementation of trip reduction ordinances was a new effort for most jurisdictions, a few jurisdictions already had adopted local ordinances. Some of these existing efforts are implemented through specific plans.

- **Local Development Review Process.** Many jurisdictions require TDM strategies to mitigate the impact of development on the local transportation system. This is often addressed during the CEQA project review process.

- **Transit Service.** Encouraging ridership on transit is an important TDM strategy in improving AVR. Services that have the following characteristics are particularly useful for TDM purposes because they increase the potential for commuters to ride transit:

  - Direct transit service to major commuter destinations (radial express service to downtown or suburb to suburb express service). Express service includes limited stop and freeway commuter routes.

  - Frequent transit service during peak periods along high-demand routes and corridors.

  - Feeder bus service to rail lines.

  - Development of transit centers to facilitate transfer between modes and different transit systems.

  - Effective public communication and ease of transit coordination (information systems, ease of transfer, and pre-paid fare media such as passes, tokens, tickets, etc.).

- **Vanpool Initiative and Programs.** Vanpool initiatives or programs have been undertaken in recent years by several entities such as Caltrans and the City of Los Angeles.

- **Transportation Management Associations/Organizations.** A Transportation Management Association (TMA) is a consortium of private and public agencies devoted to increasing AVR and solving transportation problems in a particular employment area. There are fourteen operating TMA's in Los Angeles County.

- **TDM Support.** Commuter Transportation Services (CTS) is a non-profit organization supported by funding from Caltrans, MTA, and other transportation entities in neighboring counties to offer TDM-related services to area employers. CTS processes survey data to calculate employer AVR's for Regulation XV and to provide carpool/vanpool matchlists. It also serves as a TDM information clearing house, markets TDM strategies and advises employers on incentives to include in trip reduction programs.

- **MTA TDM Actions.** To complement the efforts of local jurisdictions, MTA is committed to TDM as an integral component of its countywide mobility strategy. This commitment is being implemented through a number of programs, such as the Phase II TDM Program (see Chapter 10), the TDM Immediate Action Pilot Program and the telecommunications integration program, as well as countywide master plans for high occupancy vehicle (HOV), park-and-ride, and bicycle facilities.

- **Parking Cash-out Programs.** A 1993 amendment to CMP statute requires the CMP to consider parking cash-out programs. Generally, parking cash-out refers to an employer program that offers employees a cash amount equivalent to the employers' out-of-pocket parking subsidy. Employees are then free to use the cash as they please, potentially as a subsidy for alternative commute modes. CMP statute also states that if commercial developments implement a parking cash-out program and request a reduction in the number of parking spaces that must be provided, jurisdictions must allow appropriate parking reductions. For specific information on definitions and legislative requirements, refer to Appendix I which contains the related Government Code sections, (Sections 65088.1, 65089, 65089.3). In addition to the CMP statute changes supporting parking cash-out programs, there is also new state and federal tax law which facilitates the implementation of such programs (summaries on these recent legislative requirements can be obtained from CTS).

  As required by statute, MTA has considered parking cash-out programs and determined that it is an appropriate strategy for the deficiency plan mitigation toolbox. Parking cash-out programs are included as part of the CMP deficiency plan TDM strategy list as described in Chapter 10.

- **Telecommunications-based Transportation Programs.** The MTA, in cooperation with a number of local agencies, supports trip substitution or elimination programs based upon new telecommunication technologies. These programs include three major types of telecommuting: at-home, telework centers (including single company satellite offices), and facility-sharing programs (where employees report to work at participating locations closer to home). Efforts also include incentives for local governments to make information and services available to the public via computer modem or public electronic terminals.

6.3 MINIMUM CMP TDM STRATEGIES

The development of the model 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). The following describes the minimum CMP TDM standards. The model Trip Reduction Ordinance in Appendix C contains these standards, and was adopted and implemented by local jurisdictions to meet the 1992 CMP TDM requirements.

6.3.1 Review for 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.

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.

Transit Review Process: 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 include the "Transit Impact Review Worksheet", contained in Appendix D, or an equivalent, completed by the local jurisdiction. 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.

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. While transit operators are not required to comment, this process ensures than the opportunity is available during the NOP comment period.

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 7, the transit operator consultation requirement relies upon existing CEQA processes. Some local jurisdictions found it convenient to adopt the transit operation consultation requirement as part of the Land Use Analysis Program.

6.3.2 Requirements for New Non-Residential Development. Each local jurisdiction's TDM ordinance shall include minimum TDM requirements for new non-residential development projects. The following describes the applicability and minimum standards required to conform with the CMP TDM Ordinance:

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

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.

(1) 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.

(2) New Non-Residential Developments of 50,000 square feet or more must provide the above item plus the following facilities:

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

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

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

(3) New Non-Residential Developments of 100,000 square feet or more must provide the above items 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 6-1 presents the TDM Ordinance requirements, as well.

6.3.3 TDM Monitoring. Each local jurisdiction must monitor the implementation of TDM requirements. Local jurisdictions may use existing methods utilized for monitoring compliance with development standards. It is left to the discretion of the city and the County to determine the method best suited for monitoring purposes. Examples of common monitoring methods used by local jurisdictions include:

- Site monitoring prior to the issuance of a certificate of occupancy or business license.

- Other building site reports/surveys which the local jurisdiction may deem appropriate.

6.3.4 TDM Enforcement. Local jurisdictions must establish enforcement provisions for the TDM standards. Local jurisdictions may use existing methods utilized for enforcing compliance with development standards. The enforcement methods selected are left to the discretion of the city and the County. An example of a common enforcement method used by local jurisdictions is referencing existing enforcement and compliance provisions in a jurisdiction's zoning code.

6.4 TDM ORDINANCE IMPLEMENTATION AND REVISION GUIDANCE

Each local jurisdiction is responsible for implementing a TDM Ordinance meeting the minimum standards identified above. The following procedures should be followed by local jurisdictions in implementing or preparing revisions to their current CMP TDM Ordinance:

1. Local jurisdictions were responsible for adopting and implementing a local TDM ordinance conforming to the model TDM Ordinance by April 1, 1993.

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		

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

   (A) a TDM strategy required by Section 3 of 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 strategy required by Section 3 of the ordinance, and

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

   Any variance from the requirements of Section 3 of the ordinance must be conditioned upon the substitution of an alternative TDM strategy.

3. Local jurisdictions must consult with MTA regarding any proposed content changes to the model TDM Ordinance prior to local adoption. 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. Future modifications of the jurisdiction's TDM ordinance must also be submitted to MTA prior to local adoption. These ordinances are kept on file as documentation of local CMP implementation.

CHAPTER 7

LAND USE ANALYSIS PROGRAM

7.1 INTRODUCTION

7.1.1 Statutory Requirement. Statute requires that the CMP require local jurisdiction adoption of a program to analyze 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 their 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.

7.1.2 Purpose. The purpose of the CMP Land Use Analysis Program is to ensure that local jurisdictions consider the regional transportation impact of new development through the land use approval process. While local jurisdictions routinely examine and mitigate transportation impacts on the local street network, this does not always extend to the regional transportation system.

It should be stressed that the authority for local land use decisions remains the responsibility of local jurisdictions. However, 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 countywide deficiency plan approach, discussed in Chapter 10, is directly linked to the Land Use Analysis Program. The Land Use Analysis Program provides local jurisdictions, through review of project EIR's, the opportunity to plan ahead for deficiency plan opportunities, by allowing the calculation of the deficiency plan mitigation goal that will be incurred through a given development. In addition, the Land Use Analysis Program provides the means for identifying possible mitigation strategies. Any improvement implemented through project specific mitigation may be eligible for deficiency plan credit. See Chapter 10 for a description of eligible mitigation measures.

7.1.3 Objectives. The Land Use Analysis Program is designed to build on the existing California Environmental Quality Act (CEQA) process in identifying the impact of development on the CMP system. This approach is designed to provide consistent information to local decision-makers and interested parties through the CEQA process. This program is intended as an information sharing program to improve communication regarding the impact of new development on the CMP system. Many local jurisdictions have expressed concern that there is a need for greater coordination between jurisdictions in resolving inter-jurisdictional impacts. While CMP statute does not give MTA the responsibility of settling land use disputes between jurisdictions, the CMP Land Use Analysis Program will assist jurisdictions by providing a

consistent methodology for examining regional impacts in an Environmental Impact Report (EIR). This will enhance the level of dialogue and aid a local jurisdiction in determining when mitigation is necessary, and what mitigation strategies are most appropriate. Consistent with CMP statute the Land Use Analysis Program has the following objectives:

- Reaffirming the responsibility of the lead agency as the decision making authority.
- Establishing a program which 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.
- Encouraging consistent analysis of regional impacts and the sharing of this information through the CEQA process.

7.2 LAND USE ANALYSIS PROGRAM

7.2.1 Integration With CEQA. The Land Use Analysis Program relies upon the procedural guidelines already established by CEQA. The Land Use Analysis Program will assist local jurisdictions in addressing CEQA's existing requirement that EIR's analyze 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.

Except as modified herein, all existing CEQA requirements for EIR's related to the Notice of Preparation (NOP) and consultation with other agencies, scope and content of an EIR, determinations of significant effect, time limits, public hearings, etc., shall continue to be the responsibility of the local jurisdiction. While distribution of the NOP to MTA is a CMP requirement, the role of MTA will be limited to that of a "responsible agency" as defined by CEQA.

7.2.2 Projects Subject to the Land Use Analysis Program. All development projects required to prepare an EIR based on a local determination shall be subject to the Land Use Analysis Program and shall incorporate into the EIR a CMP Transportation Impact Analysis (TIA).

Exemptions to CMP TIA requirements include:

- 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 Section 65864 of the California Government Code.
- Traffic generated by low and very low income housing. 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.

- Until June 1, 1995, buildings and structures damaged or destroyed in Los Angeles County as a result of civil unrest during the state of emergency declared by the Governor on April 29, 1992.

- High density residential development located within 1/4 mile of a fixed rail passenger station. State statute defines "high density" as equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance.

- Mixed use development located within 1/4 mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the 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 minimize new trip generation.

- 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.

7.2.3 CMP Transportation Impact Analysis. The objective of this process is to identify site-specific impacts and mitigation within the immediate vicinity of major projects. This analysis shall be documented within the project EIR. Appendix D contains the specific TIA guidelines required to be followed.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where specific land use types and project design details are known. Where likely land uses and project design details 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 area 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.

Briefly, the steps involved are:

- Local jurisdiction determines that an EIR is necessary for a proposed project and notifies MTA through the NOP process. In addition, area transit operators are consulted regarding potential project impacts to the transit system. (See Chapter 6).

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

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

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

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

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

  - All CMP arterial monitoring intersections, including monitored freeway on -or off-ramps, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours.

    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.

NOTE: If, based on these criteria, no CMP facilities for study are identified, no further transportation analysis is required. However, projects are still required to consult with transit operators as discussed in Section 7.2.4 and Chapter 6.

- 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 or worsening LOS F ($V/C > 1.00$). The lead agency may apply a more stringent criteria if desired.

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

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

- 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.

7.2.4 Transit Operator Consultation. Chapter 6 discusses in detail the requirement, contained in the model Transportation Demand Management Ordinance, that all projects preparing an EIR shall consult with affected transit operators with regard to the potential impacts of the project on transit services. Like the Land Use Analysis Program, the transit operator consultation requirement relies upon existing CEQA processes. Some local jurisdictions found it convenient to adopt the transit operator consultation 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 Chapter 6.

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.

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

7.3 LOCAL CONFORMANCE

Statute requires that each jurisdiction adopt and implement a land use analysis program. Local jurisdictions were responsible for adopting and implementing the Land Use Analysis Program by April 1, 1993. The method by which local jurisdictions incorporate and implement the Land Use Analysis Program is left to the discretion of the jurisdiction. Suggested methods include adoption of a related resolution or ordinance, or adoption of environmental (CEQA) guidelines. A model Land Use Analysis Program resolution is included 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.

CHAPTER 8

CAPITAL IMPROVEMENT PROGRAM

Statute requires the CMP to include a seven year Capital Improvement Program (CIP) to maintain or improve the level of service on the CMP highway system and transit performance standards, and to mitigate regional transportation impacts identified through the CMP land use analysis program.

State programming statutes require that projects competing for state Flexible Congestion Relief (FCR) funds be included in the CMP, and that projects competing for state Traffic System Management (TSM) funds be consistent with the CMP. Because these two funding sources are the primary state funding sources for urban highway and roadway projects, the following brief descriptions are provided:

Flexible Congestion Relief (FCR): FCR funds can be used for highway, local streets and roads, or urban and commuter rail projects that reduce or avoid congestion on the CMP system. FCR projects are first identified in the CIP, and then programmed through the local Transportation Improvement Program (TIP), the Regional Transportation Improvement Program (RTIP), and the State Transportation Improvement Program (STIP). Proposition 111 provides $3 billion of FCR funds statewide over a ten year period.

Traffic Systems Management (TSM): The intent of the TSM program is to provide for low-cost operational improvements to the highway system without substantively increasing physical capacity. Local implementing agencies and Caltrans are eligible to propose TSM projects for consideration in the development of Caltrans' annual state-wide TSM Plan. $1 billion of TSM funds are available across the state over a ten year period. The California Transportation Commission is responsible for funding projects from Caltrans' list in priority order.

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 which are in conformance with the CMP (Government Code Section 65089.2(c)(1)). These federal funding programs are summarized below:

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

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 in 1993 streamlined the project application process through a Multi-Year Call for Projects which included local, state and federal funding sources.

The Call for Projects application and selection process was coordinated with the CMP in several ways. CMP traffic congestion monitoring data and analysis were integrated into the Call for Projects application in order to provide prospective applicants with the countywide context within which project applications must compete. In addition, this data and the relationship of each project to the designated CMP system was used in evaluating the regional significance of the applications. Finally, CMP conformance of the local jurisdiction sponsoring each project was also considered in evaluating the applications.

From the submitted applications, projects most competitive for available funds were selected in consultation with local jurisdictions, to be forwarded to the California Transportation Commission. This list was approved by the MTA Board in June 1993 and represents the CMP Capital Improvement Program project list. The Fiscal Year 1993-1994 Multi-Year Call for Projects is incorporated by reference. Copies of this list are available from MTA upon request. Projects previously programmed in the STIP are presumed to be consistent with the CMP.

In upcoming cycles of the Call for Projects, the Countywide Deficiency Plan discussed in Chapter 10 will provide new opportunities for evaluating multi-modal project applications. MTA will investigate the possibility of applying the newly developed credit system for quantifying the regional significance of project applications.

The Countywide Deficiency Plan also introduces additional opportunities for linking local improvements to the Regional Transportation Improvement Program and its air quality review and analysis. As discussed in Chapter 10, credit claims for applicable improvements are linked to the inclusion of these projects into the RTIP. In this way, the Deficiency Plan creates an incentive for improved reporting of locally funded improvements through the RTIP, and will help ensure that the RTIP more accurately represents the number and types of transportation improvements that are being implemented throughout the county.

CHAPTER 9

COUNTYWIDE TRANSPORTATION MODEL

9.1 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 local TIP development that works toward air quality goals. This analysis will assist SCAG, which must make a region-wide determination that the TIP is in conformance with the Air Quality Management Plan.

9.2 MODEL DEVELOPMENT AND APPLICATION

Model development began in late 1990 to establish a more detailed county-level model than available from existing regional models. The first task was completed early in 1991, with the purchase of an IBM RS6000 work station system and TRANPLAN modeling software. Thereafter, the countywide model was actively developed. Staff consulted with Caltrans and SCAG in developing and checking the model's 1990 base year socioeconomic database, as well as highway and transit networks. The accuracy of this 1990 base year model was then validated using regional screenline traffic count and system-wide transit ridership statistics, which verified the consistency of the CMP model with the regional model.

In addition, CMP modelling was linked to CMP traffic counts and traffic congestion monitoring data. This linkage provides a significant improvement to model effectiveness, by allowing model results to be compared to actual traffic counts on individual segments of the CMP system.

Inputs to the 2010 forecast year were then developed, based on SCAG's adopted regional socioeconomic forecast and the facility improvements anticipated in MTA's adopted 30-Year Integrated Transportation Plan. A detailed bus network was also developed to represent the extensive routing expected to be in service by 2010. This 2010 model was used to analyze long-range travel demands and traffic congestion levels for the Countywide Deficiency Plan. The results of this analysis are discussed further in Chapter 10 and in the *Countywide Deficiency Plan Background Study, November 1993.*

Additional analytical capabilities have also been added. The Caltrans Direct Traffic Impact Model (DTIM) air quality emissions model has been acquired to assist in air quality analysis of countywide transportation alternatives. A Transportation Demand Management (TDM) modeling package has also been acquired to assist in examining the trip reduction benefits of various TDM strategies.

9.3 WORK AHEAD

The following activities will be significant in CMP model development over the next year:

- **Development of Model Consistency Criteria:** Statute requires that local models used for CMP analysis purposes be found consistent with the countywide model. Now that the work on developing the countywide model is far along, work will begin with local jurisdictions to develop such criteria, with the assistance of the CMP Modeling Working Group. This working group, consisting of local jurisdiction and regional agency representatives active in computer modeling, has been meeting bimonthly since February 1992 to strengthen the tie between local and countywide modeling efforts.

- **Model Refinement:** Work is continuing in refining the model to provide the county level detail and analysis capabilities necessary for CMP purposes, including the following:

  - *Model Improvement and Incorporation of Origin-Destination Survey Results:* Staff has been working in cooperation with SCAG, Caltrans, and other Southern California counties to improve several components of the regional model. These improvements will update methodologies and assumptions within the model, as well as reflect updated travel statistics gathered through the 1991 Origin-Destination Survey.

  - *Disaggregating analysis zones:* Staff will be disaggregating existing traffic impact analysis zones developed for regional purposes to smaller census level zones more appropriate for county-level analysis. This increased level of detail will provide a clearer picture of travel patterns in various portions of the county.

All of these refinements will strengthen the county modeling tool capable of (1) determining future congestion on the CMP network; (2) modeling multi-modal transportation alternatives that will alleviate congestion; and (3) analyzing air quality impacts of countywide transportation alternatives.

CHAPTER

10

COUNTYWIDE DEFICIENCY PLAN

10.1 INTRODUCTION

10.1.1 Statutory Requirement. CMP statute requires the preparation of deficiency plans when portions of the CMP highway system do not meet the established level of service standard. In summary, a deficiency plan must include:

(A) An analysis of the cause of deficiency.

(B) 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.

(C) A list of improvements, programs, or actions, and estimates of costs, that will (i) measurably improve the level of service of the system, and (ii) contribute to significant improvements in air quality.

(D) An action plan, consisting of improvements identified in (B) or (C) above and including a specific implementation schedule.

Statute also provides guidelines for the determination of deficiencies, deficiency plan contents, and agencies that must be consulted during deficiency plan development. The city or county must forward its adopted deficiency plan to the Congestion Management Agency for approval.

10.1.2 Background. After a March 1992 workshop, the Los Angeles County Transportation Commission (one of the predecessor agencies to the MTA), directed staff to develop a coordinated countywide approach to meet deficiency plan responsibilities. This direction was based on extensive prior input and testimony received during that workshop. Among the reasons cited for a countywide deficiency plan were:

- It is best able to account for and address 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 to combine 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 avoid delays to development approvals.

Staff subsequently consulted with the CMP Policy Advisory Committee, technical contacts from each local jurisdiction, and other interested parties to develop an effective and equitable approach to implementation of a countywide deficiency plan. This chapter presents the resulting deficiency plan approach. Detailed documentation of technical analysis and alternatives considered is provided in the *Countywide Deficiency Plan Background Study, November 1993.*

10.1.3 Approach. The basic intent of the countywide deficiency plan is to develop a framework for the implementation of congestion mitigation, in order to avoid or address deficiencies on the regional transportation system.

- The first step in developing this countywide approach was to quantify the size of the problem. This has been dubbed the "congestion gap," and refers to the magnitude of deficiencies remaining on the CMP system after forecasting the impact of growth and the benefits of expected transportation improvements by the year 2010.

  Modeling runs indicate that roughly 15% of the new trips generated by growth within Los Angeles County through 2010 will contribute to CMP deficiencies. This represents the size of the congestion gap to be addressed through the deficiency plan.

- The second step was to develop an equitable program for assigning responsibility for addressing this congestion gap. After thorough evaluation of options, monitoring new development activity was selected as the best indicator for assigning mitigation responsibilities to individual jurisdictions.

  This will allow the program to respond to economic cycles, increasing mitigation goals during periods of rapid growth and reducing goals during downturns. It will also ensure assignment of mitigation responsibilities to those jurisdictions that contribute to the impacts, is proactive in that it allows jurisdictions to plan for mitigation before impacts occur, and controls for the variability of regional forecasts by linking mitigation goals to actual growth rather than regional growth trend estimates.

- The third step in developing a countywide approach was to decide how to mitigate these deficiencies. Based on review of the range of mitigation strategies being developed throughout the region and to maintain flexibility for local characteristics, the countywide deficiency plan includes a "toolbox" of land use, transportation demand management, transit, transportation system management and capital improvement strategies.

  Each local jurisdiction may select the actions it deems most appropriate for its community. Mitigation measures can be applied throughout the jurisdiction, within a subarea, at a specific project, or in partnership with other jurisdictions. Once the jurisdiction chooses its mitigation strategies, the basic requirement is that the overall value of the mitigation program must achieve the jurisdiction's mitigation goal as determined by new development activity.

While this system provides local jurisdictions with the flexibility for local choices, it will also provide incentives for jurisdictions to participate in multi-agency corridor improvements by

crediting local contributions to those improvements. Finally, this approach allows the program to broaden the range of mitigation options beyond "traditional" measures and promote non-capital improvements such as focused land development and parking management.

10.1.4 Relationship of the Deficiency Plan to Other Regional Programs and Future Updates. During development of the Countywide Deficiency Plan, work has proceeded on other regional programs such as the South Coast Air Quality Management District's (SCAQMD) effort to implement transportation control measures, and the Southern California Association of Government's (SCAG) ongoing revision to long-range socioeconomic forecasts and Regional Mobility Element development. This Deficiency Plan has been developed for maximum consistency, and incorporates the best available research findings from those efforts. MTA's 30-Year Plan is also being reexamined in light of reduced revenue estimates.

A key objective of the deficiency plan is to provide jurisdictions with certainty in levels of obligation and the value of actions implemented in good faith. As a result, updated inputs to the deficiency plan, such as those listed above, will be addressed through the biennial CMP update cycle. The current program and credit (point) system will therefore remain in effect through 1995. Components of the deficiency plan will continue to evolve over time, such as the growth forecasts and regional capital programs as well as methods for evaluating the effectiveness of improvement strategies. However, credit claimed for actions implemented will not be retroactively adjusted based on future revisions to the point system.

The results of the Countywide Deficiency Plan will also feed back into updates of regional plans, by addressing issues such as implementation mechanisms, effectiveness, and the accuracy of assumptions.

10.2 DEFICIENCY PLAN IMPLEMENTATION

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

- Each local jurisdiction must track new development activity as the basis for calculating its annual congestion mitigation goal. The goal links deficiencies on the CMP system to development activity, using a uniform point system based on trip generation and trip length characteristics of various land uses. Development activity reporting is discussed in Section 10.3 and Appendix H.

- The local jurisdiction must then implement mitigation measures selected from the CMP toolbox of strategies. Point values are assigned to each mitigation strategy; the jurisdiction is responsible for balancing its congestion mitigation goal with commensurate mitigation strategies. The credit system is discussed in Section 10.4 and Appendix G.

  There is no required linkage of mitigation to individual development approvals. A jurisdiction may in fact choose to implement strategies affecting existing activity rather than new development. Each jurisdiction has the flexibility to choose the measures it deems most appropriate - multi-jurisdictional, citywide, subarea, or project-specific. Funding for

mitigation can be from any source programmed by the local jurisdiction. The portion of projects funded through MTA discretionary sources, such as State Flexible Congestion Relief (FCR) funds, DO NOT count toward meeting local jurisdiction deficiency plan obligations.

- Local jurisdiction CMP conformance is determined by participation in the program and implementation of mitigation strategies commensurate with its congestion mitigation goal, as reported in the annual Local Implementation Reports discussed in Section 10.5.

10.2.2 Implementation Schedule. An implementation schedule is summarized in Exhibit 10-1. Critical dates include:

- May 1, 1994. Local jurisdictions must submit to MTA resolutions of self-certification and the first Local Implementation Report. This report will include: (a) transportation improvements implemented since 1990 for which credit is claimed; and, (b) a commitment to begin new development activity tracking on June 1, 1994. See Appendix E.

- September 1, 1995. Local jurisdictions must submit to MTA resolutions of self-certification and the second Local Implementation Report. This report will include: (a) additional transportation improvements for which credit is claimed; (b) a report of new development activity over the preceding year, and the jurisdiction's associated mitigation goal; and, (c) an optional list of proposed future transportation improvements. See Appendix F.

10.3 ANNUAL NEW DEVELOPMENT ACTIVITY REPORTS

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

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

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

3. Use the annual totals to calculate the jurisdiction's congestion mitigation goal, using worksheets provided by MTA.

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

LOCAL IMPLEMENTATION TIMELINE

May 1994 ►
Self-Certification Resoulution and Local Report Due
- Mitigation credits from 1/90
- Commitment to implement development activity tracking

June 1994 ►
Implement Development Activity Tracking

October 1994 ►
MTA Conformance Determination

***September 1995** ►
Self-Certification Resolution and Local Report Due
- Mitigation goal calculated from development activity
- Credit for implemented strategies
- Future Improvements

***October 1995** ►
MTA Conformance Determination

*Repeat Annually Thereafter

10.4 MITIGATION STRATEGIES AND CREDIT SYSTEM

10.4.1 Description of Toolbox Approach. The process of developing the deficiency plan has made clear that there is not a prescribed set of mitigation strategies that will be effective in every community of Los Angeles County. The range of strategies already being pursued, and the diversity of individual communities and priorities, have dictated the need to maintain flexibility in dealing with regional congestion.

As a result, the countywide deficiency plan takes a "toolbox" approach to mitigation strategies. Each local jurisdiction may select the actions that it determines most appropriate, as long as the overall value of its mitigation program achieves its mitigation goal as determined by new development activity. Each jurisdiction may therefore select strategies that apply citywide, to sub-areas or project-specific--directed toward either existing activities or future growth--whichever it deems most appropriate for that community. In addition, expanding mitigation options to include land use strategies, demand management, transit, systems management and capital improvements will allow the program to broaden the range of mitigation options beyond "traditional" capital improvements and promote non-capital strategies such as focused land development and parking management.

Detailed descriptions and credit values for each of the available deficiency plan mitigation strategies is included in Appendix G. These strategies, and their benefit in addressing congestion on the regional transportation system are summarized below and listed in Exhibit 10-2:

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

- Capital Improvements provide the basic infrastructure for moving people and goods. Highway improvements reduce delays on the CMP system by increasing the capacity for vehicle movement, either directly on the CMP system or by providing capacity on alternate routes. Transit and ridesharing capital improvements similarly benefit the CMP system, by providing the infrastructure for travel by modes other than driving alone. Providing this infrastructure allows people to travel throughout the region without a car, within competitive or even reduced travel time, and reduce demands on the regional highway system.

- Transportation Systems Management (TSM) strategies improve operational efficiency of the existing highway system without significantly increasing right-of-way requirements, and at costs significantly lower than capital improvements. TSM strategies reduce regional traffic congestion by reducing delays and smoothing stop-and-go traffic flow, including preference and priority for transit, on regionally significant highway facilities.

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

COUNTYWIDE DEFICIENCY PLAN TOOLBOX

I. LAND USE STRATEGIES

1. Residential development around transit centers
2. Commercial development around transit centers
3. Residential development along transit corridors
4. Commercial development along transit corridors
5. Residential mixed use development around transit centers
6. Commercial mixed use development around transit centers
7. Residential mixed use development along transit corridors
8. Commercial mixed use development along transit corridors
9. Residential mixed use development
10. Commercial mixed use development
11. Child care facilities integrated with development

II. CAPITAL IMPROVEMENTS AND TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

Capital Improvements

1. High Occupancy Vehicle (HOV) lane
2. General use highway lane
3. Grade separation
4. Freeway on/off ramp addition or modification
5. Urban rail station
6. Commuter rail station
7. Goods movement facility

Transportation Systems Management

8. Traffic signal synchronization
9. Traffic signal surveillance and control
10. Peak period parking restriction
11. Intersection modification
12. Bicycle path or lane
13. Park & ride facility

COUNTYWIDE DEFICIENCY PLAN TOOLBOX

III. TRANSPORTATION DEMAND MANAGEMENT (TDM) AND TRANSIT SERVICES

Ridesharing Operations
1. Formal trip reduction program for small employers
2. Alternative work schedules
3. Transportation Management Association (TMA)
4. Aggressive vanpool formation program
5. Informal carpool and vanpool program

Ridesharing Support Facilities
6. CMP TDM ordinance
7. Carpool/vanpool loading areas
8. Childcare centers at multi-modal transit facilities
9. Bicycle and pedestrian facilities
10. Preferential parking for rideshare vehicles

Ridesharing Incentives
11. Transit fare subsidy program
12. Vanpool fare subsidy program
13. Carpool allowance
14. Bicycle allowance
15. Walking allowance
16. Subscription bus or buspool subsidy program

Parking Management & Pricing
17. Parking surcharge of $0.50 per day
18. Parking surcharge of $1.00 per day
19. Parking surcharge of $3.00 per day
20. Parking cash out

Telecommunications
21. Telecommuting program
22. Neighborhood telework center
23. Business/education videoconferencing center
24. Remote access to government information/transactions

New or Improved Transit Services
25. New local or commuter bus service
26. Feeder service to rail stations or multi-modal transit centers
27. Shortening of headways due to additional buses on a route
28. Restructuring of service through route or schedule modifications
29. Subscription bus or buspool operations
30. Local shuttle

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

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

10.4.3 Criteria for Local Jurisdiction Credit. The following definitions are necessary for clarifying the strategies and amount of credit that can be claimed by local jurisdictions.

- **Implementation Start Date.** Local jurisdictions may claim credit for actions implemented after January 1, 1990. Selection of this date is based on modeling base analysis, census data collection, and relatively low growth between 1990 and 1992 when CMP highway counts were taken.

- **Funding Sources.** Local jurisdictions may claim credit for actions implemented through any funds programmed by the local jurisdiction, including formula allocations, but not for actions funded through regional (e.g., MTA) discretionary sources. Examples of non-creditable regional discretionary sources include state Flexible Congestion Relief and Traffic Systems Management, Proposition C Discretionary, and federal discretionary ISTEA funds.

  Where a jurisdiction contributes local match to a regional discretionary project, the local credit is based on the mitigation value of the project and the proportion contributed by the jurisdiction. For example, if a jurisdiction contributes 25% local match to a project which is 75% funded through regional discretionary sources, the jurisdiction may claim 25% of the mitigation value associated with the project.

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

10.5 LOCAL IMPLEMENTATION REPORTS

10.5.1 Deficiency Plan Phase-In Period. As discussed in Section 10.2.2, the Countywide Deficiency Plan will be phased in over two years. The 1994 Local Implementation Report will therefore not include all the components that will be required in subsequent years. Appendix E provides specific instructions for completing the 1994 Local Implementation Report. The following sections describe the components of a full Local Implementation Report, which will apply as of 1995. Appendix F provides instructions for completing the 1995 Local Implementation Report.

10.5.2 Report Preparation. In preparing the report, local jurisdictions should consult with Caltrans, adjacent jurisdictions, and other interested organizations or individuals, such as business and environmental groups. Reports can also be prepared and submitted jointly by multiple jurisdictions.

The report must incorporate evidence that it has been adopted at a noticed public hearing by the local City Council or Board of Supervisors before submittal to MTA, using the model resolution provided in Appendix F or equivalent.

10.5.3 Report Contents. The following describes the minimum information required to be contained in local implementation reports.

- CONGESTION MITIGATION GOAL BASED ON NEW DEVELOPMENT ACTIVITY. The report must calculate the jurisdiction's congestion mitigation goal based on new development activity, as described in Section 10.3 and Appendix F.

- SELECTED MITIGATION STRATEGIES AND CREDIT CLAIMS. The report must identify the locally selected mitigation strategies chosen from the toolbox of mitigation strategies and the credits, as described in Section 10.4 and Appendix F.

  - IMPLEMENTATION COST ESTIMATES. The report shall include a description and the status of funds that will be used for implementation of each selected strategy.

  - IMPLEMENTATION SCHEDULE. The report shall identify the implementation timeline for each selected mitigation strategy.

10.5.4 Consultation for Unique Circumstances. In order to ensure smooth implementation of local responsibilities, MTA staff will provide assistance and support to local jurisdictions throughout phase-in of the Deficiency Plan. The following implementation schedule is expected:

By January 15, 1994	Local jurisdictions identify contact person for CMP responsibilities, including Deficiency Plan
Jan-Feb 1994	MTA holds Deficiency Plan implementation workshops for local jurisdiction contact persons

By March 1, 1994	Local jurisdictions must transmit to MTA staff projects that will require special consultation for determining credits
By May 1, 1994	Adopted self-certification conformance resolutions and Local Implementation Reports due to MTA

The consultation process is actually an integral part of MTA staff's ongoing interaction and support to jurisdictions. This consultation process can be used to address the following issues:

- Eligibility of particular funding sources for credit. MTA staff will provide clarification, as needed, regarding funding source eligibility. This will be based on the baseline assumptions which fed into the Deficiency Plan.

- Credit for toolbox strategies without standard values. Appendix G contains some strategies for which no standard values are available and for which credit claims must be reviewed on an individual basis. For these strategies, the local jurisdiction must submit the documentation/studies called for in Appendix G. This documentation will be subject to peer review, described below, prior to MTA approval of the Local Implementation Report.

  For subsequent CMP updates, the documentation and evaluation of these individual projects in 1994-95 will be used to consider adding standard values to the credit system. This will help improve and streamline Deficiency Plan implementation in the future.

- Exceptions from the standard criteria and values for toolbox strategies. Credit exceptions may be sought for strategies which are included in the toolbox but do not meet all the required criteria, and strategies which are expected to result in greater benefit than indicated by the standard values. Evaluation of such exceptions will include peer review, described below. Documentation from the local jurisdiction must include:

  - Quantitative evaluation of the mobility benefit of the strategy, consistent with the criteria and methodology used in Appendix G.

  - Identification of sources used to demonstrate mobility benefit.

  - For strategies which do not meet the required criteria in Appendix G, explanation of reasons that the minimum criteria cannot be met, and if applicable, indication of commensurate strategy characteristics which justify credit.

Any request for credit of strategies not included in the Deficiency Plan toolbox must provide the above documentation and obtain concurrence of the South Coast Air Quality Management District (SCAQMD) prior to inclusion in a Local Implementation Report.

The peer review referenced above will consist of evaluation of credit claims by a multi-agency technical peer review panel. This panel will be established in early 1994, and consist of the same organizational representation specified for the conformance appeal advisory panel described in Section 11.2.4. This includes one representative from each of MTA's Area Team boundaries, and one representative from each of the following: MTA's Bus Operations SubCommittee, County of Los Angeles, Southern California Association of Governments, South Coast Air

Quality Management District, California Department of Transportation, a recognized environmental organization, and a recognized business organization.

10.5.5 MTA Review of Local Implementation Reports. Statute requires that MTA conduct a noticed public hearing on the conformance of local jurisdiction reports, at which time the MTA Board may either accept or reject the report in its entirety.

The following criteria will be used by MTA in determining the conformance of submitted local reports:

- mitigation strategy efforts commensurate with the jurisdiction's congestion mitigation goal
- inclusion of strategies appropriate to the local jurisdiction
- feasibility of implementation plan and milestone targets
- feasibility of funding plan
- comments from other interested agencies

10.6 RELATIONSHIP OF THE DEFICIENCY PLAN TO MTA'S PHASE II TDM PROGRAM

10.6.1 Overview. The Phase II TDM Program is designed to help cities meet CMP deficiency plan requirements as well as Air Quality Management Plan (AQMP) mandates.

The deficiency plan "congestion gap" accounts for traffic growth which creates deficiencies on the CMP network. This congestion gap is estimated at 15% of the trips generated by growth within Los Angeles County through 2010 (see Section 10.1.3), which equates to approximately 3% of all trips in 2010. In comparison, the AQMP and the Regional Mobility Plan call for a 10% reduction of all trips by 2010 for air quality purposes. The trip reduction goals of the AQMP are therefore significantly greater than those of the CMP deficiency plan. This translates into a greater level of effort on the part of local jurisdictions.

The Phase II TDM Program is an alternative to regulatory measures for meeting air plan TCM requirements, and MTA will distribute guidance on the Phase II TDM Program separately from the CMP. Jurisdictions can begin implementing Phase II TDM in 1994 as one means of meeting deficiency plan requirements.

Local jurisdictions may claim credit for Transportation Demand Management strategies funded through MTA's Phase II TDM Program. The credit claim need not be limited to the share of local funding participation. This will provide incentive to local jurisdictions to participate in the program's objective of working toward both CMP and AQMP goals, and maintain consistency with the baseline congestion gap analysis. In order to ensure consistent levels of effort, local jurisdictions participating in the Phase II TDM Program must still participate in the new development activity tracking and annual reporting requirements of the deficiency plan.

10.6.2 Relationship of Deficiency Plan Toolbox to Phase II TDM Strategy Packages. For both CMP deficiency plan and the Phase II TDM program purposes, all jurisdictions will select

from a toolbox of strategies to achieve CMP and air quality goals. The deficiency plan TDM and land use strategies are identical to the Phase II strategies. However, the Phase II TDM Program will go several steps beyond the deficiency plan by providing specific packages of strategies so that local jurisdictions can take advantage of any additional value produced by combining certain actions. This is due to the fact that some strategies become more effective when combined with other strategies.

For example, an aggressive vanpool formation program is able to attract more riders when a travel allowance is provided to subsidize the vanpool fare. This packaging of strategies recognizes the added benefit which occurs when strategies are combined, often referred to as synergistic value. The objective is to promote the most cost effective packages of strategies and to implement the actions in an effective manner.

10.7 DEFICIENCY PLAN SUMMARY

CMP statute requires that deficiency plans be prepared when Levels of Service (LOS) cannot be maintained on the CMP highway system. Since Los Angeles County possesses high levels of congestion and numerous local jurisdictions (89), a coordinated countywide deficiency plan program is the best way to address regional congestion and maintain administrative simplicity. The countywide deficiency plan allows each local jurisdiction to determine its own mitigation goal based on its level of new development activity. The jurisdiction may then select from a toolbox of mobility improving options to meet this mitigation goal.

The countywide deficiency plan approach provides Los Angeles County with several opportunities. First, the approach focuses mitigation responsibilities when and where congestion will worsen due to growth. It also allows local choices from a range of strategies that fit local characteristics. Third, the approach contains vital multi-modal options to keep congestion from worsening and enhances the county's economic vitality while accommodating growth. The program also establishes linkages among different programs (e.g. RME, AQMP, local capital improvement programs), and has the potential to improve decision-making by identifying effects and tradeoffs among the programs. Finally, and most importantly, in meeting this statutory mandate, Los Angeles County's countywide deficiency plan strengthens partnerships to manage congestion.

CHAPTER 11

LOCAL JURISDICTION CONFORMANCE PROCEDURES

11.1 INTRODUCTION

CMP statute requires that MTA annually monitor and determine that local jurisdictions are in conformance with local CMP responsibilities. If a jurisdiction is found in nonconformance with the CMP, then MTA must 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 a local transportation improvement program (TIP), local jurisdictions in nonconformance may not compete favorably in the local TIP process.

Because local jurisdictions are subject to a loss of funding for nonconformance with the CMP, MTA will make every effort to assist jurisdictions smoothly transition into the new CMP requirements. This is especially true for the 1993 CMP because of the new deficiency plan process which is added to local jurisdiction conformance responsibilities.

Local jurisdictions completed their 1992 CMP implementation responsibilities by conducting local traffic counts at assigned monitoring locations, adopting and implementing the CMP TDM ordinance, and adopting and implementing the CMP land use analysis program. MTA appreciates the cooperation shown by local jurisdictions in implementing these conformance responsibilities. Almost all local jurisdictions fulfilled their 1992 CMP responsibilities.

11.2 CONFORMANCE PROCEDURE

The purpose of the conformance procedure is to establish the annual process that MTA will use in determining local conformance with CMP responsibilities. The 1993 CMP outlines ongoing conformance procedures that incorporate the new deficiency planning process. A self-certification process, based on a locally adopted resolution, is established to simplify this process for both local jurisdictions and MTA.

As CMP statute does not give MTA the responsibility of settling land use disputes between jurisdictions, the conformance procedure will be used only for intra-jurisdictional review of the above listed responsibilities. On an exception basis, MTA will review local CMP implementation as a means to assist jurisdictions in meeting CMP requirements. If MTA's

review finds that a jurisdiction is not in conformance (e.g., incomplete tracking of new development activity), MTA will work with the jurisdiction to determine actions necessary to attain conformance.

11.2.1 Conformance Procedure For 1994

Because the 1993 CMP contains the new deficiency planning process, the 1994 conformance procedure is different than the procedure for subsequent years because of the need to set up the deficiency planning mechanisms detailed in Chapter 10. The major difference is that jurisdictions' Local Implementation Reports are due by May 1, 1994 to allow for self-certification of commitments to initiate development activity tracking by June 1994. In future years, this development activity tracking will become a basis for Local Implementation Reports.

For 1994, local CMP conformance will be based on meeting the following major program responsibilities. These responsibilities must be confirmed in a self-certification resolution locally adopted at a noticed public hearing by May 1, 1994:

- Continued implementation of the CMP transportation demand management ordinance. The TDM ordinance must remain consistent with the minimum standards identified in the CMP TDM Element (Chapter 6). Any amendments to the TDM ordinance must be submitted to MTA prior to local adoption.

- Continued implementation of the CMP land use analysis program to analyze the impacts of new development on the CMP system. The land use analysis program must remain consistent with the minimum standards identified in the CMP Land Use Analysis Program (Chapter 7). Any amendments to the land use analysis program must be submitted to MTA prior to local adoption.

- Commitment by the jurisdiction to implement the new development activity tracking system, as described in Chapter 10, by June 1, 1994.

- Annual traffic counts and levels of service calculations for selected arterial intersections, as specified in the traffic monitoring procedures found in the CMP Highway and Roadway System (Chapter 4), will be conducted by June 15, 1994.

- Completion of a Local Implementation Report. The report will include a resolution of conformance and transportation improvements credit claims from January 1, 1990.

A model 1994 resolution and Local Implementation Report incorporating the above responsibilities is provided in Appendix E.

11.2.2 Conformance Procedure For 1995 And Subsequent Years

The primary change for 1995 and subsequent years, compared to the 1994 procedure, is that Local Implementation Reports are due by September 1. This timeline allows for the annual compilation of development activity tracking at the end of May, and the inclusion of that data in jurisdictions' Local Implementation Reports.

For 1995 and subsequent years, local CMP conformance will be based on meeting the following major program responsibilities. These responsibilities must be confirmed in a self-certification resolution adopted at a noticed public hearing by September 1:

- Continued implementation of the CMP transportation demand management ordinance. The TDM ordinance must remain consistent with the minimum standards identified in the CMP TDM Element (Chapter 6). Any amendments to the TDM ordinance must be submitted to MTA prior to local adoption.

- Continued implementation of the CMP land use analysis program to analyze the impacts of new development on the CMP system. The land use analysis program must remain consistent with the minimum standards identified in the CMP Land Use Analysis Program (Chapter 7). Any amendments to the land use analysis program must be submitted to MTA prior to local adoption.

- Annual traffic counts and levels of service calculations for selected arterial intersections, as specified in the traffic monitoring procedures found in the CMP Highway and Roadway System (Chapter 4), were conducted by June 15.

- Completion of a Local Implementation Report. The report will include a: self-certified resolution of conformance; deficiency plan status summary; new development activity report; transportation improvements credit claims, and; future transportation improvements.

A model 1995 resolution and Local Implementation Report incorporating the above responsibilities is provided in Appendix F.

11.2.3 Conformance Review Process

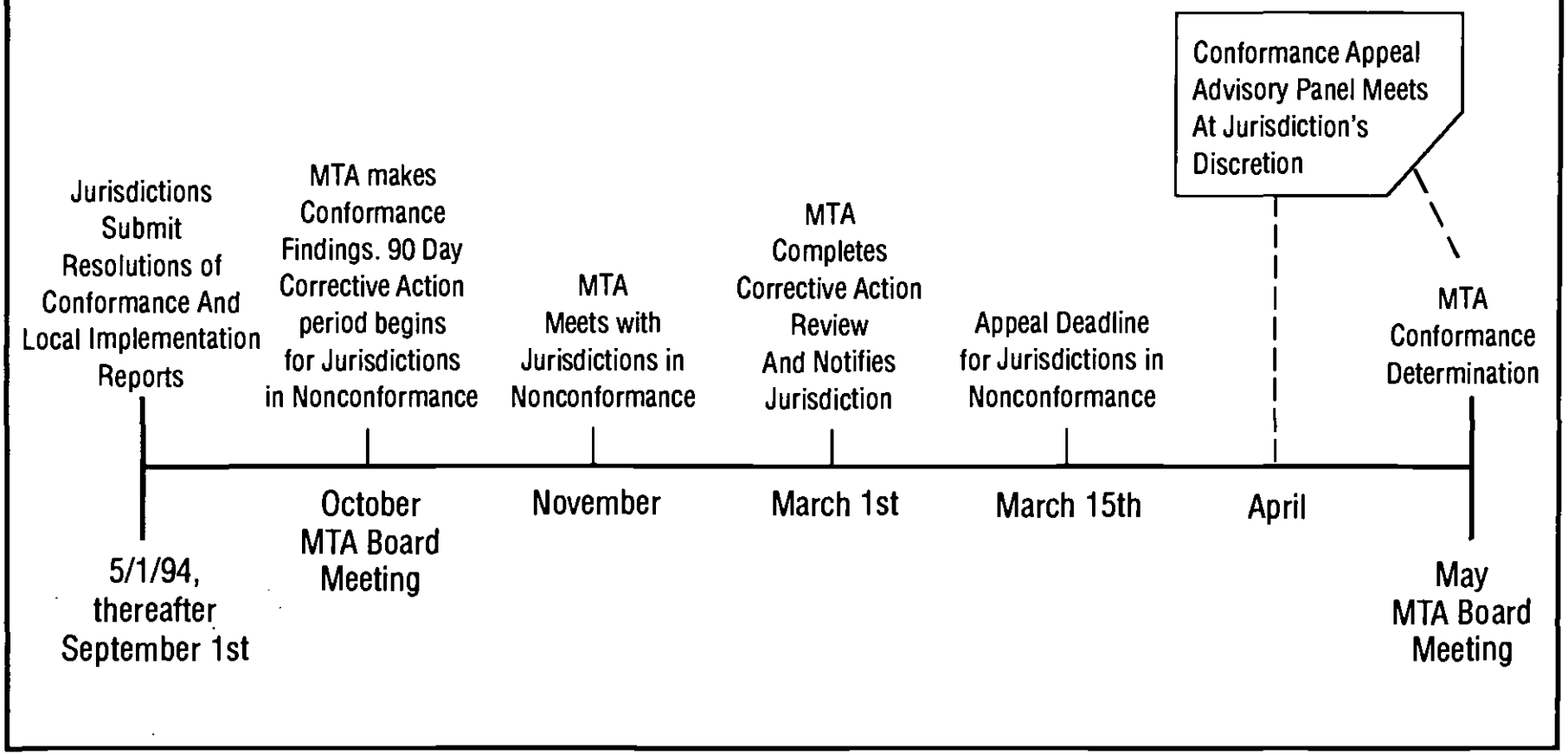
Listed below, and shown in Exhibit 11-1, is the CMP Conformance Review Process. Note that the process is designed to provide nonconforming jurisdictions with an opportunity to resolve outstanding problems, return to conformance with the CMP, and thereby avoid the loss of transportation monies.

1. Local jurisdictions annually complete their conformance responsibilities as listed in sections 11.2.1 and 11.2.2 above.

2. MTA staff reviews submitted materials, including an adopted resolution self-certifying the ongoing implementation of CMP responsibilities, and makes a conformance recommendation. Copies of TDM ordinance and land use analysis program amendments (if any), CMP-related resolutions and Local Implementation Reports are transmitted to MTA upon local adoption. MTA will verify receipt of all these items including CMP traffic monitoring. At its October meeting, the MTA Board will make determinations following a public hearing.

3. If the MTA Board makes a nonconformance determination, MTA will notify the jurisdiction in writing of the nonconformance finding and the reason for this finding.

CMP Conformance Procedure Timeline



CMP-059/12-93

EXHIBIT 11-1

4. 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 provided by statute. This meeting will take place in November.

5. After the end of the ninety day period, MTA staff will assess whether a jurisdiction has implemented those corrective actions agreed upon and required in order to attain conformance. By March of the following year, MTA staff will report their conformance recommendation to the affected jurisdiction.

6. In the event that a jurisdiction wishes to appeal the staff recommendation, the jurisdiction must notify MTA staff by March 15. The Conformance Appeal Advisory Panel ("Advisory Panel") will meet during April. The Advisory Panel will review the jurisdiction's appeal of MTA staff's nonconformance recommendation, and make an independent finding for consideration by the MTA Board.

7. At the MTA Board meeting in May, MTA will adopt a finding after consideration of the staff and Advisory Panel recommendations.

8. 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.

9. 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.

10. If after a twelve month period a jurisdiction remains in nonconformance, the gas tax subvention funds withheld from the jurisdiction will be provided to MTA for use on regionally significant transportation projects.

11.2.4 Conformance Appeal Advisory Panel

The Conformance Appeal Advisory Panel is used by the CMP conformance procedure as an impartial body for 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. A city representative from each of MTA's six area team boundaries
7. MTA's Bus Operations Subcommittee
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

Advisory Panel members will be drawn from MTA's CMP Policy Advisory Committee. After MTA staff solicits applicants from the Policy Advisory Committee, the MTA Board will finalize all Advisory Panel appointments.

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.

APPENDICES

APPENDIX

A

GUIDELINES FOR ANNUAL HIGHWAY MONITORING

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

A.1 SUBMITTAL REQUIREMENTS

The following information must be transmitted to MTA as part of annual monitoring of CMP arterials. Each of these elements is described in detail below. An example submittal is included as Exhibit A-1.

(a) Letter of Transmittal - including a summary of results and contact person;

(b) Peak Period Traffic Volumes - turning movements in 15-minute increments;

(c) Physical Description - including lane configurations and signal phasing; and,

(d) Level of Service Worksheets.

A.2 ANNUAL HIGHWAY MONITORING SCHEDULE

June 15 — Deadline for submittal of monitoring results from local agencies, collected during the preceding 12 months.

October — Annual 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 annually.

Any proposed revision to the list of monitoring stations must be consistent with the following criteria:

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

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

(c) 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

Counts must be less than one year old as of May 31 of each year, and collected within the following parameters.

(a) Counts must be taken on at least two weekdays (not necessarily consecutive), and not on Mondays or Fridays;

(b) not on holidays, the first weekday before or after, or other periods that local schools or colleges are not in session;

(c) not during days of poor weather or other atypical conditions (e.g., road construction, detours, or major traffic incidents); and,

(d) unless indicated by local conditions, peak period counts must include at a minimum, 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 entire period available (for example, due to major construction lasting over a year). Local agencies are also encouraged to plan for future counts during the same period of year, or where appropriate include counts at CMP stations within the scope of other ongoing studies (see Appendix D).

A.5 PHYSICAL DESCRIPTIONS

Existing lane configurations and signal phasing must be indicated. Simple schematic diagrams are adequate, but agencies may provide traffic signal or signing & striping plans if desired. Aerial photographs, if used, must clearly indicate the permitted movements for each lane. 8-1/2" x 11" sheets are preferred.

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

A.6 INTERSECTION LEVEL OF SERVICE CALCULATIONS

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

Capacity: 1600 vehicles/lane for all through and turn lanes
2880 total for dual turn lanes

Clearance: 0.10 (no phasing adjustment)

Adjustments for exclusive + optional turn lanes, right-turns on red, and other factors are left to the discretion of local agencies to reflect observed operations; however, these adjustments must be applied consistently each year. For uniformity and to expedite review, Exhibit A-3 provides the preferred format for submission of ICU calculations. Levels of service must be assigned based on overall intersection V/C ratios, as follows:

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

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

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

2. Intersection V/C should be calculated by dividing the Sum of Critical Volumes by 1600, and adding 0.10.

3. Intersection LOS should be determined using the table above.

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

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

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

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

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

A.7 ACCEPTABLE VARIATION OF RESULTS

V/C computations resulting from the two days of counts should not vary by more than 0.08 between days for either the AM or PM peak hour; the average will be used to establish the current LOS. A third count must be conducted if the resulting V/C ratios vary by more than 0.08 **AND** either V/C ratio is greater than 0.90.

The final LOS reported may either average the three days or exclude the deviant day. A third count is not required if the variation is greater than 0.08 but both V/C ratios are lower than 0.90. However, local agencies are nonetheless responsible for reviewing the accuracy of the count data.

EXHIBIT A-1
EXAMPLE SUBMITTAL

See following sheets.

April 15, 1992

Brad McAllester, CMP Administrator
Los Angeles County Transportation Commission
818 W. 7th Street
Los Angeles, CA 90017

Dear Mr. McAllester:

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

Intersection	Date	Peak Hour	V/C Ratio	LOS
First Street & Second Avenue	10-1-91	7:45-8:45 AM	0.99	E
	10-9-91	7:45-8:45 AM	0.94	E
	AM Peak Hour Average		0.96	E
	10-1-91	5:00-6:00 PM	1.03	F
	10-9-91	4:45-5:45 PM	1.06	F
	PM Peak Hour Average		1.05	F

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

Sincerely,

Lynn Jones
Director of Public Works

enclosure

MANUAL TRAFFIC COUNT SUMMARY

AGENCY: City of Example
N/S STREET: First Street
E/W STREET: Second Avenue
COUNTED BY: RT/AS
WEATHER: Clear

DATE: 10-1-91
DAY OF WEEK: Tuesday
TIME OF DAY: 7:00 - 9:00 AM
4:00 - 6:00 PM

PERIOD	---NORTH BOUND---			---SOUTH BOUND---			----EAST BOUND---			----WEST BOUND---			
BEGIN	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	TOTAL
07:00	8	211	26	31	199	0	19	110	9	49	40	17	719
07:15	12	270	46	41	255	6	17	121	15	65	64	30	942
07:30	17	273	24	39	274	4	21	149	10	79	71	57	1018
07:45	16	336	16	62	298	15	47	189	9	131	122	59	1300
08:00	23	365	20	55	241	6	28	157	20	95	116	66	1192
08:15	31	368	33	76	269	12	40	193	13	85	102	53	1275
08:30	35	364	23	45	256	8	33	221	15	69	103	54	1226
08:45	28	340	30	47	266	11	25	163	18	78	108	56	1170
PEAK HOUR:													
07:45 TO 08:45	105	1433	92	238	1064	41	148	760	57	380	443	232	4993

PERIOD	---NORTH BOUND---			---SOUTH BOUND---			----EAST BOUND---			----WEST BOUND---			
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
PEAK HOUR:													
17:00 TO 18:00	251	1471	98	251	1471	54	144	695	60	496	692	213	5896

MANUAL TRAFFIC COUNT SUMMARY

AGENCY: City of Example
N/S STREET: First Street
E/W STREET: Second Avenue
COUNTED BY: RT/AS
WEATHER: Clear

DATE: 10-9-91
DAY OF WEEK: Wednesday
TIME OF DAY: 7:00 - 9:00 AM
4:00 - 6:00 PM

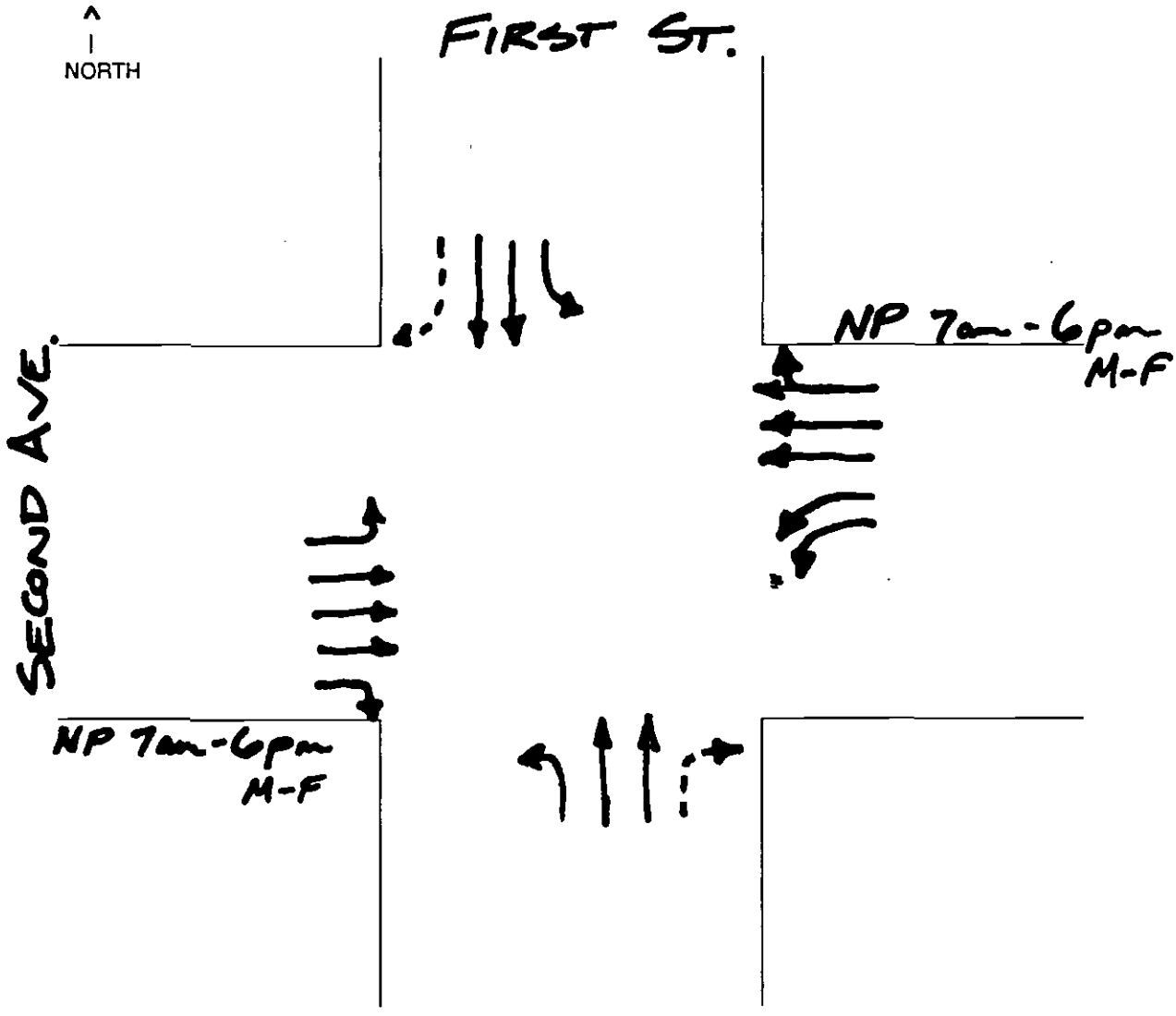
PERIOD	---NORTH BOUND---			---SOUTH BOUND---			----EAST BOUND---			----WEST BOUND---			
BEGIN	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	TOTAL
07:00	8	205	25	29	189	0	18	107	9	48	39	16	693
07:15	12	262	45	39	242	6	16	117	15	63	62	29	908
07:30	16	265	23	37	260	4	20	145	10	77	69	55	981
07:45	16	326	16	59	253	14	46	153	9	87	98	57	1134
08:00	22	354	19	52	229	6	27	152	19	92	113	64	1149
08:15	30	357	32	72	256	11	39	187	13	82	99	51	1229
08:30	34	353	22	43	243	8	32	214	15	67	100	52	1183
08:45	27	330	29	45	253	10	24	158	17	76	105	54	1128
PEAK HOUR:													
07:45 TO 08:45	102	1390	89	226	981	39	144	706	56	328	410	224	4695

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

INTERSECTION LAYOUT

INTERSECTION: FIRST ST & SECOND AVE

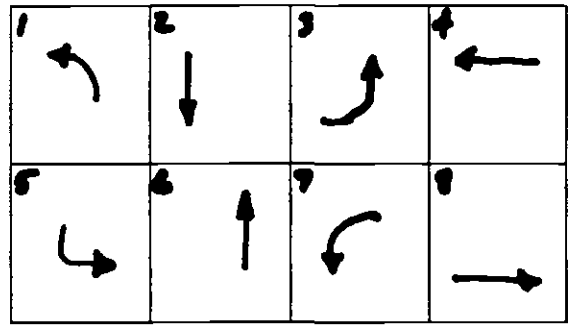
DATE: 10-15-91 DRAWN BY: ES



LANE CONFIGURATION KEY

	Functions as separate turn lane though not striped
NP X am - X pm	No Parking during specific hours

SIGNAL PHASING



INTERSECTION CAPACITY UTILIZATION

10/11/91

Intersection: First Street / Second Avenue

Count Date: October 1, 1991 Peak Hr: 7:45 - 8:45 AM

Analyst: ES Agency: City of Example

Movement	Volume	No. of Lanes	Capacity [1]	V/C Ratio	Critical V/C	Total
NB Left	105	1	1600	0.066		
NB Thru	1433	2	3200	0.448	<==	
NB Right	92	1	1600	0.058		
SB Left	238	1	1600	0.149	<==	
SB Thru	1064	2	3200	0.333		
SB Right	41	1	1600	0.026		
EB Left	148	1	1600	0.093		
EB Thru	760	3	4800	0.158	<==	
EB Right	57	1	1600	0.036		
WB Left	380	2	2880	0.132	<==	
WB Thru	443	3	4800	0.141		
WB Right	232	0	0	----		

Sum of Critical V/C Ratios	0.887
Adjustment for Lost Time	0.100
Intersection Capacity Utilization (ICU)	0.987
Level of Service (LOS) - Refer to table below	E

NOTES

1. Per-lane Capacity = 1600 vehicles/hour; dual turn lane capacity = 2880 vph.

LOS	Maximum V/C
A	0.60
B	0.70
C	0.80
D	0.90
E	1.00
F	n/a

INTERSECTION CAPACITY UTILIZATION

10/11/91

Intersection: First Street / Second Avenue

Count Date: October 9, 1991 Peak Hr: 7:45 - 8:45 AM

Analyst: ES Agency: City of Example

Movement	Volume	No. of Lanes	Capacity [1]	V/C Ratio	Critical V/C	Total
NB Left	102	1	1600	0.064		
NB Thru	1390	2	3200	0.434	<==	
NB Right	89	1	1600	0.056		
SB Left	226	1	1600	0.141	<==	
SB Thru	981	2	3200	0.307		
SB Right	39	1	1600	0.024		
EB Left	144	1	1600	0.090		
EB Thru	706	3	4800	0.147	<==	
EB Right	56	1	1600	0.035		
WB Left	328	2	2880	0.114	<==	
WB Thru	410	3	4800	0.132		
WB Right	224	0	0	----		
Sum of Critical V/C Ratios						0.836
Adjustment for Lost Time						0.100
Intersection Capacity Utilization (ICU)						0.936
Level of Service (LOS) - Refer to table below						E

NOTES

1. Per-lane Capacity = 1600 vehicles/hour; dual turn lane capacity = 2880 vph.

LOS	Maximum V/C
A	0.60
B	0.70
C	0.80
D	0.90
E	1.00
F	n/a

INTERSECTION CAPACITY UTILIZATION

10/11/91

Intersection: First Street / Second Avenue

Count Date: October 1, 1991 Peak Hr: 5:00 – 6:00 PM

Analyst: ES Agency: City of Example

Movement	Volume	No. of Lanes	Capacity [1]	V/C Ratio	Critical V/C	Total
NB Left	251	1	1600	0.157	<==	
NB Thru	1471	2	3200	0.460		
NB Right	98	1	1600	0.061		
SB Left	251	1	1600	0.157		
SB Thru	1471	2	3200	0.460	<==	
SB Right	54	1	1600	0.034		
EB Left	144	1	1600	0.090		
EB Thru	695	3	4800	0.145	<==	
EB Right	60	1	1600	0.038		
WB Left	496	2	2880	0.172	<==	
WB Thru	692	3	4800	0.189		
WB Right	213	0	0	----		

Sum of Critical V/C Ratios	0.934
Adjustment for Lost Time	0.100
Intersection Capacity Utilization (ICU)	1.034
Level of Service (LOS) – Refer to table below	F

NOTES

1. Per-lane Capacity = 1600 vehicles/hour; dual turn lane capacity = 2880 vph.

LOS	Maximum V/C
A	0.60
B	0.70
C	0.80
D	0.90
E	1.00
F	n/a

INTERSECTION CAPACITY UTILIZATION

10/11/91

Intersection: First Street / Second Avenue

Count Date: October 9, 1991 Peak Hr: 4:45 – 5:45 PM

Analyst: ES Agency: City of Example

Movement	Volume	No. of Lanes	Capacity [1]	V/C Ratio	Critical V/C	Total
NB Left	250	1	1600	0.156		
NB Thru	1571	2	3200	0.491	<==	
NB Right	87	1	1600	0.054		
SB Left	247	1	1600	0.154	<==	
SB Thru	1528	2	3200	0.478		
SB Right	52	1	1600	0.033		
EB Left	137	1	1600	0.086		
EB Thru	762	3	4800	0.159	<==	
EB Right	59	1	1600	0.037		
WB Left	439	2	2880	0.152	<==	
WB Thru	685	3	4800	0.192		
WB Right	237	0	0	----		

Sum of Critical V/C Ratios	0.956
Adjustment for Lost Time	0.100
Intersection Capacity Utilization (ICU)	1.056
Level of Service (LOS) – Refer to table below	F

NOTES

1. Per-lane Capacity = 1600 vehicles/hour; dual turn lane capacity = 2880 vph.

LOS	Maximum V/C
A	0.60
B	0.70
C	0.80
D	0.90
E	1.00
F	n/a

EXHIBIT A-2
MONITORING STATIONS BY RESPONSIBLE AGENCY AND 1993 LEVEL OF SERVICE RESULTS

See following sheets.

1993 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE
SORTED BY RESPONSIBLE AGENCY

03-Dec-93

CMP Station	RESPONSIBLE AGENCY	CMP ROUTE	CROSS STREET	1993 LEVEL OF SERVICE AM Pk Hr V/C	LOS	PM Pk Hr V/C	LOS	COMPARISON TO 1992 1992 V/C AM	PM	Substantial Change?**
1	ALHAMBRA	+ FREMONT AV	VALLEY BL	1.15	F	1.01	F	1.18	1.01	
2	AZUSA	AZUSA/SAN GABRIEL AV	FOOTHILL BL	0.58	A	0.85	D	0.63	0.92	
3	BELLFLOWER	LAKEWOOD BL	ARTESIA BL	0.95	E	0.74	C	0.97	0.95	
4	BELLFLOWER	LAKEWOOD BL	ROSECRANS AV	0.73	C	0.79	C	0.79	0.81	
5	BEVERLY HILLS	+ SANTA MONICA BL	WILSHIRE BL	1.19	F	1.14	F	1.20	1.10	
6	BEVERLY HILLS	WILSHIRE BL	LA CIENEGA	1.09	F	1.15	F	1.09	1.18	
7	CARSON	ALAMEDA ST	CARSON ST	0.40	A	0.50	A	0.40	0.55	
8	CLAREMONT	ARROW HWY	INDIAN HILL BL	0.88	D	0.96	E	0.88	1.03	
9	CLAREMONT	BASE LINE RD	INDIAN HILL BL	0.79	C	0.71	C	0.77	0.71	
10	CLAREMONT	COLLEGE WY	WILLIAMS AV	1.07	F	0.84	D	0.95	0.91	worsened
11	CLAREMONT	FOOTHILL BL	INDIAN HILL BL	1.04	F	1.05	F	1.10	1.05	
12	COMPTON	ALAMEDA ST	COMPTON BL	0.54	A	0.69	B	0.78	0.96	improved
13	COMPTON	ALAMEDA ST	RTE 91 EB RAMPS	0.48	A	0.49	A	0.47	0.61	improved
14	COVINA	AZUSA AV	ARROW HWY	0.76	C	0.92	E	0.73	0.95	
15	CULVER CITY	VENICE BL	OVERLAND AV	1.05	F	1.04	F	1.31	1.25	
16	DIAMOND BAR	GRAND AV	DIAMOND BAR BL	0.88	D	1.35	F	0.90	1.08	
17	DOWNEY	FIRESTONE BL	OLD RIVER SCHL RD	0.90	D	0.88	D	0.86	0.93	
18	DOWNEY	+ LAKEWOOD BL	FIRESTONE BL	0.95	E	1.04	F	0.84	0.98 *	
19	DOWNEY	ROSEMEAD BL	TELEGRAPH RD	0.84	D	1.04	F	0.77	1.07	
20	EL SEGUNDO	SEPULVEDA BL	EL SEGUNDO BL	1.03	F	1.21	F	1.03	1.07	
21	GARDENA	ARTESIA BL	VERMONT AV	0.98	E	0.99	E	0.99	0.86	
22	HERMOSA BCH	+ PACIFIC COAST HWY	ARTESIA BL/GOULD	1.04	F	1.13	F	1.00	0.89	worsened
23	HUNTINGTON PK	ALAMEDA ST	SLAUSON AV	0.67	B	0.76	C	0.62	0.69	
24	INGLEWOOD	MANCHESTER AV	CRENSHAW BL	0.95	E	1.09	F	0.96	1.09	
25	INGLEWOOD	MANCHESTER AV	LA BREA AV	0.94	E	0.94	E	0.95	0.94	
26	LA CANADA-FLINT	ANGELES CREST HWY	RTE 210 WB OFF RAMP	0.54	A	0.66	B	0.64	0.60	
27	LA MIRADA	IMPERIAL HWY	LA MIRADA BL	0.97	E	1.01	F	0.99	0.94	
28	LA PUENTE	AZUSA AV	MAIN ST	0.67	B	0.74	C	0.79	0.80 *	
29	LA VERNE	ARROW HWY	E ST	0.64	B	0.79	C	0.62	0.68	worsened
30	LA VERNE	+ BASE LINE RD	FOOTHILL BL	0.62	B	1.01	F	0.65	1.06	
31	LA VERNE	FOOTHILL BL	DAMIEN AV	0.88	D	0.99	E	0.84	1.04	
32	LAKEWOOD	LAKEWOOD BL	SOUTH ST	0.64	B	0.93	E	0.68	0.94	
33	LONG BEACH	+ ALAMITOS AV	OCEAN BL	0.91	E	0.97	E	0.97	0.99	
34	LONG BEACH	LAKEWOOD BL	CARSON ST	0.71	C	0.84	D	0.71	0.83	
35	LONG BEACH	LAKEWOOD BL	WILLOW ST	0.92	E	0.98	E	0.89	0.96	
36	LONG BEACH	+ PACIFIC COAST HWY	7TH ST	1.12	F	1.00	E	1.07	1.00	
37	LONG BEACH	+ PACIFIC COAST HWY	ALAMITOS AV	0.71	C	0.94	E	0.78	0.83	worsened
38	LONG BEACH	PACIFIC COAST HWY	SANTA FE AV	0.73	C	0.83	D	0.64	0.68	worsened
39	LONG BEACH	PACIFIC COAST HWY	WESTMINSTER AV	0.99	E	1.04	F	1.00	1.07	
40	LONG BEACH	PACIFIC COAST HWY	XIMENO AV	0.79	C	0.75	C	0.69	0.77	
41	LONG BEACH	+ SEVENTH ST	ALAMITOS AV	0.85	D	0.83	D	1.14	0.86	improved
42	LONG BEACH	SEVENTH ST	REDONDO AV	1.03	F	1.06	F	1.01	0.99	
43	LOS ANG CITY	ALAMEDA ST	WASHINGTON BL	0.67	B	0.64	B	0.63	0.72	
44	LOS ANG CITY	ALVARADO ST	SUNSET BL	0.94	E	0.96	E	0.99	0.99	
45	LOS ANG CITY	GAFFEY ST	9TH ST	0.90	D	0.94	E	0.93	0.95	
161	LOS ANG CITY	LA CIENEGA BL	JEFFERSON BL	n/a	n/a	n/a	n/a	n/a	n/a	
162	LOS ANG CITY	LA CIENEGA BL	CENTINELA AV	n/a	n/a	n/a	n/a	n/a	n/a	
46	LOS ANG CITY	+ LINCOLN	MANCHESTER	0.79	C	0.80	C	0.85	0.79	
47	LOS ANG CITY	+ LINCOLN	MARINA EXPY	0.69	B	0.77	C	0.70	0.69	
48	LOS ANG CITY	+ LINCOLN	VENICE BL	0.93	E	1.04	F	0.89	0.99	
49	LOS ANG CITY	MANCHESTER AV	AVALON BL	0.73	C	0.71	C	0.65	0.72	
50	LOS ANG CITY	MANCHESTER AV	SEPULVEDA BL	0.97	E	0.89	D	0.90	0.87	
51	LOS ANG CITY	MANCHESTER AV	VERMONT AV	0.73	C	0.78	C	0.75	0.77	
52	LOS ANG CITY	+ PACIFIC COAST HWY	ALAMEDA ST	0.58	A	0.67	B	0.56	0.65	
53	LOS ANG CITY	PACIFIC COAST HWY	CHAUTAUQUA BL	1.15	F	1.32	F	1.09	1.41	
54	LOS ANG CITY	PACIFIC COAST HWY	FIGUEROA ST	0.85	D	0.78	C	0.80	0.72	
55	LOS ANG CITY	PACIFIC COAST HWY	SUNSET BL	0.93	E	0.84	D	0.91	0.88	

1993 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE
SORTED BY RESPONSIBLE AGENCY

03-Dec-93

CMP Station	RESPONSIBLE AGENCY	CMP ROUTE	CROSS STREET	1993 LEVEL OF SERVICE AM Pk Hr V/C	AM LOS	PM Pk Hr V/C	PM LOS	COMPARISON TO 1992 1992 V/C AM	1992 V/C PM	Substantial Change?**
56	LOS ANG CITY	+ PACIFIC COAST HWY	WESTERN AV	0.80	C	0.84	D	0.77	0.83	
57	LOS ANG CITY	SANTA MONICA BL	BUNDY DR	0.51	A	0.64	B	0.54	0.67	
58	LOS ANG CITY	+ SANTA MONICA BL	HIGHLAND AV	0.97	E	1.01	F	1.01	1.09	
59	LOS ANG CITY	SANTA MONICA BL	WESTERN AV	0.90	D	0.97	E	0.86	0.96	
60	LOS ANG CITY	SANTA MONICA BL	WESTWOOD BL	0.89	D	1.07	F	0.82	0.88	worsened
61	LOS ANG CITY	SEPULVEDA BL	LINCOLN BL	0.95	E	1.07	F	0.89	0.94	worsened
62	LOS ANG CITY	TOPANGA CYN BL	DEVONSHIRE ST	0.97	E	0.94	E	0.81	0.91	
63	LOS ANG CITY	TOPANGA CYN BL	ROSCOE BL	0.80	C	0.78	C	0.83	0.82	
64	LOS ANG CITY	TOPANGA CYN BL	RTE 118 WB RAMPS	0.73	C	0.95	E	0.80	0.88	
65	LOS ANG CITY	+ TOPANGA CYN BL	VENTURA BL	0.71	C	0.86	D	0.88	0.87	
66	LOS ANG CITY	+ TOPANGA CYN BL	VICTORY BL	0.69	B	0.89	D	0.81	0.89	
67	LOS ANG CITY	VALLEY BL	RTE 710 NB OFF-RAMP	0.71	C	0.75	C	0.68	0.71	
68	LOS ANG CITY	VENICE BL	CENTINELA BL	0.97	E	0.98	E	1.05	1.07	improved
69	LOS ANG CITY	VENICE BL	LA CIENEGA	0.92	E	0.99	E	1.01	1.03	
70	LOS ANG CITY	VENTURA BL	BALBOA BL	0.83	D	0.80	C	0.85	0.74	
71	LOS ANG CITY	VENTURA BL	LANKERSHIM BL	0.75	C	0.71	C	1.08	0.95	improved
72	LOS ANG CITY	VENTURA BL	LAUREL CYN BL	0.85	D	0.98	E	0.95	1.03	
73	LOS ANG CITY	VENTURA BL	RESEDA BL	0.58	A	0.81	D	0.72	0.81	
74	LOS ANG CITY	VENTURA BL	SEPULVEDA BL	0.85	D	0.84	D	0.88	0.85	
75	LOS ANG CITY	VENTURA BL	WINNETKA AV	0.64	B	0.77	C	0.77	0.76	
76	LOS ANG CITY	VENTURA BL	WOODMAN AV	0.68	B	0.86	D	0.78	0.87	
77	LOS ANG CITY	VICTORY BL	BALBOA BL	0.83	D	0.87	D	1.01	0.98	improved
78	LOS ANG CITY	VICTORY BL	RESEDA BL	0.92	E	1.04	F	1.03	1.16	
79	LOS ANG CITY	VICTORY BL	SEPULVEDA BL	1.04	F	1.04	F	1.02	1.04	
80	LOS ANG CITY	VICTORY BL	WINNETKA AV	0.93	E	1.03	F	0.97	1.01	
81	LOS ANG CITY	VICTORY BL	WOODMAN AV	0.98	E	0.99	E	0.97	1.02	
82	LOS ANG CITY	WESTERN AV	9TH ST	0.63	B	0.69	B	0.59	0.72	
83	LOS ANG CITY	WILSHIRE BL	ALVARADO BL	0.55	A	0.65	B *	0.53	0.68 *	
84	LOS ANG CITY	WILSHIRE BL	BEVERLY GLEN BL	0.87	D	0.88	D	0.84	0.87	
85	LOS ANG CITY	WILSHIRE BL	LA BREA AV	0.77	C	0.82	D	0.82	0.83	
86	LOS ANG CITY	WILSHIRE BL	SEPULVEDA BL	0.93	E	0.95	E	0.95	1.01	
87	LOS ANG CITY	WILSHIRE BL	WESTERN AV	0.65	B	0.76	C *	0.65	0.81 *	
88	LOS ANG COUNTY	AVENUE D	60TH ST WEST	0.21	A	0.24	A	0.22	0.23	
89	LOS ANG COUNTY	+ AZUSA AV	COLIMA RD	0.82	D	1.06	F	0.76	0.91	worsened
90	LOS ANG COUNTY	+ COLIMA RD	HACIENDA BL	0.91	E	0.81	D	0.89	0.84	
91	LOS ANG COUNTY	HENRY MAYO DR	CHIQUITO CYN RD	0.50	A	0.49	A	0.51	0.49	
92	LOS ANG COUNTY	IMPERIAL HWY	CARMENITA RD	1.01	F	1.06	F	0.95	1.31	
163	LOS ANG COUNTY	LA CIENEGA BL	STOCKER ST	n/a	n/a	n/a	n/a	n/a	n/a	
93	LOS ANG COUNTY	LANCASTER RD	300TH ST WEST	0.18	A	0.19	A	0.17	0.18	
94	LOS ANG COUNTY	+ PACIFIC COAST HWY	TOPANGA CYN BL	1.05	F	0.80	C	0.96	0.75	worsened
95	LOS ANG COUNTY	PEARBLOSSOM HWY	82ND ST E	0.45	A	0.58	A	0.46	0.52	
96	LOS ANG COUNTY	+ PEARBLOSSOM HWY	ANTELOPE HWY	0.36	A	0.43	A	0.33	0.32	
97	LOS ANG COUNTY	ROSEMEAD BL	HUNTINGTON DR	0.98	E	0.92	E	0.96	1.07	improved
98	LOS ANG COUNTY	ROSEMEAD BL	SAN GABRIEL BL	0.91	E	1.00	E	1.02	1.05	
99	LOS ANG COUNTY	SIERRA HWY	RTE 14 (FLINTHILL DR)	0.63	B	0.43	A	0.69	0.71	
100	LOS ANG COUNTY	SIERRA HWY	SAND CYN RD	0.68	B	0.70	B	0.86	1.04	improved
101	LOS ANG COUNTY	WHITTIER BL	ATLANTIC BL	0.61	B	0.74	C	0.68	0.77	
102	LYNWOOD	ALAMEDA ST	IMPERIAL HWY	0.65	B	0.75	C	1.02	1.04	improved
103	MALIBU	+ PACIFIC COAST HWY	DECKER RD	0.27	A	0.31	A	0.29	0.35	
104	MALIBU	PACIFIC COAST HWY	KANAN DUME RD	0.44	A	0.64	B	0.50	0.48	worsened
105	MALIBU	PACIFIC COAST HWY	LAS FLORES CYN RD	0.77	C	0.82	D	0.74	0.79	
106	MALIBU	PACIFIC COAST HWY	MALIBU CYN RD	0.54	A	0.61	B	0.57	0.65	
107	MANHATTAN BCH	SEPULVEDA BL	ROSECRANS AV	1.22	F	1.27	F	1.22	1.22	
108	MONTEBELLO	WHITTIER BL	GARFIELD	0.58	A	0.74	C	n/a	n/a *	
109	MONTEBELLO	WHITTIER BL	MONTEBELLO BL	0.68	B	0.91	E	0.75	0.79	worsened
110	NORWALK	FIRESTONE BL	IMPERIAL HWY	0.86	D	0.99	E	0.92	0.86	
111	NORWALK	IMPERIAL HWY	NORWALK BL	0.76	C	0.96	E	0.84	0.95	

1993 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE
SORTED BY RESPONSIBLE AGENCY

03-Dec-93

CMP Station	RESPONSIBLE AGENCY	CMP ROUTE	CROSS STREET	1993 LEVEL OF SERVICE AM Pk Hr V/C	AM Pk Hr LOS	PM Pk Hr V/C	PM Pk Hr LOS	COMPARISON TO 1992 1992 V/C AM	1992 V/C PM	Substantial Change?**
112	PALMDALE	FORT TEJON RD	PEARBLOSSOM HWY	0.51	A	0.57	A	0.52	0.57	
113	PALMDALE	PALMDALE BL	30TH ST E	0.43	A	0.58	A	0.42	0.69	improved
114	PALMDALE	PALMDALE BL	SIERRA HWY	0.50	A	0.73	C	0.48	0.72	
164	PALMDALE	47TH ST EAST	AVENUE S	0.46	A	0.56	A	n/a	n/a *	
115	PASADENA	ARROYO PKWY	CALIFORNIA BL	0.77	C	0.93	E	0.81	0.92	
116	PASADENA	PASADENA/ST.JOHN AV	CALIFORNIA BL	0.91	E	1.01	F	0.95	0.95	
117	PASADENA	ROSEMEAD BL	FOOTHILL BL	0.69	B	0.88	D	0.70	0.87	
118	PICO RIVERA	ROSEMEAD BL	WASHINGTON BL	0.78	C	0.82	D	0.88	0.94	improved
119	PICO RIVERA	+ ROSEMEAD BL	WHITTIER BL	0.63	B	0.82	D	0.77	0.89	
120	POMONA	ARROW HWY	GAREY AV	0.70	B	0.94	E	0.63	0.85	
121	POMONA	CORONA EXPY	GAREY AV	0.80	C	1.00	E	1.10	1.10	improved
122	POMONA	CORONA EXPY	MISSION BL	0.97	E	1.26	F	1.10	1.10	
123	POMONA	FOOTHILL BL	GAREY AV	0.87	D	1.11	F	0.80	1.06	
124	RANCHO PV	WESTERN AV	TOSCANINI DR	0.63	B	0.72	C	0.69	0.73	
125	REDONDO BCH	ARTESIA BL	INGLEWOOD AV	1.04	F	1.16	F	0.98	1.16	
126	REDONDO BCH	PACIFIC COAST HWY	TORRANCE BL	1.03	F	0.88	D	0.94	1.09	
127	ROSEMEAD	ROSEMEAD BL	VALLEY BL	0.94	E	0.97	E	1.02	1.05	
128	SAN DIMAS	ARROW HWY	SAN DIMAS AV	0.51	A	0.82	D	0.47	0.67	worsened
129	SANTA CLARITA	MAGIC MTN PKWY	VALENCIA BL	0.61	B	0.79	C	0.77	0.91	improved
130	SANTA CLARITA	SAN FERNANDO RD	LYONS AV	0.80	C	0.97	E	0.85	1.06	improved
131	SANTA CLARITA	+ SAN FERNANDO RD	SIERRA HWY	1.11	F	0.81	D	1.04	0.88	
132	SANTA CLARITA	SIERRA HWY	PLACERITA CYN RD	0.68	B	0.72	C	0.69	0.67	
133	SANTA CLARITA	SIERRA HWY	SOLEDAD CYN RD	0.91	E	1.09	F	1.06	1.13	
134	SANTA MONICA	LINCOLN	PICO BL	0.74	C	0.76	C	0.93	0.91	improved
135	SANTA MONICA	SANTA MONICA BL	CLOVERFIELD BL	0.71	C	0.76	C	0.68	0.80	
136	SANTA MONICA	+ SANTA MONICA BL	LINCOLN BL	0.58	A	0.73	C	0.63	0.86	Improved
137	SANTA MONICA	WILSHIRE BL	26TH ST	0.73	C	0.89	D	0.81	0.95	
138	SOUTH EL MONTE	ROSEMEAD BL	GARVEY AV	0.95	E	1.01	F	0.85	0.97	
139	SOUTH GATE	+ ALAMEDA ST	FIRESTONE BL	0.81	D	0.96	E	0.69	0.86	worsened
140	SOUTH GATE	FIRESTONE BL	ATLANTIC AV	0.83	D	0.88	D	0.91	1.11	improved
141	SOUTH PASADENA	FREMONT AV	HUNTINGTON DR	0.76	C	0.98	E	0.86	0.96	
142	TEMPLE CITY	ROSEMEAD BL	LAS TUNAS DR	0.94	E	1.12	F	1.05	1.05	
143	TORRANCE	ARTESIA BL	CRENSHAW BL	1.08	F	1.18	F	1.11	1.11	
144	TORRANCE	+ ARTESIA BL	HAWTHORNE BL	1.06	F	0.95	E	1.09	1.01	
145	TORRANCE	HAWTHORNE BL	190TH ST	1.00	E	1.00	E	0.99	0.94	
146	TORRANCE	HAWTHORNE BL	SEPULVEDA BL	0.84	D	1.03	F	0.83	1.05	
147	TORRANCE	PACIFIC COAST HWY	CRENSHAW BL	1.04	F	1.12	F	0.99	1.09	
148	TORRANCE	+ PACIFIC COAST HWY	HAWTHORNE	0.98	E	1.07	F	1.00	1.03	
149	TORRANCE	PACIFIC COAST HWY	PALOS VERDES BL	0.72	C	0.95	E	0.76	0.96	
150	TORRANCE	WESTERN AV	190TH ST	0.84	D	1.00	E	0.86	0.95	
151	TORRANCE	WESTERN AV	CARSON ST	0.89	D	1.00	E	0.95	1.04	
152	TORRANCE	WESTERN AV	SEPULVEDA BL	0.98	E	1.05	F	0.99	1.10	
153	W.COVINA	AZUSA AV	AMAR RD	0.93	E	1.06	F	0.96	1.25	
154	W.COVINA	AZUSA AV	CAMERON AV	0.62	B	0.76	C	0.69	0.77	
155	W.COVINA	AZUSA AV	WORKMAN AV	0.61	B	0.76	C	0.62	0.71	
156	W.HOLLYWOOD	SANTA MONICA BL	DOHENY DR	0.91	E	0.92	E	0.96	0.82	
157	W.HOLLYWOOD	SANTA MONICA BL	LA CIENEGA BL	0.98	E	0.96	E	1.09	0.94	improved
158	WHITTIER	WHITTIER BL	COLIMA RD	0.96	E	1.04	F	0.85	0.96	
159	WHITTIER	WHITTIER BL	NORWALK BL	0.96	E	0.85	D	0.92	0.81	
160	WHITTIER	WHITTIER BL	PAINTER AV	0.79	C	1.08	F	0.84	1.14 *	

\+ Intersection of two CMP arterials.

* Affected by Construction

** Change of 0.10 or more in highest daily V/C ratio and change in LOS

1993 CMP FREEWAY MONITORING STATIONS
AND LEVELS OF SERVICE

CMP Station	Fwy Rte	Post Mile	Location	Northbound/Eastbound AM Peak Hour Demnd	Cap	D/C	LOS	PM Peak Hour Demnd	Cap	D/C	LOS	Southbound/Westbound AM Peak Hour Demnd	Cap	D/C	LOS	PM Peak Hour Demnd	Cap	D/C	LOS
1001 *	2	R17.78	at Round Top Dr	3568	10000	0.36	B	7590	10000	0.76	C	6173	10000	0.62	C	3461	10000	0.35	A
1002	5	7.83	at Lemoran Ave	7743	8000	0.97	E	6855	8000	0.86	D	6782	8000	0.85	D	10080	8000	1.26	F1
1003 *	5	13.35	Ferris Ave	10080	8000	1.26	F1	5974	8000	0.75	C	7309	8000	0.91	D	10880	8000	1.36	F2
1004	5	21.80	Stadium Way	8454	10000	0.85	D	12600	10000	1.26	F1	13600	10000	1.36	F2	9850	10000	0.99	E
1005	5	25.50	s/o Colorado St Ext	7516	10000	0.75	C	12600	10000	1.26	F1	9644	10000	0.96	E	7812	10000	0.78	D
1006	5	29.97	Burbank Blvd	5330	8000	0.67	C	6986	8000	0.87	D	7902	8000	0.99	E	5628	8000	0.70	C
1007	5	36.90	Osborne St	6188	12000	0.52	B	16000	12000	1.33	F1	12750	10000	1.28	F1	6554	10000	0.66	C
1008 *	5	R46.55	n/o Route 14	3017	10000	0.30	A	6318	10000	0.63	C	6761	10000	0.68	C	3491	10000	0.35	A
1009 *	5	R55.48	n/o Route 126 West	1507	8000	0.19	A	2119	8000	0.26	A	1657	10000	0.17	A	1575	10000	0.16	A
1010	10	R2.17	Lincoln Blvd	4549	6000	0.76	C	3030	6000	0.51	B	3544	6000	0.59	C	3772	6000	0.63	C
1011	10	7.22	Manning/Overland Ave	10100	10000	1.01	F0	12600	10000	1.26	F1	7880	8000	0.99	E	7880	8000	0.99	E
1012	10	10.53	La Brea Ave	10080	8000	1.26	F1	10880	8000	1.36	F2	12600	10000	1.26	F1	12600	10000	1.26	F1
1013	10	13.53	Budlong Ave	7639	8000	0.95	E	10880	8000	1.36	F2	10880	8000	1.36	F2	10880	8000	1.36	F2
1014	10	19.67	at East LA City Limit	6168	12000	0.51	B	12090	12000	1.01	F0	10254	12000	0.85	D	6803	12000	0.57	C
1015	10	23.38	Atlantic Blvd	4759	8000	0.59	C	11680	8000	1.46	F3	10880	8000	1.36	F2	6007	8000	0.75	C
1016	10	26.79	Rosemead Blvd	5906	8000	0.74	C	10880	8000	1.36	F2	10880	8000	1.36	F2	6414	8000	0.80	D
1080	10	30.30	e/o Peck Rd	5396	8000	0.67	C	10880	8000	1.36	F2	10080	8000	1.26	F1	6199	8000	0.77	D
1017 *	10	34.28	e/o Puente Ave	4962	10000	0.50	B	9900	10000	0.99	E	13600	10000	1.36	F2	5108	10000	0.51	B
1018	10	38.48	Grand Ave	4913	10000	0.49	B	11000	10000	1.10	F0	7947	8000	0.99	E	5643	8000	0.71	C
1019	10	44.13	Dudley St	6723	8000	0.84	D	11680	8000	1.46	F3	8714	8000	1.09	F0	7153	8000	0.89	D
1020	10	47.11	w/o Indian Hill Blvd	6809	8000	0.85	D	11680	8000	1.46	F3	10080	8000	1.26	F1	7859	8000	0.98	E
1021	14	R26.00	n/o Route 5	2292	10000	0.23	A	8165	10000	0.82	D	8722	10000	0.87	D	2905	10000	0.29	A
1025 *	14	R54.20	s/o Angeles Forest Hwy	1539	4000	0.38	B	3890	4000	0.97	E	3602	4000	0.90	D	1888	4000	0.47	B
1081 *	14	R73.00	s/o Route 48	1317	4000	0.33	A	1121	4000	0.28	A	803	4000	0.20	A	1411	4000	0.35	B
1027	57	R2.60	s/o Pathfinder Rd	5831	8000	0.73	C	10080	8000	1.26	F1	8040	8000	1.01	F0	4320	8000	0.54	B
1028 *	57	R6.85	s/o 10/71/210 Interchange	5911	10000	0.59	C	10173	10000	1.02	F0	5776	10000	0.58	C	5942	10000	0.59	C
1029	60	R2.22	e/o Indiana St	5029	12000	0.42	B	15120	12000	1.26	F1	15120	12000	1.26	F1	5389	12000	0.45	B
1030 *	60	10.60	w/o Peck Rd	5883	10000	0.59	C	10100	10000	1.01	F0	12600	10000	1.26	F1	6282	10000	0.63	C
1031 *	60	12.20	e/o Route 605	6302	12000	0.53	B	12200	12000	1.02	F0	12600	10000	1.26	F1	7219	10000	0.72	C
1032	60	20.92	e/o Nogales St	5910	8000	0.74	C	7880	8000	0.99	E	8040	8000	1.01	F0	6034	8000	0.75	C
1033 *	60	22.94	Brea Canyon Rd	4832	8000	0.60	C	7056	8000	0.88	D	7376	8000	0.92	D	5863	8000	0.73	C

1993 CMP FREEWAY MONITORING STATIONS
AND LEVELS OF SERVICE

CMP Station	Fwy Rte	Post Mile	Location	Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demnd	Cap	D/C	LOS	Demnd	Cap	D/C	LOS	Demnd	Cap	D/C	LOS	Demnd	Cap	D/C	LOS
1034 *	60	R26.57	e/o Route 57 North	4436	6000	0.74	C	8160	6000	1.36	F2	5910	6000	0.99	E	5231	6000	0.87	D
1035	91	R10.62	e/o Alameda St	8592	12000	0.72	C	16320	12000	1.36	F2	15120	12000	1.26	F1	8607	12000	0.72	C
1036 *	91	R13.35	e/o Cherry Ave	8665	10000	0.87	D	13700	10000	1.37	F2	12600	10000	1.26	F1	8874	10000	0.89	D
1037	91	R18.77	Norwalk/Pioneer Blvd	7645	8000	0.96	E	8426	8000	1.05	F0	10080	8000	1.26	F1	7450	8000	0.93	E
1038	101	0.82	Los Angeles St ++	12600	10000	1.26	F1	12600	10000	1.26	F1	5356	8000	0.67	C	10880	8000	1.36	F2
1039 *	101	5.48	Santa Monica Blvd ++	8040	8000	1.01	F0	8045	8000	1.01	F0	10080	8000	1.26	F1	5747	8000	0.72	C
1040	101	13.98	Coldwater Canyon Ave ++	7068	8000	0.88	D	11680	8000	1.46	F3	9666	8000	1.21	F0	8121	8000	1.02	F0
1041 *	101	23.40	Winnetka Ave ++	9452	10000	0.95	E	8958	10000	0.90	D	10080	8000	1.26	F1	8040	8000	1.01	F0
1043 *	101	36.18	n/o Reyes Adobe Rd ++	4216	10000	0.42	B	8035	10000	0.80	D	7711	10000	0.77	D	5386	10000	0.54	B
1044 *	110	2.77	s/o C St	4180	8000	0.52	B	2639	8000	0.33	A	2713	8000	0.34	A	4146	8000	0.52	B
1045 *	110	15.88	Manchester Blvd +	11680	8000	1.46	F3	8045	8000	1.01	F0	7614	8000	0.95	E	7679	8000	0.96	E
1046	110	17.98	Slauson Ave +	11680	8000	1.46	F3	10240	8000	1.28	F1	10240	8000	1.28	F1	7748	8000	0.97	E
1047 *	110	23.50	s/o Route 101	10080	8000	1.26	F1	11000	8000	1.38	F2	10080	8000	1.26	F1	10200	8000	1.28	F1
1048	110	23.96	at Alpine St	4411	6000	0.74	C	8250	6000	1.38	F2	7600	6000	1.27	F1	6060	6000	1.01	F0
1049 *	110	26.50	at Pasadena Ave	3211	6000	0.54	B	5910	6000	0.99	E	8160	6000	1.36	F2	3439	6000	0.57	C
1050	118	1.87	Topanga Canyon Blvd	6600	6000	1.10	F0	2945	6000	0.49	B	2693	6000	0.45	B	6327	6000	1.05	F0
1051 *	118	R9.10	e/o Woodley Ave	7623	10000	0.76	C	5836	10000	0.58	C	10100	10000	1.01	F0	10100	10000	1.01	F0
1052 *	118	R13.44	w/o Route 210	2976	8000	0.37	B	3883	8000	0.49	B	3692	8000	0.46	B	3444	8000	0.43	B
1053 *	134	1.36	at Forman Ave	7586	8000	0.95	E	7180	8000	0.90	D	8800	8000	1.10	F0	10200	8000	1.28	F1
1054	134	R7.13	e/o Central Ave	5942	8000	0.74	C	8037	8000	1.00	F0	8509	8000	1.06	F0	6523	8000	0.82	D
1055	134	R12.09	w/o San Rafael Ave	6688	8000	0.84	D	7880	8000	0.99	E	8389	8000	1.05	F0	7934	8000	0.99	E
1056	170	R17.62	s/o Sherman Wy	4236	8000	0.53	B	7900	8000	0.99	E	10080	8000	1.26	F1	4566	8000	0.57	C
1057	210	R3.57	e/o Polk St	4027	6000	0.67	C	1536	6000	0.26	A	1305	6000	0.22	A	3459	6000	0.58	C
1058	210	R7.19	at Terra Bella St	5386	8000	0.67	C	3292	8000	0.41	B	3158	8000	0.39	B	5252	8000	0.66	C
1059	210	R23.55	w/o Routes 134/710	6279	10000	0.63	C	3873	10000	0.39	B	3858	10000	0.39	B	6001	10000	0.60	C
1060	210	R29.72	Rosemead Blvd	7239	8000	0.90	D	11680	8000	1.46	F3	8933	8000	1.12	F0	7880	8000	0.99	E
1061 *	210	R35.74	w/o Route 605	5876	10000	0.59	C	12600	10000	1.26	F1	12600	10000	1.26	F1	5682	10000	0.57	C
1062 *	210	R46.45	at San Dimas Ave	5701	8000	0.71	C	5268	8000	0.66	C	5568	8000	0.70	C	6101	8000	0.76	C

1993 CMP FREEWAY MONITORING STATIONS
AND LEVELS OF SERVICE

CMP Station	Fwy Rte	Post Mile	Location	Northbound/Eastbound AM Peak Hour Demnd	Cap	D/C	LOS	Northbound/Eastbound PM Peak Hour Demnd	Cap	D/C	LOS	Southbound/Westbound AM Peak Hour Demnd	Cap	D/C	LOS	Southbound/Westbound PM Peak Hour Demnd	Cap	D/C	LOS
1063 *	405	0.40	n/o Route 22	10880	8000	1.36	F2	6452	8000	0.81	D	6523	10000	0.65	C	14600	10000	1.46	F3
1064 *	405	8.02	Santa Fe Ave	7192	8000	0.90	D	5845	8000	0.73	C	7659	8000	0.96	E	10200	8000	1.28	F1
1065	405	10.66	Carson St	7880	8000	0.99	E	7587	8000	0.95	E	6870	8000	0.86	D	10880	8000	1.36	F2
1066 *	405	18.63	at Compton Bl	8787	8000	1.10	F0	10080	8000	1.26	F1	7437	8000	0.93	D	11680	8000	1.46	F3
1067 *	405	24.27	n/o La Tijera Bl	12600	10000	1.26	F1	9047	10000	0.90	D	8129	10000	0.81	D	12600	10000	1.26	F1
1068	405	27.81	Venice Blvd	12600	10000	1.26	F1	13600	10000	1.36	F2	10100	10000	1.01	F0	10100	10000	1.01	F0
1069 *	405	35.81	s/o Mulholland Dr	9880	10000	0.99	E	14600	10000	1.46	F3	11680	8000	1.46	F3	7880	8000	0.99	E
1070	405	44.27	n/o Roscoe Blvd	5408	10000	0.54	C	8012	10000	0.80	D	8040	8000	1.01	F0	5377	8000	0.67	C
1071 *	605	R2.31	n/o Carson St	7900	8000	0.99	E	7974	8000	1.00	E	7900	8000	0.99	E	7900	8000	0.99	E
1072 *	605	5.92	Alondra Bl	12600	10000	1.26	F1	9361	10000	0.94	E	7559	10000	0.76	C	9063	10000	0.91	D
1073 *	605	R11.00	n/o Telegraph Rd	7378	8000	0.92	D	10080	8000	1.26	F1	7880	8000	0.99	E	10080	8000	1.26	F1
1074 *	605	R17.75	n/o Route 60	5516	8000	0.69	C	10080	8000	1.26	F1	8281	8000	1.04	F0	5971	8000	0.75	C
1075 *	605	22.92	at San Gabriel River Bridge	3894	8000	0.49	B	5561	8000	0.70	C	6098	8000	0.76	C	4490	8000	0.56	C
1076	710	7.60	Willow St	5764	6000	0.96	E	5810	6000	0.97	E	5910	6000	0.99	E	4778	6000	0.80	D
1077 *	710	10.31	n/o Route 405	6902	8000	0.86	D	7910	8000	0.99	E	7446	8000	0.93	E	6358	8000	0.79	D
1078 *	710	19.10	n/o Route 105	8325	8000	1.04	F0	7120	8000	0.89	D	7008	8000	0.88	D	7880	8000	0.99	E
1079	710	23.75	s/o Route 60	6848	10000	0.68	C	8138	10000	0.81	D	8235	10000	0.82	D	12600	10000	1.26	F1

\+ Affected by Construction

* 1993 Station either relocated or new

++ Rte 101 travels north/south

1993 CMP FREEWAY MONITORING STATIONS
AND LEVELS OF SERVICE

29-Nov-93

CMP Station	Fwy Rte	Post Mile	Location	COMPARISON TO 1992 North/Eastbound AM	North/Eastbound PM	South/Westbound AM	South/Westbound PM	Substantial Change? ** North/East	Substantial Change? ** South/West
1001 *	2	R17.78	at Round Top Dr	0.49	0.98	1.26	0.46		
1002	5	7.83	at Lemoran Ave	1.40	0.93	0.86	1.29	improved	
1003 *	5	13.35	Ferris Ave	1.26	0.92	0.96	1.33		
1004	5	21.80	Stadium Way	0.89	1.27	1.04	0.90		worsened
1005	5	25.50	s/o Colorado St Ext	0.62	0.80	0.79	0.66	worsened	worsened
1006	5	29.97	Burbank Blvd	0.64	0.87	0.98	0.63		
1007	5	36.90	Osborne St	0.79	1.29	1.31	0.81		
1008 *	5	R46.55	n/o Route 14	0.72	1.18	1.12	0.77		
1009 *	5	R55.48	n/o Route 126 West	0.75	0.99	0.91	0.76		
1010	10	R2.17	Lincoln Blvd	0.88	0.78	0.84	0.79	improved	improved
1011	10	7.22	Manning/Overland Ave	1.27	1.37	1.18	1.29	improved	improved
1012	10	10.53	La Brea Ave	1.30	1.22	1.30	1.49		improved
1013	10	13.53	Budlong Ave	0.96	1.42	1.13	1.38		
1014	10	19.67	at East LA City Limit	0.79	1.17	1.29	0.85		improved
1015	10	23.38	Atlantic Blvd	0.74	1.53	1.43	0.90		
1016	10	26.79	Rosemead Blvd	0.70	1.37	1.36	0.73		
1080	10	30.30	e/o Peck Rd	n/a	n/a	n/a	n/a		
1017 *	10	34.28	e/o Puente Ave	0.81	1.36	1.36	0.82		
1018	10	38.48	Grand Ave	0.78	0.97	0.97	0.78	worsened	
1019	10	44.13	Dudley St	0.82	1.31	1.00	0.78	worsened	
1020	10	47.11	w/o Indian Hill Blvd	0.95	1.26	1.26	1.00	worsened	
1021	14	R26.00	n/o Route 5	0.33	0.92	1.04	0.44		improved
1025 *	14	R54.20	s/o Angeles Forest Hwy	0.37	0.95	0.79	0.40		
1081 *	14	R73.00	s/o Route 48	n/a	n/a	n/a	n/a		
1027	57	R2.60	s/o Pathfinder Rd	0.80	1.28	1.20	0.88		
1028 *	57	R6.85	s/o 10/71/210 Interchange	0.71	0.88	0.95	0.78		
1029	60	R2.22	e/o Indiana St	0.75	1.12	1.30	0.68	worsened	
1030 *	60	10.60	w/o Peck Rd	0.65	1.46	1.38	0.64		
1031 *	60	12.20	e/o Route 605	0.64	0.94	1.27	0.81		
1032	60	20.92	e/o Nogales St	0.74	0.95	0.92	0.88		
1033 *	60	22.94	Brea Canyon Rd	0.62	1.38	0.94	0.70		

1993 CMP FREEWAY MONITORING STATIONS
AND LEVELS OF SERVICE

29-Nov-93

CMP Station	Fwy Rte	Post Mile	Location	COMPARISON TO 1992 North/Eastbound AM	North/Eastbound PM	South/Westbound AM	South/Westbound PM	Substantial Change? ** North/East	Substantial Change? ** South/West
1034 *	60	R26.57	e/o Route 57 North	0.75	1.45	1.38	0.91		
1035	91	R10.62	e/o Alameda St	1.02	1.46	1.39	1.09	improved	improved
1036 *	91	R13.35	e/o Cherry Ave	0.77	1.39	1.42	0.70		
1037	91	R18.77	Norwalk/Pioneer Blvd	0.66	1.08	1.30	0.76		
1038	101	0.82	Los Angeles St ++	1.32	0.80	0.80	1.48		improved
1039 *	101	5.48	Santa Monica Blvd ++	0.75	0.93	1.09	0.79		
1040	101	13.98	Coldwater Canyon Ave ++	1.39	1.42	1.27	1.23		
1041 *	101	23.40	Winnetka Ave ++	1.21	1.21	1.53	1.33		
1043 *	101	36.18	n/o Reyes Adobe Rd ++	0.48	0.91	0.78	0.58		
1044 *	110	2.77	s/o C St	1.21	0.75	0.65	1.12		
1045 *	110	15.88	Manchester Blvd +	1.05	0.96	0.86	0.96		
1046	110	17.98	Slauson Ave +	1.46	1.28	1.28	0.97		
1047 *	110	23.50	s/o Route 101	1.42	1.48	1.48	1.09		
1048	110	23.96	at Alpine St	0.67	1.52	1.40	0.69	improved	improved
1049 *	110	26.50	at Pasadena Ave	0.55	1.00	1.25	0.82		
1050	118	1.87	Topanga Canyon Blvd	1.06	0.57	0.46	1.19		
1051 *	118	R9.10	e/o Woodley Ave	0.82	0.68	1.03	1.28		
1052 *	118	R13.44	w/o Route 210	0.50	0.64	0.57	0.47		
1053 *	134	1.36	at Forman Ave	0.85	0.85	0.78	1.27	worsened	
1054	134	R7.13	e/o Central Ave	0.87	1.14	1.12	0.73	improved	
1055	134	R12.09	w/o San Rafael Ave	0.85	0.95	1.26	0.84		improved
1056	170	R17.62	s/o Sherman Wy	0.57	0.83	0.90	0.62	worsened	worsened
1057	210	R3.57	e/o Polk St	0.73	0.62	0.24	0.62		
1058	210	R7.19	at Terra Bella St	0.73	0.44	0.43	0.72		
1059	210	R23.55	w/o Routes 134/710	0.74	0.45	0.48	0.72		
1060	210	R29.72	Rosemead Blvd	0.71	1.43	1.32	0.72		improved
1061 *	210	R35.74	w/o Route 605	0.82	1.28	1.12	0.80		
1062 *	210	R46.45	at San Dimas Ave	0.75	0.68	0.67	0.82		

1993 CMP FREEWAY MONITORING STATIONS
AND LEVELS OF SERVICE

29-Nov-93

CMP Station	Fwy Rte	Post Mile	Location	COMPARISON TO 1992 North/Eastbound AM	North/Eastbound PM	South/Westbound AM	South/Westbound PM	Substantial Change? ** North/East	Substantial Change? ** South/West
1063 *	405	0.40	n/o Route 22	1.29	0.92	0.91	1.46		
1064 *	405	8.02	Santa Fe Ave	1.32	0.72	0.91	1.36		
1065	405	10.66	Carson St	1.21	0.93	0.84	1.46	improved	improved
1066 *	405	18.63	at Compton Bl	1.44	1.18	1.07	1.54		
1067 *	405	24.27	n/o La Tijera Bl	1.44	1.25	1.08	1.27		
1068	405	27.81	Venice Blvd	1.26	1.26	1.03	1.03	worsened	
1069 *	405	35.81	s/o Mulholland Dr	0.86	1.46	1.28	1.01		
1070	405	44.27	n/o Roscoe Blvd	0.75	1.02	1.20	0.94	improved	
1071 *	605	R2.31	n/o Carson St	1.02	1.08	1.10	1.14		
1072 *	605	5.92	Alondra Bl	1.39	1.45	0.88	1.38		
1073 *	605	R11.00	n/o Telegraph Rd	0.63	1.27	1.00	0.88		
1074 *	605	R17.75	n/o Route 60	0.68	0.99	1.03	0.78		
1075 *	605	22.92	at San Gabriel River Bridge	0.50	0.70	0.80	0.60		
1076	710	7.60	Willow St	0.81	0.90	0.99	0.90		
1077 *	710	10.31	n/o Route 405	0.65	0.66	0.94	1.01		
1078 *	710	19.10	n/o Route 105	1.11	0.86	0.72	0.99		
1079	710	23.75	s/o Route 60	0.82	0.82	0.79	1.27		

\+ Affected by Construction

++ Rte 101 travels north/south

* 1993 Station either relocated or new

** Change of 0.10 or more in highest daily D/C ratio and change in LOS.

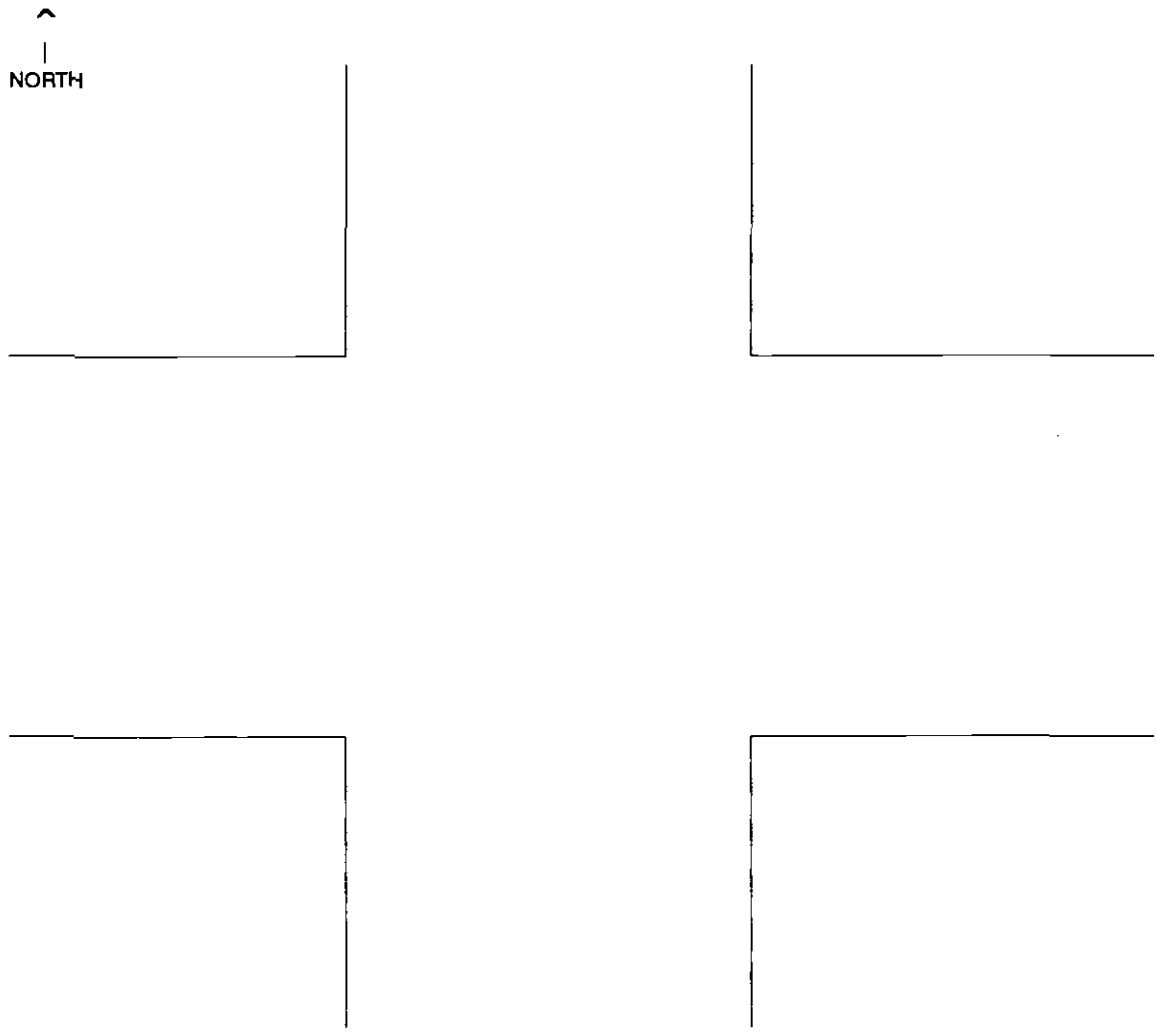
EXHIBIT A-3
SUBMITTAL FORMS (OPTIONAL)

See following sheets.

INTERSECTION DESCRIPTION

INTERSECTION: _____ (N/S) & _____ (E/W)

DATE: _____ DRAWN BY: _____



LEGEND

— — — \ V	Functions as separate turn lane *though not striped*
NP X am – X pm	No Parking during specific hours

SIGNAL PHASING

10/01/93

INTERSECTION CAPACITY UTILIZATION

Intersection: _____ (N/S) & _____ (E/W) _____ (Station)

Count Date: _____ Peak Hr: AM _____

Analyst: _____ Agency: _____

Movement	Volume	Adjusted Volume [1]	No. of Lanes	Capacity [2]	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. Counted volume adjusted for left turn PCE or free flow right turn (if applicable).
2. Per–lane Capacity = 1600 vehicles/hour; dual turn lane capacity = 2880 vph.

LOS	Maximum V/C
A	0.60
B	0.70
C	0.80
D	0.90
E	1.00
F	n/a

APPENDIX

B

GUIDELINES FOR TRANSIT MONITORING

The following instructions were included as part of the Fiscal Year 1994-97 Short Range Transit Plan guidelines distributed to bus transit operators in January, 1993. The resulting data submitted is included in Exhibit B-4.

INTRODUCTION

The Congestion Management Program (CMP) is a new program enacted by the State Legislature. The CMP requirements became effective with voter approval of Proposition 111 in 1990. Prop. 111 provided a 9 cent increase in the state gas tax over a 5 year period.

In passing CMP statute, the legislature noted increasing concern that urban congestion was impacting the economic vitality of the state and diminishing the quality of life in many communities. The legislature also noted that the existing planning process was not well suited to address congestion relief. Therefore, the CMP was created for the following purposes:

- To link land use, transportation, and air quality decisions;
- To develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and
- To propose transportation projects which are eligible to compete for state gas tax funds.

PURPOSE OF CMP TRANSIT REPORTING

There are a wide range of transit services in Los Angeles County providing a mixture of local, regional, and special service transportation. However, for CMP analysis, a subset of transit service which can be effectively monitored and directly linked to traffic congestion on the CMP highway system has been identified.

CMP statute requires the analysis of transit as a mechanism for reducing congestion on the CMP highway system. Therefore, a CMP transit network has been identified which includes routes that are within the corridors of the Congested Corridor Progress Report and provide service parallel to the CMP highway system for five miles or greater. This subset of transit services is referred to as the CMP transit monitoring network. The transit monitoring network is not a transit funding network, but rather an analysis tool to assist in: quantifying transit service currently available; monitoring changes in transit availability; and identifying future transit needs to enhance mobility on the CMP highway system.

REPORTING REQUIREMENTS

The CMP requires reporting of transit service and ridership data for each transit line on the CMP monitoring network. Exhibit B-1 presents the lines included in the network. Each listed operator must complete a CMP Transit Monitoring Form for each line in the network and submit completed forms (Exhibit B-2) with their SRTP. This data will be requested annually in the SRTP.

CMP TRANSIT MONITORING FORM INSTRUCTIONS

The following instructions describe how to complete the CMP Transit Monitoring Form. The CMP Transit Monitoring Form is also contained in Appendix B of the 1992 CMP Document. Minor modifications to the form were made for clarification purposes.

Transit operators must complete the CMP Transit Monitoring Form for each transit line listed in Exhibit B-1. Refer to the sample reporting sheet (Exhibit B-3) for illustration of how the monitoring sheet should be completed. Please direct questions regarding the CMP Transit Monitoring Form to Cosette Polena of the CMP Team at (213) 244-6816.

SECTION 1: TRANSIT LINE DESCRIPTION

Agency: Enter the name of the transit agency in the space provided. (e.g. MTA, Culver CityBus, etc.)

Fiscal Year: Enter the fiscal year in which the reported data was collected. For first year reporting, operators must utilize their fiscal year 1992 actual line by line analysis data.

Date Prepared: Enter date in which form was 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.

Type of Service: Mark the box next to the service type which best describes the transit line. Check only one service type.

SECTION 2: SERVICE SCHEDULE

Enter the days and hours of operation for weekdays and weekend days in the appropriate column using the following definitions. The time periods are listed below in order of appearance on the reporting form.

Number of Days: The number of weekdays and weekend days per week that the transit line is scheduled. (e.g. If the line operates each weekday and on Saturday, enter a "5" for weekdays and a "1" for weekend days.)

Begin Service: The time earliest in the morning when a bus/train begins its first trip after the break between night service and morning service. If you have 24-hour service, indicate that service begins at 12:00 am.

AM Peak: The period in the morning when additional service is provided to handle higher passenger volumes. Indicate when the AM peak begins and ends for the transit line for weekdays and weekend days.

Midday: The period in the morning when normal scheduled (base) headways are resumed. This is the period between when AM Peak ends and PM Peak begins. Please indicate when the midday begins and ends for the transit line for weekdays and weekend days.

PM Peak: The period in the afternoon or evening when service is again increased to handle higher passenger volumes. Indicate when the PM peak begins and ends for the transit line for weekdays and weekend days.

End of Service: The time that the last bus/train ends its last trip. This may be in the early morning (e.g., 2:00 a.m.). If you have 24-hour service, assume that night service ends at 12:00 am. Mark the end time for weekdays and weekend days.

SECTION 3: AVERAGE WEEKDAY STATISTICS

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

AM Peak: This refers to the period of increased morning service identified in Section 2, above. If there is no increased service in the morning, assume system AM peak period and specify the time period in Section 2 of the CMP Transit Monitoring Form.

PM Peak: This refers to the period of increased evening service identified in Section 2, above. If there is no increased service in the evening, assume system PM peak period and specify the time period in Section 2 of the CMP Transit Monitoring Form.

Off-Peak: This refers to periods outside the AM and PM Peaks, including early morning, midday and late evening services.

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 service and ridership statistics for the appropriate time period listed above.

Passenger Miles: Consistent with requirements for Section 15 reporting, enter the sum of all miles traveled by individual passengers. This entry is the product of the number of passengers and the trip distance. Enter data for weekday total only.

Vehicle Service Hours: The total hours of travel that a transit service vehicle is in revenue service, including layover. Excludes hours consumed while traveling to and from storage facilities and during other deadhead travel.

Vehicle Service Miles: The total miles traveled by transit service vehicles while in revenue service. Excludes miles traveled to and from storage facilities and other deadhead travel.

Number of Vehicle Trips: The number of one-way vehicle trips while in revenue service made during all applicable time periods. A round trip = two one-way vehicle trips.

Unlinked Passengers: The number of passenger boardings. Passengers are counted each time they board a vehicle even though it may be on the same journey from origin to destination. Enter data for weekday AM Peak period and total only.

Linked Passengers: A linked passenger is a passenger who takes a trip from origin to destination on the transit system. Even if a passenger must make several transfers during a journey, the passenger is counted as one linked passenger on the system. A passenger who rides three vehicles on his journey to work, for example, takes one linked passenger trip on the system, but three "unlinked passenger trips" because the passenger rode on three different vehicles. Enter data for weekday total only.

Average Headways (Minutes): The average time between two consecutive vehicles in minutes. Enter data for AM Peak, PM Peak and Off-Peak periods.

One-way Route Miles: The scheduled mileage in each direction over which the transit line travels while in revenue service. Enter this number in the "total" column only.

One-way Trip Time (Scheduled): The scheduled one-way travel time from beginning to end of line in minutes. Enter this number for the AM and PM Peak periods only.

Preparer & Phone Number: Enter the name and phone number of the person completing this form.

EXHIBIT B-1

ROUTES INCLUDED IN CMP TRANSIT MONITORING NETWORK			
CONGESTED CORRIDORS & STATE HIGHWAYS	TRANSIT MONITORING NETWORK		
	Operator	Line	Route
1A SANTA MONICA FREEWAY CORRIDOR			
State Hwys 1, 2, 10, 90, 170, 187	MTA	4/304	Santa Monica Blvd
	MTA	20/320	Wilshire
	MTA	28/27/328	Olympic
	MTA	33/333	Venice
	MTA	200	Alvarado
	MTA	212	La Brea
	Santa Monica	1	Santa Monica Blvd
	Santa Monica	2	Wilshire
	Santa Monica	3	Lincoln
	Culver City	6	Sepulveda
	MTA	434	Rte 10 PCH Exp
	MTA	436	Venice Rte 10 Exp
	MTA	439	Rte 10 Exp
	Santa Monica	10	Rte 10 Exp
	LADOT	430	Rte 10 Exp
	LADOT	431	Rte 10 Exp
	LADOT	437	Rte 10 Exp
	LADOT	438	Rte 10 Exp
1B SAN BERNARDINO/POMONA/ORANGE FREEWAY CORRIDOR			
State Hwys 10, 30, 39, 57, 60, 66	MTA	18	Whittier
	MTA	70	Garvey
	MTA	76	Valley
	Foothill	280	Azusa
	MTA	484	Valley Blvd. Exp
	MTA	488	Rte 10 Exp
	MTA	490	Rte 57 Rte 10 Exp
	MTA	497	Rte 10 Exp
	Foothill	480	Rte 10 Exp
	Foothill	481	Rte 10 Exp
	Foothill	482	(Rte 60) Rte 10 Exp
	Foothill	486	Rte 10 Exp
	Foothill	492	Rte 10 Arrow Exp
	Foothill	494	Foothill Rte 10 Exp
	Foothill	495	Rte 60 Exp
	Foothill	498	Rte 10 Exp
	Metrolink	San Bernardino Line	Commuter Rail
	Metrolink	Riverside Line	Commuter Rail

ROUTES INCLUDED IN CMP TRANSIT MONITORING NETWORK			
CONGESTED CORRIDORS & STATE HIGHWAYS	TRANSIT MONITORING NETWORK		
	Operator	Line	Route
2 SAN FERNANDO VALLEY/DOWNTOWN L.A. CORRIDOR			
State Hwys 5, 27, 101, 170	MTA	161	Rte 101
	MTA	165	Victory
	MTA	245	Topanga
	MTA	418	Rte 5 Exp
	MTA	420	Rte 101 Exp
	MTA	424	Ventura Exp
	MTA	426	Topanga Rte 5 Exp
	MTA	427	Rte 101 Exp
	LADOT	413	Rte 5 Exp
	LADOT	419	Devonshire Exp
	LADOT	423	Rte 101 Exp
	Metrolink	Moorpark Line	Commuter Rail
3 HARBOR FREEWAY CORRIDOR			
State Hwys 47, 110, 213	MTA	81	Figueroa
	Gardena	2	Western
	MTA	443	Rte 110 Exp
	MTA	445	Rte 110 Exp
	MTA	446	Rte 110 Exp
	Torrance	1	Rte 110 Exp
	Torrance	2	Rte 110 Exp
	Gardena	1	Rte 110 Exp
	LADOT	448	Rte 110 Exp
	MTA	Red Line	Subway
4 SAN DIEGO FREEWAY CORRIDOR			
State Hwys 1, 22, 107, 405	MTA	40	Hawthorne
	MTA	232	Pacific Coast Hwy
	MTA	234	Sepulveda
	Torrance	3	Pacific Coast Hwy
	Torrance	7	Sepulveda
	Torrance	8	Hawthorne
	Long Beach	90	7th Street
	MTA	442	Hawthorne Exp
	MTA	444	Hawthorne Exp
	MTA	560	Sepulveda Exp
5 VENTURA/FOOTHILL FREEWAY/WEST SAN GABRIEL VALLEY CORRIDOR			
State Hwys 2, 110, 134, 210	MTA	78/79/379	Huntington
	MTA	180/181	Colorado
	Foothill	187	Foothill
	MTA	401	Rte 110 Exp
	MTA	483	Rte 10 Exp
	MTA	487	Rte 10 Exp
	Foothill	690	Rte 210 Exp

ROUTES INCLUDED IN CMP TRANSIT MONITORING NETWORK			
CONGESTED CORRIDORS & STATE HIGHWAYS	TRANSIT MONITORING NETWORK		
	Operator	Line	Route
6 SANTA ANA FREEWAY CORRIDOR			
State Hwys 5, 72	MTA	66	E. Olympic
	Montebello	10	Whittier
	MTA	460	Rte 5 Exp
	MTA	462	Rte 5 Exp
	MTA	466	Rte 5 Exp
	MTA	470	Whittier
	Metrolink	Oceanside Line	Commuter Rail
7 SAN GABRIEL RIVER FREEWAY CORRIDOR			
State Hwys 19, 164, 605	MTA	266	Rosemead
	MTA	270	Peck/Myrtle
8 ARTESIA FREEWAY CORRIDOR			
State Hwys 42 (105), 91	MTA	115	Firestone
	MTA	120	Imperial
9 NORTH COUNTY CORRIDOR			
State Hwys 14, 48, 118, 138	Santa Clarita	50	Sierra Highway
	Santa Clarita	799	Rte 5 Rte 126 Exp
	Antelope Valley	785	Rte 5 Rte 14 Exp
	Antelope Valley	787	Rte 5 Rte 14 Exp
	Metrolink	Santa Clarita Line	Commuter Rail
10 LONG BEACH FREEWAY CORRIDOR			
State Hwys 47, 103, 710	MTA	55	Alameda
	MTA	60/360	Feeder
	MTA	260	Atlantic
	Long Beach	40	Feeder
	Long Beach	50	Feeder
	Long Beach	60	Atlantic
	MTA	Blue Line	Light Rail
	MTA	457	Rte 710 Exp

EXHIBIT B-2 (SRTP TABLE L-12)
CMP TRANSIT MONITORING FORM

I. - TRANSIT LINE DESCRIPTION

Agency: _____

Fiscal Year: _____ Date Prepared: _____

Line Number: _____ Branch/Route Numbers: _____

Type of Service (Check One):

☐ Local Rail Feeder ☐ Local ☐ Local-Limited
☐ Peak-Only Express ☐ All-Day Express
☐ Commuter Rail ☐ Light Rail ☐ Heavy Rail

II. - SERVICE SCHEDULE

	Number of Days	Begin Service	AM Peak	Mid-day	PM Peak	End of Service
Weekdays						
Weekend Days						

III. - AVERAGE WEEKDAY STATISTICS	AM Peak	PM Peak	Off Peak	Total
Passenger Miles				
Vehicle Service Hours				
Vehicle Service Miles				
Number of Vehicle Trips				
Unlinked Passengers				
Linked Passengers				
Average Headways (Minutes)				
One-way Route Miles				
One-way Trip Time (Scheduled)				

Preparer: _____ Phone Number: _____

EXHIBIT B-3
SAMPLE REPORTING SHEET

I. - TRANSIT LINE DESCRIPTION

Agency: Example Bus Lines

Fiscal Year: 1991 - 1992 Date Prepared: 10/1/92

Line Number: 99 Branch/Route Numbers: N/A

Type of Service (Check One):

- ☐ Local Rail Feeder
- ☒ Local
- ☐ Local-Limited
- ☐ Peak-Only Express
- ☐ All-Day Express
- ☐ Commuter Rail
- ☐ Light Rail
- ☐ Heavy Rail

II. - SERVICE SCHEDULE

	Number of Days	Begin Service	AM Peak	Mid-day	PM Peak	End of Service
Weekdays	5	5:50 am	6-9 am	9am - 3pm	3-6pm	8:19 pm
Weekend Days	1	7:14 am	N/A	N/A	N/A	5:37 pm

III. - AVERAGE WEEKDAY STATISTICS	AM Peak	PM Peak	Off Peak	Total
Passenger Miles				79,917
Vehicle Service Hours	23.3	23.3	62.3	108.9
Vehicle Service Miles	427.8	570.4	855.6	1853.8
Number of Vehicle Trips	6	8	12	26
Unlinked Passengers	1,029			4,801
Linked Passengers				3,015
Average Headways (Minutes)	30 min.	20 min.	30 min.	
One-way Route Miles				27.6
One-way Trip Time (Scheduled)	23 min.	23 min.		

Preparer: Pat Johnson Phone Number: (213) 623-1194

EXHIBIT B-4
CMP TRANSIT MONITORING DATA

See following sheets.

CMP TRANSIT MONITORING NETWORK ANALYSIS FY 1992 DATA
10/7/93

IDENTIFICATION * Indicates Peak Only		CORR-IDOR #	CMP NETWORK	FREQ. AVE. PEAK VT	LINE INFORMATION							
OPERATOR	LINE #				ONE WAY ROUTE MILES	VEH. PM PK	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	MOBILITY 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	20/320	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	144.7	1,603	26,654	11.1	184.2
Santa Monica	2	1A	Wilshire	25	11.4		6,727	121.3	1,346	16,145	11.1	133.1
Santa Monica	3	1A	Lincoln	3	15		7,425	113.8	1,379	25,988	12.1	228.4
Culver City	6	1A	Sepulveda	30	10.9		4,826	103.9	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	77.6	1,171	30,443	15.1	392.3
LADOT	*430	1A	I10	2	26		117	5.3	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	9.3	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				596	350	0	235,542	3,761	42,581	908,381	256	4,978
CORRIDOR 1A AVERAGE				33	19	0	13,086	209	2,366	50,466	14	277

CMP TRANSIT MONITORING NETWORK ANALYSIS FY 1992 DATA
10/7/93

IDENTIFICATION * Indicates Peak Only		CORR-IDOR #	CMP NETWORK	FREQ. AVE. PEAK VT	LINE INFORMATION							
OPERATOR	LINE #				ONE WAY ROUTE MILES	VEH. PM PK	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	MOBILITY 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	46.00	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	(160) 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	0.0
MTA	488	1B	I10	0	N/A		2,125	N/A	N/A	15,111	N/A	N/A
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	61.00	1,375	13,187	22.5	216.2
Foothill	*498	1B	I10	20	28.3		1,705	56.00	1,355	14,991	24.2	267.7
Foothill	*492	1B	I10 Arrow	4	30.1		415	11.00	211	3,649	19.2	331.7
Foothill	*494	1B	Foothill I10	3	31.4		377	10.00	212	3,312	21.2	331.2
TOTAL CORRIDOR 1B				315	396	0	96,037	1,913	32,123	512,600	259	3,686
CORRIDOR 1B AVE.				21	26	0	6,402	128	2,142	34,173	17	246

CMP TRANSIT MONITORING NETWORK ANALYSIS FY 1992 DATA
10/7/93

IDENTIFICATION * Indicates Peak Only		CORR-IDOR #	CMP NETWORK	FREQ. AVE. PEAK VT	LINE INFORMATION ONE WAY ROUTE MILES	VEH. PM PK	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	MOBILITY INDEX
OPERATOR	LINE #											
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	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	14.52	220	6,607	15.2	455.0
LADOT	*419	2	Devonshire	6	33		452	28.1	528	11,951	18.8	425.3
LADOT	*423	2	I101	7	42		632	41.5	879	19,901	21.2	479.5
TOTAL CORRIDOR 2				156	300	0	58,294	1,375	19,941	408,395	188	3,584
CORRIDOR 2 AVERAGE				14	27	0	5,299	125	1,813	37,127	17	326
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	91.67	1,355	24,781	14.8	270.3
MTA	*443	3	I110	6	28.5		346	24	426	5,178	17.8	215.8
MTA	*445	3	I110	4	27.3		210	14	286	3,459	20.4	247.1
MTA	446	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	97.75	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				119	225	0	40,145	847	11,959	174,689	147	1,888
CORRIDOR 3 AVERAGE				13	25	0	4,461	94	1,329	19,410	16	210

CMP TRANSIT MONITORING NETWORK ANALYSIS FY 1992 DATA
10/7/93

IDENTIFICATION * Indicates Peak Only		CORR-IDOR #	CMP NETWORK	FREQ. AVE. PEAK VT	LINE INFORMATION ONE WAY ROUTE MILES	VEH. PM PK	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	MOBILITY INDEX
OPERATOR	LINE #											
4 SAN DIEGO FREEWAY CORRIDOR												
MTA	40	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	85.4	1,376	21658	16.1	253.6
MTA	*442	4	Hawthorne	0	21.4		N/A	N/A	N/A	N/A	N/A	N/A
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				229	200	0	86,127	1,585	19,771	341,943	121	1,638
CORRIDOR 4 AVERAGE				23	20	0	8,613	159	1,977	34,194	12	164
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	5	I110	27	15.6		4,285	105	1,534	31,032	14.6	295.5
MTA	483	5	I10	32	17.5		6,826	183	2,498	39,195	13.7	214.2
MTA	487	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	0	48,780	1,105	14,528	256,741	101	1,524
CORRIDOR 5 AVERAGE				29	23	0	6,969	158	2,075	36,677	14	218

CMP TRANSIT MONITORING NETWORK ANALYSIS FY 1992 DATA
10/7/93

IDENTIFICATION * Indicates Peak Only		CORR-IDOR #	CMP NETWORK	FREQ. AVE. PEAK VT	LINE INFORMATION							
OPERATOR	LINE #				ONE WAY ROUTE MILES	VEH. PM PK	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	MOBILITY INDEX
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	6	Whittier	24	29.2		5,545	179	2,823	42,386	15.8	236.8
TOTAL CORRIDOR 6				147	130	0	46,310	805	10,775	208,860	83	1,461
CORRIDOR 6 AVERAGE				25	22	0	7,718	134	1,796	34,810	14	244
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				18	57	0	7,350	191	2,856	38,309	30	395
CORRIDOR 7 AVERAGE				9	29	0	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	0	27,558	415	5,411	94,398	26	463
CORRIDOR 8 AVERAGE				32	28	0	13,779	208	2,706	47,199	13	231

CMP TRANSIT MONITORING NETWORK ANALYSIS FY 1992 DATA
10/7/93

IDENTIFICATION * Indicates Peak Only		CORR-IDOR #	CMP NETWORK	FREQ. AVE. PEAK VT	LINE INFORMATION							
OPERATOR	LINE #				ONE WAY ROUTE MILES	VEH. PM PK	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	MOBILITY INDEX
9 NORTH COUNTY CORRIDOR												
Santa Clarita	*799	9	15 Rt 126	9	52.7		487	27.8	961	5,596	34.6	201.5
Santa Clarita	50	9	Sierra Hwy	10	13.7		389	28.15	389	4,470	13.8	158.8
AVTA	*785	9	15 Rt 14	4	71.5		278	22	716	17,075	33.2	792.7
AVTA	*787	9	15 Rt 14	2	66.4		105	9	265	6,449	30.5	741.3
TOTAL CORRIDOR 9				25	204	0	1,259	86	2,331	33,590	112	1,894
CORRIDOR 9 AVERAGE				6	51	0	315	22	583	8,398	28	474
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	106.2	968	20,232	9.1	190.5
Long Beach	50	10	Feeder	26	10.95		5,479	86.4	1,774	25,368	20.5	293.6
Long Beach	60	10	Atlantic	36	11.54		7,947	113.8	2,389	37,589	21.0	330.3
MTA	Blue Line	10	Long Bch. Bl.	48	21.3		35,700	189.9	3,995	321,300	21.0	1,691.9
MTA	*457	10	1710	4	32.1		93	15	366	2,434	24.4	162.3
TOTAL CORRIDOR 10				264	143	0	108,235	1,446	20,362	508,630	132	3,108
CORRIDOR 10 AVE.				33	18	0	13,529	181	2,545	63,579	16	388

CMP TRANSIT NETWORK TOTAL	2,135	2,221	0	755,637	13,530	182,638	3,486,536	1,455	24,620
NETWORK AVERAGE	23	24	0	8,213	147	1,985	37,897	16	268

APPENDIX

C

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;

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

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 administrated 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 to 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 and 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 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 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:

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 a place of employment than parking spaces provided for single occupant vehicles.

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. The "Transit Impact Review Worksheet", contained in the Los Angeles County Congestion Management Program Manual, or similar worksheets, shall be used in assessing impacts. Pursuant to the provisions of CEQA, transit operators shall be sent a NOP for all contemplated EIR's 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 Environmental Impact Report 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, as 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 0.5 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 JURISDICTIONS 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 call the CMP Hotline at (213) 244-6599 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. Basic references are listed in Section D.10 which provide additional information on possible methodologies and resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-8 provides a model resolution for local adoption of CMP TIA procedures. TIA requirements should be fulfilled within existing environmental review processes, by extending local traffic impact studies presently being conducted to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

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

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report based on local determination. Please refer to Chapter 7 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, based on these criteria, the TIA identifies no facilities for study, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.3).

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).

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.

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. Development of more specific consistency criteria is being considered by MTA.

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

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:

(a) The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or

(b) 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 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. As discussed in Chapter 6 of the CMP, projects which conduct an EIR must consult with transit operators regarding possible impact to transit services. The optional worksheets of Exhibit D-7 can facilitate this consultation.

A local jurisdiction or project proponent completes Part A of the worksheets (or equivalent), then transmits the worksheets along with the NOP to local fixed route bus operators within 1 mile and express bus and rail transit operators within 2 miles of the project. Completion of Part B of the worksheet and returning the completed worksheets during the NOP comment period is optional for the transit operator. Appropriate incorporation of transit operator responses within the EIR is then the responsibility of the lead agency.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For the purpose of a CMP TIA, a significant project impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing or worsening LOS F ($V/C > 1.00$). The lead agency may apply 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:

(a) *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.

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

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

Local jurisdictions should note that project-specific mitigation measures may be eligible for credit in the Countywide Deficiency Plan. See CMP Appendix G and Chapter 10 for a list of eligible improvements and credit values.

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

(a) Any project contribution to the improvement, and

(b) The means by which trips generated at the site will access the regional facility.

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

D.10 REFERENCES

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

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

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

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

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

6. *Building Better Communities, Sourcebook, Coordinating Land Use and Transit Planning*, American Public Transit Association.

7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.

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

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

EXHIBIT D-1

GENERAL TRAFFIC VOLUME GROWTH FACTORS

Area	1992	1995	2000	2005	2010
North County	1.000	1.045	1.097	1.133	1.162
San Fernando Vly	1.000	1.036	1.077	1.106	1.128
Westside	1.000	1.032	1.069	1.095	1.116
Central	1.000	1.030	1.064	1.089	1.108
San Gabriel Vly	1.000	1.053	1.113	1.155	1.188
South Bay	1.000	1.027	1.058	1.080	1.097
Southeast	1.000	1.041	1.089	1.122	1.148

Note: Due to the irregular changes in traffic congestion levels between 1992 and 1993, MTA recommends continued use of the 1992-based growth factors shown above through 1993.

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 sheets

PROJECT RSA: 7 Area Generally Bounded By: Agoura Hills, Calabasas, Hidden Hills

1990 TRIP DISTRIBUTION PERCENTAGES

10/06/92

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
Work	32.9%	0.2%	0.0%	0.0%	0.0%	29.8%	2.6%	1.2%	2.4%	4.4%	5.7%	1.4%	0.4%
NonWork	47.6%	0.1%	0.0%	0.0%	0.1%	20.7%	1.2%	0.6%	1.7%	2.8%	3.1%	0.7%	0.3%
Non – Residential													
Work	31.2%	0.5%	0.2%	0.3%	0.0%	14.6%	0.8%	1.0%	2.8%	1.5%	0.9%	0.3%	0.1%
NonWork	55.8%	0.2%	0.1%	0.1%	0.0%	9.6%	0.2%	0.3%	1.2%	0.8%	0.2%	0.1%	0.1%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.2%	1.3%	0.3%	1.3%	1.1%	0.8%	0.2%	0.0%	13.6%	0.2%	0.0%	0.0%	0.1%	100.0%
NonWork	0.2%	0.9%	0.3%	0.4%	0.8%	0.6%	0.2%	0.0%	17.0%	0.5%	0.1%	0.0%	0.1%	100.0%
Non – Residential														
Work	0.1%	0.2%	0.1%	0.1%	0.4%	0.3%	0.1%	0.0%	44.3%	0.2%	0.1%	0.0%	0.1%	100.0%
NonWork	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	30.2%	0.2%	0.1%	0.1%	0.1%	100.0%

2010 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
RSA Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
7 Work	21.2%	0.4%	0.0%	0.0%	0.0%	30.6%	3.7%	1.1%	0.9%	6.6%	7.7%	2.6%	0.5%
NonWork	44.6%	0.2%	0.0%	0.0%	0.0%	20.5%	1.1%	0.6%	1.0%	4.4%	3.2%	0.6%	0.3%
Non – Residential													
Work	29.7%	0.4%	0.3%	0.2%	0.0%	15.9%	0.6%	0.8%	3.4%	1.2%	0.7%	0.2%	0.1%
NonWork	52.8%	0.2%	0.1%	0.1%	0.0%	10.5%	0.2%	0.3%	1.5%	0.9%	0.3%	0.1%	0.1%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.2%	1.7%	0.3%	2.1%	1.7%	0.9%	0.2%	0.0%	17.1%	0.2%	0.0%	0.0%	0.1%	100.0%
NonWork	0.2%	0.8%	0.3%	0.4%	0.7%	0.6%	0.2%	0.0%	19.6%	0.5%	0.1%	0.0%	0.1%	100.0%
Non – Residential														
Work	0.1%	0.1%	0.1%	0.1%	0.3%	0.3%	0.1%	0.0%	45.0%	0.2%	0.1%	0.0%	0.1%	100.0%
NonWork	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	31.8%	0.2%	0.2%	0.1%	0.1%	100.0%

PROJECT RSA: 8 Area Generally Bounded By: Santa Clarita, Castaic

1990 TRIP DISTRIBUTION PERCENTAGES

10/06/92

Project Type / Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
Work	0.2%	51.3%	0.2%	0.5%	0.2%	12.8%	5.8%	10.0%	0.1%	2.0%	5.8%	1.2%	0.4%
NonWork	0.1%	77.3%	0.4%	0.6%	0.1%	4.0%	1.9%	5.0%	0.0%	0.9%	2.9%	0.6%	0.2%
Non-Residential													
Work	0.1%	76.2%	2.9%	3.9%	0.0%	3.4%	1.1%	4.8%	0.0%	0.3%	0.6%	0.2%	0.1%
NonWork	0.1%	92.2%	0.3%	0.8%	0.0%	1.0%	0.3%	2.0%	0.0%	0.1%	0.2%	0.1%	0.0%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.2%	1.7%	0.4%	1.7%	2.2%	1.4%	0.3%	0.0%	0.9%	0.3%	0.0%	0.0%	0.4%	100.0%
NonWork	0.2%	1.1%	0.3%	0.5%	1.1%	0.8%	0.2%	0.0%	0.7%	0.5%	0.1%	0.0%	0.4%	100.0%
Non-Residential														
Work	0.0%	0.2%	0.1%	0.1%	0.5%	0.4%	0.2%	0.0%	4.0%	0.2%	0.1%	0.0%	0.6%	100.0%
NonWork	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	1.4%	0.2%	0.2%	0.1%	0.5%	100.0%

2010 TRIP DISTRIBUTION PERCENTAGES

Project Type / RSA Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
8 Work	0.1%	65.1%	0.1%	0.5%	0.0%	8.5%	4.8%	5.8%	0.0%	1.8%	4.3%	1.2%	0.3%
NonWork	0.1%	84.9%	0.2%	0.8%	0.1%	2.8%	1.1%	3.2%	0.0%	0.9%	1.8%	0.3%	0.2%
Non-Residential													
Work	0.2%	76.0%	4.1%	3.3%	0.0%	3.6%	0.9%	4.4%	0.1%	0.3%	0.5%	0.1%	0.1%
NonWork	0.1%	92.0%	0.5%	0.7%	0.0%	1.0%	0.3%	2.1%	0.0%	0.1%	0.2%	0.1%	0.0%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.1%	1.3%	0.2%	1.6%	1.9%	1.0%	0.2%	0.0%	0.6%	0.2%	0.0%	0.0%	0.5%	100.0%
NonWork	0.1%	0.6%	0.2%	0.3%	0.6%	0.5%	0.1%	0.0%	0.4%	0.3%	0.1%	0.0%	0.5%	100.0%
Non-Residential														
Work	0.0%	0.1%	0.1%	0.1%	0.4%	0.3%	0.1%	0.1%	4.4%	0.2%	0.2%	0.0%	0.5%	100.0%
NonWork	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%	1.5%	0.2%	0.2%	0.1%	0.5%	100.0%

PROJECT RSA: 9 Area Generally Bounded By: Lancaster, Gorman

1990 TRIP DISTRIBUTION PERCENTAGES

10/06/92

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
Work	0.1%	2.1%	66.0%	10.5%	0.1%	3.0%	1.4%	1.6%	0.0%	0.9%	2.7%	0.6%	0.2%
NonWork	0.0%	0.3%	86.8%	6.3%	0.1%	0.5%	0.3%	0.3%	0.0%	0.2%	0.6%	0.1%	0.1%
Non-Residential													
Work	0.0%	0.3%	85.6%	10.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
NonWork	0.0%	0.4%	87.4%	8.6%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.3%	1.7%	0.5%	1.3%	1.3%	1.9%	0.4%	0.1%	0.3%	0.2%	0.7%	0.1%	2.1%	100.0%
NonWork	0.1%	0.3%	0.1%	0.1%	0.3%	0.3%	0.1%	0.0%	0.1%	0.2%	0.4%	0.1%	2.1%	100.0%
Non-Residential														
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.3%	0.0%	2.8%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.4%	0.1%	2.1%	100.0%

2010 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
RSA Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
9 Work	0.1%	3.1%	54.4%	22.3%	0.0%	2.4%	1.5%	1.1%	0.0%	1.0%	2.7%	0.8%	0.2%
NonWork	0.0%	0.4%	88.6%	6.5%	0.0%	0.5%	0.2%	0.2%	0.0%	0.2%	0.4%	0.1%	0.1%
Non-Residential													
Work	0.0%	0.2%	89.4%	7.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
NonWork	0.0%	0.2%	90.5%	6.9%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.2%	1.7%	0.4%	1.6%	1.4%	1.7%	0.4%	0.1%	0.2%	0.1%	0.8%	0.1%	1.5%	100.0%
NonWork	0.1%	0.2%	0.1%	0.1%	0.2%	0.3%	0.1%	0.0%	0.1%	0.1%	0.2%	0.0%	1.4%	100.0%
Non-Residential														
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	2.4%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.3%	0.1%	1.4%	100.0%

PROJECT RSA: 10 Area Generally Bounded By: Palmdale, Agua Dulce

1990 TRIP DISTRIBUTION PERCENTAGES

10/06/92

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
Work	0.2%	3.9%	11.4%	48.3%	0.1%	5.8%	2.7%	3.4%	0.1%	1.4%	4.6%	1.2%	0.5%
NonWork	0.0%	1.0%	11.4%	76.3%	0.3%	1.1%	0.6%	0.6%	0.0%	0.6%	1.9%	0.3%	0.1%
Non-Residential													
Work	0.0%	1.1%	22.0%	73.5%	0.0%	0.2%	0.1%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%
NonWork	0.0%	1.0%	9.5%	86.7%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.6%	2.9%	0.9%	2.2%	2.6%	3.6%	0.7%	0.1%	0.5%	0.5%	0.7%	0.2%	1.1%	100.0%
NonWork	0.1%	0.8%	0.2%	0.4%	0.7%	0.8%	0.2%	0.0%	0.2%	0.5%	0.5%	0.1%	1.1%	100.0%
Non-Residential														
Work	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.2%	0.0%	0.5%	0.1%	1.7%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.3%	0.1%	0.4%	0.2%	1.2%	100.0%

2010 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
RSA Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
10 Work	0.1%	3.9%	7.0%	64.9%	0.0%	3.3%	2.0%	1.7%	0.0%	1.2%	3.1%	1.0%	0.4%
NonWork	0.0%	0.9%	11.2%	79.3%	0.1%	0.9%	0.5%	0.4%	0.0%	0.7%	1.5%	0.2%	0.1%
Non-Residential													
Work	0.0%	0.7%	33.9%	62.9%	0.0%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
NonWork	0.0%	1.1%	11.5%	84.6%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.3%	1.9%	0.5%	1.8%	1.9%	2.1%	0.4%	0.1%	0.3%	0.3%	0.7%	0.1%	1.0%	100.0%
NonWork	0.1%	0.5%	0.2%	0.3%	0.5%	0.6%	0.1%	0.0%	0.1%	0.3%	0.2%	0.1%	1.0%	100.0%
Non-Residential														
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.6%	0.1%	1.0%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.1%	0.5%	0.2%	1.1%	100.0%

PROJECT RSA: 11 Area Generally Bounded By: Angeles National Forest

1990 TRIP DISTRIBUTION PERCENTAGES

10/06/92

Project Type / Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
Work	0.2%	1.0%	0.1%	0.2%	10.6%	8.3%	7.8%	16.8%	0.1%	1.3%	6.2%	1.4%	0.8%
NonWork	0.1%	0.5%	0.2%	0.2%	45.7%	4.5%	3.9%	18.7%	0.1%	0.9%	3.8%	0.8%	0.5%
Non-Residential													
Work	0.4%	5.0%	1.8%	2.7%	10.9%	10.1%	5.8%	28.9%	0.1%	0.7%	2.7%	0.5%	0.4%
NonWork	0.5%	2.9%	2.6%	3.7%	20.7%	4.1%	2.3%	21.5%	0.2%	0.6%	1.4%	0.7%	0.8%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.1%	5.5%	2.4%	3.6%	7.1%	12.5%	8.3%	1.0%	0.4%	2.2%	0.7%	0.1%	0.2%	100.0%
NonWork	0.5%	2.5%	1.0%	1.0%	3.7%	4.9%	3.2%	0.4%	0.3%	1.8%	0.5%	0.2%	0.2%	100.0%
Non-Residential														
Work	0.2%	1.4%	0.9%	0.5%	4.8%	6.2%	5.3%	1.3%	4.0%	1.6%	2.8%	0.8%	0.2%	100.0%
NonWork	0.7%	1.3%	1.5%	0.2%	3.4%	5.7%	6.6%	1.7%	4.4%	3.4%	5.9%	2.9%	0.1%	100.0%

2010 TRIP DISTRIBUTION PERCENTAGES

Project Type / RSA Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
11 Work	0.2%	1.4%	0.2%	0.6%	7.5%	8.1%	9.2%	13.4%	0.0%	1.7%	6.9%	1.9%	1.0%
NonWork	0.1%	0.8%	0.2%	0.3%	36.6%	5.4%	4.1%	17.5%	0.1%	1.9%	5.3%	1.0%	0.7%
Non-Residential													
Work	0.5%	3.8%	2.2%	2.3%	12.9%	10.1%	5.1%	22.7%	0.2%	1.0%	2.4%	0.8%	0.3%
NonWork	0.5%	2.2%	2.0%	2.5%	20.0%	4.3%	2.3%	21.6%	0.3%	0.5%	1.4%	0.7%	0.7%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.9%	6.2%	2.3%	5.0%	8.4%	12.7%	6.9%	1.1%	0.4%	2.0%	1.1%	0.2%	0.8%	100.0%
NonWork	0.7%	3.2%	1.6%	1.4%	4.2%	5.9%	4.0%	0.6%	0.3%	2.5%	0.7%	0.2%	1.0%	100.0%
Non-Residential														
Work	0.3%	1.9%	1.5%	0.6%	4.7%	7.2%	5.7%	1.5%	4.1%	2.8%	3.4%	0.8%	1.3%	100.0%
NonWork	0.6%	1.2%	1.3%	0.2%	3.4%	5.2%	5.4%	1.5%	5.8%	3.5%	7.6%	4.6%	0.5%	100.0%

PROJECT RSA: 12 Area Generally Bounded By: Woodland Hills, Sherman Oaks, Sepulveda, Porter Ranch

1990 TRIP DISTRIBUTION PERCENTAGES

10/06/92

Project Type / Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
Work	1.4%	0.5%	0.0%	0.0%	0.1%	64.8%	8.3%	5.6%	0.2%	2.9%	7.3%	1.2%	0.3%
NonWork	0.7%	0.2%	0.0%	0.0%	0.0%	77.5%	7.7%	6.0%	0.0%	1.1%	3.1%	0.3%	0.1%
Non-Residential													
Work	2.6%	2.4%	0.5%	0.7%	0.0%	60.6%	6.5%	9.7%	0.3%	1.6%	2.7%	0.5%	0.2%
NonWork	1.8%	0.8%	0.1%	0.2%	0.0%	75.0%	6.0%	9.2%	0.1%	0.6%	1.0%	0.2%	0.1%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.2%	1.3%	0.2%	1.6%	1.8%	1.0%	0.2%	0.0%	0.9%	0.2%	0.0%	0.0%	0.1%	100.0%
NonWork	0.1%	0.5%	0.1%	0.3%	0.9%	0.3%	0.1%	0.0%	0.5%	0.2%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	0.1%	0.4%	0.2%	0.2%	1.4%	0.9%	0.3%	0.1%	7.2%	0.3%	0.2%	0.1%	0.1%	100.0%
NonWork	0.0%	0.1%	0.1%	0.0%	0.5%	0.3%	0.1%	0.0%	3.2%	0.2%	0.2%	0.1%	0.1%	100.0%

2010 TRIP DISTRIBUTION PERCENTAGES

Project Type / RSA Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
12 Work	1.0%	0.8%	0.0%	0.0%	0.0%	61.7%	9.2%	5.0%	0.1%	3.7%	7.7%	1.7%	0.3%
NonWork	0.8%	0.2%	0.0%	0.0%	0.0%	78.3%	6.7%	5.9%	0.0%	1.6%	3.0%	0.3%	0.1%
Non-Residential													
Work	2.7%	2.2%	0.7%	0.6%	0.0%	62.0%	5.4%	9.4%	0.5%	1.5%	2.2%	0.4%	0.2%
NonWork	1.8%	0.7%	0.2%	0.2%	0.0%	74.6%	5.8%	9.0%	0.1%	0.6%	1.0%	0.2%	0.1%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.1%	1.5%	0.2%	2.2%	2.3%	1.0%	0.1%	0.0%	1.0%	0.1%	0.0%	0.0%	0.2%	100.0%
NonWork	0.1%	0.4%	0.1%	0.3%	0.8%	0.3%	0.1%	0.0%	0.5%	0.2%	0.0%	0.0%	0.2%	100.0%
Non-Residential														
Work	0.1%	0.3%	0.2%	0.2%	1.1%	0.8%	0.3%	0.1%	8.2%	0.4%	0.3%	0.1%	0.2%	100.0%
NonWork	0.0%	0.1%	0.1%	0.1%	0.5%	0.2%	0.1%	0.0%	4.0%	0.2%	0.3%	0.2%	0.1%	100.0%

PROJECT RSA: 13 Area Generally Bounded By: Burbank, Sun Valley, North Hollywood

1990 TRIP DISTRIBUTION PERCENTAGES

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Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
Work	0.2%	0.3%	0.0%	0.0%	0.1%	15.3%	39.3%	6.0%	0.0%	1.6%	13.6%	0.9%	0.3%
NonWork	0.0%	0.1%	0.0%	0.0%	0.1%	13.9%	54.9%	5.6%	0.0%	0.5%	10.4%	0.2%	0.1%
Non-Residential													
Work	0.5%	2.3%	0.5%	0.7%	0.1%	16.5%	35.6%	10.9%	0.1%	1.0%	8.1%	0.5%	0.3%
NonWork	0.2%	0.9%	0.1%	0.2%	0.0%	16.5%	52.4%	9.9%	0.0%	0.4%	5.6%	0.2%	0.1%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.3%	3.5%	0.5%	4.6%	9.7%	3.0%	0.3%	0.0%	0.2%	0.3%	0.0%	0.0%	0.1%	100.0%
NonWork	0.1%	1.3%	0.2%	1.4%	9.6%	1.2%	0.1%	0.0%	0.1%	0.2%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	0.2%	1.5%	0.6%	0.8%	10.3%	4.1%	0.9%	0.3%	2.4%	0.9%	0.6%	0.2%	0.1%	100.0%
NonWork	0.1%	0.5%	0.2%	0.3%	8.3%	1.5%	0.3%	0.1%	1.1%	0.3%	0.3%	0.2%	0.1%	100.0%

2010 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
RSA Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
13 Work	0.1%	0.5%	0.0%	0.0%	0.0%	12.9%	41.4%	4.5%	0.0%	1.7%	13.3%	1.0%	0.3%
NonWork	0.0%	0.2%	0.0%	0.0%	0.0%	15.3%	53.6%	5.1%	0.0%	0.7%	10.5%	0.2%	0.1%
Non-Residential													
Work	0.6%	2.3%	0.9%	0.7%	0.1%	17.6%	32.9%	10.6%	0.2%	1.1%	8.1%	0.5%	0.3%
NonWork	0.2%	0.7%	0.2%	0.2%	0.0%	16.4%	51.9%	9.3%	0.1%	0.3%	5.5%	0.2%	0.1%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.2%	3.5%	0.4%	5.5%	11.1%	2.6%	0.3%	0.0%	0.2%	0.2%	0.0%	0.0%	0.2%	100.0%
NonWork	0.1%	1.2%	0.2%	1.3%	9.6%	1.3%	0.1%	0.0%	0.1%	0.2%	0.0%	0.0%	0.2%	100.0%
Non-Residential														
Work	0.3%	1.5%	0.7%	0.9%	9.7%	4.1%	1.0%	0.3%	3.1%	1.2%	0.8%	0.4%	0.1%	100.0%
NonWork	0.1%	0.5%	0.2%	0.4%	8.7%	1.4%	0.3%	0.1%	1.5%	0.4%	0.6%	0.4%	0.2%	100.0%

PROJECT RSA: 14 Area Generally Bounded By: San Fernando, Granada Hills, Sylmar, Tujunga

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Project Type / Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
Work	0.2%	1.7%	0.0%	0.0%	0.5%	26.7%	14.1%	32.8%	0.0%	1.8%	6.3%	1.0%	0.3%
NonWork	0.1%	0.8%	0.0%	0.0%	0.6%	22.7%	11.1%	53.5%	0.0%	0.6%	2.4%	0.3%	0.1%
Non-Residential													
Work	0.4%	6.9%	1.0%	1.6%	0.4%	19.5%	9.4%	43.9%	0.1%	0.7%	2.0%	0.3%	0.2%
NonWork	0.2%	3.0%	0.1%	0.2%	0.3%	17.2%	7.2%	63.5%	0.0%	0.2%	0.5%	0.1%	0.1%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.2%	2.2%	0.4%	2.3%	4.9%	3.0%	0.3%	0.0%	0.7%	0.3%	0.0%	0.0%	0.2%	100.0%
NonWork	0.1%	0.8%	0.2%	0.5%	3.9%	1.4%	0.1%	0.0%	0.4%	0.3%	0.1%	0.0%	0.2%	100.0%
Non-Residential														
Work	0.1%	0.6%	0.3%	0.2%	3.7%	2.2%	0.5%	0.2%	4.6%	0.5%	0.4%	0.1%	0.2%	100.0%
NonWork	0.1%	0.2%	0.1%	0.1%	2.6%	0.9%	0.2%	0.1%	2.4%	0.2%	0.3%	0.1%	0.2%	100.0%

2010 TRIP DISTRIBUTION PERCENTAGES

Project Type / RSA Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
14 Work	0.1%	2.8%	0.0%	0.1%	0.2%	27.0%	16.0%	26.5%	0.0%	2.3%	6.8%	1.4%	0.3%
NonWork	0.1%	1.3%	0.0%	0.0%	0.4%	25.2%	10.1%	51.0%	0.0%	0.9%	2.5%	0.3%	0.1%
Non-Residential													
Work	0.5%	6.7%	1.5%	1.4%	0.3%	22.5%	8.4%	41.5%	0.1%	0.7%	1.7%	0.3%	0.2%
NonWork	0.2%	2.8%	0.2%	0.2%	0.2%	19.1%	6.5%	61.8%	0.1%	0.2%	0.5%	0.1%	0.1%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.2%	2.4%	0.4%	3.1%	5.6%	3.1%	0.3%	0.0%	0.7%	0.2%	0.1%	0.0%	0.2%	100.0%
NonWork	0.1%	0.7%	0.2%	0.4%	4.0%	1.5%	0.2%	0.0%	0.3%	0.3%	0.1%	0.0%	0.2%	100.0%
Non-Residential														
Work	0.1%	0.5%	0.3%	0.2%	3.1%	2.0%	0.5%	0.2%	5.7%	0.6%	0.5%	0.2%	0.4%	100.0%
NonWork	0.1%	0.2%	0.1%	0.1%	2.5%	0.8%	0.2%	0.1%	3.1%	0.3%	0.4%	0.2%	0.3%	100.0%

PROJECT RSA: 15 Area Generally Bounded By: Malibu

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Project Type / Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
Work	7.9%	0.2%	0.0%	0.0%	0.0%	11.0%	1.6%	0.8%	47.4%	9.6%	7.9%	2.7%	0.8%
NonWork	2.6%	0.1%	0.1%	0.0%	0.1%	2.6%	0.7%	0.4%	75.9%	5.6%	3.7%	1.1%	0.4%
Non-Residential													
Work	8.2%	0.4%	0.2%	0.3%	0.0%	5.8%	0.6%	0.7%	58.8%	5.2%	1.6%	0.6%	0.2%
NonWork	4.9%	0.3%	0.1%	0.1%	0.0%	1.5%	0.1%	0.2%	79.1%	6.3%	0.5%	0.3%	0.2%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.4%	1.7%	0.4%	1.5%	0.9%	0.7%	0.2%	0.0%	4.1%	0.3%	0.0%	0.0%	0.0%	100.0%
NonWork	0.3%	1.2%	0.3%	0.5%	0.7%	0.6%	0.2%	0.0%	1.8%	0.8%	0.1%	0.0%	0.0%	100.0%
Non-Residential														
Work	0.2%	0.4%	0.2%	0.1%	0.3%	0.3%	0.2%	0.0%	15.3%	0.3%	0.0%	0.0%	0.0%	100.0%
NonWork	0.1%	0.2%	0.1%	0.0%	0.1%	0.2%	0.2%	0.0%	4.6%	0.4%	0.2%	0.1%	0.0%	100.0%

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Project Type / RSA Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
15 Work	6.7%	0.4%	0.0%	0.0%	0.0%	14.9%	3.0%	1.0%	19.2%	15.2%	12.8%	5.6%	1.2%
NonWork	3.6%	0.3%	0.1%	0.1%	0.1%	3.9%	0.9%	0.5%	57.1%	11.3%	6.3%	1.5%	0.7%
Non-Residential													
Work	7.5%	0.3%	0.2%	0.1%	0.0%	5.3%	0.4%	0.6%	60.9%	4.1%	1.4%	0.5%	0.2%
NonWork	3.8%	0.2%	0.1%	0.1%	0.0%	1.3%	0.1%	0.2%	83.0%	3.5%	0.5%	0.2%	0.1%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.5%	2.8%	0.5%	3.2%	1.7%	1.1%	0.3%	0.0%	9.6%	0.4%	0.0%	0.0%	0.0%	100.0%
NonWork	0.5%	1.7%	0.6%	0.8%	0.9%	0.9%	0.3%	0.1%	6.5%	1.2%	0.1%	0.0%	0.0%	100.0%
Non-Residential														
Work	0.1%	0.3%	0.2%	0.2%	0.3%	0.2%	0.1%	0.1%	16.5%	0.3%	0.1%	0.0%	0.1%	100.0%
NonWork	0.1%	0.1%	0.1%	0.0%	0.1%	0.2%	0.1%	0.1%	5.3%	0.4%	0.3%	0.2%	0.0%	100.0%

PROJECT RSA: 16 Area Generally Bounded By: Santa Monica, Bel Air, Palisades, Marina Del Rey

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Project Type / Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
Work	0.3%	0.1%	0.0%	0.0%	0.0%	3.3%	1.0%	0.4%	0.3%	45.9%	30.6%	8.8%	1.2%
NonWork	0.1%	0.0%	0.0%	0.0%	0.0%	1.2%	0.3%	0.1%	0.4%	65.9%	24.3%	4.5%	0.3%
Non-Residential													
Work	0.8%	0.8%	0.3%	0.4%	0.0%	6.0%	1.5%	1.5%	0.7%	48.3%	20.5%	7.4%	1.6%
NonWork	0.5%	0.4%	0.1%	0.2%	0.0%	2.3%	0.4%	0.5%	0.4%	67.4%	16.8%	6.0%	0.6%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.5%	2.6%	0.4%	2.7%	0.7%	0.6%	0.1%	0.0%	0.1%	0.3%	0.0%	0.0%	0.0%	100.0%
NonWork	0.1%	0.9%	0.1%	0.6%	0.3%	0.2%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	0.6%	1.7%	0.7%	0.6%	1.1%	1.1%	0.6%	0.1%	1.7%	1.4%	0.4%	0.2%	0.0%	100.0%
NonWork	0.2%	0.6%	0.3%	0.2%	0.3%	0.4%	0.2%	0.1%	1.0%	0.5%	0.4%	0.2%	0.0%	100.0%

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Project Type / RSA Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
16 Work	0.1%	0.1%	0.0%	0.0%	0.0%	2.9%	1.1%	0.3%	0.1%	48.0%	27.0%	10.9%	1.1%
NonWork	0.1%	0.0%	0.0%	0.0%	0.0%	1.1%	0.3%	0.1%	0.2%	69.4%	22.7%	3.7%	0.2%
Non-Residential													
Work	1.1%	0.8%	0.6%	0.4%	0.0%	6.8%	1.3%	1.5%	0.9%	46.2%	19.6%	7.4%	1.7%
NonWork	0.7%	0.4%	0.1%	0.2%	0.0%	2.9%	0.5%	0.6%	0.7%	63.4%	17.2%	6.5%	0.6%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.4%	2.6%	0.4%	3.2%	0.8%	0.5%	0.1%	0.0%	0.1%	0.3%	0.0%	0.0%	0.1%	100.0%
NonWork	0.1%	0.6%	0.1%	0.5%	0.2%	0.2%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	0.8%	1.8%	0.9%	0.6%	0.9%	1.1%	0.6%	0.1%	2.1%	2.0%	0.5%	0.3%	0.1%	100.0%
NonWork	0.2%	0.7%	0.3%	0.2%	0.4%	0.4%	0.3%	0.1%	1.7%	0.7%	0.6%	0.5%	0.1%	100.0%

PROJECT RSA: 17 Area Generally Bounded By: Westwood, Beverly Glen, Los Feliz, Hyde Park, Culver City

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Project Type / Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
Work	0.1%	0.1%	0.0%	0.0%	0.0%	2.0%	2.8%	0.4%	0.0%	6.9%	53.2%	6.3%	1.2%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	1.9%	0.1%	0.0%	5.9%	68.4%	4.3%	0.3%
Non-Residential													
Work	0.3%	0.7%	0.3%	0.4%	0.0%	4.5%	3.8%	1.5%	0.2%	9.8%	47.8%	5.5%	1.5%
NonWork	0.2%	0.4%	0.1%	0.2%	0.0%	1.9%	3.0%	0.6%	0.1%	7.8%	61.1%	5.3%	0.9%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.6%	8.6%	0.7%	11.6%	3.2%	1.5%	0.3%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	100.0%
NonWork	0.1%	6.7%	0.2%	7.0%	3.3%	0.6%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	0.7%	5.3%	1.3%	3.2%	4.6%	2.9%	1.1%	0.2%	1.2%	1.7%	0.7%	0.4%	0.0%	100.0%
NonWork	0.4%	5.5%	0.6%	3.3%	4.4%	1.4%	0.5%	0.1%	0.8%	0.7%	0.5%	0.3%	0.0%	100.0%

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Project Type / RSA Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
17 Work	0.0%	0.1%	0.0%	0.0%	0.0%	1.7%	3.2%	0.3%	0.0%	8.1%	50.9%	7.0%	1.1%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	1.8%	0.1%	0.0%	7.5%	67.7%	4.0%	0.4%
Non-Residential													
Work	0.5%	0.8%	0.6%	0.4%	0.0%	5.3%	3.8%	1.6%	0.3%	9.7%	45.9%	4.7%	1.5%
NonWork	0.2%	0.3%	0.1%	0.2%	0.0%	2.1%	2.9%	0.6%	0.1%	8.1%	60.5%	5.5%	0.7%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.4%	7.9%	0.6%	13.4%	3.3%	1.3%	0.2%	0.0%	0.0%	0.3%	0.0%	0.0%	0.1%	100.0%
NonWork	0.2%	5.8%	0.3%	7.3%	3.1%	0.6%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	0.9%	4.9%	1.6%	3.4%	4.3%	3.0%	1.3%	0.3%	1.6%	2.4%	0.8%	0.5%	0.1%	100.0%
NonWork	0.3%	4.8%	0.6%	3.4%	4.1%	1.3%	0.4%	0.1%	1.3%	0.7%	0.8%	0.6%	0.1%	100.0%

PROJECT RSA: 18 Area Generally Bounded By: Westchester, Redondo Bch, Gardena, Inglewood

1990 TRIP DISTRIBUTION PERCENTAGES

10/06/92

Project Type / Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.3%	0.1%	0.0%	4.7%	11.4%	51.0%	13.5%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%	0.1%	0.0%	3.9%	11.1%	63.5%	10.8%
Non-Residential													
Work	0.2%	0.3%	0.1%	0.2%	0.0%	1.4%	0.5%	0.4%	0.1%	5.3%	10.6%	46.0%	13.2%
NonWork	0.1%	0.2%	0.0%	0.1%	0.0%	0.4%	0.1%	0.2%	0.0%	3.1%	8.2%	64.7%	12.7%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	3.0%	8.7%	1.4%	2.8%	0.6%	0.6%	0.2%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	100.0%
NonWork	1.1%	6.5%	0.5%	0.9%	0.3%	0.2%	0.1%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	3.4%	6.8%	2.3%	0.6%	0.8%	1.0%	0.6%	0.1%	0.6%	4.4%	0.4%	0.6%	0.0%	100.0%
NonWork	1.5%	4.9%	0.8%	0.2%	0.3%	0.3%	0.2%	0.1%	0.5%	1.0%	0.3%	0.3%	0.0%	100.0%

2010 TRIP DISTRIBUTION PERCENTAGES

Project Type / RSA Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
18 Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.3%	0.1%	0.0%	5.3%	9.2%	56.3%	11.5%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	5.1%	11.2%	60.9%	11.5%
Non-Residential													
Work	0.2%	0.3%	0.3%	0.2%	0.0%	1.8%	0.4%	0.5%	0.2%	5.9%	9.5%	43.3%	12.2%
NonWork	0.1%	0.1%	0.0%	0.1%	0.0%	0.4%	0.1%	0.2%	0.1%	2.8%	7.6%	64.6%	12.3%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	2.0%	7.9%	1.3%	3.3%	0.6%	0.5%	0.2%	0.0%	0.0%	0.8%	0.0%	0.0%	0.1%	100.0%
NonWork	1.2%	6.5%	0.8%	1.0%	0.3%	0.2%	0.1%	0.0%	0.0%	0.5%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	3.8%	6.7%	3.2%	0.6%	0.8%	1.1%	0.9%	0.2%	0.8%	5.9%	0.6%	0.6%	0.1%	100.0%
NonWork	1.4%	5.3%	1.0%	0.3%	0.3%	0.3%	0.2%	0.1%	0.6%	1.1%	0.4%	0.5%	0.1%	100.0%

PROJECT RSA: 19 Area Generally Bounded By: Torrance, Palos Verdes, Carson

1990 TRIP DISTRIBUTION PERCENTAGES

10/06/92

Project Type / Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.2%	0.1%	0.0%	1.2%	3.8%	17.8%	51.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.5%	2.1%	14.7%	67.9%
Non-Residential													
Work	0.1%	0.1%	0.1%	0.1%	0.0%	0.5%	0.2%	0.2%	0.0%	0.9%	2.6%	15.3%	47.9%
NonWork	0.0%	0.1%	0.0%	0.0%	0.0%	0.2%	0.1%	0.1%	0.0%	0.2%	0.7%	13.4%	71.5%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	9.8%	8.0%	2.3%	1.9%	0.5%	0.6%	0.2%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	100.0%
NonWork	6.1%	4.9%	1.1%	0.5%	0.3%	0.3%	0.1%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	10.2%	6.2%	3.9%	0.3%	0.5%	0.9%	0.7%	0.1%	0.2%	7.7%	0.5%	0.7%	0.0%	100.0%
NonWork	6.5%	2.9%	1.2%	0.1%	0.1%	0.2%	0.2%	0.0%	0.3%	1.5%	0.3%	0.3%	0.0%	100.0%

2010 TRIP DISTRIBUTION PERCENTAGES

Project Type / RSA Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
19 Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.3%	0.1%	0.0%	1.5%	3.7%	19.8%	50.6%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.6%	1.7%	13.6%	69.7%
Non-Residential													
Work	0.1%	0.1%	0.1%	0.1%	0.0%	0.5%	0.2%	0.2%	0.1%	0.9%	2.2%	13.1%	46.0%
NonWork	0.0%	0.1%	0.0%	0.0%	0.0%	0.2%	0.1%	0.1%	0.0%	0.2%	0.8%	13.7%	70.6%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	8.5%	7.8%	1.9%	2.4%	0.5%	0.6%	0.2%	0.0%	0.0%	1.7%	0.0%	0.0%	0.1%	100.0%
NonWork	6.7%	4.1%	1.1%	0.4%	0.2%	0.2%	0.1%	0.0%	0.0%	1.1%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	12.2%	5.7%	4.4%	0.3%	0.5%	0.9%	0.8%	0.2%	0.3%	9.9%	0.6%	0.8%	0.0%	100.0%
NonWork	6.4%	3.0%	1.2%	0.1%	0.1%	0.2%	0.2%	0.1%	0.3%	1.6%	0.4%	0.5%	0.1%	100.0%

PROJECT RSA: 20 Area Generally Bounded By: Long Beach, Lakewood

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Project Type / Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.1%	0.0%	0.4%	1.8%	4.3%	10.4%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.2%	0.9%	1.7%	6.1%
Non-Residential													
Work	0.0%	0.1%	0.1%	0.1%	0.0%	0.2%	0.1%	0.1%	0.0%	0.3%	1.1%	2.8%	7.7%
NonWork	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.3%	1.4%	6.2%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	52.4%	8.0%	9.2%	1.2%	0.4%	1.0%	0.5%	0.0%	0.0%	9.7%	0.0%	0.0%	0.0%	100.0%
NonWork	62.5%	6.2%	11.6%	0.2%	0.2%	0.4%	0.2%	0.0%	0.0%	9.4%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	42.8%	4.5%	10.0%	0.2%	0.4%	1.1%	1.1%	0.2%	0.1%	25.1%	0.8%	1.1%	0.0%	100.0%
NonWork	65.2%	3.8%	10.4%	0.0%	0.1%	0.3%	0.3%	0.1%	0.2%	10.4%	0.3%	0.4%	0.0%	100.0%

2010 TRIP DISTRIBUTION PERCENTAGES

Project Type / RSA Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
20 Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.3%	0.0%	0.0%	0.7%	2.1%	6.1%	13.2%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.2%	0.7%	1.5%	6.2%
Non-Residential													
Work	0.0%	0.1%	0.1%	0.1%	0.0%	0.2%	0.1%	0.1%	0.0%	0.3%	0.9%	2.4%	8.0%
NonWork	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%	0.1%	0.3%	1.4%	6.5%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	45.8%	9.1%	8.5%	1.7%	0.6%	1.2%	0.5%	0.0%	0.0%	9.7%	0.1%	0.0%	0.1%	100.0%
NonWork	65.3%	5.2%	10.6%	0.2%	0.2%	0.4%	0.2%	0.0%	0.0%	9.0%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	43.6%	4.1%	9.2%	0.2%	0.3%	1.0%	1.1%	0.2%	0.1%	26.1%	0.7%	1.0%	0.1%	100.0%
NonWork	64.5%	3.5%	9.6%	0.0%	0.1%	0.4%	0.4%	0.1%	0.2%	11.2%	0.6%	0.8%	0.1%	100.0%

PROJECT RSA: 21 Area Generally Bounded By: Boyle Heights, Montebello, Compton, Willowbrook

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Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.8%	0.2%	0.0%	0.9%	8.9%	6.1%	4.3%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.3%	0.1%	0.0%	0.3%	9.0%	3.8%	1.9%
Non-Residential													
Work	0.1%	0.3%	0.2%	0.3%	0.0%	1.0%	1.2%	0.6%	0.0%	1.0%	9.4%	5.0%	3.8%
NonWork	0.1%	0.2%	0.1%	0.1%	0.0%	0.4%	0.5%	0.3%	0.0%	0.4%	8.0%	4.2%	2.7%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	3.8%	43.4%	7.5%	11.8%	3.3%	5.6%	1.0%	0.1%	0.0%	1.6%	0.1%	0.0%	0.0%	100.0%
NonWork	2.4%	60.1%	6.2%	6.0%	3.7%	4.8%	0.4%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	4.0%	31.5%	10.4%	3.7%	5.3%	8.9%	3.4%	0.6%	0.4%	6.2%	1.5%	1.0%	0.0%	100.0%
NonWork	3.5%	49.3%	10.0%	2.6%	4.7%	7.9%	1.5%	0.2%	0.4%	1.7%	0.7%	0.5%	0.0%	100.0%

2010 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
RSA Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
21 Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.9%	0.1%	0.0%	1.2%	8.5%	7.6%	4.4%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.3%	0.1%	0.0%	0.5%	8.3%	4.3%	2.1%
Non-Residential													
Work	0.1%	0.3%	0.4%	0.3%	0.0%	1.2%	1.2%	0.7%	0.1%	1.1%	8.4%	4.8%	3.8%
NonWork	0.1%	0.1%	0.1%	0.1%	0.0%	0.4%	0.5%	0.3%	0.1%	0.3%	7.6%	4.7%	2.5%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	3.1%	40.8%	6.9%	14.1%	3.9%	5.4%	1.0%	0.1%	0.0%	1.4%	0.1%	0.0%	0.1%	100.0%
NonWork	2.7%	56.2%	7.8%	7.1%	3.7%	5.2%	0.5%	0.0%	0.0%	0.8%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	4.5%	28.0%	11.1%	3.9%	5.2%	9.1%	3.8%	0.6%	0.6%	8.0%	1.7%	1.1%	0.1%	100.0%
NonWork	3.2%	46.9%	10.5%	3.2%	4.8%	8.4%	1.5%	0.2%	0.6%	1.9%	1.1%	0.9%	0.1%	100.0%

PROJECT RSA: 22 Area Generally Bounded By: Paramount, Hawaiian Gardens, Pico Rivera, La Habra Heights

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Project Type / Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.4%	0.1%	0.0%	0.4%	2.5%	2.3%	3.1%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	1.1%	0.7%	0.8%
Non-Residential													
Work	0.0%	0.1%	0.1%	0.1%	0.0%	0.3%	0.3%	0.2%	0.0%	0.2%	1.2%	1.3%	1.7%
NonWork	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%	0.1%	0.3%	0.5%	0.9%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	9.6%	16.2%	40.3%	2.7%	1.1%	4.4%	3.4%	0.2%	0.0%	12.9%	0.2%	0.1%	0.0%	100.0%
NonWork	7.3%	13.2%	58.2%	0.6%	0.6%	2.5%	2.3%	0.1%	0.0%	12.0%	0.1%	0.0%	0.0%	100.0%
Non-Residential														
Work	7.2%	8.5%	40.7%	0.3%	0.8%	4.0%	5.6%	0.7%	0.1%	22.9%	1.8%	1.6%	0.0%	100.0%
NonWork	9.0%	7.0%	61.5%	0.1%	0.3%	1.9%	3.1%	0.2%	0.2%	13.2%	0.6%	0.6%	0.0%	100.0%

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Project Type / RSA Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
22 Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.5%	0.1%	0.0%	0.7%	2.9%	4.0%	3.7%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.2%	1.0%	0.8%	0.9%
Non-Residential													
Work	0.0%	0.1%	0.2%	0.1%	0.0%	0.3%	0.2%	0.2%	0.0%	0.3%	1.1%	1.3%	1.5%
NonWork	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%	0.1%	0.4%	0.7%	0.8%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	7.5%	17.6%	37.2%	3.4%	1.4%	4.4%	3.3%	0.2%	0.0%	12.4%	0.2%	0.1%	0.1%	100.0%
NonWork	7.3%	12.7%	59.0%	0.5%	0.5%	2.2%	2.4%	0.1%	0.0%	12.0%	0.1%	0.0%	0.1%	100.0%
Non-Residential														
Work	6.9%	7.8%	38.8%	0.3%	0.7%	4.0%	5.9%	0.7%	0.2%	25.7%	1.9%	1.6%	0.1%	100.0%
NonWork	7.9%	7.8%	58.9%	0.1%	0.3%	2.2%	3.5%	0.2%	0.3%	13.9%	1.1%	1.1%	0.1%	100.0%

PROJECT RSA: 23 Area Generally Bounded By: Downtown Los Angeles, Exposition Park, McArthur Park

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Project Type / Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	1.6%	0.3%	0.0%	1.2%	20.4%	2.0%	0.9%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.9%	0.1%	0.0%	0.6%	30.2%	0.9%	0.3%
Non-Residential													
Work	0.2%	0.5%	0.3%	0.4%	0.0%	2.2%	2.9%	1.2%	0.1%	1.9%	22.6%	3.0%	1.6%
NonWork	0.1%	0.3%	0.1%	0.2%	0.0%	1.0%	1.8%	0.6%	0.1%	1.0%	29.6%	2.0%	0.9%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.5%	19.3%	1.1%	40.4%	7.1%	3.3%	0.5%	0.0%	0.0%	0.4%	0.0%	0.0%	0.1%	100.0%
NonWork	0.1%	18.1%	0.4%	34.2%	11.3%	2.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	1.0%	15.3%	3.1%	13.7%	12.5%	9.0%	2.6%	0.5%	0.7%	2.8%	1.3%	0.7%	0.0%	100.0%
NonWork	0.5%	17.4%	1.5%	17.4%	16.0%	5.7%	1.0%	0.2%	0.6%	0.9%	0.7%	0.4%	0.1%	100.0%

2010 TRIP DISTRIBUTION PERCENTAGES

Project Type / RSA Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
23 Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	1.7%	0.2%	0.0%	1.2%	18.5%	2.3%	0.8%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.9%	0.1%	0.0%	0.8%	27.7%	1.0%	0.3%
Non-Residential													
Work	0.2%	0.5%	0.6%	0.4%	0.0%	2.6%	2.7%	1.3%	0.1%	2.0%	21.1%	3.0%	1.7%
NonWork	0.1%	0.2%	0.1%	0.2%	0.0%	0.9%	1.6%	0.5%	0.1%	0.7%	28.6%	2.1%	0.7%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.4%	18.1%	0.9%	44.8%	6.9%	2.7%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.2%	100.0%
NonWork	0.2%	18.1%	0.5%	36.4%	10.9%	2.2%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.3%	100.0%
Non-Residential														
Work	1.2%	14.4%	3.2%	14.5%	11.3%	8.8%	2.9%	0.6%	1.0%	3.7%	1.5%	0.8%	0.1%	100.0%
NonWork	0.4%	17.9%	1.2%	19.5%	15.3%	5.2%	0.8%	0.2%	0.8%	0.9%	1.1%	0.7%	0.1%	100.0%

PROJECT RSA: 24 Area Generally Bounded By: Glendale, Echo Park, El Sereno

1990 TRIP DISTRIBUTION PERCENTAGES

10/06/92

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
Work	0.1%	0.1%	0.0%	0.0%	0.1%	2.5%	8.7%	1.8%	0.0%	0.9%	12.5%	1.2%	0.6%
NonWork	0.0%	0.0%	0.0%	0.0%	0.1%	0.8%	6.4%	1.5%	0.0%	0.3%	11.2%	0.3%	0.1%
Non-Residential													
Work	0.2%	0.9%	0.5%	0.7%	0.1%	3.8%	8.9%	3.8%	0.1%	0.7%	9.3%	0.9%	0.6%
NonWork	0.1%	0.4%	0.1%	0.2%	0.0%	1.4%	7.1%	2.7%	0.0%	0.3%	7.7%	0.4%	0.3%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.5%	12.0%	1.2%	15.7%	27.5%	13.0%	0.8%	0.1%	0.1%	0.5%	0.1%	0.0%	0.1%	100.0%
NonWork	0.1%	8.9%	0.4%	8.7%	48.6%	11.8%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	0.6%	6.5%	1.8%	3.6%	33.1%	16.0%	2.4%	0.6%	1.1%	1.9%	1.2%	0.5%	0.1%	100.0%
NonWork	0.3%	5.9%	0.8%	3.2%	49.7%	15.8%	0.8%	0.2%	0.7%	0.7%	0.6%	0.3%	0.1%	100.0%

2010 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
RSA Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
24 Work	0.0%	0.2%	0.0%	0.0%	0.0%	2.0%	9.4%	1.3%	0.0%	0.9%	11.6%	1.4%	0.6%
NonWork	0.0%	0.1%	0.0%	0.0%	0.0%	0.9%	6.6%	1.4%	0.0%	0.4%	10.7%	0.3%	0.2%
Non-Residential													
Work	0.3%	0.9%	0.8%	0.7%	0.1%	4.5%	9.0%	3.8%	0.1%	0.8%	8.4%	0.9%	0.6%
NonWork	0.1%	0.3%	0.1%	0.2%	0.0%	1.4%	7.4%	2.9%	0.1%	0.2%	7.7%	0.5%	0.3%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.4%	11.9%	1.0%	17.6%	28.8%	11.5%	0.7%	0.1%	0.1%	0.4%	0.1%	0.0%	0.1%	100.0%
NonWork	0.2%	8.6%	0.5%	9.1%	47.3%	12.8%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	0.7%	6.5%	2.1%	3.6%	30.2%	15.7%	2.8%	0.7%	1.5%	2.6%	1.6%	0.7%	0.1%	100.0%
NonWork	0.2%	5.8%	0.7%	3.6%	49.5%	14.7%	0.8%	0.2%	0.9%	0.7%	0.9%	0.6%	0.1%	100.0%

PROJECT RSA: 25 Area Generally Bounded By: La Canada Flint., Pasadena, Monterey Pk, S.El Monte, Duarte

1990 TRIP DISTRIBUTION PERCENTAGES

10/06/92

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
Work	0.0%	0.1%	0.0%	0.0%	0.0%	1.0%	2.1%	0.6%	0.0%	0.6%	4.7%	0.9%	0.6%
NonWork	0.0%	0.0%	0.0%	0.0%	0.1%	0.3%	0.7%	0.3%	0.0%	0.2%	2.1%	0.2%	0.1%
Non-Residential													
Work	0.1%	0.3%	0.4%	0.5%	0.1%	1.0%	1.4%	1.2%	0.0%	0.3%	2.2%	0.5%	0.4%
NonWork	0.1%	0.2%	0.1%	0.1%	0.0%	0.3%	0.5%	0.6%	0.0%	0.1%	0.8%	0.2%	0.2%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.9%	11.9%	3.4%	6.7%	7.9%	49.0%	7.5%	0.4%	0.0%	1.2%	0.2%	0.0%	0.0%	100.0%
NonWork	0.2%	8.9%	1.6%	1.9%	9.2%	67.8%	5.5%	0.2%	0.0%	0.5%	0.1%	0.0%	0.0%	100.0%
Non-Residential														
Work	0.7%	5.6%	3.9%	0.9%	8.0%	50.8%	12.1%	2.0%	0.4%	2.9%	3.1%	1.1%	0.1%	100.0%
NonWork	0.3%	4.6%	2.2%	0.3%	7.2%	70.0%	8.8%	0.7%	0.4%	0.8%	1.0%	0.5%	0.1%	100.0%

2010 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
RSA Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
25 Work	0.0%	0.1%	0.0%	0.0%	0.0%	0.8%	2.4%	0.5%	0.0%	0.7%	4.9%	1.2%	0.7%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.6%	0.3%	0.0%	0.3%	1.9%	0.2%	0.1%
Non-Residential													
Work	0.1%	0.3%	0.6%	0.5%	0.1%	1.2%	1.3%	1.3%	0.0%	0.3%	2.0%	0.4%	0.4%
NonWork	0.1%	0.1%	0.1%	0.1%	0.0%	0.4%	0.5%	0.6%	0.0%	0.1%	0.8%	0.2%	0.2%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.7%	12.6%	3.3%	8.2%	9.0%	45.4%	7.4%	0.5%	0.0%	1.0%	0.4%	0.1%	0.1%	100.0%
NonWork	0.2%	8.9%	1.9%	1.8%	8.2%	68.4%	5.6%	0.2%	0.0%	0.6%	0.1%	0.0%	0.1%	100.0%
Non-Residential														
Work	0.8%	5.4%	4.1%	0.9%	7.4%	48.5%	12.6%	2.2%	0.6%	3.7%	3.8%	1.5%	0.1%	100.0%
NonWork	0.2%	4.7%	2.0%	0.4%	7.6%	69.0%	8.0%	0.7%	0.5%	0.9%	1.7%	1.0%	0.1%	100.0%

PROJECT RSA: 26 Area Generally Bounded By: Azusa, Glendora, Diamond Bar, Hacinda Heights

1990 TRIP DISTRIBUTION PERCENTAGES

10/06/92

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.6%	0.2%	0.0%	0.4%	2.3%	0.6%	0.6%
NonWork	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.2%	0.1%	0.0%	0.1%	0.9%	0.2%	0.1%
Non-Residential													
Work	0.0%	0.1%	0.1%	0.1%	0.1%	0.2%	0.2%	0.2%	0.0%	0.1%	0.5%	0.2%	0.2%
NonWork	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.2%	0.1%	0.1%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.2%	5.9%	6.1%	2.5%	1.5%	15.1%	47.0%	5.0%	0.0%	7.7%	2.4%	0.2%	0.0%	100.0%
NonWork	0.3%	2.1%	3.2%	0.4%	0.6%	10.6%	70.6%	4.7%	0.0%	3.8%	1.7%	0.1%	0.0%	100.0%
Non-Residential														
Work	0.5%	1.5%	4.2%	0.2%	0.7%	10.9%	52.4%	8.3%	0.1%	6.9%	9.5%	2.8%	0.0%	100.0%
NonWork	0.2%	0.5%	2.7%	0.0%	0.2%	7.2%	74.0%	6.8%	0.2%	2.6%	3.9%	0.9%	0.0%	100.0%

2010 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
RSA Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
26 Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.8%	0.2%	0.0%	0.5%	2.6%	1.2%	0.8%
NonWork	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.1%	0.0%	0.2%	0.8%	0.2%	0.2%
Non-Residential													
Work	0.0%	0.1%	0.2%	0.1%	0.1%	0.2%	0.2%	0.2%	0.0%	0.1%	0.5%	0.2%	0.2%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.2%	0.1%	0.1%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.0%	6.6%	6.2%	3.3%	2.0%	14.7%	42.9%	6.0%	0.0%	6.8%	3.6%	0.3%	0.1%	100.0%
NonWork	0.3%	2.0%	3.7%	0.3%	0.5%	9.6%	70.9%	5.1%	0.0%	3.8%	1.6%	0.1%	0.1%	100.0%
Non-Residential														
Work	0.5%	1.3%	4.3%	0.2%	0.6%	10.9%	50.5%	8.5%	0.1%	7.6%	10.2%	3.2%	0.1%	100.0%
NonWork	0.2%	0.5%	2.5%	0.0%	0.2%	6.7%	70.9%	7.5%	0.2%	2.7%	6.0%	1.7%	0.1%	100.0%

PROJECT RSA: 27 Area Generally Bounded By: San Dimas, Pomona, Claremont

1990 TRIP DISTRIBUTION PERCENTAGES

10/06/92

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.5%	0.2%	0.0%	0.2%	1.5%	0.4%	0.4%
NonWork	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	0.6%	0.2%	0.1%
Non-Residential													
Work	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.1%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.7%	2.9%	2.3%	1.4%	1.1%	7.5%	22.3%	35.1%	0.0%	6.7%	15.5%	0.6%	0.0%	100.0%
NonWork	0.2%	0.8%	0.6%	0.2%	0.4%	2.5%	19.5%	55.5%	0.0%	2.3%	16.2%	0.3%	0.0%	100.0%
Non-Residential														
Work	0.1%	0.3%	0.6%	0.0%	0.2%	1.8%	16.9%	39.5%	0.0%	3.5%	31.9%	4.4%	0.1%	100.0%
NonWork	0.0%	0.1%	0.2%	0.0%	0.1%	0.7%	14.7%	57.7%	0.1%	0.9%	24.0%	1.2%	0.0%	100.0%

2010 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntlLA	Bch.LAX	PVerdes
RSA Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19
Residential													
27 Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.6%	0.1%	0.0%	0.3%	1.5%	0.7%	0.4%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%	0.2%	0.5%	0.1%	0.1%
Non-Residential													
Work	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.1%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

	LongBch	Vernon	Downey	DntnLA	Glendle	Pasadna	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.5%	2.9%	2.0%	1.7%	1.3%	6.7%	18.7%	36.0%	0.0%	5.6%	19.7%	0.9%	0.1%	100.0%
NonWork	0.2%	0.7%	0.6%	0.2%	0.3%	2.3%	19.9%	55.1%	0.0%	2.2%	16.9%	0.3%	0.1%	t00.0%
Non-Residential														
Work	0.1%	0.2%	0.6%	0.0%	0.1%	1.5%	16.2%	37.2%	0.0%	4.7%	33.2%	5.3%	0.1%	100.0%
NonWork	0.0%	0.1%	0.2%	0.0%	0.1%	0.6%	13.2%	53.4%	0.1%	1.0%	28.9%	2.0%	0.1%	100.0%

EXHIBIT D-4

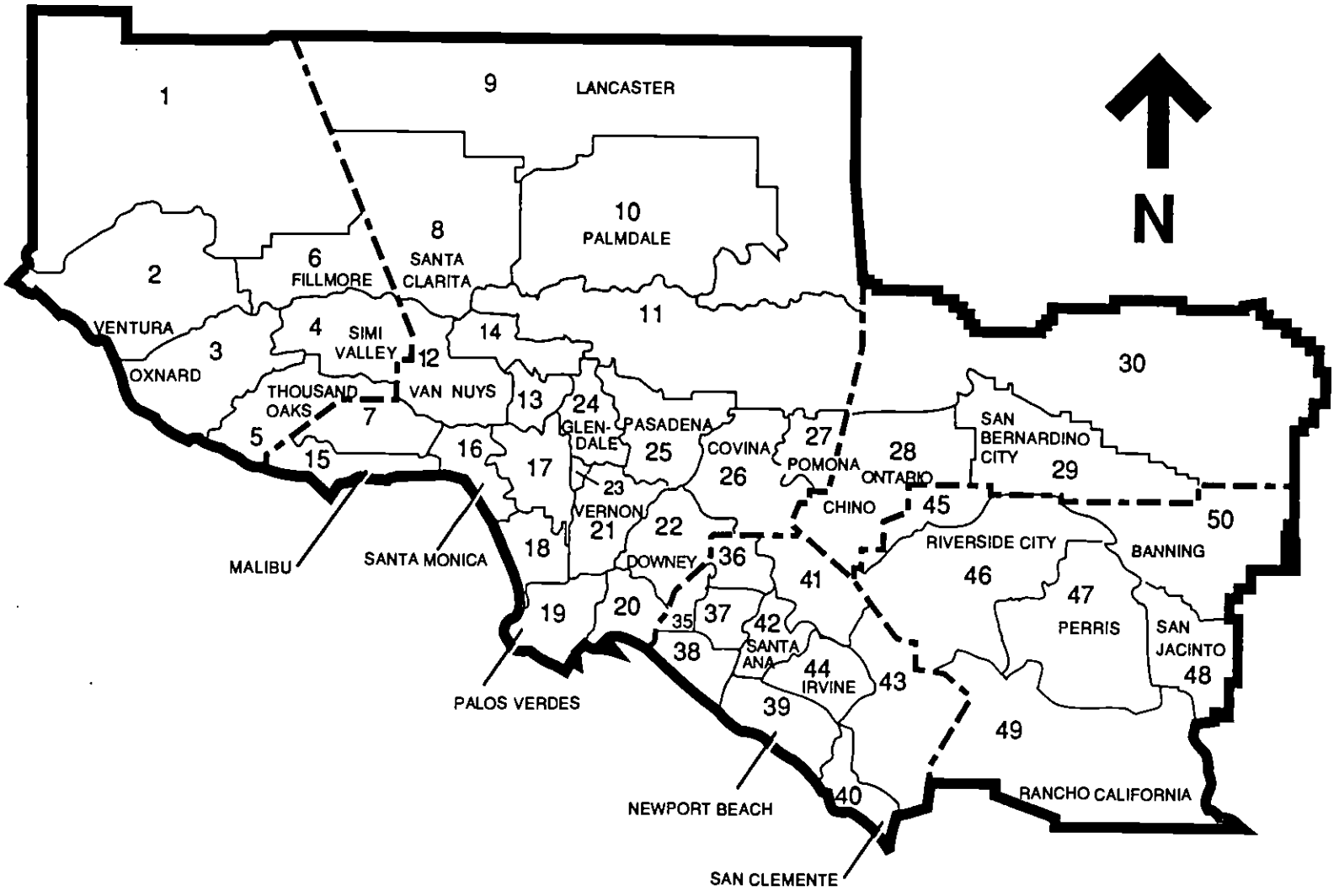
REGIONAL STATISTICAL AREAS

See following sheets

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)

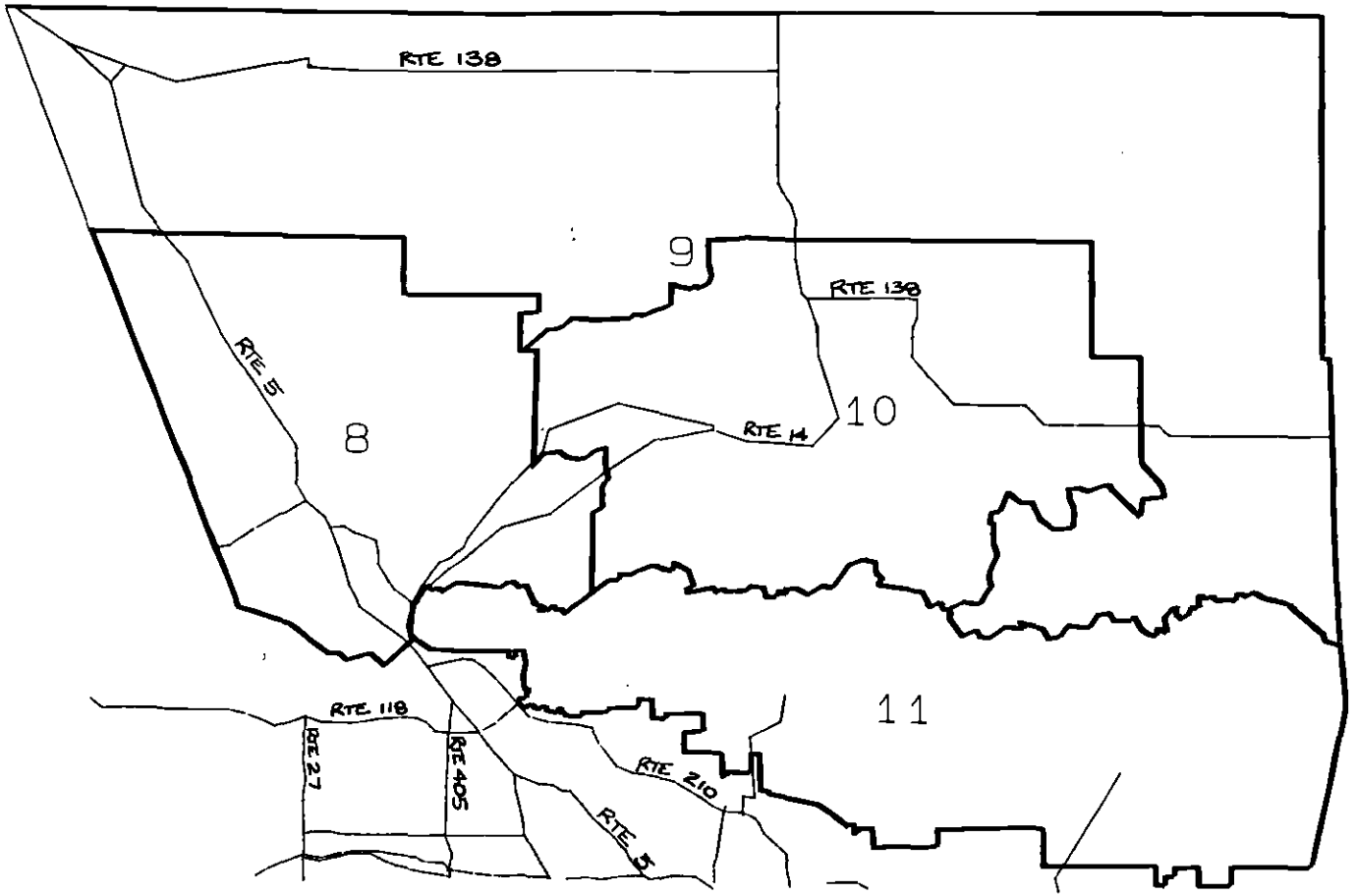
LARTS Modeling Region



Source: Caltrans, 1987 Travel Forecast Summary

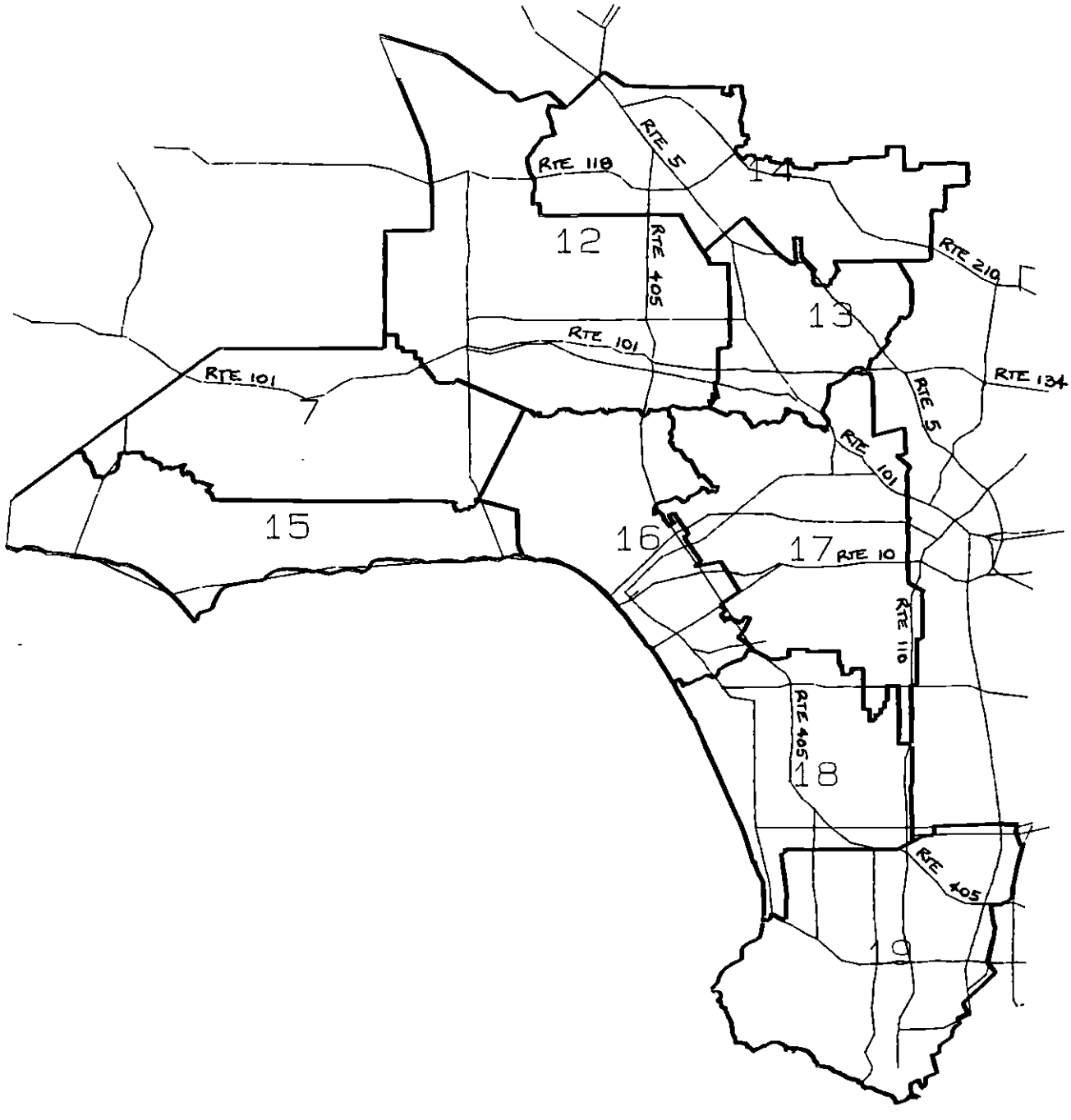
Regional Statistical Areas (RSA's)

North County



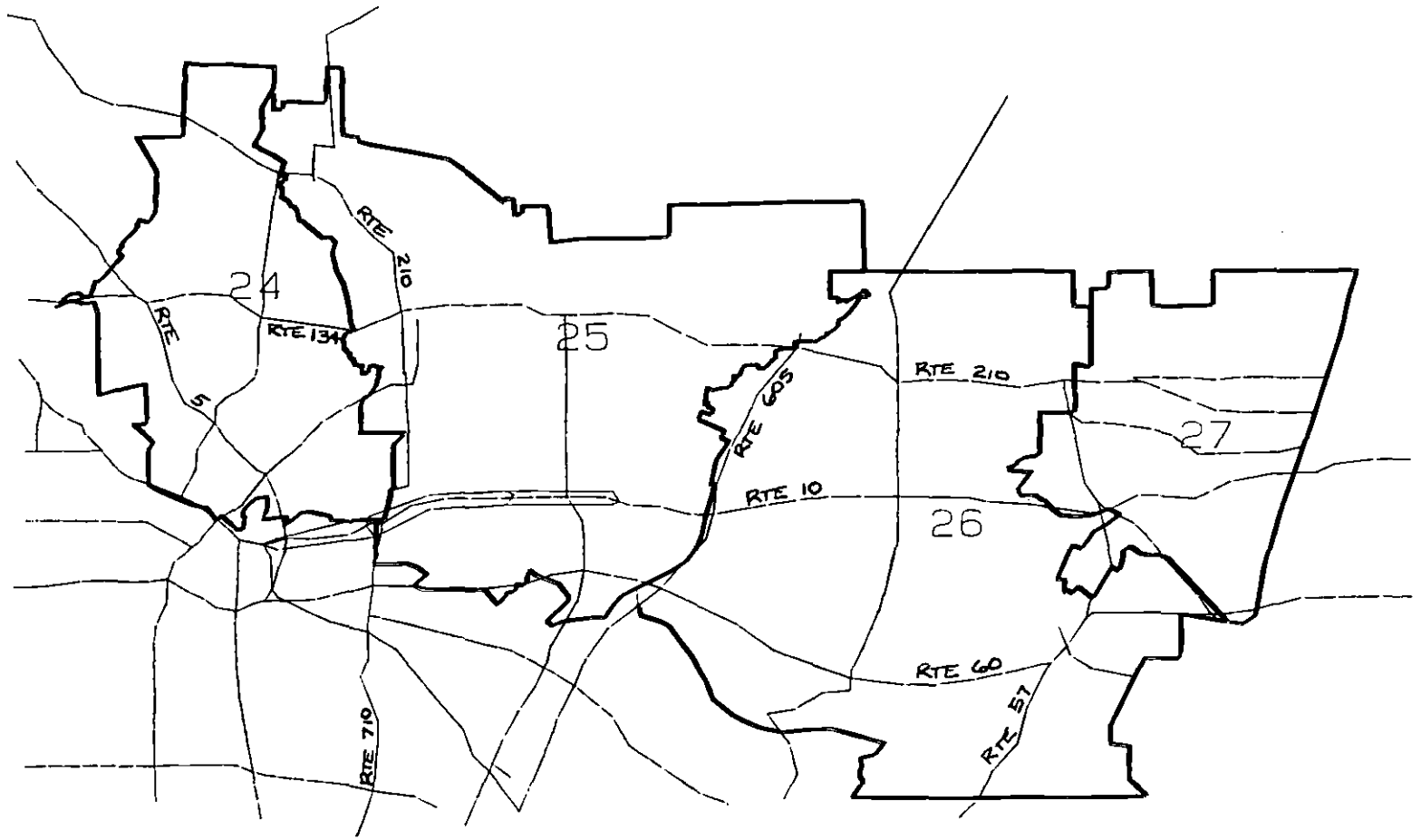
Regional Statistical Areas (RSA's)

San Fernando Valley, Westside, South Bay



Regional Statistical Areas (RSA's)

San Gabriel Valley



Regional Statistical Areas (RSA's)

Central, Southeast

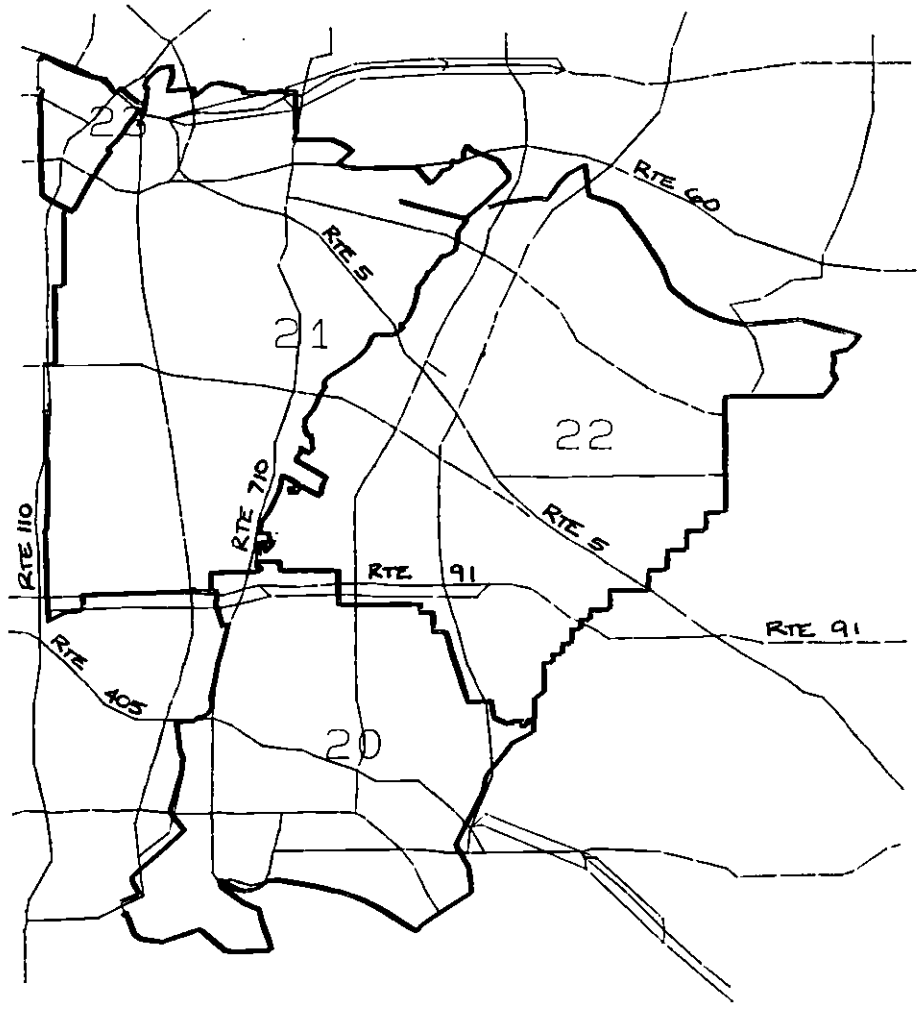


EXHIBIT D-5

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 modelling.

   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

TRANSIT IMPACT REVIEW WORKSHEET

EIR NOP COMMENT AND WORKSHEET COMPLETION DEADLINE: _____

Part A is completed and submitted to the transit operator upon the start of the EIR NOP comment period. If the transit operator comments on the project, they may use Part B of this worksheet to indicate responses. Comments are submitted to the person identified under Part A below by the end of the NOP comment period.

PART A: To be completed by Developer or Local Jurisdiction.

_____
Name of Person Completing PART A.

_____
Jurisdiction/Company Name

_____
Address

_____
Telephone Number

PART B: To be completed by Transit Operator.

_____
Name of Person Completing PART B.

_____
Jurisdiction/Company Name

_____
Address

_____
Telephone Number

NOTE: The CMP requires consultation with transit operators through the Notice of Preparation (NOP) when a project prepares an EIR. Use of these worksheets, or similar, is required as a means to facilitate this communication.

PART A: To Be Completed by Developer or Local Jurisdiction.

DEVELOPMENT PROJECT DESCRIPTION

Local Jurisdiction _____

Development Project Name _____

1. Provide map of Development Project showing specific location and major streets.

2. Indicate development project type(s). Check more than one for mixed use projects.

☐ Commercial	☐ Single-Family Residential
☐ Hotel	☐ Multi-Family Residential
☐ Industrial	☐ Retail
☐ Office	☐ Other: _____

3. Indicate size for each use identified above:

_____ Property Acreage or Square Feet _____ Dwelling Units

_____ Building Gross Square Feet (excluding parking structures/areas)

_____ Other: _____

4. Provide trip generation and mode assignment information by time of day (if available).

	AM PEAK HOUR Specify ____	PM PEAK HOUR Specify ____	DAILY
Total Trips Generated			
Trips Assigned to Transit			

PART A: To Be Completed by Developer or Local Jurisdiction (continued)

5. What assumptions/analyses were used to determine the number/percent of trips assigned to transit (as indicated in Question 4)? Attach any working papers/CEQA documents, if available, to document approach.

6. Will the development project include any facilities and/or programs to encourage public transit use?

   ☐ Yes ☐ No

   If yes, provide a complete listing below. Be sure to include not only the local jurisdiction's TDM Ordinance measures but also include other project specific (e.g., condition of approval) measures. Attach additional information as needed.

7. Submit Worksheet (with Part A complete) 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.

   Transit Operator Date Sent

PART B: To Be Completed by Transit Operator(s)

TRANSIT OPERATOR REVIEW

1. Is proposed project transit use (Part A, questions 4 and 5), given measures encouraging transit use (Part A, question 6), consistent with current transit ridership in the area?

   ☐ Yes ☐ No ☐ No Opinion

2. Is project assigning trips to transit?

   ☐ Yes ☐ No

   If Yes, then complete Tables B-1 and B-2 and return Worksheet to Part A contact by the deadline date. Do not complete Table B-2 if there are no suggested improvements.

   If No, and the question 1 response is yes, then do not complete Tables B-1 and B-2 and return Worksheet to Part A contact by the deadline date.

Table B-1 Instructions. Complete Table B-1 below for current and planned transit services. Include local fixed-route bus service within a 1/4 mile radius and express bus and rail services within a 2 mile radius of the proposed development. You may identify services beyond the specified radii if you demonstrate that such services will be affected by the development. Make copies of this Table as needed for providing information on additional Lines/Routes.

Table B-1
TRANSIT SERVICE MATRIX

	Line/Route No. _____	Line/Route No. _____	Line/Route No. _____
New Trips Assigned AM Peak PM Peak Base			
Additional Capacity Needed AM Peak PM Peak Base			

Table B-2
TRANSIT IMPROVEMENTS

Improvements for Line/Route _____ Local Jurisdiction _____

Route is: ☐ Local fixed-route bus within 1/4 mile radius of development project.

☐ Express bus route within 2 mile radius of development project.

☐ Rail service within 2 mile radius of development project.

Transit operator may identify improvements for services beyond the specified radii if the operator can demonstrate that such services will be affected by the development. Make copies of this Table as needed for providing information on additional Lines/Routes.

Identify potential/desirable improvements below by filling in the improvement column and completing adjacent columns. Provide map of improvement location as needed.

-SUGGESTED IMPROVEMENTS-

Improvement (Fill in blanks below as needed)	Priority	Estimated Cost ($000)

EXHIBIT D-8

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

INSTRUCTIONS FOR COMPLETING 1994 LOCAL IMPLEMENTATION REPORT

This Appendix provides instructions for use by local jurisdictions in meeting requirements of the Congestion Management Program for Los Angeles County including the Countywide Deficiency Plan. Completion of this Local Implementation Report, and the associated actions, satisfies all major responsibilities of the local jurisdiction 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 May 1, 1994.

Failure to provide all information or to strictly adhere to the following requirements may result in MTA rejection of the Local Implementation Report. The following sections provide detailed instructions for each of the items that must be included in the Local Implementation Report:

- Resolution of Conformance, and
- Transportation Improvements Credit Claims.

E.1 RESOLUTION OF CONFORMANCE

Exhibit E-1 provides a model resolution which must be included as part of the Local Implementation Report. This resolution certifies the local jurisdiction's conformance with all elements of the CMP. Modifications to the wording shown must not exclude or alter the content of the model resolution.

As specified by statute, the resolution must be adopted by the local jurisdiction's governing board at a noticed public hearing.

E.2 TRANSPORTATION IMPROVEMENTS CREDIT CLAIMS

This section of the Local Implementation Report is used to list eligible transportation improvements implemented by the local jurisdiction during the period of **January 1, 1990 to April 30, 1994**. Each improvement for which credit is claimed must provide all of the information indicated in Exhibit E-2.

Completion of this information can be significantly eased by using computer spreadsheets available from MTA. Please contact the CMP Hotline at (213) 244-6599 to obtain a copy of the spreadsheet file. Each item must be completed as follows:

1. Project Number. Each project identified in the Local Implementation Report must be assigned a separate project number, in sequence, beginning with project number 1. This will facilitate any later discussion between MTA staff and the local jurisdiction regarding the projects.

2. Strategy. The type of strategy must be identified, using the titles listed in the Toolbox of Strategies in Appendix G. Note that the project must meet all eligibility criteria listed in Appendix G for that strategy in order to qualify for credit. Any credit claim for improvements not on this list must be formally submitted through the consultation process described in Section 10.5.4 prior to submittal of the Local Implementation Report.

3. Project Description and Reference Documentation. Indicate the project title, location, and other relevant basic information. Specific backup documentation MUST also be referenced, such as "RTIP" or "SRTP," or ordinance or resolution number, construction contract number or department file number. Specific reference eliminates the need to attach other documents such as contract awards, building permits and memoranda of understanding.

4. Project Scope. Enter the project scope, consistent with the units of measure used for the Credit Factors provided in Appendix G. For example, for Strategy 101 (focused residential development around transit centers), enter the number of dwelling units expected to be developed. For Strategy 201 (high occupancy vehicles), enter the number of lane-miles to be provided.

5. Credit Factor. Enter the Credit Factor corresponding to the strategy type, from Appendix G. Any credit claim which differs from the standard Credit Factors listed in Appendix G, including those categories in which no standard Credit Factors have been assigned, must be formally submitted through the consultation process described in Section 10.5.4 prior to submittal of the Local Implementation Report. The documentation submitted for calculation of credit value for such improvements must demonstrate consistency with the methodologies provided in the *Countywide Deficiency Plan Background Study, November 1993.*

6. Project Credit Value. Calculate the project Credit Value by multiplying the Project Scope by the Credit Factor [Entry 4 * Entry 5].

7. Expected Completion Date. Enter the expected date that the project will be fully operational or otherwise complete.

8. Project Cost. Enter the total cost to implement the project.

9. Local Participation. Enter the percentage of the overall project implemented (funded) by the local jurisdiction, excluding contributions from other jurisdictions. Private contributions are considered local participation.

Credit may be claimed for a project funded through any source programmed by the local jurisdiction. This includes sources such as State Proposition 111 (Section 2105) and Federal Surface Transportation Program (STP 110%) formula allocations, Propositions A & C local return, and private contributions or assessments. Credit may NOT be claimed for projects funded through MTA discretionary sources, such as State Flexible Congestion Relief (FCR) funds. If a local jurisdiction contributes partial funding (such as local match) to a project, the credit is based on the total credit value of the project prorated to the proportion contributed by the jurisdiction.

Transferability of Credits. Credits may be transferred between local jurisdictions beginning in 1995. No credit transfers are allowed in 1994, in order to simplify program phase-in. In 1995 and subsequently, such transfers must be indicated in the Local Implementation Reports of both the jurisdiction receiving the credits and the jurisdiction relinquishing the credits.

10. Current Milestone. Enter the current milestone (1, 2, or 3) achieved in development of the project, consistent with the milestones identified in Appendix G for the strategy.

    The stage of project development achieved prior to **April 30, 1994** determines the milestone and increment of total project value that may be claimed in the **1994** Local Implementation Report.

11. Milestone Factor. Enter the percentage of total project value corresponding to the milestone identified in Entry 8. Appendix G indicates the percentage of total credit that may be claimed upon reaching each milestone.

    If no increment of credit has been claimed in any previous Local Implementation Report, the "Credit %" should equal the total cumulative credit allowable upon reaching the current milestone.

12. Net Current Value. Calculate the net credit value that may be claimed for the project in the current Local Implementation Report [Entry 6 * Entry 9 * Entry 11].

13. Total Credits Claimed. Enter the total Net Current Values for all projects included in the Local Implementation Report.

EXHIBIT E-1

SAMPLE RESOLUTION
1994 CONFORMANCE SELF-CERTIFICATION

CITY OF _____ [COUNTY OF LOS ANGELES]

RESOLUTION NO.____

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

WHEREAS, the Los Angeles County Metropolitan Transportation Authority ("MTA"), acting as the Congestion Management Agency for Los Angeles County, adopted the Congestion Management Program on November 17, 1993; and

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

WHEREAS, the adopted CMP requires submittal to the MTA of the CMP local implementation report by May 1, 1994; and

WHEREAS, the City Council [Board] held a noticed public hearing on _____, 1994.

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 1993 CMP.

By June 15, 1994, 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 list of regional transportation improvements implemented by the City [County] as the basis for establishing credits, consistent with the requirements identified in the CMP Countywide Deficiency Plan Chapter. This adopted list is attached hereto as part of the Local Implementation Report and is made a part hereof.

That as of June 1, 1994, the City [County] will begin tracking new development activity, consistent with the requirements identified in the CMP. This information will be annually tabulated, as the basis for establishing the City's [County's] mitigation responsibility under the Countywide Deficiency Plan.

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

ADOPTED this ____ day of _____, 1994.

[INSERT APPLICABLE SIGNATURE BLOCKS HERE]

EXHIBIT E-2

TRANSPORTATION IMPROVEMENTS CREDIT CLAIMS

JURISDICTION: _____ CONTACT: _____

PHONE: _____

1. Project Number	2. Strategy			
3. Project Description & Reference Documentation				
4. Project Scope (units) ( )	5. Credit Factor	6. Project Credit Value		
7. Expected Completion Date	8. Project Cost	9. Local Participation (%)		
10. Current Milestone	11. Milestone Factor	12. Net Current Value		
13. Total Credits Claimed for All Projects				

APPENDIX

F

INSTRUCTIONS FOR COMPLETING 1995 LOCAL IMPLEMENTATION REPORT

This Appendix provides instructions for use by local jurisdictions in meeting requirements of the Congestion Management Program for Los Angeles County including the Countywide Deficiency Plan. Completion of this Local Implementation Report, and the associated actions, 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, 1995.

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

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

F.1 RESOLUTION OF CONFORMANCE

Exhibit F-1 provides a model resolution which must be included as part of the Local Implementation Report. This resolution certifies the local jurisdiction's conformance with all elements of the CMP. Modifications to the wording shown must not exclude or alter the content of the model resolution.

As specified by statute, the resolution must be adopted by the local jurisdiction's governing board at a noticed public hearing.

F.2 DEFICIENCY PLAN STATUS SUMMARY

Exhibit F-2 provides a summary for calculating deficiency plan status. Here, the local jurisdiction enters the totals for the current year congestion mitigation goal from Section I, the transportation improvements claimed from Section 2, and carry-over from the prior years Local Implementation Report. The resulting net deficiency plan balance MUST BE POSITIVE, to demonstrate that the local jurisdictions mitigation goal has been offset by a commensurate transportation improvement effort.

Completion of the information required in a Local Implementation Report can be significantly eased by using computer spreadsheets available from MTA. Please contact the CMP Hotline at (213) 244-6599 to obtain a copy of the spreadsheet file.

F.3 SECTION - NEW DEVELOPMENT ACTIVITY REPORT

Exhibit F-3 contains the new development activity report forms that must be completed by the local jurisdiction. The form is divided into the following three parts: New Development Activity, New Development Adjustments, and Exempted Development Activity.

Part 1: New Development Activity. All new development activity permits issued during the period June 1, 1994 through May 31, 1995 must be summarized and totalled by the type of land use, and the total number of new dwelling units or new gross square footage. The activity report provides three (3) residential and twelve (12) non-residential land use categories for reporting new development activity. For guidance, definitions for these land use categories are provided in Appendix H.

For each of the land use categories, multiply the applicable number of dwelling units or gross square footage by the impact value provided on the report in order to calculate the total value of new development. Substitution of alternate impact values is not permitted.

For "Other" uses, not included in any of the established land use categories, a project-specific traffic generation estimate must be prepared and documentation attached. Enter the estimated average weekday trips generated by the project(s) and multiply by the impact value provided. The trip generation estimate must be based on the environmental analysis of the project, if available, or through another methodology consistent with the current edition of Trip Generation, by the Institute of Transportation Engineers.

Adjustments to the resulting total value of new development may be claimed by completing Part 2, described below.

Enter the total current congestion mitigation goal on the final line. This total represents the total impact value of new development within the local jurisdiction.

Part 2: New Development Adjustments. Part 2 is optional, but must be completed to claim adjustments to the new development totals in Part 1. Adjustments may be claimed only for:

1) development permits that were both issued and revoked, expired or withdrawn during the reporting period, and

2) demolition of any structure within the reporting period.

For each of the land use categories entered, multiply the applicable number of dwelling units or gross square footage by the impact value provided on the report in order to calculate the total adjustments value. Substitution of alternate impact values is not permitted.

Part 3: Exempted Development Activity. Certain types of development projects are exempted from the calculation of the local jurisdictions new development activity and mitigation goal. Part 3 defines the type of projects that are statutorily exempted, but that must be reported.

F.4 SECTION II - TRANSPORTATION IMPROVEMENTS CREDIT CLAIMS

Section II of the Local Implementation Report is used to list eligible transportation improvement implemented by the local jurisdiction during the period of **May 1, 1994 to May 31, 1995**. Each improvement for which credit is claimed must provide all of the information indicated in Exhibit F-4. Each item must be completed as follows:

1. Project Number. Each project identified in the Local Implementation Report must be assigned a separate project number, in sequence, beginning with project number 1. This will facilitate any later discussion between MTA staff and the local jurisdiction regarding the projects.

2. Strategy. The type of strategy must be identified, using the titles listed in the Toolbox of Strategies in Appendix G. Note that the project must meet all eligibility criteria listed in Appendix G for that strategy in order to qualify for credit. Any credit claim for improvements not on this list must be formally submitted through the consultation process described in Section 10.5.4 prior to submittal of the Local Implementation Report.

3. Project Description and Reference Documentation. Indicate the project title, location, and other relevant basic information. Specific backup documentation MUST also be referenced, such as "RTIP" or "SRTP," or ordinance or resolution number, construction contract number or department file number. Specific reference eliminates the need to attach other documents such as contract awards, building permits and memoranda of understanding.

4. Project Scope. Enter the project scope, consistent with the units of measure used for the Credit Factors provided in Appendix G. For example, for Strategy 101 (focused residential development around transit centers), enter the number of dwelling units expected to be developed. For Strategy 201 (high occupancy vehicles), enter the number of lane-miles to be provided.

5. Credit Factor. Enter the Credit Factor corresponding to the strategy type, from Appendix G. Any credit claim which differs from the standard Credit Factors listed in Appendix G, must be formally submitted through the consultation process described in Section 10.5.4 prior to submittal of the Local Implementation Report. The documentation submitted for calculation of credit value for such improvements must demonstrate consistency with the methodologies provided in the *Countywide Deficiency Plan Background Study, November 1993.*

6. Project Credit Value. Calculate the project Credit Value by multiplying the Project Scope by the Credit Factor [Entry 4 * Entry 5].

7. Expected Completion Date. Enter the expected date that the project will be fully operational or otherwise complete.

8. Project Cost. Enter the total cost to implement the project.

9. Local Participation. Enter the percentage of the overall project implemented (funded) by the local jurisdiction, excluding contributions from other jurisdictions. Private contributions are considered local participation.

   Credit may be claimed for a project funded through any source programmed by the local jurisdiction. This includes sources such as State Proposition 111 (Section 2105) and Federal Surface Transportation Program (STP 110%) formula allocations, Propositions A & C local return, and private contributions or assessments. Credit may NOT be claimed for funding from MTA discretionary sources, such as State Flexible Congestion Relief (FCR) funds. If a local jurisdiction contributes partial funding (such as local match) to a project, the credit is based on the total credit value of the project prorated to the proportion contributed by the jurisdiction.

   Transferability of Credits. Credits may be transferred between local jurisdictions. Such transfers must be indicated in the Local Implementation Reports of both the jurisdiction receiving the credits and the jurisdiction relinquishing the credits.

10. Current Milestone. Enter the current milestone (1, 2, or 3) achieved in development of the project, consistent with the milestones identified in Appendix G for the strategy.

    The stage of project development achieved prior to **May 31, 1995** determines the milestone and increment of total project value that may be claimed in the **1995** Local Implementation Report.

11. Milestone Factor. Enter the percentage of total project value corresponding to the milestone identified in Entry 8. Appendix G indicates the percentage of total credit that may be claimed upon reaching each milestone.

    If no increment of credit has been claimed in any previous Local Implementation Report, the "Credit %" should equal the total cumulative credit allowable upon reaching the current milestone.

12. Net Current Value. Calculate the net credit value that may be claimed for the project in the current Local Implementation Report [Entry 6 * Entry 9 * Entry 11].

13. Total Credits Claimed. Enter the total Net Current Values for all projects included in the Local Implementation Report.

F.5 SECTION III - FUTURE STRATEGIES

Exhibit F-5 provides the form for use in Section III of the Local Implementation Report. Completion of Section III is not mandatory, but assists local jurisdictions in estimating the value of future improvements currently under consideration, or suggests consideration of additional strategies if the jurisdiction's deficiency plan balance is likely to fall negative during the next year. Section III is not included in the calculation of the jurisdiction's current deficiency plan balance. Section III is completed in same manner as Section II.

EXHIBIT F-1

SAMPLE RESOLUTION
1995 CMP CONFORMANCE SELF-CERTIFICATION

CITY OF _____ [COUNTY OF LOS ANGELES]

RESOLUTION NO.____

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

WHEREAS, the Los Angeles County Metropolitan Transportation Authority ("MTA"), acting as the Congestion Management Agency for Los Angeles County, adopted the Congestion Management Program on November 17, 1993; and

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

WHEREAS, the adopted CMP requires submittal to the MTA of the CMP local implementation report by September 1, 1995; and

WHEREAS, the City Council [Board] held a noticed public hearing on _____, 1995.

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 1993 CMP.

By June 15, 1995, the City [County] will conduct annual traffic counts and calculated levels of service for selected arterial intersections, consistent with the requirements identified in the CMP Highway and Roadway System Chapter. [Cities which the CMP does not require to perform highway monitoring may omit this statement]

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

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

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

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

ADOPTED this ____ day of _____, 1995.

[INSERT APPLICABLE SIGNATURE BLOCKS HERE]

EXHIBIT F-2

DEFICIENCY PLAN STATUS SUMMARY

JURISDICTION: _____

1. Total Current Congestion Mitigation Goal [from Section I]	(-)
2. Transportation Improvements Credit Claims [from Section II]	+
Subtotal Current Credit (Goal)	=
3. Carryover Credit from Last Year's Local Implementation Report	+
NET DEFICIENCY PLAN BALANCE	=

CONTACT: _____

PHONE: _____

EXHIBIT F-3
SECTION I - NEW DEVELOPMENT ACTIVITY REPORT

PART 1: NEW DEVELOPMENT ACTIVITY

RESIDENTIAL DEVELOPMENT ACTIVITY			
Category	Number of Dwelling Units	Impact Value	Sub-total
Single Family		x 6.80	= ( )
Multi-Family		x 4.76	= ( )
Group Quarters		x 1.98	= ( )

COMMERCIAL DEVELOPMENT ACTIVITY			
Category	Thousands of Gross Square Feet	Value per 1000 sq.ft.	Sub-total
Commercial 0-299 KSF		x 22.23	= ( )
Commercial 300+ KSF		x 17.80	= ( )
Free-Standing Eating and Drinking		x 66.99	= ( )

NON-RETAIL DEVELOPMENT ACTIVITY			
Category	Thousands of Gross Square Feet	Value per 1000 sq.ft.	Sub-total
Lodging		x 7.21	= ( )
Industrial		x 6.08	= ( )
Office 0-49 KSF		x 16.16	= ( )
Office 50-299 KSF		x 10.50	= ( )
Office 300+ KSF		x 7.35	= ( )
Medical		x 16.90	= ( )
Government		x 20.95	= ( )
Institutional/Education		x 7.68	= ( )

Other (Describe)	Daily Trips	Impact Value	Sub-total
		x 0.71	= ( )

ADJUSTMENTS (OPTIONAL) - Complete Part 2 =	+
TOTAL CURRENT CONGESTION MITIGATION GOAL (POINTS) =	( )

EXHIBIT F-3 (continued)

SECTION I - NEW DEVELOPMENT ACTIVITY REPORT

PART 2: NEW DEVELOPMENT ADJUSTMENTS

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

RESIDENTIAL DEVELOPMENT ADJUSTMENTS			
Category	Number of Dwelling Units	Impact Value	Sub-total
Single Family		x 6.80	=
Multi-Family		x 4.76	=
Group Quarters		x 1.98	=

COMMERCIAL DEVELOPMENT ADJUSTMENTS			
Category	Thousands of Gross Square Feet	Value per 1000 sq.ft.	Sub-total
Commercial 0-299 KSF		x 22.23	=
Commercial 300+ KSF		x 17.80	=
Eating and Drinking		x 66.99	=

NON-RETAIL DEVELOPMENT ADJUSTMENTS			
Category	Thousands of Gross Square Feet	Value per 1000 sq.ft.	Sub-total
Lodging		x 7.21	=
Industrial		x 6.08	=
Office 0-49 KSF		x 16.16	=
Office 50-299 KSF		x 10.50	=
Office 300+ KSF		x 7.35	=
Medical		x 16.90	=
Government		x 20.95	=
Institutional/Education		x 7.68	=

Other (Describe)	Daily Trips	Impact Value	Sub-total
		x 0.71	=

TOTAL ADJUSTMENTS, POINTS =

EXHIBIT F-3 (continued)

SECTION I - NEW DEVELOPMENT ACTIVITY REPORT

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

Low/Very Low Income Housing		Dwelling Units
High Density Resid. near Rail Stations		Dwelling Units
Mixed Use Developments near Rail		1000 gross sf
Stations		Dwelling Units
Development Agreements entered into		1000 gross sf
prior to July 10, 1989		Dwelling Units
Reconstruction of buildings damaged in		1000 gross sf
the April 1992 Civil Unrest		Dwelling Units

EXEMPTED DEVELOPMENT DEFINITIONS:

1. Low/Very Low Income Housing: as defined by the California Department of Housing and Community Development as follows:

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

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

2. High Density Residential Near Rail Stations: development located within 1/4 mile of a fixed rail passenger station and that is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance.

3. Mixed Uses Near Rail Stations: mixed use development located within 1/4 mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing.

4. Development Agreements: projects that entered into a development agreement (as specified under Section 65864 of the California Government Code) with a local jurisdiction prior to July 10, 1989.

5. April 1992 Civil Unrest Reconstruction: until June 1, 1995, buildings and structures damaged or destroyed in Los Angeles County as a result of civil unrest during the state of emergency declared by the Governor on April 29, 1992.

6. Any project of a federal, state or county agency that is exempt from local jurisdiction zoning regulations and where the local jurisdiction is precluded from exercising any approval/disapproval authority.

   These locally precluded projects do not have to be reported in the Local Implementation Report.

EXHIBIT F-4

SECTION II - TRANSPORTATION IMPROVEMENTS CREDIT CLAIMS

1. Project Number	2. Strategy			
3. Project Description & Reference Documentation				
4. Project Scope (units) ( )	5. Credit Factor	6. Project Credit Value		
7. Expected Completion Date	8. Project Cost	9. Local Participation (%)		
10. Current Milestone	11. Milestone Factor	12. Net Current Value		
13. Total Credits Claimed for All Projects				

EXHIBIT F-5

SECTION III - FUTURE TRANSPORTATION IMPROVEMENTS

1. Project Number	2. Strategy			
3. Project Description & Reference Documentation (if Available)				
4. Project Scope (units) ( )	5. Credit Factor	6. Project Credit Value		
7. Expected Completion Date	8. Project Cost	9. Local Participation (%)		
10. Current Milestone	11. Milestone Factor	12. Net Current Value		
13. Total Credits Claimed for All Projects				

APPENDIX

G

COUNTYWIDE DEFICIENCY PLAN TOOLBOX OF STRATEGIES

This Appendix provides summary and detailed descriptions of the transportation improvement strategies and values, as well as technical descriptions of the methodologies used to assign the values. This information is to be used for completing the Local Implementation Reports in Appendices E and F.

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

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

- **Criteria.** The criteria listed for each strategy represent minimum standards--projects which do not meet these criteria are eligible for deficiency plan credit only through the consultation process described in Chapter 10.

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

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

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

Completion of the information required in a Local Implementation Report can he significantly eased hy using computer spreadsheets availahle from MTA. Please contact the CMP Hotline at (213) 244-6599 to ohtain a copy of the spreadsheet file.

COUNTYWIDE DEFICIENCY PLAN TOOLBOX
SUMMARY OF STRATEGIES

100. LAND USE STRATEGIES

101. Residential development around transit centers
102. Commercial development around transit centers
103. Residential development along transit corridors
104. Commercial development along transit corridors
105. Residential mixed use development around transit centers
106. Commercial mixed use development around transit centers
107. Residential mixed use development along transit corridors
108. Commercial mixed use development along transit corridors
109. Residential mixed use development
110. Commercial mixed use development
111. Childcare facilities integrated with development

200. CAPITAL IMPROVEMENTS & TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

Capital Improvements

201. High Occupancy Vehicle (HOV) lane
202. General use highway lane
203. Grade separation
204. Freeway on/off ramp addition or modification
205. Urban rail station
206. Commuter rail station
207. Goods movement facility

Transportation Systems Management

208. Traffic signal synchronization
209. Traffic signal surveillance and control
210. Peak period parking restriction
211. Intersection modification
212. Bicycle path or lane
213. Park & ride facility

300. TRANSPORTATION DEMAND MANAGEMENT & TRANSIT SERVICES

Ridesharing Operations
301. Formal trip reduction program for small employers
302. Alternative work schedules
303. Transportation Management Association (TMA)
304. Aggressive vanpool formation program
305. Informal carpool and vanpool program

Ridesharing Support Facilities
306. CMP TDM ordinance
307. Carpool/vanpool loading areas
308. Childcare centers at multi-modal transit facilities
309. Bicycle and pedestrian facilities
310. Preferential parking for rideshare vehicles

Ridesharing Incentives
311. Transit fare subsidy program
312. Vanpool fare subsidy program
313. Carpool allowance
314. Bicycle allowance
315. Walking allowance
316. Subscription bus or buspool subsidy program

Parking Management & Pricing
317. Parking surcharge of $0.50 per day
318. Parking surcharge of $1.00 per day
319. Parking surcharge of $3.00 per day
320. Parking cash out

Telecommunications
321. Telecommuting program
322. Neighborhood telework center
323. Business/education videoconferencing center
324. Remote access to government information/transactions

New or Improved Transit Services
325. New local or commuter bus service
326. Feeder service to rail stations or multi-modal transit centers
327. Shortening of headways due to additional buses on a route
328. Restructuring of service through route or schedule modifications
329. Subscription bus or buspool operations
330. Local shuttle

100. LAND USE STRATEGIES DETAILED DESCRIPTIONS

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

1. Where the local jurisdiction determines it necessary, or desirable, to adopt an enabling ordinance, such as a zoning code amendment, zone change or general plan amendment, to require implementation of any of the land use strategies, strategy credit may be claimed based on 10% of the "build-out" that could result from the adopted enabling ordinance or amendment.

2. Individual development projects may claim the first credit (40%) at building permit issuance, and the remaining credit (60%) at building completion.

B. DEFINITION OF "TRANSIT CENTER"

"Transit Center" is a fixed facility that consolidates and supports passenger loading, and includes:

1. Passenger Rail Stations such as those along the Metro Red Line, Blue Line and Metrolink, and

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

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

C. DEFINITION OF "TRANSIT CORRIDOR"

"Transit Corridor" consists of a series of transit nodes where frequent transit activity occurs. A transit node is defined as the intersection of two bus lines, each with evening peak hour headways of ten minutes or less. A transit corridor may be made up of several transit nodes, however, jurisdictions will receive credit for focussing applicable development around any single node.

101. RESIDENTIAL DEVELOPMENT AROUND TRANSIT CENTERS

A. Credit Factor: 3.1 per Dwelling Unit (DU)

B. Qualifying Criteria:

i. Project must be located within a 1/4 mile radius of an existing or planned transit center

ii. Minimum project density must be 24 dwelling units per gross acre

C. Credit Milestones: see Introduction to Land Use Strategies

D. Value Assignment Methodology [Source]:

i. Vehicle Trip Reduction Factor: 10%

ii. Formula used by MTA to calculate value: Daily VMT per unit * Vehicle Trip Reduction Factor * Vehicle Occupancy

iii. Daily VMT per unit provided by development activity impact analysis contained in Deficiency Plan Background Study Chapter 4, Exhibit 8

iv. Vehicle Occupancy: 1.438 persons per vehicle [CMP Model]

E. References:

i. Draft Final Trip Reduction Ordinance Handbook, SCAQMD. May 1993.

ii. Vehicle Trip Reduction Credits For Land Use Decisions, NRDC. July 1992.

iii. 1986 US DOT Personal Travel in the US - 1983-1984.

iv. Transportation Control Measure Information Documents, EPA. 1992.

v. Public Transportation and Land Use Policy, B.S. Pushkarev and J.M. Zupan. 1977.

vi. America's Suburban Centers: The Land Use Transportation Link. R. Cervero. 1989.

F. Example Calculation:

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

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

102. COMMERCIAL DEVELOPMENT AROUND TRANSIT CENTERS

A. Credit Factor:

.1 22.0 per 1000 Gross Square Feet (GSF) of Retail Uses
.2 10.0 per 1000 Gross Square Feet (GSF) of Non-Retail Uses

B. Qualifying Criteria:

i. Project must be located within a 1/4 mile radius of an existing or planned transit center
ii. Minimum project floor area ratio (FAR) must be 2.0 per gross acre

C. Credit Milestones: See Introduction to Land Use Strategies

D. Value Assignment Methodology [Source]:

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

E. References:

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

103. RESIDENTIAL DEVELOPMENT ALONG TRANSIT CORRIDORS

A. Credit Factor: 1.5 per Dwelling Unit (DU)

B. Qualifying Criteria:

i. Project must be located within a 1/4 mile radius of a transit corridor
ii. Minimum project density must be 24 dwelling units per gross acre

C. Credit Milestones: See Introduction to Land Use Strategies

D. Value Assignment Methodology [Source]:

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

E. References:

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

104. COMMERCIAL DEVELOPMENT ALONG TRANSIT CORRIDORS

A. Credit Factor:

.1 10.2 per 1000 Gross Square Feet (GSF) of Retail Uses

.2 4.5 per 1000 Gross Square Feet (GSF) of Non-Retail Uses

B. Qualifying Criteria:

i. Project must be located within a 1/4 mile radius of a transit corridor

ii. Minimum project floor area ratio (FAR) must be 2.0 per gross acre

C. Credit Milestones: See Introduction to Land Use Strategies

D. Value Assignment Methodology [Source]:

i. Vehicle Trip Reduction Factor : 7%

ii. Formula used by MTA to calculate value: Daily VMT per unit * Vehicle Trip Reduction Factor * Vehicle Occupancy

iii. Daily VMT per unit provided by development activity impact analysis contained in Deficiency Plan Background Study Chapter 4, Exhibit 8

iv. Vehicle Occupancy: 1.438 persons per vehicle [CMP Model]

E. References:

i. Draft Final Trip Reduction Ordinance Handbook, SCAQMD. May 1993.

ii. Vehicle Trip Reduction Credits For Land Use Decisions, NRDC. July 1992.

iii. America's Suburban Centers: The Land Use Transportation Link, R. Cervero. 1989.

iv. Public Transportation and Land Use Policy, B.S. Pushkarev and J.M. Zupan. 1977.

105. RESIDENTIAL MIXED USE DEVELOPMENT AROUND TRANSIT CENTERS

A. Credit Factor:

.1 4.6 per Dwelling Unit (DU)
.2 21.9 per 1000 Gross Square Feet (GSF) of Retail Uses
.3 9.7 per 1000 Gross Square Feet (GSF) of Non-Retail Uses

B. Qualifying Criteria:

i. Project must be located within a 1/4 mile radius of an existing or planned transit center
ii. Minimum project density must be 24 dwelling units per gross acre
iii. Floor area devoted to commercial uses must be 15% minimum
iv. Uses must be located on the same parcel

C. Credit Milestones: See Introduction to Land Use Strategies

D. Value Assignment Methodology [Source]:

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

E. References:

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

F. Example Calculation:

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

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

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

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

106. COMMERCIAL MIXED USE DEVELOPMENT AROUND TRANSIT CENTERS

A. Credit Factor:

.1 6.2 per Dwelling Unit (DU)
.2 29.2 per 1000 Gross Square Feet (GSF) of Retail Uses
.3 12.9 per 1000 Gross Square Feet (GSF) of Non-Retail Uses

B. Qualifying Criteria:

i. Project must be located within a 1/4 mile radius of an existing or planned transit center
ii. Minimum project floor area ratio (FAR) must be 2.0 per gross acre
iii. Floor area devoted to residential uses must be 30% minimum
iv. Uses must be located on the same parcel

C. Credit Milestones: See Introduction to Land Use Strategies

D. Value Assignment Methodology [Source]:

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

E. References:

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

F. Example Calculation:

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

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

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

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

107. RESIDENTIAL MIXED USE DEVELOPMENT ALONG TRANSIT CORRIDORS

A. Credit Factor:

.1 2.2 per Dwelling Unit (DU)
.2 10.2 per 1000 Gross Square Feet (GSF) of Retail Uses
.3 4.5 per 1000 Gross Square Feet (GSF) of Non-Retail Uses

B. Qualifying Criteria:

i. Project must be located within a 1/4 mile radius of a transit corridor
ii. Minimum project density must be 24 dwelling units per gross acre
iii. Floor area devoted to commercial uses must be 15% minimum
iv. Uses must be located on the same parcel

C. Credit Milestones: See Introduction to Land Use Strategies

D. Value Assignment Methodology [Source]:

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

E. References:

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

F. Example Calculation:

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

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

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

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

108. COMMERCIAL MIXED USE DEVELOPMENT ALONG TRANSIT CORRIDORS

A. Credit Factor:

.1 3.1 per Dwelling Unit (DU)
.2 14.6 per 1000 Gross Square Feet (GSF) of Retail Uses
.3 6.5 per 1000 Gross Square Feet (GSF) of Non-Retail Uses

B. Qualifying Criteria:

i. Project must be located within a 1/4 mile radius of a transit corridor
ii. Minimum project floor area ratio (FAR) must be 2.0 per gross acre
iii. Floor area devoted to residential uses must be 30% minimum
iv. Uses must be located on the same parcel

C. Credit Milestones: See Introduction to Land Use Strategies

D. Value Assignment Methodology [Source]:

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

E. References:

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

F. Example Calculation:

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

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

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

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

109. RESIDENTIAL MIXED USE DEVELOPMENT

A. Credit Factor:

.1 1.5 per Dwelling Unit (DU)
.2 7.3 per 1000 Gross Square Feet (GSF) of Retail Uses
.3 3.2 per 1000 Gross Square Feet (GSF) of Non-Retail Uses

B. Qualifying Criteria:

i. Minimum project density must be 24 dwelling units per gross acre
ii. Floor area devoted to commercial uses must be 15% minimum
iii. Uses must be located on the same parcel

C. Credit Milestones: See Introduction to Land Use Strategies

D. Value Assignment Methodology [Source]:

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

E. References:

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

F. Example Calculation:

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

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

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

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

110. COMMERCIAL MIXED USE DEVELOPMENT

A. Credit Factor:

.1 2.2 per Dwelling Unit (DU)
.2 10.2 per 1000 Gross Square Feet (GSF) of Retail Uses
.3 4.5 per 1000 Gross Square Feet (GSF) of Non-Retail Uses

B. Qualifying Criteria:

i. Minimum project floor area ratio (FAR) must be 2.0 per gross acre
ii. Floor area devoted to residential uses must be 30% minimum
iii. Uses must be located on the same parcel

C. Credit Milestones: See Introduction to Land Use Strategies

D. Value Assignment Methodology [Source]:

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

E. References:

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

F. Example Calculation:

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

For a commercial mixed use project containing 24 dwelling units, 3,000 GSF of retail and 68,000 GSF of non-retail, credit is calculated at:

(24 du's * 2.2 points per unit) + (3,000 GSF/retail * 10.2 points per 1000/GSF) + (68,000 GSF/non-retail * 4.5 points per 1000/GSF)

(24 * 2.2) + (3 * 10.2) + (68 * 4.5) = 389 total points

111. CHILD CARE FACILITIES INTEGRATED WITH DEVELOPMENT

A. Credit Factor:

i. 120 per 1000 Gross Square Feet (GSF) of Child Care Facility

B. Qualifying Criteria:

i. Child care facilities must be integrated within the primary development

ii. Notes on Applying Credit Factor: Point value is per 1000 gross square feet provided within the child care facility

iii. The last credit increment may be claimed upon opening of the facility. However, the facility must remain in operation for at least three years or credit will be withdrawn

C. Credit Milestones: See Introduction to Land Use Strategies

D. Value Assignment Methodology [Source]:

i. Formula used by MTA to calculate value: Trip length reduced/Sq. Ft. per child

ii. Trip length reduced: 9 miles

iii. Square Footage per child: 75

E. References:

i. Commuting With Children: Linking Child Care With Transportation Demand Management. W. Lundgren, 1992.

ii. Commuting and Child Care. Commuter Transportation Services, Inc. 1991.

iii. Child Care Feasibility Study for the Proposed Chatsworth and Sylmar Rail Stations. LACTC, 1991.

F. Example Calculation:

Total value is based on the building square footage devoted to child care, NOT the total development square footage. For example:

For a 100,000 GSF office development containing 2,000 GSF devoted to child care, the credit that may be claimed is:

2,000 GSF/child care * 120 points per 1000 GSF = 240 total points

200. CAPITAL IMPROVEMENTS AND TRANSPORTATION SYSTEMS MANAGEMENT (TSM) DETAILED DESCRIPTIONS

CREDIT MILESTONES: Deficiency plan credit may be claimed in increments, at specific points in project development. When calculating the credit value for capital improvement and transportation systems management strategies, the following milestones are to be used:

1. Inclusion in the Regional Transportation Improvement Program (RTIP) - 20%

2. Award of contract to construct or implement the project - 50%

3. Completion of the project and opening to the public - 30%

Projects which are not included in the RTIP may claim the first increment (70%) upon project contract award.

The last credit increment may be claimed upon opening of the project. However, the improvement must remain in operation for at least three years or credit will be withdrawn.

CAPITAL IMPROVEMENTS

201. HIGH OCCUPANCY VEHICLE (HOV) LANE

A. Credit Factor:

.1 20,400 per LANE-MILE on CMP Arterial

.2 16,300 per LANE-MILE on Other Major Arterial

.3 Credit for contribution to freeway projects will be determined individually based on usage estimate in Project Study Report.

B. Qualifying Criteria:

i. Project must provide additional through capacity restricted to high occupancy vehicles (2+ persons), through either enhancement of existing or construction of new facility.

ii. Project must be located on CMP route or Other Major Arterial, defined as any street designated major or primary arterial on the most recently adopted General Plan of the jurisdiction seeking credit.

iii. Transition length and auxiliary lanes do not count toward project lane-mileage.

iv. No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.

C. Credit Milestones: See Introduction to Capital Improvement and Transportation Systems Management Strategies

D. Value Assignment Methodology [Source]:

i. Formula used by MTA to calculate value per unit:
Facility Capacity * Vehicle Occupancy

ii. CMP Arterial Capacity = 8,000 vehicles/lane/day
Other Major Arterial Capacity = 6,400 vehicles/lane/day
Based on peak hour capacity=1600 vehicles, K=10, CMP arterial green/cycle=50%, other major arterial green/cycle=40% [Consistent with CMP highway monitoring guidelines]

iii. HOV lane vehicle occupancy = 2.55 persons/vehicle [Caltrans]

E. Example Calculation:

A jurisdiction is eliminating on-street parking in order to provide a bus-only lane in each direction on a CMP arterial. The project extends 1 mile.

The credit which may be claimed is:
20400 (Credit Factor) * 1 (mile) * 2 (one lane in each direction) = 40,800 points

202. GENERAL USE HIGHWAY LANE

A. Credit Factor:

.1 11,500 per LANE-MILE on CMP Arterial

.2 Credit for lane additions to non-CMP routes provided separately. Refer to *Supplemental Information* document.

B. Qualifying Criteria:

i. Project must provide additional through lane capacity available to all vehicular traffic, through either enhancement of existing or construction of new facilities. Includes full time parking elimination.

ii. Transition length and auxiliary lanes do not count toward project lane-mileage.

iii. No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.

C. Credit Milestones: See Introduction to Capital Improvement and Transportation Systems Management Strategies

D. Value Assignment Methodology [Source]:

i. Formula used by MTA to calculate value per unit:
Facility Capacity * Vehicle Occupancy

ii. Facility Capacity: See preceding strategy

iii. Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

E. Example Calculation:

A jurisdiction seeks additional credit (above the standard value) for construction of a non-CMP major arterial which parallels an existing CMP route.

i. In order to receive credit, the jurisdiction must provide a traffic analysis which demonstrates the project's benefit to the CMP system. The analysis must estimate the reduction in weekday vehicle-miles travelled (VMT) on the CMP route which will result from the project.

ii. The analysis must indicate:
a. Total VMT on affect CMP facilities with and without the improvement.
b. The forecast year, not to exceed 2010.

iii. The credit which may be claimed is:
Change in VMT on CMP system * 1.438 (Vehicle Occupancy)
= points (person-miles)

203. GRADE SEPARATION

A. Credit Factor:

.1 5,750 per grade separation on a CMP Arterial

.2 Credit for grade separations on non-CMP routes provided separately. Refer to *Supplemental Information* document.

B. Qualifying Criteria:

i. Project must provide physical separation of vehicular traffic lanes or separation of vehicular traffic from rail traffic.

ii. No credit may be claimed for grade separations which are part of another improvement project for which credit is also being claimed.

iii. No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.

C. Credit Milestones: See Introduction to Capital Improvement and Transportation Systems Management Strategies

D. Value Assignment Methodology [Source]:

i. Formula used by MTA to calculate value per unit:
Improvement Factor * Facility Capacity * Area of Influence * Vehicle Occupancy

ii. Improvement Factor = 50%. Standard value assumes 0.50 decrease in peak V/C ratio due to improvement.

iii. Facility Capacity: See preceding strategy

iv. Area of Influence = 1.0 mile. Based on typical spacing between major arterial intersections in urban areas; major arterial intersections represent the primary constraint to arterial traffic movement [CMP estimate]

v. Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

E. Example Calculation:

A jurisdiction seeks additional credit (above the standard value) for a grade separation on a CMP arterial.

i. In order to receive credit, the jurisdiction must provide a project-specific traffic analysis indicating the reduction in V/C ratio on the CMP route which will result from the project.

ii. The analysis must also indicate the project's Area of Influence, defined as the distance to the next major arterial intersection on the CMP route.

iii. The credit which may be claimed is:
Change in V/C * 8,000 (per lane capacity) * Area of Influence * 1.438 (Vehicle Occupancy) = points (person-miles)

204. FREEWAY ON/OFF RAMP ADDITION OR MODIFICATION

A. Credit Factor: 1,150 per RAMP

B. Qualifying Criteria:

i. Project must construct or physically modify freeway ramp to improve traffic flow.

ii. Note on Applying Credit Factor: Point value is per ramp, up to 4 ramps per interchange. Improvement of a ramp/street intersection must be treated as improvement of one ramp only, whether or not serving both on and off ramps.

iii. No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.

C. Credit Milestones: See Introduction to Capital Improvement and Transportation Systems Management Strategies

D. Value Assignment Methodology [Source]:

i. Formula used by MTA to calculate value per unit:
Improvement Factor * Ramp Capacity * Area of Influence * Vehicle Occupancy

ii. Improvement Factor = 10%. Standard value based on ramp volumes representing on average 20% of total volume at ramp/street intersection. Using 50% green/cycle devoted to ramp movements, improvement to ramp reduces overall intersection V/C ratio by 0.10.

iii. Ramp Capacity: equivalent to CMP arterial.

iv. Area of Influence = 1.0 mile. Based on minimum standard spacing between freeway ramps [Caltrans Highway Design Manual] as well as typical spacing between major arterials.

v. Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

E. Example Calculation:

i. A jurisdiction is widening an existing northbound on-ramp to provide a carpool bypass lane. The credit which may be claimed is:
1,150 (credit factor) * 1 ramp = 1,150 points.

ii. A jurisdiction seeks additional credit (above the standard value) for a freeway ramp improvement.

a. In order to receive credit, the jurisdiction must provide a project-specific traffic analysis indicating the reduction in V/C ratio at the ramp intersection resulting from the project.

b. The analysis must also indicate the project's Area of Influence, defined as the distance to the next ramp.

c. The credit which may be claimed is:
Change in V/C * 8,000 (per lane capacity) * Area of Influence * 1.438 (Vehicle Occupancy) = points (person-miles)

205. URBAN RAIL

A. Credit Factor: 7.9 per daily boarding

B. Qualifying Criteria:

i. Includes contribution to construction of Metrorail system (such as Blue Line, Red Line, and Green Line)

ii. No credit may be claimed until project is included in RTIP

iii. Credit will be determined based on most recent Year 2010 boarding estimate.

C. Credit Milestones: See Introduction to Capital Improvement and Transportation Systems Management Strategies

D. Value Assignment Methodology [Source]:

i. Formula used by MTA to calculate value per unit:
Trip length per boarding

ii. Trip length = 7.93 miles [CMP model]. Project-specific trip length will be used if available.

E. Example Calculation:

A jurisdiction seeks credit for contributing 5% of the construction cost of a Metrorail line forecast to serve 50,000 boardings per weekday.

The credit which may be claimed is:

50,000 boardings * 7.93 miles per passenger * 0.05 local contribution
= 19,825 points

206. COMMUTER RAIL STATION

A. Credit Factor: 20 per daily boarding

B. Qualifying Criteria:

i. Includes contribution to construction of Metrolink system.

ii. No credit may be claimed until project is included in RTIP.

iii. Credit will be determined based on most recent Year 2010 boarding estimate.

C. Credit Milestones: See Introduction to Capital Improvement and Transportation Systems Management Strategies

D. Value Assignment Methodology [Source]:

i. Formula used by MTA to calculate value per unit:
Trip length per boarding

ii. Trip length = 20 miles [CMP estimate]. Project-specific trip length will be used if available.

E. Example Calculation:

A jurisdiction seeks credit for contributing 25% to the construction of a Metrolink station forecast to serve 800 boardings per weekday.

The credit which may be claimed is:

800 boardings * 20 miles per passenger * 0.25 local contribution
= 4,000 points

207. GOODS MOVEMENT FACILITY

A. Credit Factor: 2.88 per TRUCK VMT removed from general use traffic lanes

B. Qualifying Criteria:

i. No credit may be claimed until project is included in RTIP.

ii. Credit must be determined based on project-specific analysis of weekday truck vehicle-miles travelled (VMT) removed from general use traffic lanes.

C. Credit Milestones: See Introduction to Capital Improvement and Transportation Systems Management Strategies

D. Value Assignment Methodology [Source]:

i. Formula used by MTA to calculate value per unit:
Truck Passenger Car Equivalent * Vehicle Occupancy
[Expresses removal of truck traffic from general use lanes in terms of increased traffic capacity on general use facilities]

ii. Truck Passenger Car Equivalent = 2.0 [Highway Capacity Manual Table 9-6]

iii. Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

E. Example Calculation:

A local jurisdiction contributes 30% toward the implementation of a consolidated goods movement facility which will eliminate the need for 50 trucks to make a 25 mile journey each weekday.

The credit which may be claimed is:
50 trucks * 25 miles per trip * 2.88 Credit factor * 0.30 local contribution
= 1,080 points

TRANSPORTATION SYSTEMS MANAGEMENT

208. TRAFFIC SIGNAL SYNCHRONIZATION

A. Credit Factors:

.1 1,840 per ROUTE MILE on 4-Lane CMP Arterial
.2 2,760 per ROUTE MILE on 6-Lane CMP Arterial
.3 3,680 per ROUTE MILE on 8-Lane CMP Arterial
.4 1,470 per ROUTE MILE on 4-Lane Other Major Arterial
.5 2,210 per ROUTE MILE on 6-Lane Other Major Arterial
.6 2,950 per ROUTE MILE on 8-Lane Other Major Arterial

B. Qualifying Criteria:

i. Project must installation of permanent hardware for time-based or hard-wired signal coordination along arterial.
ii. Project must be located on CMP route or Other Major Arterial, defined as any street designated major or primary arterial on the most recently adopted General Plan of the jurisdiction seeking credit.
iii. Note on Applying Credit Factor: route-mileage (centerline mileage) is distance between first and last consecutive synchronized traffic signal.

C. Credit Milestones: See Introduction to Capital Improvement and Transportation Systems Management Strategies

D. Value Assignment Methodology [Source]:

i. Formula used by MTA to calculate value per unit:
Improvement Factor * Facility Capacity * No. of Lanes * Vehicle Occupancy
ii. Improvement Factor = 4% [CMP estimate based on proration of surveillance & control improvement factor]
iii. CMP Arterial Capacity = 8,000 vehicles/lane/day
iv. Other Major Arterial Capacity = 6,400 vehicles/lane/day
v. Peak hour capacity=1600 vehicles, K=10, CMP arterial green/cycle=50%, other major arterial green/cycle=40% [Based on CMP highway monitoring guidelines]
vi. Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

209. TRAFFIC SIGNAL SURVEILLANCE AND CONTROL (including synchronization)

A. Credit Factors:

.1 3,220 per ROUTE MILE on 4-Lane CMP Arterial
.2 4,830 per ROUTE MILE on 6-Lane CMP Arterial
.3 6,440 per ROUTE MILE on 8-Lane CMP Arterial
.4 2,580 per ROUTE MILE on 4-Lane Other Major Arterial
.5 3,870 per ROUTE MILE on 6-Lane Other Major Arterial
.6 5,150 per ROUTE MILE on 8-Lane Other Major Arterial

B. Qualifying Criteria:

i. Project must provide real-time control and synchronization of signal operation.
ii. Project must be located on CMP route or Other Major Arterial, defined as any street designated major or primary arterial on the most recently adopted General Plan of the jurisdiction seeking credit.
iii. Note on Applying Credit Factor: route-mileage (centerline mileage) is distance between first and last consecutive synchronized traffic signal.

C. Credit Milestones: See Introduction to Capital Improvement and Transportation Systems Management Strategies

D. Value Assignment Methodology [Source]:

i. Formula used by MTA to calculate value per unit:
Improvement Factor * Facility Capacity * No. of Lanes * Vehicle Occupancy
ii. Improvement Factor = 7% [City of Los Angeles ATSAC]
iii. Facility Capacity: See preceding strategy
iv. Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

210. PEAK PERIOD PARKING RESTRICTION

A. Credit Factors:

.1 2,300 per LANE-MILE on CMP Arterial (2 Hours per Day)
.2 3,450 per LANE-MILE on CMP Arterial (3 Hours per Day)
.3 4,140 per LANE-MILE on CMP Arterial (4+ Hours per Day)
.4 1,840 per LANE-MILE on Other Major Arterial (2 Hrs/Day)
.5 2,760 per LANE-MILE on Other Major Arterial (3 Hrs/Day)
.6 3,310 per LANE-MILE on Other Major Arterial (4+ Hrs per Day)

B. Qualifying Criteria:

i. Project must provide additional through lane capacity through prohibition of on-street parking, operating (at minimum) on all weekdays except holidays for at least two hours per day.
ii. Project must be located on CMP route or Other Major Arterial, defined as any street designated major or primary arterial on the most recently adopted General Plan of the jurisdiction seeking credit.
iii. Transition length and auxiliary lanes do not count toward project lane-mileage.
iv. No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.
v. Notes on Applying Credit Factor: Point value is per lane-mile added by the project. Each direction of travel is treated independently.

C. Credit Milestones: See Introduction to Capital Improvement and Transportation Systems Management Strategies

D. Value Assignment Methodology [Source]:

i. Formula used by MTA to calculate value per unit:
Facility Capacity * Peak Hour Factor * Vehicle Occupancy
ii. Facility Capacity: See preceding strategy
iii. Peak Hour/ADT = 10%, applied during each of 2-3 highest hours; 6% for 4th highest hour [CMP estimate]
iv. Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

E. Example Calculation:

A jurisdiction prohibits parking on a CMP arterial 7-9 AM in the northbound direction and 3-6 PM in the southbound direction, for a length of 1.5 miles.

The credit which may be claimed is:
(2300 Credit factor + 3450 Credit factor) * 1.5 miles = 8,625 points

211. INTERSECTION MODIFICATION

A. Credit Factor: 575 per INTERSECTION on CMP Arterial

B. Qualifying Criteria:

i. Project must be located on a CMP route, and the intersecting street must be designated minor arterial, secondary arterial or higher on the most recently adopted General Plan of the jurisdiction seeking credit. Intersections with collector or local streets are not eligible for credit.

ii. Project must increase number of through or turning lanes, or modify traffic signal phasing (such as add protected left turn phase). Projects which improve traffic signal timing only are not eligible for credit.

iii. No credit may be claimed for intersections modified as part of another improvement project for which credit is also being claimed.

iv. No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.

C. Credit Milestones: See Introduction to Capital Improvement and Transportation Systems Management Strategies

D. Value Assignment Methodology [Source]:

i. Formula used by MTA to calculate value per unit:
Improvement Factor * Facility Capacity * Area of Influence * Vehicle Occupancy

ii. Improvement Factor = 5%. Intersection improvements in this category generally facilitate turning movements, which typically represent 10% of total intersection volume. Using 50% green/cycle devoted to each approach, intersection improvement reduces overall V/C ratio by 5%

iii. Facility Capacity: See preceding strategy

iv. Area of Influence = 1.0 mile. Typical spacing between major arterial intersections in urban areas; major intersections represent the primary constraint to arterial traffic movement [CMP estimate]

v. Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

E. Example Calculation:

A jurisdiction seeks additional credit (above the standard value) for an intersection improvement on a CMP arterial.

i. In order to receive credit, the jurisdiction must provide a project-specific traffic analysis indicating the reduction in V/C ratio on the CMP route which will result from the project.

ii. The analysis must also indicate the project's Area of Influence, defined as the distance to the next major arterial intersection on the CMP route.

iii. The credit which may be claimed is:
Change in V/C * 8,000 (per lane capacity) * Area of Influence * 1.438 (Vehicle Occupancy) = points (person-miles)

212. BICYCLE PATH OR LANE

A. Credit Factor: 700 per ROUTE-MILE

B. Qualifying Criteria:

i. Project must provide Class I or II facility.

ii. INTERIM CRITERION: Project must have received LACTC/MTA discretionary funding award.

iii. FUTURE CRITERION: Facility must be designated as part of the Regional Bikeway System in the applicable Area Bikeway Master Plan.

iv. Notes on Applying Credit Factor: Point value is per route-mile, assuming accommodation of two-directional travel on routes.

C. Credit Milestones: See Introduction to Capital Improvement and Transportation Systems Management Strategies

D. Value Assignment Methodology [Source]:

i. Formula used by MTA to calculate value per unit:
Bicycle Mode Split Increase * Bicycle Trip Length / Regional Bikeway System Expansion

ii. Year 2010 bicycle mode split increase = 35.8 million daily person trips * 1% increase = 358,000 person trips.

iii. Bicycle Mode Split = 2% in Year 2010 [CMP estimate based on countywide bikeway work in progress]

iv. Current bicycle mode split = 1% [Commuter Transportation Services].

v. Average Bicycle Trip Length = 4 miles [CMP estimate]

vi. Regional Bikeways Expansion = 2000 miles [CMP estimate based on countywide bikeway work in progress]

213. PARK & RIDE FACILITY

A. Credit Factor: 9.6 per PARKING SPACE

B. Qualifying Criteria:

i. Site must be purchased or available for minimum five year lease, and signed or publicly promoted as a park & ride facility.

ii. No credit may be claimed for parking facilities provided as part of another improvement project for which credit is also being claimed.

iii. Notes on Applying Credit Factor: Include marked parking spaces only.

C. Credit Milestones: See Introduction to Capital Improvement and Transportation Systems Management Strategies

D. Value Assignment Methodology [Source]:

i. Formula used by MTA to calculate value per unit:
(Commute Trip Length - Park & Ride Trip Length) * 2 Direction * Lot Utilization

ii. Commute Trip Length = 11.4 miles [CMP Model]

iii. Park & Ride Trip Length = 4 miles [Caltrans]

iv. Lot Utilization = 65% [LACTC Park & Ride Master Plan survey data]

300. TRANSPORTATION DEMAND MANAGEMENT & TRANSIT SERVICES DETAILED DESCRIPTIONS

CREDIT MILESTONES: When calculating the credit value for the below listed demand management strategies, the following two milestone types are to be used depending on the strategy. Credit factors for some TDM strategies may not be additive if focusing on the same target markets. Local jurisdictions should therefore consult with MTA staff when developing their Local Implementation Reports.

Milestone Type A applies to TDM strategies which focus on employer sites, either at a single site, within a multi-tenant building, or within a specified geographical area. Credit would be claimed incrementally using the milestones listed below based on the number of employees targeted at each stage of implementation. Local jurisdictions will most likely implement these strategies through resolutions, development agreements, memorandums of understanding, conditions of approval or enabling ordinances. Projects not implemented through enabling ordinances or amendments would claim the entire credit once employers come into compliance with program requirements.

1. Enabling ordinance adopted - 40%
2. Compliance with program requirements - 60%

Milestone Type B applies to TDM strategies which are operational in nature and do not require an ordinance-type action to begin service such as transit services or transportation management association (TMA) operations. For projects included in the Short Range Transit Plan (SRTP) or Regional Transportation Improvement Program (RTIP), strategy credit may be claimed incrementally at the following milestones. Projects that are not reported in the SRTP or RTIP, may claim 100% of the credit at commencement of active service.

1. Project included in SRTP or RTIP - 40%
2. Commencement of Active Service - 60%

The last credit increment may be claimed upon full implementation of the program. However, the program must remain in operation for at least three years or credit will be withdrawn.

RIDESHARING OPERATIONS

301. FORMAL TRIP REDUCTION PROGRAM FOR SMALL EMPLOYERS

A. Credit Factor: 36.3 per 100 EMPLOYEES from companies employing less than 100 employees in target area

B. Qualifying Criteria:

i. Consists of a basic trip reduction program, to encourage use of transportation modes other than driving alone to reduce trips to the work site. The employer may choose from various incentive strategies such as carpool/vanpool matching, transit routing, guaranteed ride home, promotional incentives, telecommuting and compressed work schedules. The goal of the program is to increase average vehicle ridership (AVR)

ii. It is recommended that jurisdictions use the SCAQMD Regulation XV methodology for calculating AVR, and collecting and reporting employee commute data to encourage data consistency within Los Angeles County

C. Credit Milestones: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: See Strategy 111.

302. ALTERNATIVE WORK SCHEDULES

A. Credit Factor: 7.3 per 100 EMPLOYEES in target area

B. Qualifying Criteria:

i. Implementation of 4/40 or 9/80 compressed work week where an employee works fewer days in each week but more hours each working day

C. Credit Milestones: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

303. TRANSPORTATION MANAGEMENT ASSOCIATION (TMA)

A. Credit Factor: 46 per 100 EMPLOYEES in target area

B. Qualifying Criteria:

i. New TMA operation or existing TMAs expand target area

ii. TMA services include carpool/vanpool matching, transit fare media (e.g. passes, tokens, tickets, etc.) sales, transit route planning, promotional events, marketing, promotional incentives (such as prize drawings) and guaranteed ride home services for TMA member employers

C. Credit Milestones: Milestone Type B (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

304. AGGRESSIVE VANPOOL FORMATION PROGRAM

A. Credit Factor: 31 per 100 EMPLOYEES in target area

B. Qualifying Criteria:

i. Program targets employers not currently being reached by current vanpool formation efforts

ii. Consists of aggressive promotional campaign, vanpool formation meetings, market analysis, and educational component

C. Credit Milestones: Milestone Type B (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

305. INFORMAL CARPOOL AND VANPOOL PROGRAM

A. Credit Factor: 28 per 100 EMPLOYEES in target area

B. Qualifying Criteria:

i. Program focuses on forming carpools and vanpools only by providing matchlists and transit information on request

ii. Carpool, Vanpool matchlist and transit information may be obtained from Commuter Transportation Services free of charge.

iii. No average vehicle ridership goal

C. Credit Milestones: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

RIDESHARING SUPPORT FACILITIES

306. CMP TDM ORDINANCE

A. Credit Factor: 0.30 per 1,000 SQUARE FEET of new non-residential development

B. Qualifying Criteria:

i. Includes: Information area, preferential parking for carpools and vanpools, vanpool access, bicycle parking, loading areas for carpools and vanpools, pedestrian access, transit improvements, bicycle access

ii. All jurisdictions adopted CMP TDM requirements through an ordinance

C. Credit Milestones: Credit claimed using development activity reports

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

E. Example Calculation:

i. City approves 1,000,000 gross square feet of non-residential development (total as reported through new development activity report)

ii. City may claim credit = 0.30 * 1000 = 300 points

307. CARPOOL/VANPOOL LOADING AREAS

A. Credit Factor: 6.9 per 100 EMPLOYEES in target area

B. Qualifying Criteria:

i. Provide ridesharing loading areas for carpools and vanpools close to building entrance for safe and convenient access

ii. Applies only to carpool and vanpool loading areas at existing development and employment sites. (Jurisdictions already claim credit for loading areas at new development through the CMP TDM Ordinance).

C. Credit Milestones: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

308. CHILDCARE CENTERS AT MULTI-MODAL TRANSIT FACILITIES

A. Credit Factor: 120 per 1000 gross square feet (GSF) in child care facility

B. Qualifying Criteria:

i. Provision of childcare services at multi-modal transit facilities or park and ride lots to reduce person miles travelled to children care arrangements, and to encourage transit ridership

C. Credit Milestones: Milestone Type B (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: See Strategy 111.

309. BICYCLE AND PEDESTRIAN FACILITIES

A. Credit Factor: 4.6 per 100 EMPLOYEES in target area

B. Qualifying Criteria:

i. Facilities include bicycle parking (lockers, racks, locked room, etc.), clothes lockers, and showers

ii. Applies only to bicycle and pedestrian facilities at existing development and employment sites. (Jurisdictions already claim credit for these facilities at new development through the CMP TDM Ordinance).

C. Credit Milestones: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

310. PREFERENTIAL PARKING FOR RIDESHARE VEHICLES

A. Credit Factor: 3.9 per 100 EMPLOYEES in target area

B. Qualifying Criteria:

i. Spaces reserved for carpool and vanpool parking which provides convenient access to building entrances as compared to parking spaces for single occupant drivers

ii. At least 5% of all parking spaces must be reserved

iii. Applies only to bicycle and pedestrian facilities at existing development and employment sites. (Jurisdictions already claim credit for these facilities at new development through the CMP TDM Ordinance).

C. Credit Milestones: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

RIDESHARING INCENTIVES

311. TRANSIT FARE SUBSIDY PROGRAM

A. Credit Factor: 213 per 100 EMPLOYEES in target area

B. Qualifying Criteria:

i. Consists of a monthly allowance to subsidize at least 50% of the monthly transit fare cost

C. Credit Milestones: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

312. VANPOOL FARE SUBSIDY PROGRAM

A. Credit Factor: 206 per 100 EMPLOYEES in target area

B. Qualifying Criteria:

i. Consists of a vanpool fare allowance equal to $1 per trip (this totals to about $32 per month assuming the commuter vanpools 4 times per week)

C. Credit Milestones: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

313. CARPOOL ALLOWANCE

A. Credit Factor: 90 per 100 EMPLOYEES in target area

B. Qualifying Criteria:

i. Consists of a carpool allowance equal to $1 per trip (this totals to about $24 per month assuming the commuter carpools 3 times per week)

C. Credit Milestones: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

314. BICYCLE ALLOWANCE

A. Credit Factor: 9.2 per 100 EMPLOYEES in target area

B. Qualifying Criteria:

i. Consists of a bicycle allowance equal to $1 per trip (this totals to about $24 per month assuming the commuter bicycles 3 times per week)

C. Credit Milestones: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

315. WALKING ALLOWANCE

A. Credit Factor: 6.2 per 100 EMPLOYEES in target area

B. Qualifying Criteria:

i. Consists of a walking allowance equal to $1 per trip (this totals to about $24 per month assuming the commuter walks 3 times per week)

C. Credit Milestones: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

316. SUBSCRIPTION BUS OR BUSPOOL SUBSIDY PROGRAM

A. Credit Factor: 102 per 100 EMPLOYEES in target area

B. Qualifying Criteria:

i. Consists of a buspool fare allowance equal to $1 per trip (this totals to about $32 per month assuming the commuter buspools 4 times per week)

C. Credit Milestones: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

PARKING MANAGEMENT & PRICING

317. PARKING SURCHARGE OF $0.50 PER DAY

A. Credit Factor: 7.2 per 100 EMPLOYEES in target area

B. Qualifying Criteria:
i. Daily parking charge increased by $0.50 at parking lots

C. Credit Milestones: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

318. PARKING SURCHARGE OF $1.00 PER DAY

A. Credit Factor: 21 per 100 EMPLOYEES in target area

B. Qualifying Criteria:
i. Daily parking charge increased by $1.00 at parking lots

C. Credit Milestones: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

319. PARKING SURCHARGE OF $3.00 PER DAY

A. Credit Factor: 86 per 100 EMPLOYEES in target area

B. Qualifying Criteria:

i. Daily parking charge increased by $3.00 at parking lots

C. Credit Milestones: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

320. PARKING CASH OUT

A. Credit Factor: 249 per 100 EMPLOYEES in target area

B. Qualifying Criteria:

i. Employers provide employees with a travel allowance that can be used to either buy parking, a transit pass, vanpool fare, a buspool subscription or for any other use. The amount of the allowance is equal to the amount the employer would have paid for the employee's parking

C. Credit Milestones: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

TELECOMMUNICATIONS

321. TELECOMMUTING PROGRAM

A. Credit Factor:

i. 3.2 per 100 EMPLOYEES in target area

B. Qualifying Criteria:

i. An employer telecommuting program which allows employees to work at home, at neighborhood telework centers or at a facilities sharing telework location at least 1 day per week. A facilities sharing telework location is a work space in a participating public or private entity where employees may report to work rather than travelling to a principal work location.

C. Credit Milestones: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: [MTA Phase II TDM Program]

322. NEIGHBORHOOD TELEWORK CENTER

A. Credit Factor: 12.6 per WORK STATION

B. Qualifying Criteria:

i. A remote location, available for general public use, operated by a public or private entity where employees may report to work rather than travelling to a principal work location more distant from the employee's residence

C. Credit Milestones: Milestone Type B (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]:

i. Formula used by MTA to calculate value per unit:
(Commute Trip Length - Telework Center Trip Length) * 2 Direction * Work Station Utilization

ii. Commute Trip Length = 11.4 miles [CMP model]

iii. Telework Center Trip Length = 3 miles [MTA estimate]

iv. Work Station Utilization = 75% [MTA estimate]

E. References:

i. Transportation Control Measure Information Documents, EPA, March 1992.

ii. Antelope Valley Telebusiness Center Data

iii. Puget Sound Telecommuting Demonstration Data

323. BUSINESS/EDUCATION VIDEOCONFERENCING CENTER

A. Credit Factor: 7.8 per AVERAGE DAILY USER

B. Qualifying Criteria:

i. A facility, available for general public use, constructed and operated by a public or private entity in residential or commercial districts utilizing videoconferencing equipment to substitute for regional travel to meetings or classes

C. Credit Milestones: Milestone Type B (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]:

i. Formula used by MTA to calculate value per unit:
(Non-Commute Trip Length - Videoconference Center Trip Length) * 2 Direction

ii. Non-Commute Trip Length = 6.9 miles [CMP model]

iii. Videoconference Center Trip Length = 3 miles [MTA estimate]

324. REMOTE ACCESS TO GOVERNMENT INFORMATION/TRANSACTIONS

A. Credit Factor: 1.4 per DAILY LOG-INS

B. Qualifying Criteria:

i. The construction and operation of facilities that allow dial-up modem access and electronic terminal access to government data, transactions and services as a substitute for regional travel to receive such information or services

C. Credit Milestones: Milestone Type B (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]:

i. Formula used by MTA to calculate value per unit:
Non-Commute Trip Length * 2 Direction * Trip Elimination Percentage

ii. Non-Commute Trip Length = 6.9 miles [CMP model]

iii. Trip Elimination Percentage = 10% [MTA estimate]. Represents proportion of total log-ins that eliminate trips

E. References:

i. City of Santa Monica Public Electronic Network (PEN) System

325-330 NEW OR IMPROVED TRANSIT SERVICES

325. NEW LOCAL OR COMMUTER BUS SERVICE
326. FEEDER SERVICE TO RAIL STATIONS OR MULTI-MODAL TRANSIT CENTERS
327. SHORTENING OF HEADWAYS DUE TO ADDITIONAL BUSES ON A ROUTE
328. RESTRUCTURING OF SERVICE THROUGH ROUTE OR SCHEDULE MODIFICATIONS
329. SUBSCRIPTION BUS OR BUSPOOL OPERATIONS
330. LOCAL SHUTTLE

FOR ALL OF THE STRATEGIES ABOVE:

A. Credit Factor: 1 point per NEW PASSENGER MILE CARRIED on an average weekday based on estimates reported in the SRTP for new services

i. For the May 1994 report, credit for transit services will be based on the net increase, if any, in Section 15 system-wide passenger miles travelled between 1990 and 1993. No distinction needs to be made on the type of service changes made during that period. Net decreases in PMT during that period should be reported as a zero credit.

ii. For Local Implementation Reports submitted on or after September 1995, the credit factor described in (i) above will be used.

B. Qualifying Criteria:

i. The new or expanded service must remain in operation for a minimum of three years or local jurisdiction loses credit

C. Credit Milestones: Milestone Type B (See Introduction to Transportation Demand Management Strategies)

D. Value Assignment Methodology [Source]: Not Applicable

E. Example Calculation:

Operator is proposing to add a new route which will provide 200 vehicle service miles per weekday.

i. Existing productivity reported through Section 15 reporting is 16 passenger miles travelled (PMT) per revenue vehicle service mile (VSM).

ii. The estimate of passenger miles carried by the service improvement would be 200 VSM * (16 PMT/VSM) = 3200 PMT.

iii. This calculation can be refined if more detailed analysis on the proposed route is available (example: local vs. express ridership).

APPENDIX

H

GUIDELINES FOR NEW DEVELOPMENT ACTIVITY TRACKING

This Appendix provides guidelines for implementing new development activity tracking. Included are the definitions of land use categories, exempted development definitions, and new development adjustments information.

Beginning on June 1, 1994, new development activity within each local jurisdiction must be recorded for use in calculating the jurisdiction's Countywide Deficiency Plan mitigation goal. The first record keeping period will end on May 31, 1995, and associated mitigation goals must be reported as part of the 1995 Local Implementation Report (Appendix F). New development activity is recorded for three areas: new development activity, new development adjustments, and exempted development activity.

Local jurisdictions are encouraged to integrate new development activity reporting requirements into their local development permit process. Examples include modifying building permit forms and/or expanding monthly building activity reports to include new development activity information. Integration into the building permit system on a daily or monthly basis will provide jurisdictions with on-going information on the jurisdictions congestion mitigation goal status, and simplify the completion of the annual Local Implementation Reports.

H.1 LAND USE CATEGORIES

All building permits issued must be tracked by the type of land use and the total number of new dwelling units or new gross square footage that results. Three (3) residential and twelve (12) non-residential categories are provided below for this purpose. To calculate the total impact value of new development, multiply the applicable number of dwelling units or gross square footage by the impact value provided in order to calculate the total value of new development, using the worksheet provided as Exhibit H-1. Substitution of alternate impact values is not permitted.

1. **Single-Family Residential**: detached residential units on a single lot, including mobile homes.

2. **Multi-Family Residential**: two or more dwelling units on a lot, may be attached (duplex) or detached.

3. **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; SRO's; Convalescent Homes; Veterans Administration Hospitals; Homeless Shelters; Prisons and other correctional facilities.

4. **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 and stationary; 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.

5. **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.

6. **Lodging:** Includes hotels, motels, bed and breakfasts inns, trailer parks for transients.

7. **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.

8. **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.

9. **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.

10. **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.

11. **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 or college/university; 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.

12. **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

GENERAL NOTES:

1. 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. 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.

2. Mixed use projects shall be calculated based on the actual intended use mix of the project with residential dwelling units always tallied separately.

3. Congestion points are accrued only for permits that will result in the construction of new square footage. Permits for alteration or remodel of existing square footage, or that result in a change of use, are not counted as congestion points. Congestion points are to be calculated only on resulting new square footage.

4. Permits issued for temporary or "seasonal" types of uses that do not result in the addition of permanent new square footage, such as parking lot sales, or christmas tree/fireworks sales, are exempt from new development activity reporting and do not accrue congestion points.

H.2 EXEMPTED DEVELOPMENT ACTIVITY

Certain types of development projects, as listed below, are exempted from the calculation of the local jurisdictions new development activity and mitigation goal. The local jurisdiction must still track and report all exempted development activity, using the worksheet provided as Exhibit H-2.

1. Low/Very Low Income Housing: as defined by the California Department of Housing and Community Development as follows:

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

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

2. High Density Residential Near Rail Stations: development located within 1/4 mile of a fixed rail passenger station and that is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance.

3. Mixed Uses Near Rail Stations: mixed use development located within 1/4 mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing.

4. Development Agreements: projects that entered into a development agreement (as specified under Section 65864 of the California Government Code) with a local jurisdiction prior to July 10, 1989.

5. April 1992 Civil Unrest Reconstruction: until June 1, 1995, buildings and structures damaged or destroyed in Los Angeles County as a result of civil unrest during the state of emergency declared by the Governor on April 29, 1992.

6. Any project of a federal, state, or county agency that is exempt from local jurisdiction zoning regulations and where the local jurisdiction is precluded from exercising any approval/disapproval authority. These locally precluded projects do not have to be reported in the Local Implementation Report.

H.3 NEW DEVELOPMENT ADJUSTMENTS

Adjustments may be claimed only for 1) development permits that were both issued and revoked, expired or withdrawn during the reporting period, and 2) demolition of any structure within the reporting period. To calculate the total impact value of new development, multiply the applicable number of dwelling units or gross square footage by the impact value provided in order to calculate the total value of new development. The total adjustments for the reporting period are tabulated using the worksheet provided as Exhibit H-3. Substitution of alternate impact values is not permitted.

EXHIBIT H-1
NEW DEVELOPMENT ACTIVITY

RESIDENTIAL DEVELOPMENT ACTIVITY			
Category	Number of Dwelling Units	Impact Value	Sub-total
Single Family		x 6.80	= ( )
Multi-Family		x 4.76	= ( )
Group Quarters		x 1.98	= ( )

COMMERCIAL DEVELOPMENT ACTIVITY			
Category	Thousands of Gross Square Feet	Value per 1000 sq.ft.	Sub-total
Commercial 0-299 KSF		x 22.23	= ( )
Commercial 300+ KSF		x 17.80	= ( )
Free-Standing Eating and Drinking		x 66.99	= ( )

NON-RETAIL DEVELOPMENT ACTIVITY			
Category	Thousands of Gross Square Feet	Value per 1000 sq.ft.	Sub-total
Lodging		x 7.21	= ( )
Industrial		x 6.08	= ( )
Office 0-49 KSF		x 16.16	= ( )
Office 50-299 KSF		x 10.50	= ( )
Office 300+ KSF		x 7.35	= ( )
Medical		x 16.90	= ( )
Government		x 20.95	= ( )
Institutional/Education		x 7.68	= ( )

Other (Describe)	Daily Trips	Impact Value	Sub-total
		x 0.71	= ( )

ADJUSTMENTS (OPTIONAL) - Complete Part 2 =	+
TOTAL CURRENT CONGESTION MITIGATION GOAL (POINTS) =	( )

EXHIBIT H-2
EXEMPTED DEVELOPMENT ACTIVITY

(NOT INCLUDED IN NEW DEVELOPMENT ACTIVITY TOTALS)

Low/Very Low Income Housing		Dwelling Units
High Density Resid. near Rail Stations		Dwelling Units
Mixed Use Developments near Rail		1000 gross sf
Stations		Dwelling Units
Development Agreements entered into		1000 gross sf
prior to July 10, 1989		Dwelling Units
Reconstruction of buildings damaged in		1000 gross sf
the April 1992 Civil Unrest		Dwelling Units

EXEMPTED DEVELOPMENT DEFINITIONS:

1. Low/Very Low Income Housing: as defined by the California Department of Housing and Community Development as follows:

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

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

2. High Density Residential Near Rail Stations: development located within 1/4 mile of a fixed rail passenger station and that is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance.

3. Mixed Uses Near Rail Stations: mixed use development located within 1/4 mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing.

4. Development Agreements: projects that entered into a development agreement (as specified under Section 65864 of the California Government Code) with a local jurisdiction prior to July 10, 1989.

5. April 1992 Civil Unrest Reconstruction: until June 1, 1995, buildings and structures damaged or destroyed in Los Angeles County as a result of civil unrest during the state of emergency declared by the Governor on April 29, 1992.

EXHIBIT H-3
NEW DEVELOPMENT ADJUSTMENTS

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

RESIDENTIAL DEVELOPMENT ADJUSTMENTS			
Category	Number of Dwelling Units	Impact Value	Sub-total
Single Family		x 6.80	=
Multi-Family		x 4.76	=
Group Quarters		x 1.98	=

COMMERCIAL DEVELOPMENT ADJUSTMENTS			
Category	Thousands of Gross Square Feet	Value per 1000 sq.ft.	Sub-total
Commercial 0-299 KSF		x 22.23	=
Commercial 300+ KSF		x 17.80	=
Free-standing Eating and Drinking		x 66.99	=

NON-RETAIL DEVELOPMENT ADJUSTMENTS			
Category	Thousands of Gross Square Feet	Value per 1000 sq.ft.	Sub-total
Lodging		x 7.21	=
Industrial		x 6.08	=
Office 0-49 KSF		x 16.16	=
Office 50-299 KSF		x 10.50	=
Office 300+ KSF		x 7.35	=
Medical		x 16.90	=
Government		x 20.95	=
Institutional/Education		x 7.68	=

Other (Describe)	Daily Trips	Impact Value	Sub-total
		x 0.71	=

APPENDIX
I

CMP GOVERNMENT CODE SECTIONS

The following State of California Government Code sections represent the current state of CMP law as of October 6, 1993. These Government Code sections provide the framework for development of CMPs throughout the state.

Chapter 2.3 Long-Range Transportation Planning

Section
65070. [No Title.]
65072. [No Title.]

§ 65070. [No Title.]

(A) The Legislature finds and declares, consistent with Section 65088, that it is in the interest of the State of California to have an integrated state and regional transportation planning process. It further finds that federal law mandates the development of a state and regional long-range transportation plan as a prerequisite for receipt of federal transportation funds. It is the intent of the Legislature that the preparation of these plans shall be a cooperative process involving local and regional government, transit operators, congestion management agencies, and the goods movement industry and that the process be a continuation of activities performed by each entity and be performed without any additional cost.

(C) The Legislature further finds and declares that the Transportation Blueprint for the Twenty-First Century (Chapters 105 and 106 of the Statutes of 1989) is a long-range state transportation plan that includes a financial plan and a continuing planning process through the preparation of congestion management plans and regional transportation plans, and identifies major interregional road networks and passenger rail corridors for the State.

§ 65072. [No Title.]

The California Transportation Plan shall include all of the following:

(A) A policy element that describes the state's transportation policies and system performance objectives. These policies and objectives shall be consistent with legislative intent described in Sections 14000, 14000.5, and 65088. For the plan to be submitted in December 1993, the policy element shall address any opportunities for changes or additions to state legislative policy direction or statute.

Chapter 2.5 Transportation Planning and Programming

Section

§ 65081. Contents of plan.

The regional transportation plan shall include:

(b) An action element that describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. The action element shall also include a program for developing intracity and intercity bicycle programs. The action element shall include all congestion management programs adopted pursuant to Chapter 2.6 (commencing with Section 65088).

§ 65082. Seven-year regional transportation improvement program.

(b) Congestion Management Programs adopted pursuant to Section 65089 shall be incorporated into the regional transportation improvement program submitted to the commission by December 1, 1991, and every two years thereafter.

(c) The incorporation of the Congestion Management Program into the regional transportation improvement program required to be submitted to the commission by December 1, 1991, may be delayed for a period not to exceed one year if an environmental impact report is required to be prepared for the congestion management program pursuant to Division 13 (commencing with Section 21000) of the Public Resources Code, and the following conditions are met:

(1) The agency, as defined by Section 65088.1, adopts written findings that the congestion management program cannot be incorporated into the regional transportation improvement program by December 1, 1991, due to the time required to prepare an environmental impact report pursuant to Division 13 (commencing with Section 21000) of the Public Resources Code.

(2) The agency adopts a schedule for development of the congestion management program that will result in its adoption no later than December 1, 1992, and submits a report to the Legislature by July 1, 1992, on the progress of complying with this section.

(3) The agency, county, and cities take every action necessary to assure that the congestion management program will be adopted by December 1, 1992.

(d) If the incorporation of the congestion management program into the regional transportation improvement program is delayed pursuant to subdivision (c), both of the following shall apply:

(1) Any project included in the state transportation improvement program or the traffic systems management program prior to December 1, 1992, which is otherwise required to be included in the congestion management program, pursuant to subdivision (e), but which is not included in the congestion management program to be incorporated into the regional transportation improvement program pursuant to subdivision (b), shall be deleted from the state transportation improvement program or the traffic systems management program.

(2) Local projects which are otherwise required to be included in the congestion management program, pursuant to subdivision (e), may be included in the regional transportation improvement program to be submitted to the California Transportation Commission by December 1, 1991. Any local project which is included in the regional transportation improvement program after December 1, 1991, but prior to December 1, 1992, which is otherwise required to be included in the congestion management program, but which is not included in the congestion management program to be incorporated into the regional transportation improvement program pursuant to subdivision (b), shall be deleted from the regional transportation improvement program.

(e) 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 seven-year capital improvement program adopted pursuant to paragraph (5) of subdivision (b) of Section 65089, and the guidelines adopted pursuant to Section 14530.1.

Chapter 2.6 Congestion Management

Section

§ 65088. Legislative findings

The Legislature finds and declares all of the following:

(a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.

(b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.

(c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars ($3,100,000) added costs to the motoring public.

(d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.

(e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

§ 65088.1 Definitions

As used in this chapter the following terms have the following meanings:

(a) Unless the context requires otherwise, "regional agency" means the agency responsible for preparation of the regional transportation improvement program.

(b) Unless the context requires otherwise, "agency" means the agency responsible for the preparation and adoption of the congestion management program.

(c) "City" includes a city and county.

(d) "Commission" means the California Transportation Commission.

(e) "Department" means the Department of Transportation.

(f) "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space. A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.

(g) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.

(h) "Interregional travel" means trips that have neither origin nor destination within the boundary of the congestion management program.

§ 65089. Program; contents; uniform data base on traffic impacts

(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 supervisor's and the city council 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 system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system. Level of service (LOS) shall be measured by Circular 212, (or by the most recent version of the Highway Capacity Manual), or by a uniform methodology adopted by the agency which 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 shall make this determination instead 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 where a segment or intersection has been designated as deficient and a deficiency plan has been adopted pursuant to Section 65089.3.

(2) Standards established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators.

(3) A trip reduction and travel demand element that promotes alternative transportation methods, such as carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including flexible work hours and parking management programs. The agency shall consider parking cash-out programs during the development and annual update of the trip reduction and 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. 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.

(5) A seven-year capital improvement program to maintain or improve the traffic level of service and transit performance standards developed pursuant to paragraphs (1) and (2), and to mitigate regional transportation impacts identified pursuant to paragraph (4), which conforms to transportation-related vehicle emissions air quality mitigation measures.

(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 which is included in a congestion management program pursuant to subdivision (b), or a deficiency plan pursuant to Section 65089.3, 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.

§ 65089.2 Program; evaluation by regional agency

(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 192.7 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 jurisdiction that has been found to be in nonconformance with a congestion management program pursuant to Section 65089.4 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 the 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 the Business, Housing and Transportation Agency, or an employee of that agency designated by that secretary, in consultation with the air pollution control district or air quality management district within whose boundaries the regional agency or agencies are located.

§ 65089.3 Agency monitoring of program

(a) The agency shall monitor the implementation of all elements of the congestion management program. Annually, 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:

(1) Consistency with levels of service and performance standards, except as provided in subdivisions (b) and (c).

(2) Adoption and implementation of a trip reduction and travel demand ordinance.

(3) 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.

(b)(1) A city or county may designate individual deficient segments or intersections which do not meet the established level of service standards if, prior to the designation, at a noticed public hearing, the city or county has adopted a deficiency plan which shall include all of the following:

(A) An analysis of the cause of deficiency.

(B) 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.

(C) A list of improvements, programs, or actions, and estimates of costs, that will (i) measurably improve the level of service of the system, as defined in subdivision (b) of Section 65089, and (ii) 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 which meet the scope of this paragraph. If an improvement, program, or action is on the approved list and has not yet 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.

(D) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000) of Division 1 of Title 7, that shall be implemented, consisting of improvements identified in paragraph (B), or improvements, programs, or actions identified in paragraph (C), that are found by the agency to be in the interest of the public's health, safety and welfare. The action plan shall include a specific implementation schedule.

(2) A city or county shall forward its adopted deficiency plan to the agency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following the 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 city or county of the reasons for that rejection.

(c) The agency, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district, shall exclude from the determination of conformance with level of service standards, the impacts of any of 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 multijurisdictional agencies.

(5) Traffic generated by the provision of low 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.

(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.

(C) For the purposes of this section, the following terms have the following meanings:

(I) "High Density" means residential density which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance.

(II) "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.

(d) For the purpose of this chapter, the impacts of a trip which originates in one county and which terminates in another county shall be included in the determination of conformance with level of service standards with respect to the originating county only. A roundtrip shall be considered to consist of two individual trips.

(e) It is the intent of the legislature that a deficiency plan be prepared and adopted by the city or county, and approved by the agency, prior to the occurrence of a deficiency.

§ 65089.4. Nonconformance to program; withholding funds

(a) If, pursuant to the annual 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, until the Controller is notified by the agency that the city or county is in conformance.

(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.

§ 65089.5 Failure to complete or implement a program

Failure to complete or implement a congestion management program shall not give rise to a cause of action against a city or county for failing to conform with its general plan, unless the city or county incorporates the congestion management program into the transportation element of its general plan.

§ 65089.6 Application of chapter to agreements entered into prior to July 10, 1989

A proposed development specified in a development agreement entered into prior to July 10, 1989, shall not be subject to any action taken to comply with this chapter, except actions required to be taken with respect to the trip reduction and travel demand element of a congestion management program pursuant to paragraph (3) of subdivision (b) of Section 65089.

§ 65089.7 [No title]

(a) Buildings and structures that were damaged or destroyed in Los Angeles County as a result of the civil unrest during the state of emergency declared by the Governor on April 29, 1992, are not subject to the requirements of this chapter when permission is sought to repair or rebuild. This section does not exempt buildings or structures from any other requirement of the local jurisdiction otherwise applicable.

(b) This section shall become inoperative on June 1, 1995, and as of January 1, 1996, is repealed, unless a later enacted statute, which becomes effective on or before January 1, 1996, delete or extends the dates on which it becomes inoperative and is repealed.

Section 6 of AB 3093, Statewide Study on CMP/Air Quality Coordination.

(a) The Los Angeles County Metropolitan Transportation Authority may, in cooperation with other interested public and private entities, conduct a study of the requirements of the congestion management program prescribed by Chapter 2.6 (commencing with Section 65088) of Title 7 of Division 1 of the Government Code, with the objective of recommending modifications, if any, to the program which reduce or eliminate any

inconsistency with the requirements of the California Clean Air Act of 1988 (Chapter 1568 of the Statutes of 1988) and the federal Clean Air Act Amendments of 1990 (P.L. 101-549). The elements of the study shall include both of the following:

(1) Comparison of the effectiveness of the use of level of service standards with other measurable standards, including, but not limited to, vehicle miles traveled and average vehicle ridership, for both determining mobility and achieving the reductions in motor vehicle emissions required under state and federal law.

(2) Consideration of the most efficient, simple, and cost-effective institutional structure and roles necessary to implement any recommendations, including, but not limited to, a review of existing requirements to implement transportation control measures pursuant to state and federal air quality requirements.

(b) The authority may accept public and private contributions to fund the study.

(c) If a study is conducted, a study steering committee shall be selected by the executive director of the authority, that includes all of the following:

(1) A representative of a national environmental organization.

(2) Two persons representing air quality management or pollution control districts, one of which shall be the South Coast Air Quality Management District.

(3) A representative of the California Building Industry Association.

(4) A representative of Californians for Better Transportation.

(5) Two persons representing multicounty regional transportation planning agencies, one of which is located in southern California and one of which is located in northern California.

(6) A person representing cities.

(7) A person representing counties.

(8) A person representing transit operators.

(9) Two persons representing agencies designated to develop a congestion management program, including one representative of an agency in northern California, and one representative of an agency in southern California.

(10) A representative of the Department of Transportation designated by the Governor.

(11) A representative of the Governor's Office of Planning and Research designated by the Governor.

(12) A representative of the State Air Resources Board designated by the Governor.

APPENDIX

J

SCAG REGIONAL CONSISTENCY AND COMPATIBILITY CRITERIA

FINAL • APRIL 4, 1991

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 the countywide model/databases and SCAG's regional model and databases;
- consistency with the regional transportation plans;
- 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 regional transportation plan, SCAG's Regional Mobility Plan or RMP.

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 decisions, or other provisions of law." For purposes of this document, consistency would be applied as it relates to the regional transportation plans and regional model databases.

The Evaluation Process

The CMP must be evaluated to determine that it is consistent with the Regional Mobility Plan (RMP). Since the RMP incorporates elements of the Regional Growth Management Plan (GMP) and the Air Quality Management Plans (AQMP) for each air basin in the region, these elements must also be included in this evaluation.

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 in the RTIP.

The evaluation consists of three parts:

Part 1: 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 RMP and the appropriate AQMP.

Note: In the case that the Congestion Management Agency (CMA) is not an implementing agency[1] for an RMP action, the following apply:

1) CMP guidelines must support and encourage adoption of these measures by the appropriate agencies, and

2) the CMP database/modeling must be consistent with SCAG's regional model and database (see Part 2).

Part 2: The CMP must demonstrate progress toward the regional mobility targets contained in the RMP. To satisfy this requirement, the countywide modeling for the CMP must be consistent with SCAG's CMP planning horizon forecasts for the following indicators:

a) Vehicle miles of travel, average trip length, and vehicle hours of travel must be maintained or reduced.

b) Transit trips and average vehicle occupancy must be maintained or increased.

c) Total person trips and total vehicle trips both within and between counties.

These CMP planning horizon targets will be developed by SCAG cooperatively with the CMAs and other interested agencies and will incorporate other applicable state and federal requirements. If a discrepancy is identified between SCAG's forecast for the CMP planning horizon and the forecast provided by the CMA, SCAG's Regional Modeling Task Force and Regional Information Task Force will be consulted regarding the reason for the discrepancy. Task force recommendations will be integrated into the consistency evaluation provided to SCAG's policy committees and Executive Committee for approval.

The CMAs may rely on travel demand forecasts produced by SCAG to develop the CMP. The following criteria apply when a separate model run and/or database are used to develop the CMP and evaluate traffic impacts of land use decisions on the CMP highway system:

Database

The CMA must cooperatively develop the CMP planning horizon forecasts of population, housing and employment with local jurisdictions. These forecasts must be consistent with local General Plans. SCAG will evaluate the CMA

[1] "Implementing Agency," as applied in this context, refers to the agency identified in the Regional Mobility Plan or the appropriate AQMP as having a role in an action or measure contained in these plans, including planning, programming, administration, finance, construction, operation, maintenance, or monitoring.

forecast for consistency. Staff recommendations to align the forecasts will need the approval of SCAG's policy committees and ultimately the Executive Committee. If necessary, a process for reconciling the databases will be undertaken between SCAG staff and staff representatives of the CMA and will produce a forecast that will be the basis of planning applications for both SCAG and the CMA.

Modeling

The CMA must participate in an ongoing 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. To support this cooperative process, the CMA must meet the following requirements:

a. The CMP planning horizon must be consistent with that agreed upon within the region.

b. CMP traffic analysis zones must be compatible with census tracts or SCAG's traffic analysis zones.

c. The CMP model must produce, at minimum, a vehicle trip production and attraction table by at least three trip types (home-based work, home-based nonwork, and nonhome-based).

d. The CMP modeling network must contain, at minimum, the SCAG's System of Regional Significance which is contained in the RMP.

Part 3: 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:

a. The CMP transportation system must connect to the system designated in (the) adjacent counties(y).

b. Traffic level of service must be assessed using either Circular 212, the 1985 Highway Capacity Manual, or a method that SCAG has found consistent with the 1985 Highway Capacity Manual.

RMP Amendments

Because the CMP process is intended to provide greater detail in the short-range action element of the RMP, differences may arise. The RMP amendment process[2] provides some flexibility to the CMAs in addressing the CMP requirements. This process would be used to evaluate a project or a program to determine whether the project or program is a refinement, (i.e., an addendum), to the RMP, or would be treated as an RMP amendment. Before an RMP amendment can be adopted by SCAG, the project or program must satisfy these requirements.

[2] See Appendix A [in SCAG's document] for a more detailed description of the RMP Amendment Process.

APPENDIX

K

GLOSSARY

Air Quality Management Plan (AQMP): The plan for attaining state air quality as required by the California Clean Air Act of 1988. It is adopted by air quality districts and subject to approval by the California Air Resources Board.

Air Quality Management District (AQMD): A regional agency which adopts and enforces regulations to achieve and maintain state and federal air quality standards.

Average Daily Traffic (ADT): The average number of vehicles passing a specified point during a 24-hour period.

California Department of Transportation (Caltrans): As the owner/operator of the state highway system, state agency responsible for its safe operation and maintenance. Proposes projects for intercity rail, interregional roads, and sound walls in the PSTIP. Also responsible for the HSOPP, Toll Bridge, and Aeronautics programs. The TSM and State/Local Partnership Programs are administered by Caltrans. Caltrans is the implementing agency for most state highway projects, regardless of program, and for the Intercity Rail program.

California Transportation Commission (CTC): A body appointed by the Governor and confirmed by the legislature that reviews Regional Transportation Improvement Programs (RTIPs) and the PSTIP. This qualifies the projects for state funding. The CTC also has financial oversight over the major programs authorized by Propositions 111 and 108.

Capital Improvement Program (CIP): As used in this document, a seven-year program of projects to maintain or improve the traffic level of service and transit performance standards developed and to mitigate regional transportation impacts identified by the CMP Land Use Analysis Program, which conforms to transportation-related vehicle emissions air quality mitigation measures.

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 which addresses congestion problems.

Congestion Management System (CMS): Required by ISTEA to be implemented by states to improve transportation planning.

Congestion Mitigation Air Quality Program (CMAQ): Part of ISTEA, this is a funding program designed for projects that contribute to the attainment of air quality goals.

Flexible Congestion Relief Program (FCR): One of the state funding programs for local or regional transportation projects that will reduce congestion. State highway projects, local roads, and rail guideway projects are all eligible for FCR funds.

Highway Capacity Manual (HCM): Revised in 1985 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation (see Level of Service) of transportation systems as freeways, arterials, transit, and pedestrian facilities.

High Occupancy Vehicle Lane (HOV): A lane of freeway reserved for the use of vehicles with more than a preset number of occupants; such vehicles often include buses, taxis, and carpools.

Intermodal Surface Transportation Efficiency Act (ISTEA): Federal legislation and funding program adopted in 1991. It provides increased funding and program flexibility for multi-modal transportation programs.

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 and convenience, and safety.

Metropolitan Planning Organization (MPO): According to U.S. Code, the organization designated by the governor and local elected officials as responsible, together with the state, for transportation planning in an urbanized area. It serves as the forum for cooperative decision making by principal elected officials of general local government.

Model: (1) A mathematical or conceptual presentation of relationships and actions within a system. It is used for analysis of the system or its evaluation under various conditions; (2) A mathematical description of a real-life situation that uses data on past and present conditions to make a projection about the future.

Model, Land Use: A model used to predict the future spatial allocation of urban activities (land use), given total regional growth, the future transportation system, and other factors.

Model, Mode Choice: A model used to forecast the proportion of total person trips on each of the available transportation modes.

Model, Traffic: A mathematical equation or graphic technique used to simulate traffic movements, particularly those in urban areas or on a freeway.

Peak (Peak Period, Rush Hours): (1) 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. (2) The period when demand for transportation service is the heaviest.

Proposed State Transportation Improvement Program: This seven-year program is based on the adopted STIP and the most recent Delivery. It is developed by Caltrans for CTC includes projects developed through the IRRS, Intercity Rail, Sound Wall, Toll Bridge, and Aeronautics programs.

Public Transportation: Transportation service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not exclusively over a set route or routes from one fixed point to another. Routes and schedules may be determined through a cooperative arrangement. Subcategories include public transit service, and paratransit services that are available to the general public.

Regional Transportation Improvement Program (RTIP): A list of proposed transportation projects submitted to the CTC by the regional transportation planning agency, as a request for state funding through the FCR and Urban and Commuter Rail Programs. The individual projects are first proposed by local jurisdictions (CMAs in urbanized counties), then evaluated and prioritized by the RTPA for submission to the CTC. The RTIP has a seven year planning horizon, and is updated every two years.

Regional Transportation Plan (RTP): A comprehensive 20 year plan for the region, updated every two years by the regional transportation planning agency. The RTP includes goals, objectives, and policies, and recommends specific transportation improvements.

Regional Transportation Planning Agency (RTPA): The agency responsible for the preparation of RTPs and RTIPs and designated by the State Business Transportation and Housing Agency to allocate transit funds. RTPAs can be local transportation commissions, COGs MPOs, or statutorily created agencies. In the Los Angeles area, SCAG is the RTPA.

Ridesharing: Two or more persons traveling by any mode, including but not limited to, automobile, vanpool, bus, taxi, jitney, and public transit.

Short Range Transit Program (SRTP): A five year comprehensive plan required by the Federal Transit Administration for all transit operators receiving federal funds. The plans establish the operator's goals, policies, and objectives, analyze current and past performance, and describe short term operational and capital improvement plans.

State Transportation Improvement Program (STIP): A list of transportation projects, proposed in RTIPs and the PSTIP, which are approved for funding by the CTC.

Surface Transportation Program (STP): Part of ISTEA, this is a funding program intended for use by the states and cities for congestion relief in urban areas.

Transportation Control Measure (TCM): A measure intended to reduce pollutant emissions from motor vehicles. Examples of TCMs include programs to encourage ridesharing or public transit usage, city or county trip reduction ordinances, and the use of cleaner burning fuels in motor vehicles.

Transportation Demand Management (TDM): Demand based techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.

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.

Traffic Systems Management Program (TSM Program): A state-wide program intended to provide effective traffic management systems in urbanized areas. To be eligible for TSM Program funding, projects must be designed to increase the number of person-trips which can be carried on the highway system in a peak period without significantly increasing the designed capacity of the highway system. Projects are selected by the CTC from a list of projects developed by Caltrans. Projects may be proposed by Caltrans or by local public agencies through the CMP.

Urban Transportation Planning System (UTPS): A tool for multimodal transportation planning developed by the Urban Mass Transportation Administration (now the Federal Transit Administration) and the Federal Highway Administration. It is used for both long and short-range planning, particularly system analysis and covers both computerized and manual planning methods. UTPS consists of computer programs, attendant documentation, user guides, and manuals that cover one or more of five analytical categories: highway network analysis, transit network analysis, demand estimation, data capture and manipulation, and sketch planning.

Vehicle Miles of Travel (VMT): (1) On highways, a measurement of the total miles traveled in all vehicles in the area for a specified time period. It is calculated by the number of vehicles multiplied by the miles traveled in a given area or on a given highway during the time period. (2) In transit, the number of vehicle miles operated on a given route or line 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 Trip: A one-way movement of a vehicle between two points.