Congestion Management Program for Los Angeles County

Metropolitan Transportation Authority

One Gateway Plaza, Los Angeles, California 90012

PP-008.196IR

1995 Congestion Management Program

Los Angeles County
Metropolitan Transportation Authority - MTA
Adopted November 1995

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ACKNOWLEDGMENTS

The Congestion Management Program for Los Angeles County was developed with the assistance and input of numerous individuals representing a wide range of organizations and interests throughout the County. Since the CMP was last adopted in 1993, attention and effort has focussed on its implementation.

The MTA would like to thank those individuals who have worked to ensure the successful implementation of the CMP for their jurisdictions and throughout the County. In some cases, this has required local jurisdictions to think about their decisions in new ways. Finding new solutions is often difficult and demands creativity and teamwork. The MTA recognizes these efforts and would like to acknowledge them.

In addition, the MTA would like to acknowledge those individuals who have taken the extra time to assist the MTA in implementing its responsibilities as congestion management agency for the County. These individuals have served on the CMP Conformance Appeal Advisory Panel and the CMP Peer Review Panel. Their efforts have helped tremendously in implementing the CMP and we appreciate their time and hard work.

FOREWORD TO THE READER

HOW TO READ THE 1995 CMP

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 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 that provide additional technical guidance and assistance for local jurisdictions.

WHAT'S NEW IN THE 1995 CMP?

One of the main goals throughout development and implementation of the CMP has been to provide certainty, predictability, and stability for local jurisdictions. As both the MTA and local jurisdictions are still gaining experience in the implementation of all CMP elements, the 1995 CMP focuses primarily on providing additional guidance and clarification of existing CMP requirements. These revisions are a result of both technical updates, as well as comments and suggestions that have been received from local jurisdictions over the last two years. In summary, the 1995 CMP has made the following revisions to the 1993 CMP:

- **Highway and Roadway System (Chapter 4 and Appendix A)**: Updated to include the results of 1995 CMP highway monitoring conducted by local jurisdictions and Caltrans. As required by CMP statute, the Glenn Anderson freeway (Route 105) has been added to the CMP system. Pursuant to the flexibility now provided in CMP statute, the 1995 CMP proposes that local jurisdiction monitoring be conducted on a biennial basis instead of the current annual basis.

- **Transit Analysis (Chapter 5 and Appendix B)**: Updated to provide results from the 1995 transit monitoring information, and as now provided in CMP statute, proposes that transit operators provide transit monitoring information on a biennial basis instead of the current annual basis.

- **Land Use Analysis Program (Chapter 7 and Appendix D)**: Proposes that the Transit Operator Worksheets be eliminated and replaced by specific guidance on how to evaluate project specific impacts on the transit system. Previously, the worksheets were required to be completed by project sponsors, and forwarded with the Notice of Preparation of a Draft Environmental Impact Report. Over the last two years, local staff, EIR consultants, and transit operators have found that the worksheets created confusion, resulted in a paperwork process that was unnecessary, and failed to provide adequate information and guidance on CMP transit analysis requirements. Specific step-by-step guidance is now provided in Appendix D, allowing local jurisdictions and EIR consultants to have this information available up-front and thus eliminating the need for a correspondence process separate from the NOP circulation.

Chapter 7 also now incorporates examples from local jurisdictions of easy and effective techniques they have found to coordinate and implement Land Use Analysis Program requirements.

- **Capital Improvement Program (Chapter 8)**: As required by CMP statute, the CMP Capital Improvement Program incorporates MTA's 1995-1996 Multi-Year Call for Projects, adopted in June 1995.

- **Countywide Deficiency Plan (Chapter 10)**: Revised to incorporate the guidelines and application requirements for Peer Review of Unique Strategies and Circumstances. This chapter also now provides additional guidance to cities on credit opportunities.

- **Performance Measures**: Assembly Bill 1963, adopted in 1994, requires that each CMP include a performance element that includes performance measures which evaluate current and future multimodal system performance for the movement of people and goods. Language has been added throughout the CMP to reflect that the following existing CMP provisions meet the requirements for this performance element: the level of service indicators discussed in Chapter 4 for monitoring of the CMP highway and roadway system; the transit performance measures for the frequency and routing of transit services discussed in Chapter 5, and; the use of person-miles accommodated or reduced, discussed in Chapter 10 and Appendix F, that form the basis for the quantification of eligible credit for implementation of multimodal Deficiency Plan mitigation strategies contained in the CMP toolbox.

- **Local Jurisdiction Conformance Procedures (Chapter 11)**: Revised to incorporate guidance to local jurisdictions on what the CMP statute defines as the minimum "public hearing" requirements for adoption of the local self-certification resolution.

- **Countywide Deficiency Plan Toolbox of Strategies (Appendix F)**: includes a new strategy # 331, "Bicycle/Pedestrian Patrol". For convenience, additional guidance on eligibility, funding criteria, and credit calculations has been added throughout the toolbox.

- **Guidelines for New Development Activity Tracking (Appendix G)**: A new debit category, "University", has been added. Significant additions have been made to the guidance notes, based on the questions that staff has received from local jurisdictions as they implement the tracking and reporting of building permits. Exempted Development Activity has also been updated to reflect changes in CMP statute for the definition of high-density residential development. Finally, a new development exemption has been added for structures damaged or destroyed by fire, flood, earthquake or other similar calamity.

- **CMP Government Code Sections (Appendix H)** : Updated to reflect current CMP statutes, including Assembly Bill 1963, adopted in 1994.

- **SCAG Regional Consistency and Compatibility Criteria (Appendix I)**: Updated to incorporate new guidelines adopted by SCAG in February, 1995.

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), 3093 (1992) and 1963 (1994). 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.

Since the original passage of CMP legislation in 1989, the federal government also adopted the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. ISTEA contains a requirement for a congestion management system (CMS) which is modelled after California's CMP.

Los Angeles is one of thirty-two urbanized counties across the state that are required to develop a CMP. The most populous county in the United States, it covers over 4,000 square miles and includes 88 incorporated cities plus the County of Los Angeles. Many of the county's roads experience heavy congestion lasting many hours daily.

Population in Los Angeles County is projected to increase by nearly 3 million people by 2015. This is an increase of more than 35% from the population in 1990 and is equivalent to adding a city the size of Los Angeles to the County population. Employment in the County is projected to increase by over 1.3 million jobs by 2015. This is an increase of almost 29% from the 1990 employment base.

Without improvements to our current transportation system, or changes in the behavior of the traveling public, the projected increase in population and employment would reduce average countywide morning peak period speeds from a current level of 30 to 40 miles per hour to 15 miles per hour. In some rapidly growing outlying areas, speeds could drop to less than 10 miles per hour.

The Congestion Management Program (CMP) for Los Angeles County has been developed to meet the requirements of Section 65089 of the California Government Code and the federal requirements for a congestion management system (CMS) from the Intermodal Surface Transportation Efficiency Act (ISTEA). It is intended to address regional congestion by linking transportation, land use and air quality decisions. The 1995 CMP functions as the Los Angeles County portion of the Congestion Management System.

MTA has developed the CMP as a key link in countywide, multimodal planning and program implementation. The CMP's Deficiency Plan 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 1995 CMP and updating it biennially.

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

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

2. Transit performance measurements 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.

6. A Countywide Deficiency Plan.

Assembly Bill 1963, adopted in 1994, added a requirement for the institution of a performance element which includes performance measures to evaluate current and future multi-modal system performance for the movement of people and goods. Language has been added throughout the CMP to reflect that the following existing CMP provisions meet the requirements for this performance element: the level of service indicators discussed in Chapter 4 for monitoring of the CMP highway and roadway system; the transit performance measures for the frequency and routing of transit services discussed in Chapter 5, and: the use of person-miles accommodated or

reduced, discussed in Chapter 10 and Appendix F, that form the basis for the quantification of eligible credit for implementation of multimodel Deficiency Plan mitigation strategies contained in the CMP toolbox.

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 Element (RME). 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 must 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 1993 CMP

Since adoption of the 1993 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 required local jurisdictions to adopt and begin implementing a Transportation Demand Management (TDM) ordinance and the CMP Land Use Analysis Program. The 1993 CMP required participation in the Countywide Deficiency Plan and continued implementation of the TDM ordinance and 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 every jurisdiction is cooperating in implementing these requirements.

The Countywide Deficiency Plan was first incorporated into the CMP in 1993. A significant new local responsibility, local jurisdictions and the MTA have devoted their attention to implementation of Deficiency Plan responsibilities. Consequently, changes for the 1995 CMP focus primarily on providing additional guidance and clarification of existing CMP requirements. This will help provide local jurisdictions, the private sector and others with certainty and stability in their efforts to comply with the CMP. In addition, due to statutory changes adopted in 1994, highway and transit monitoring is now required to be submitted on a biennial basis instead of annually.

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 Long Range Plan and the Congested Corridor Progress Report--is described below.

The **Long Range 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 Long Range 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 Long Range Plan will be updated to reflect MTA action on individual projects. The Long Range 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 Long Range 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 Long Range 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 federal transportation act (ISTEA) requires development of a Congestion Management System (CMS) and allows the CMP process to meet federal CMS responsibilities.

While the Long Range 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 established a direct linkage between anticipated regional improvements and local jurisdiction CMP responsibilities. Regional improvements 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.

Currently, the congestion gap in the CMP has been defined as 15% of new trips or 3% of all trips in 2010. It should be noted that the current congestion gap was determined assuming the implementation of regional improvements in the 30-Year Integrated Transportation Plan, adopted in 1992 by the former Los Angeles County Transportation Commission. In March 1995, the MTA adopted a new 20-Year Long Range Plan. The transportation program in the new 20-Year Long Range Plan is significantly reduced from what was envisioned in the earlier 30-Year Plan. This is due to a number of factors the most significant of which is a reduction in expected revenues due to the most severe and protracted recession in Los Angeles County since the Great Depression. The congestion gap for the 1995 CMP has not been reevaluated to reflect these changes. The MTA will consider whether to reevaluate the congestion gap in conjunction with the 1997 CMP Update.

The Long Range 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 Element (RME), 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 RME 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 RME and that the CMP be incorporated into the RME. The RME 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 RME 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 1994 RME is the most recently adopted regional transportation plan.

The CMP is also linked to the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP). While the CMP is designed to address regional congestion, its implementation also supports efforts to improve air quality. The CMP's Transportation Demand Management (TDM) element is designed to complement SCAQMD's Rule 1501 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 and 1993 CMP. Numerous written and verbal comments were received at all stages of CMP development. This input was critical to developing and implementing a meaningful program that meets the complex needs of Los Angeles.

In 1990, a CMP Policy Advisory Committee and a Technical Forum were created to assist in CMP development. The 37 member Policy Advisory Committee consisted 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 did not have formal membership but served as an open forum for technical staff of local jurisdictions. Two contacts for each jurisdiction received notices and materials for upcoming Technical Forum meetings. Both the Policy Advisory Committee and Technical Forum met monthly for 3 years. In January 1994, following adoption of the 1993 CMP, the CMP Policy Advisory Committee voted to disband since all CMP components had been fully developed and incorporated into the 1993 CMP.

Since that time, MTA has continued to work directly with local jurisdictions and others interested in CMP implementation. The main focus of activity has been to ensure smooth implementation of CMP requirements for local jurisdictions so that they maintain CMP compliance and ensure continued eligibility for state gas tax and other transportation funds. Individuals identified as CMP contacts at each local jurisdiction continue to receive regular notices explaining approaching CMP deadlines.

MTA staff often phone local jurisdictions in order to monitor implementation progress. Members of the former Policy Advisory Committee have been kept informed of CMP developments and been consulted from time to time. MTA staff has also met with local jurisdictions and developers as requested to discuss CMP requirements and implications of individual development projects.

A variety of other mechanisms are used for public outreach and consultation. A bi-monthly newsletter, Up-to-Speed, is mailed to approximately 2,000 people and provides a regular update on the status of CMP implementation, deadlines and requirements, 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, subregional entities, 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.

1.6 LOOKING AHEAD

Deficiency Plan procedures, first adopted in the 1993 CMP, have been phased in over the last two years. The first year of full Deficiency Plan implementation was completed immediately preceding adoption of the 1995 CMP when MTA approved jurisdictions' 1995 Local Implementation Reports incorporating results of mitigation efforts and, for the first time, results of development activity tracking. Consequently, one of the MTA's first tasks will be to analyze the results of this effort. Even before this analysis has begun however, the MTA is aware that some local jurisdictions may be experiencing difficulty in fully meeting CMP requirements. One purpose of the CMP is to ensure a partnership between the MTA and local jurisdictions in addressing regional congestion concerns. While noting that one of the stated purposes of CMP legislation was to change local jurisdictions' decision-making, the MTA remains committed to ensuring that the CMP is a workable program.

In preparation for the 1997 CMP Update, MTA will be establishing a Policy Advisory Committee (PAC), like the PAC that worked with us so successfully from 1990-94 leading to the development and adoption of the 1993 CMP. This committee will provide a countywide forum for reviewing CMP issues that have arisen now that we all have the benefit of implementation experience. The PAC will be meeting regularly and assist in assessing the results of CMP implementation, evaluating identified problems and proposed solutions, and developing the details of changes considered for implementation in conjunction with the 1997 CMP update.

CHAPTER

2

POLICY STATEMENTS

As the CMP is a significant and complex 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 for SCAG's Regional Mobility Element (RME). MTA will work closely with SCAG 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. 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 CMP Advisory Committees, special working sessions, Area Team Cities Issues meetings, and meetings with individual local jurisdictions.

- **CMP Highway Monitoring.** Local jurisdictions will conduct biennial traffic counts and calculate levels of service for selected arterial intersections. This information will be useful in maintaining a current database for land use analysis, the countywide model and for monitoring overall changes in levels of service. For more information refer to Chapter 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 and evaluate project impacts on transit services through the local EIR process.

- **Land Use Analysis Program.** Local jurisdictions are responsible for ongoing implementation of the CMP Land Use Analysis Program. This program requires local jurisdictions to analyze the impacts of land use decisions on the regional transportation system, for projects 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.

- **Peer Review and Conformance Appeals.** Local jurisdictions from throughout the County will be asked to participate in the CMP Peer Review Panel and Conformance Appeal Advisory Panel as needed.

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 transit operators and evaluate project impacts on transit services in their EIR process. Specific requirements are discussed in Chapter 6 and Appendix D.

- **Peer Review and Conformance Appeals.** To represent transit operators, a member of MTA's Bus Operator's Subcommittee (BOS) will be asked to participate in the CMP Peer Review Panel and Conformance Appeal Advisory Panel as needed.

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.

- **Peer Review and Conformance Appeals.** SCAQMD will be asked to participate in the CMP Peer Review Panel and Conformance Appeal Advisory Panel.

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 RME. SCAG is also responsible for evaluating consistency and compatibility of the CMPs of the counties within the SCAG region. Included in Appendix I 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 makes this finding as part of the regional consistency review.

- **Peer Review and Conformance Appeals.** SCAG will be asked to participate in the CMP Peer Review Panel and Conformance Appeal Advisory Panel.

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.

- **Peer Review and Conformance Appeals.** Caltrans will be asked to participate in the CMP Peer Review Panel and Conformance Appeal Advisory Panel.

PRIVATE SECTOR AND LOCAL DEVELOPERS:

- **Local Development Review.** Through the local development review process, local jurisdictions will be responsible for analyzing the impact of development on the CMP system. Local developers should be aware that new development projects preparing 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.

- **Peer Review and Conformance Appeals.** The private sector has participated in the CMP since the inception of CMP legislation and throughout its development in Los Angeles County. A representative of the private sector will be asked to participate in the CMP Peer Review Panel and Conformance Appeal Advisory Panel.

ENVIRONMENTAL COMMUNITY:

- **Peer Review and Conformance Appeals**. Environmental organizations have participated in the CMP since the inception of CMP legislation and throughout its development in Los Angeles County. A representative of the environmental community will be asked to participate in the CMP Peer Review Panel and Conformance Appeal Advisory Panel.

CHAPTER 4

HIGHWAY AND ROADWAY SYSTEM

4.1 INTRODUCTION

4.1.1 Statutory Requirement. Assembly Bill 1963, adopted in 1994, requires that each CMP include a performance element that includes performance measures which evaluate current and future multimodal system performance for the movement of people and goods. The level of service indicators for the highway and roadway system discussed in this chapter, combined with the transit system performance measures discussed in Chapter 5 and the Deficiency Plan performance measure of person-miles accommodated or reduced discussed in Chapter 10 and Appendix F, meet the requirements for this performance element.

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).

EXHIBIT 4-1

LEVELS OF SERVICE FOR FREEWAY SEGMENTS

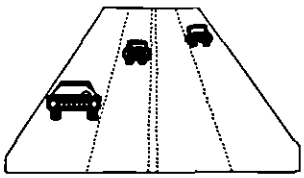
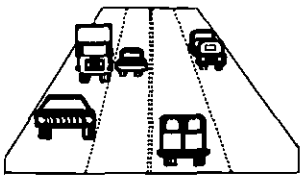
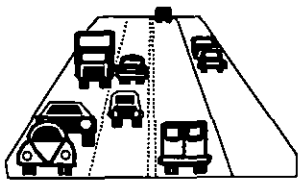
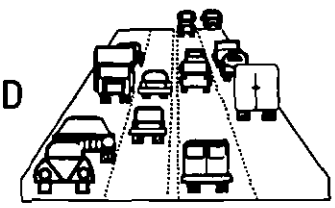
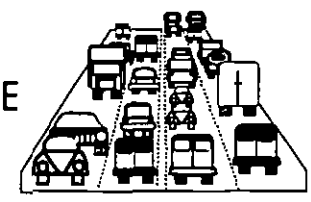
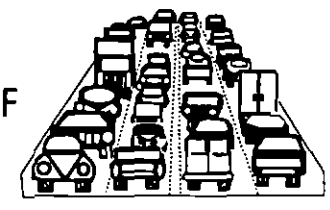
LEVEL OF SERVICE		TECHNICAL DESCRIPTORS			
		FLOW CONDITIONS	OPERATING SPEED	DELAY	SERVICE RATING
A		Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.	55+	None	Good
B		Stable traffic flow, speed becoming slightly restricted. 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

EXHIBIT 4-2

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.

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:

- 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 meeting the following criteria:

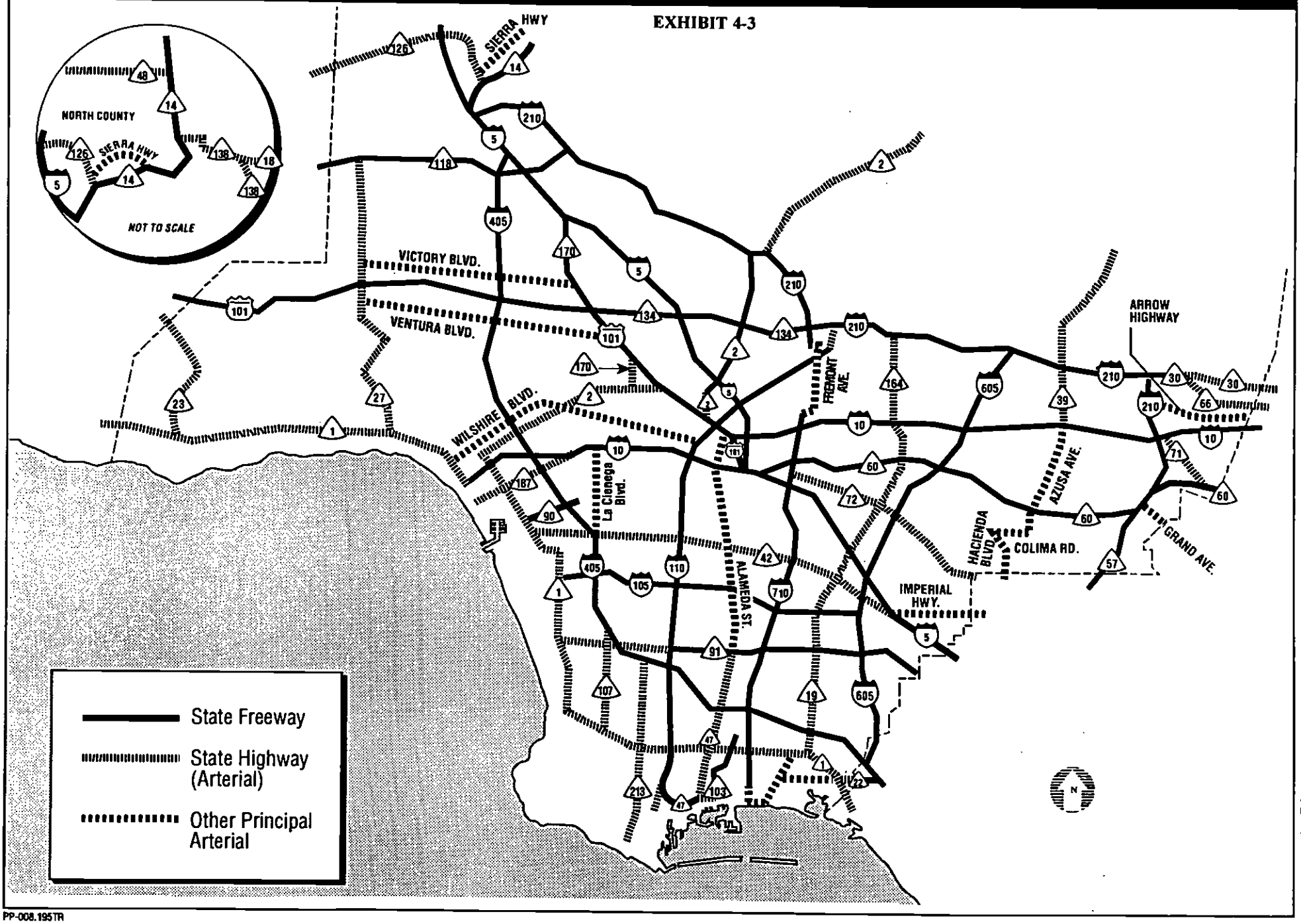
- All existing state highways (both freeways and arterials).

- 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 comprises 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.

1995 CMP HIGHWAY AND ROADWAY SYSTEM

EXHIBIT 4-3



PP-008.195TR

1995 CMP HIGHWAY AND ROADWAY SYSTEM

EXHIBIT 4-4

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

Principal Arterial	Limits
Alameda Street	Port of Los Angeles to Route 101
Alamitos Avenue	Ocean Boulevard to Pacific Coast Highway
Arrow Highway	Route 210 to San Bernardino County
Azusa Avenue	Colima Road to Route 10
Colima Road	Hacienda Boulevard to Azusa Avenue
Fremont Avenue	Valley Boulevard to Columbia Street
Grand Avenue	Route 57 to San Bernardino County
Hacienda Boulevard	Orange County to Colima Road
Imperial Highway	Route 5 to Orange County
La Cienega Boulevard	Route 405 to Route 10
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

The 1995 CMP adds the Glenn Anderson Freeway (Route 105) to the CMP highway system. As a state highway, Route 105 must be included in the CMP highway system.

In September 1994, local jurisdictions were asked to nominate routes that they would like considered for addition to the CMP system. During its deliberations in developing the original CMP highway system, the former 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.

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 1997 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 1995 LOS results to 1992 LOS results.

4.3.2 CMP Monitoring Requirements. Previously, data submittals were required on an annual basis. However, due to changes in CMP statute, the CMP system may now be monitored biennially in odd-numbered years. 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 biennially in consultation with Caltrans and local jurisdictions.

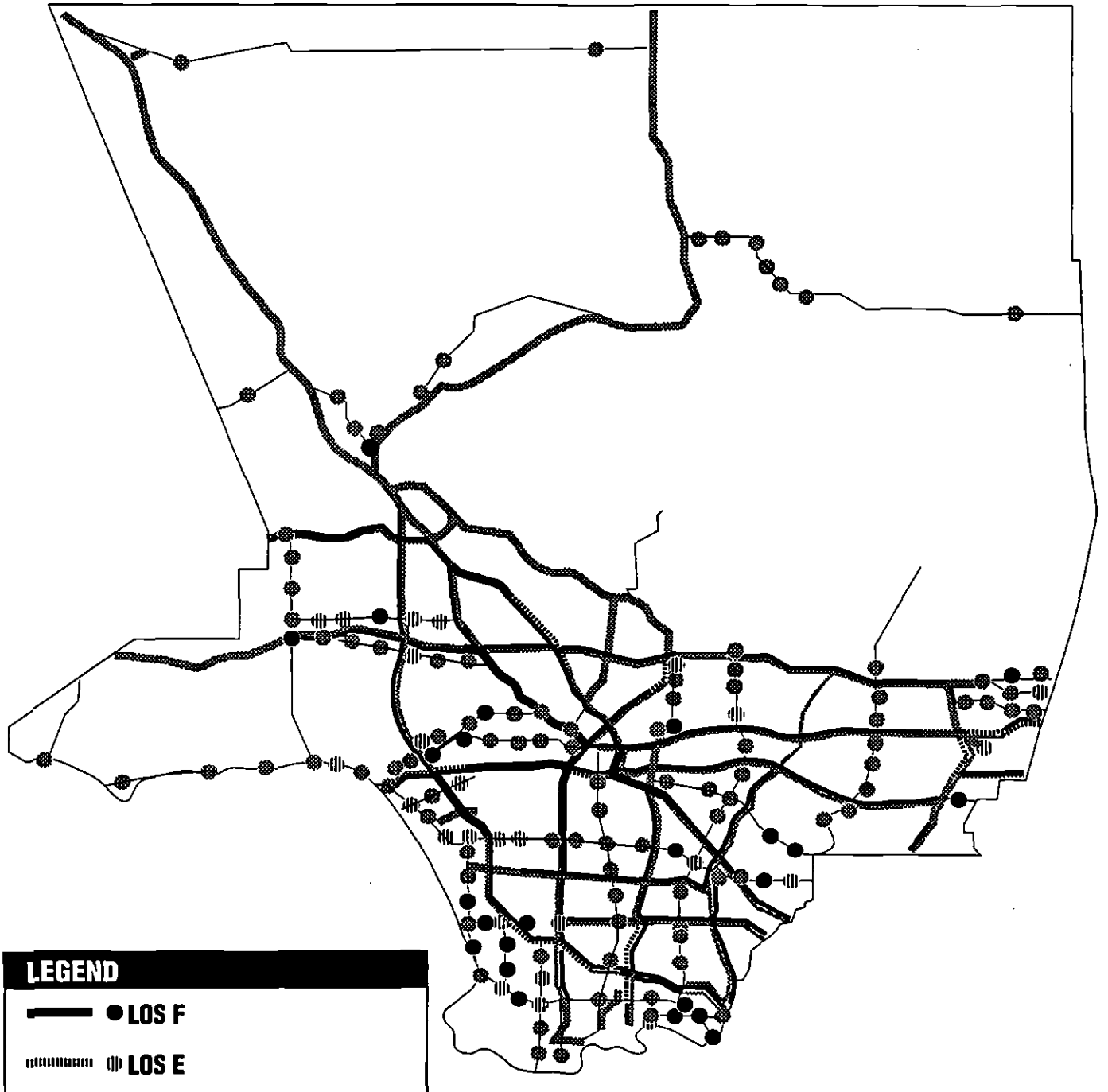
Freeway monitoring locations have been selected on 80 key segments within the county to quantify freeway system operation. Caltrans provides freeway monitoring results.

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.

1995 CMP HIGHWAY SYSTEM AM PEAK HOUR LEVELS OF SERVICE



LEGEND

- LOS F
- LOS E
- LOS D OR BETTER

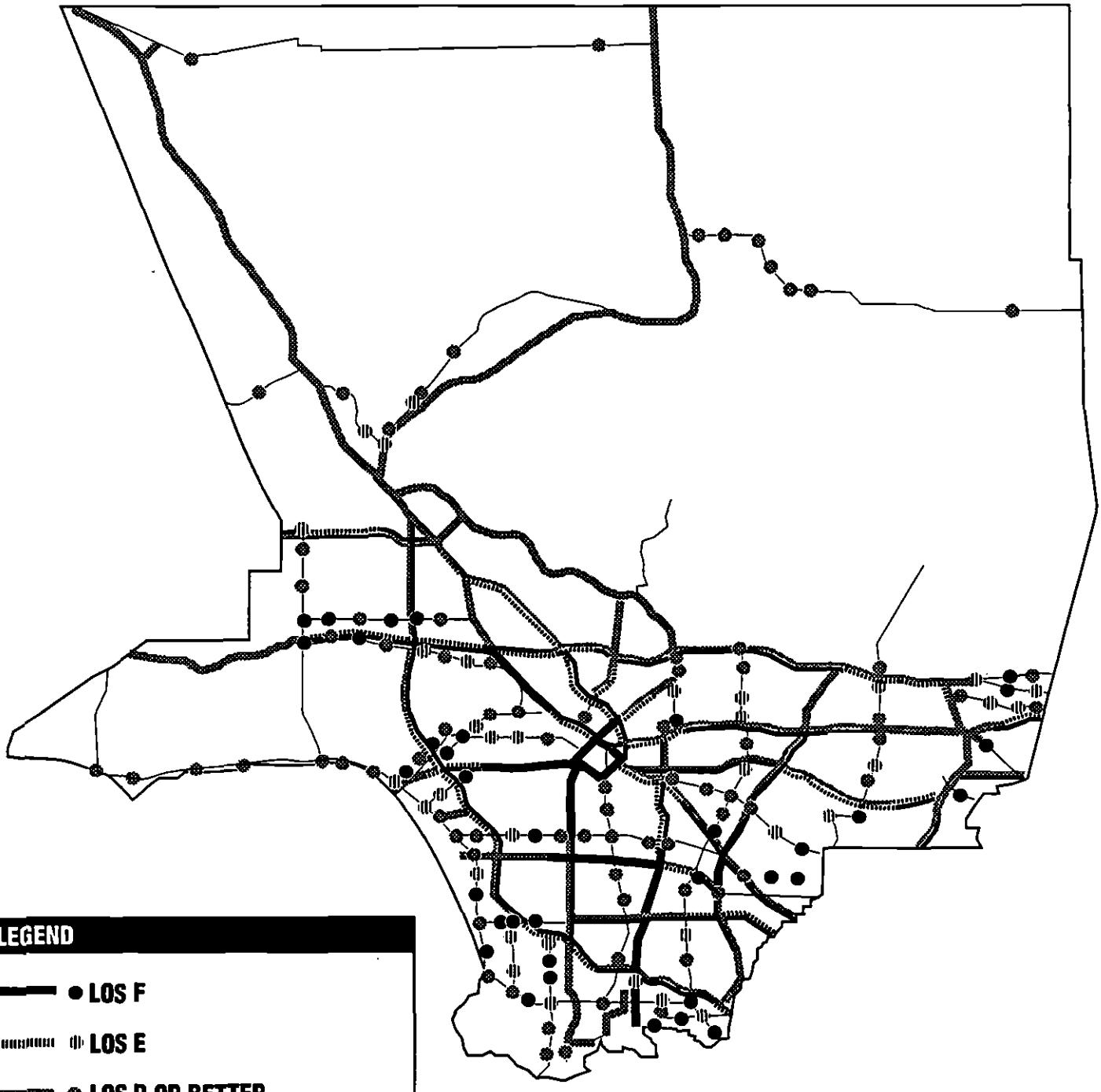
Circles indicate arterial intersections.

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

EXHIBIT 4-5

PP-040 296EH

1995 CMP HIGHWAY SYSTEM PM PEAK LEVELS OF SERVICE



LEGEND

- LOS F
- LOS E
- LOS D OR BETTER

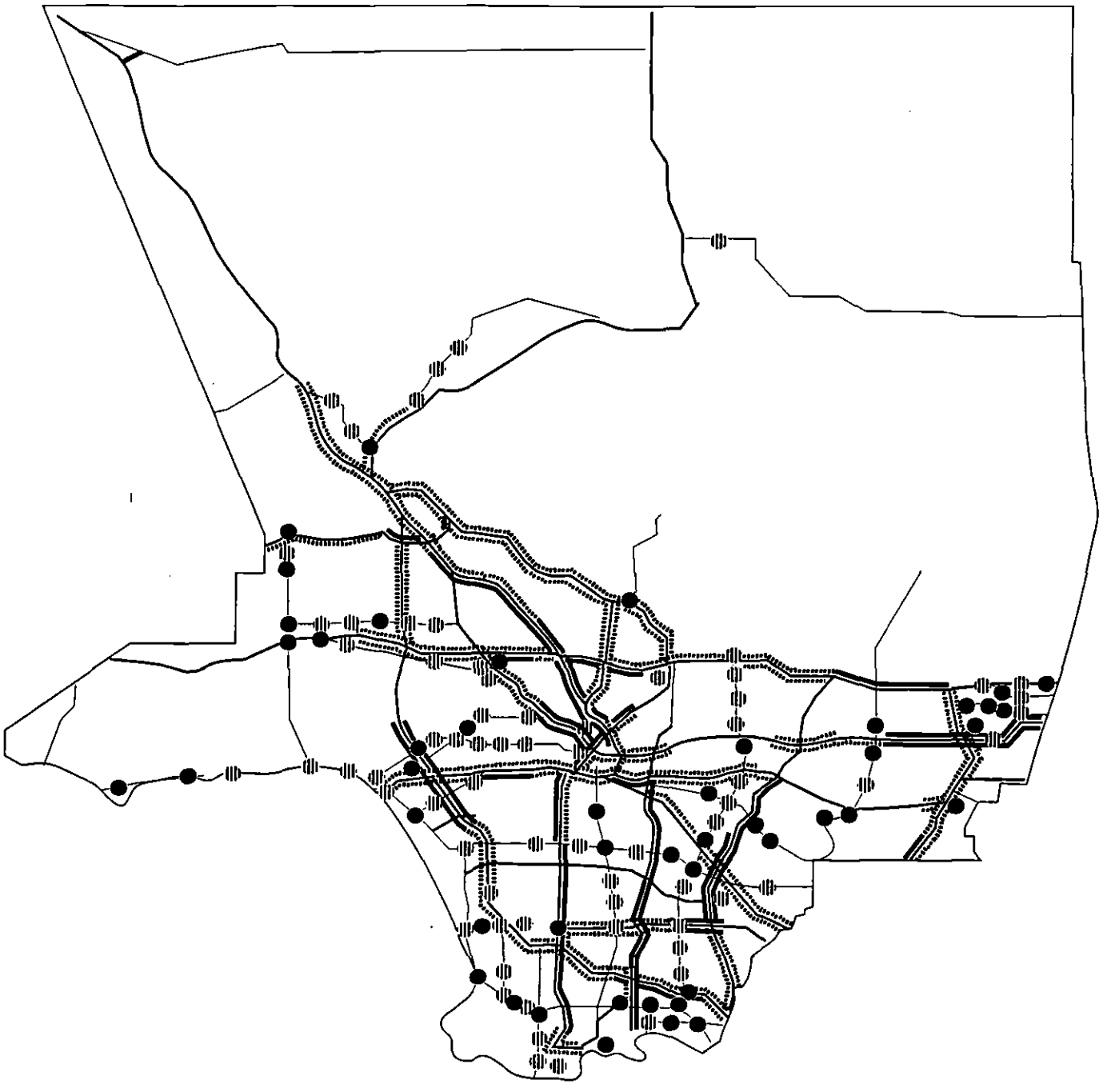
Circles indicate arterial intersections.

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

EXHIBIT 4-6

PP-040 296EH

1992-95 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.

EXHIBIT 4-7

PP-066 396EH

4.4.2 Arterial Level of Service. One objective of arterial LOS calculation is biennial 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.

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. Assembly Bill 1963, adopted in 1994, requires that each CMP include a performance element that includes performance measures which evaluate current and future multimodal system performance for the movement of people and goods. The transit system performance measures discussed in this chapter, combined with the highway and roadway level of service indicators discussed in Chapter 4 and the Deficiency Plan performance measure of person-miles accommodated or reduced discussed in Chapter 10 and Appendix F, meet the requirements for this performance element.

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 1,750 buses during the peak periods and has about 350 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 approximately 40,000 daily passengers between Downtown Los Angeles and Long Beach. The Metrolink commuter rail began service in late 1992 to Downtown Los Angeles, and now provides service to Ventura County, Lancaster, San Bernardino, Riverside and Orange County with nearly 20,000 daily passengers. The Metro Red Line, which will be the backbone of the rail system, began operation of its first segment in early 1993 and is providing subway service from Union Station to MacArthur Park for over 18,000 daily passengers. The Metro Green Line also recently began light rail service in August 1995 along the 105-Freeway between Norwalk and El Segundo, and serves over 10,000 daily passengers.

- **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, Access Services, Inc. provides consolidated paratransit service throughout Los Angeles County for Americans with Disabilities Act (ADA) clients.

5.1.2 Purpose. The purpose of CMP transit analysis 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 performance measures, the CMP transit monitoring network serves as an effective 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).

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 and Appendix D discuss in detail the requirement that affected transit operators must be consulted and potential impacts of development projects on transit services identified 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.

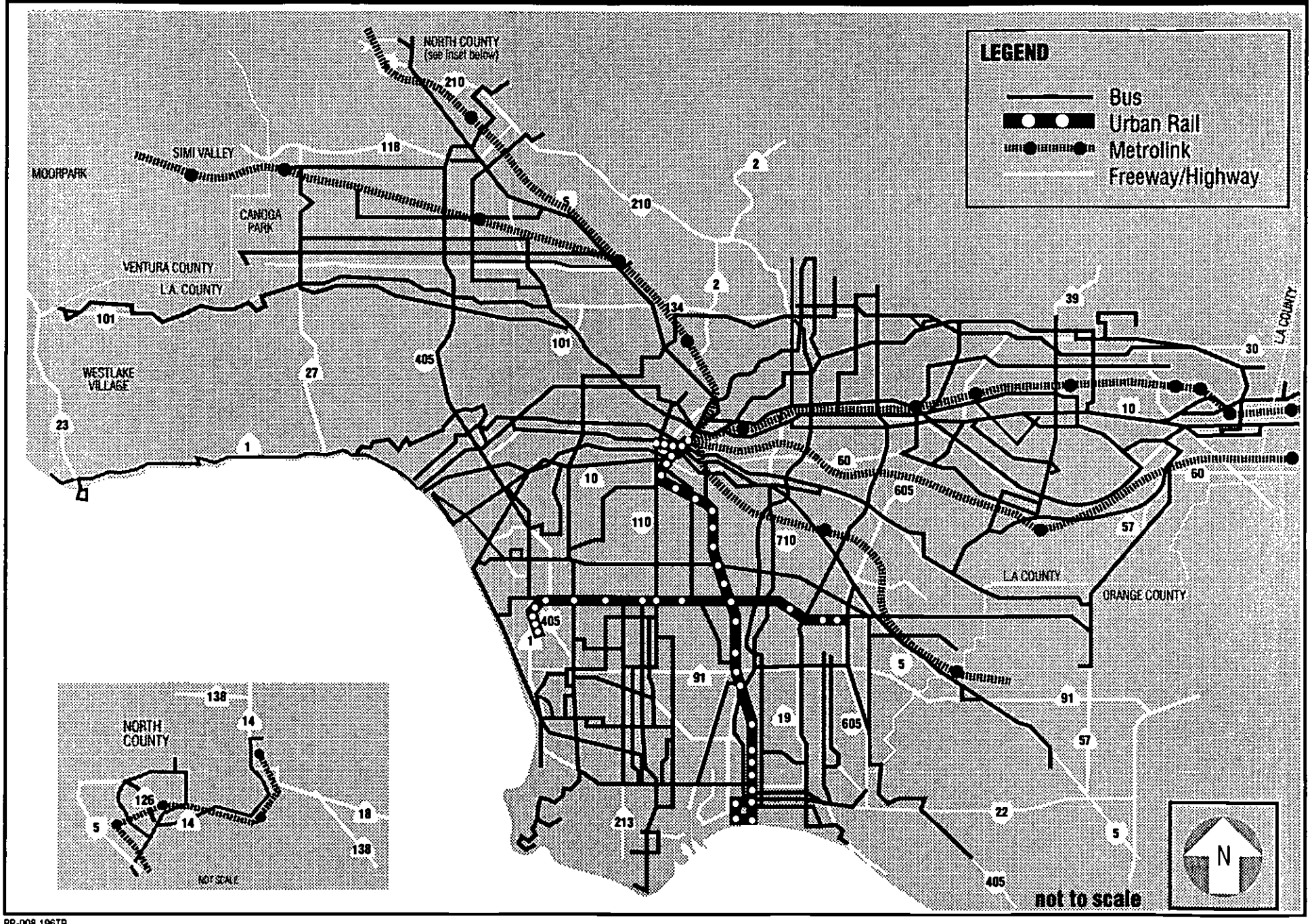
CMP statute requires the analysis of transit as a mechanism for reducing congestion on the CMP highway system. Therefore, a CMP transit network has been identified which includes routes that are within the corridors of the Congested Corridor Progress Report and provide service parallel to the CMP highway 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), the Metro Green Line (Norwalk-El Segundo), and Metrolink commuter rail service (Downtown L.A. - Ventura County, Lancaster , San Bernardino, Riverside, and Orange County). 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.

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 1995 with the addition of the 105 Freeway to the CMP Highway System. However, the Metro Green Line has been added in 1995 because it became operational in fiscal year 1995-96. Service data for this rail line will be collected as part of subsequent data collection efforts.

1995 CMP TRANSIT MONITORING NETWORK



PP-008.196TR

EXHIBIT 5-1

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 Short Range Transit Plan (SRTP) process. The information required can be derived from data that operators currently collect. 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 1993 CMP, operators submitted their fiscal years 1992-1993 and 1993-1994 actual line by line analysis data (see Appendix B).

Previously, data submittals were required on an annual basis. However, due to changes in CMP statute, transit information is now only required on a biennial basis. Therefore, for the 1995 CMP, operators will submit their next update during the FY 1998-2001 SRTP preparation process in Spring 1997. This information will be used to measure the region's success at maintaining transit performance.

5.3 MINIMUM CMP TRANSIT PERFORMANCE MEASURES

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

5.3.1 CMP Transit Routing and Frequency Measures. Exhibit 5-2 shows base year routing and frequency measures by corridor based on fiscal year 1991-92 actual line by line data submitted by operators in their SRTPs. These measures do not reflect data from the Metro Red Line and Metrolink services because they were not in operation in fiscal year 1991-92.

A routing index which measures passenger throughput (i.e., passenger miles per vehicle service mile times average speed) is used as the routing measure. The average number of transit trips in a three hour morning and evening peak period (e.g., trips made in the 6-9 a.m. and 3-6 p.m. peak periods divided by two) is used as the frequency measure. MTA reviews the data submitted and determines whether transit services, by corridor, are maintaining base year routing and frequency levels. If corridor measures indicate a drop in performance, MTA will evaluate and recommend strategies for improving service in that corridor.

1995 CMP TRANSIT ROUTING AND FREQUENCY MEASURES

Routing Index: Passenger 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 measures which follow are based on fiscal year 1991-92 service levels for those routes included in the CMP Transit Monitoring Network.

		MEASURES	
		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

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

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 and to incorporate in the EIR an analysis of transit impacts. The specific requirements for EIR transit consultation and analysis are detailed in Section D.8.4, Appendix D, Transportation Impact Analysis guidelines. This responsibility strengthens the existing CEQA link between the development process and transportation planning. Consistent with CMP requirements, all 89 jurisdictions in Los Angeles County adopted and are currently implementing the TDM ordinance and transit coordination requirements.

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

CHAPTER 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 Element 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) Rule 1501 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 employers, as well as smaller employers that are not required to comply with Rule 1501. TDM design standards are the first step in broadening the options travelers 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:

- **Rule 1501 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 biennially update its plan. Annual surveys are required to monitor success in attaining AVR. Local jurisdictions may implement Rule 1501 requirements in lieu of SCAQMD if a local program is adopted which is more stringent than Rule 1501 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. The following services 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.)

- Testing of alternative service delivery methods that focus on commuters such as smart shuttles.

- **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)/Organization (TMO) is a private/non-profit association that has a financial dues structure joined together in a legal agreement for the purpose of achieving mobility and air quality goals and objectives within a designated area. There are fourteen operating TMA's/TMO's in Los Angeles County.

- **TDM Support.** Southern California Rideshare is a department of SCAG supported by funding from Caltrans, MTA, and other transportation entities in neighboring counties to offer TDM-related services to area employers. Southern California Rideshare processes survey data to calculate employer AVR's for Rule 1501 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 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 H which contains the related Government Code sections, (Sections 65088.1, 65089). 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.

  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 Analysis of Transit Impacts Resulting From New Development.

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

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

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

In the 1993 CMP, lead agencies were required to complete, and forward to affected transit operators, transit impact worksheets as part of the Notice of Preparation (NOP) process. To simplify the process, the 1995 CMP eliminates the worksheets and instead provides specific guidance on addressing transit impacts. Appendix D, Section 8.4. now provides specific guidance on addressing transit impact analysis requirements in EIR's. Transit operators comments could include a determination of whether the project will impact current transit service, recommendations for transit service or capital improvements necessary as a result of the project,

and recommendations for mitigation measures which minimize automobile trips on the CMP system.

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

Like the Land Use Analysis Program, discussed in Chapter 7, the transit impact analysis requirement relies upon existing CEQA processes. Some local jurisdictions found it convenient to adopt transit analysis requirements as part of the Land Use Analysis Program.

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

EXHIBIT 6-1

CMP TDM ORDINANCE REQUIREMENTS

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

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.

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 and Appendix F for information on 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 both a CMP and a CEQA 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). This includes Subsequent, Supplement and Addendum EIR's. Projects covered by a Negative Declaration, Mitigated Negative Declaration or Notice of CEQA Exemption are not required to perform a CMP Transportation Impact Analysis.

Exemptions to CMP TIA highway and freeway systems analysis 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 "set-aside" housing units for low and very low income persons. Definitions of low and very low income housing are provided by the California Department of Housing and Community Development as follows:

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

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

- High density residential development located within ¼ mile of a fixed rail passenger station. State statute defines "high density" residential development as development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre is automatically considered high density.

- Mixed use development located within ¼ mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the agency. Mixed use development is defined by statute as development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

- Until June, 1997, buildings and structures damaged or destroyed in Los Angeles County as a result of the January 1994 earthquake.

- Reconstruction or replacement of any residential or non-residential structure which is damaged or destroyed, to the extent of not less than 50% of its reasonable value, by fire, flood, earthquake or other similar calamity.

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

Phased development projects, or development projects requiring subsequent approvals, need not repeat this process as long as no significant changes are made to the project. It shall remain the discretion of the lead agency to determine when a project is substantially the same and thus covered by a previously certified EIR.

7.2.3 CMP Transportation Impact Analysis. The objective of this process is to identify site-specific impacts and mitigation for the regional highway, freeway and transit systems within the 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 for highway and freeway impact analysis are:

- Local jurisdiction determines that an EIR is necessary for a proposed project and notifies MTA and other affected transit operators through the NOP process.

- 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 highway/freeway system analysis is required. If CMP facilities are identified for further study, then:

- Determine if significant impacts occur on the CMP system as a result of the project. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02) causing 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.

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

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

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

Phased development projects, or development projects requiring subsequent approvals, need not repeat this process as long as no significant changes are made to the project. It shall remain the discretion of the lead agency to determine when a project is substantially the same and thus covered by a previously certified EIR.

In the 1993 CMP, lead agencies were required to complete, and forward to affected transit operators, transit impact worksheets as part of the Notice of Preparation (NOP) process. To simplify the process, the 1995 CMP eliminates the worksheets and instead provides specific guidance on addressing transit impacts in Appendix D, Section 8.4.

Briefly, the steps involved for transit system impact analysis are:

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

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

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

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

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

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

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

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.

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

7.3 LOCAL CONFORMANCE

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

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

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

CHAPTER

8

CAPITAL IMPROVEMENT PROGRAM

Statute requires the CMP to include a seven-year Capital Improvement Program (CIP) to maintain or improve performance of the multimodal system for the movement of people and goods and to mitigate regional transportation impacts identified through the CMP land use analysis program. The CIP must be developed using the performance measures for the CMP highway system and transit network discussed in Chapters 4 and 5.

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 statewide 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 has streamlined the project application process through a Multi-Year Call for Projects which includes local, state and federal funding sources.

The Call for Projects application and selection process is coordinated with the CMP in several ways. CMP traffic congestion monitoring data and analysis are 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 is also considered in evaluating the applications.

The MTA approves projects through the Call for Projects and submits them to the California Transportation Commission (CTC). The MTA Board adopted Call for Projects, last approved in June 1995, and the 1996 State Transportation Improvement Program (STIP), represent the CMP Capital Improvement Program and are hereby incorporated by reference. Copies of these lists are available from MTA upon request. Projects programmed in prior STIPs 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 also assists SCAG, which must make a region-wide determination that the TIP is in conformance with the Air Quality Management Plan.

9.2 CMP BIENNIAL HIGHWAY MONITORING

As required by the CMP, local jurisdictions are required, on a biennial basis, to conduct traffic counts at key intersections on the CMP highway system. Caltrans monitors and provides data for key freeway segments within the County. This monitoring was conducted in 1992, in 1993, and in 1995. Appendix A provides the results of 1995 highway and freeway system monitoring, and a comparison with the 1992 CMP monitoring results.

9.3 CMP DEFICIENCY PLAN MODELING

The CMP Deficiency Plan uses a countywide approach to meet related CMP statute requirements. The CMP model was used in Deficiency Plan development to quantify the magnitude of congestion in Los Angeles County. This has been dubbed the "congestion gap," and refers to the magnitude of deficiencies that remain on the CMP system after forecasting the impact of growth and the benefits of expected transportation improvements by the year 2010. Modeling runs indicated 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.

As the CMP is still a fairly new program and local jurisdictions have only recently implemented all local program responsibilities, the MTA is not proposing adjustments to the "congestion gap" sizing for the 1995 CMP. The MTA will consider whether to reevaluate the congestion gap in conjunction with the 1997 CMP Update.

CHAPTER

10

COUNTYWIDE DEFICIENCY PLAN

10.1 INTRODUCTION

10.1.1 Statutory Requirement. Assembly Bill 1963, adopted in 1994, requires that each CMP include a performance element that includes performance measures which evaluate current and future multimodal system performance for the movement of people and goods. The Deficiency Plan performance measure of person-miles accommodated or reduced discussed in this chapter, combined with the highway and roadway level of service indicators discussed in Chapter 4 and the system transit performance measures discussed in Chapter 5, meet the requirements for this performance element.

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. In 1993, the Deficiency Plan component of the CMP was first adopted. Developed in consultation with the CMP Policy Advisory Committee, technical contacts from each local jurisdiction, and other interested parties, the Deficiency Plan is a countywide coordinated effort that addresses regional congestion while maintaining administrative simplicity and local autonomy. As Los Angeles County possesses high levels of congestion and numerous local jurisdictions, a countywide approach was selected as best able to:

- Account for and address the cumulative impacts of all types and sizes of development;
- Recognize that with the high level of traffic congestion in Los Angeles County, and the long and interrelated travel patterns that exist, a deficiency at any one location has multiple causes;

- Support many of the most effective mitigation strategies that require partnerships to combine resources of multiple jurisdictions and other government agencies;

- Provide certainty and predictability among jurisdictions as well as to the business community; and

- Provide a framework which can be integrated with existing mitigation programs, and avoid delays to development approvals.

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 provide a framework for the implementation of congestion mitigation, in order to avoid or address deficiencies on the regional transportation system.

- The first step 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.

  Currently, 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 addressed through the deficiency. It should be noted that the current congestion gap was determined assuming the implementation of regional improvements in the 30-Year Integrated Transportation Plan, adopted in 1992 by the former Los Angeles County Transportation Commission. In March 1995, the MTA adopted a new 20-Year Long Range Plan. The transportation program in the new 20-Year Long Range Plan is significantly reduced from what was envisioned in the earlier 30-Year Plan. This is due to a number of factors the most significant of which is a reduction in expected revenues due to the most severe and protracted recession in Los Angeles County since the Great Depression. The congestion gap for the 1995 CMP has not been reevaluated to reflect these changes.

- 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 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 also provides 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.

10.2 DEFICIENCY PLAN PROGRAM ELEMENTS

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

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

- 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 on an annual basis. The credit system is discussed in Section 10.4 and Appendix F. 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.

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

10.3 NEW DEVELOPMENT ACTIVITY TRACKING

New development activity tracking provides an equitable and efficient method for determining each jurisdiction's share of congestion mitigation. Each local jurisdiction 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 G provides detailed information on land use classifications and definitions necessary for implementation of new development activity reporting.

10.4 MITIGATION STRATEGIES AND CREDIT SYSTEM

10.4.1 Description of Toolbox Approach. The process of developing the Deficiency Plan 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, 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. Jurisdictions can also work together to implement strategies, or they can participate in strategies that are being implemented outside of their jurisdiction. 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 F. These strategies, and their benefit in addressing congestion on the regional transportation system are summarized below and listed in Exhibit 10-1:

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

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

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

EXHIBIT 10-I

COUNTYWIDE DEFICIENCY PLAN TOOLBOX

I. 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

II. 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. Freight-to-rail facilities

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

EXHIBIT 10-1 (continued)

COUNTYWIDE DEFICIENCY PLAN TOOLBOX

III. 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. Dial-a-Ride Services
330. Local shuttle

Unique Programs or Services

331. Bicycle/Pedestrian Patrol

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

The following items may be claimed as Local Participation:

- Costs incurred by a local jurisdiction in order to successfully implement the project. Examples include planning, design, environmental review, engineering, rights-of-way purchase, equipment purchase, construction management, and construction costs. Only the proportion of project costs funded by local funds are eligible (MTA discretionary grants are excluded).
- Donations of land, building space, supplies, equipment, loaned equipment, or loaned building space dedicated to the project.
- Staff time dedicated to the project.
- Donations of volunteer services dedicated to the project.
- A third-party contribution of services, land, building space, supplies or equipment dedicated to the project.

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

Where a jurisdiction contributes local match to a regional discretionary project, the local credit is based on the mitigation value of the project and the proportion contributed by the jurisdiction. 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 Strategy Implementation Milestones. Credit may be claimed incrementally along project development timelines. This provides a means for crediting progress toward projects that may take several years to complete but require substantial initial development effort. Credit milestones are linked to existing project reporting processes, such as Proposition A/C and Regional Transportation Improvement Program (RTIP) reporting, ordinance adoption, and issuance of building permits. Milestones for each strategy are described in Appendix F.

10.5 DEFICIENCY PLAN REPORTING

10.5.1 Deficiency Plan Reporting. The annual reporting of new development activity tracking and of mitigation strategy implementation is required to be incorporated in the Local Implementation Report, due each year by September 1. A more detailed discussion of all components of the required Local Implementation Report is contained in Chapter 11 and Appendix E.

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

- CONGESTION MITIGATION GOAL BASED ON NEW DEVELOPMENT ACTIVITY. The report must calculate the jurisdiction's congestion mitigation goal based on new development activity.

- SELECTED MITIGATION STRATEGIES AND CREDIT CLAIMS. The report must identify the locally selected mitigation strategies chosen from the toolbox of mitigation strategies and the credits.

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

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

10.6 PEER REVIEW FOR UNIQUE STRATEGIES AND CIRCUMSTANCES

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

10.6.1 Peer Review Panel. As called for in the adopted 1993 CMP, the Peer Review Panel was formed in 1994 and serves to assist MTA staff in evaluating special requests for CMP Deficiency Plan credit for strategies not included in the CMP toolbox of mitigation strategies, or where exceptions are being sought from the standard criteria and values for toolbox strategies.

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

10.6.2 Peer Review Eligible Projects. The Peer Review process can be used to address the following types of applications:

- Credit for toolbox strategies without standard values. Appendix F 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 F.

- 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.

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

10.6.3 Peer Review Application Requirements. The Peer Review Panel adopted, in April 1995, the following requirements for local jurisdiction unique strategy and circumstance applications.

Applications which do not address these requirements will not be considered.

- **Eligible Projects.** In order to be considered for approval, projects must meet all of the following criteria:

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

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

In October 1995, the MTA Board adopted the following additional criteria:

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

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

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

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

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

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

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

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

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

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

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

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

10.7 CREDIT OPPORTUNITIES FOR LOCAL JURISDICTIONS

Over the last two years MTA staff has worked closely with local jurisdictions in the implementation of the CMP Countywide Deficiency Plan. As a result of this experience, cities may find the following information helpful in identifying additional credit opportunities that are available.

- **CMP TDM Ordinance**: All local jurisdictions within Los Angeles County adopted the required TDM ordinance. As a result, the CMP Deficiency Plan Toolbox of Mitigation Strategies allows credit for all new non-residential development under Strategy #306. Local jurisdiction staff should be sure to claim this credit when submitting their annual Local Implementation Report.

- **Participation in Projects in Other Jurisdictions**: Some jurisdictions, because of their characteristics, may not be able to implement strategies within their boundaries that are eligible for CMP credit. In such cases, jurisdictions are encouraged to consult their neighbors or other jurisdictions for how they may be able to participate in other projects that are eligible for CMP credit. In the last two years, several cities have been successful at earning CMP credits by participating in projects with other jurisdictions.

- **Multi-jurisdictional Projects**. CMP credit will be awarded for projects that are multi-jurisdictional in nature. In addition, the MTA agrees that where it can be demonstrated that a multi-jurisdictional strategy results in a higher mobility benefit than assumed in the toolbox effectiveness factors, greater credits should be awarded through the Unique Strategies and Circumstances process described in Section 10.6.

- **Planning & Administration**: For some strategies, particularly capital and TDM/transit, jurisdictions may be able to include the "in-kind" costs of staff time and planning studies (such as a feasibility study), as part of their local participation in projects eligible for CMP credit. Jurisdictions will be asked to document these "in-kind" contributions in their Local Implementation Report. See Section 10.4.3 for the specific provisions.

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

- **Unique Strategies and Circumstances**: The CMP encourages jurisdictions to apply for credit for strategies that provide mobility benefit but are not included in the CMP toolbox, or where exception is sought from the standard criteria and values for toolbox strategies. Section 10.6 provides more information about this opportunity. Numerous jurisdictions have taken advantage of this opportunity and have been awarded credit under this option.

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

- **Countywide Approved Credits:** Local jurisdictions are encouraged to consult the list of all strategies that have been approved throughout the County. This will provide useful information on opportunities that may have been overlooked and credit ideas for the future. MTA staff also conducted a CMP workshop in March 1995 that focussed on CMP implementation assistance available to local jurisdictions. To obtain a copy of the list of countywide approved credits, or material from the March workshop, please call the CMP Hotline at (213) 922-2830.

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

10.8 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. Because local jurisdictions are subject to a loss of funding for nonconformance with the CMP, MTA will make every effort to assist jurisdictions in complying with local 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. Local jurisdictions completed their 1993 CMP implementation responsibilities by adopting and implementing the Countywide Deficiency Plan program. MTA appreciates the cooperation shown by local jurisdictions in implementing these conformance responsibilities.

11.2 ANNUAL LOCAL CONFORMANCE REQUIREMENTS

11.2.1 Annual Local Implementation Report and Public Hearing. Local jurisdictions are responsible for annually preparing and adopting a Local Implementation Report. These reports are due to the MTA each year by September 1. Appendix E contains all of the required reporting forms and instructions for annually completing a Local Implementation Report. Appendix E also contains a model resolution for local adoption of the Local Implementation Report by the local City Council or Board of Supervisors at a noticed public hearing. CMP statute requires that local public hearings be conducted pursuant to the requirements of Government Code Section 65090. This section requires that at a minimum, the notice of public hearing be published in at least one newspaper of general circulation within the local jurisdiction conducting the hearing, at least 10 days prior to the hearing. If no newspaper is available, the jurisdiction must post notice of the hearing in at least three public places within the jurisdiction. The notice must include the date, time, and place of the public hearing, the identity of the hearing body, and a general description of the item to be heard.

11.2.2 Report Requirements. A complete Local Implementation Report is contained in Appendix E and consists of the following components:

- A Resolution of Conformance, adopted at a noticed public hearing, confirming that the local jurisdiction is continuing to implement the CMP Transportation Demand Management Ordinance, the CMP Land Use Analysis Program, the Countywide Deficiency Plan and, if applicable, is conducting biennial CMP traffic counts.
- New Development Activity Reporting
- Selected Mitigation Strategies and Credit Claims
- Future Transportation Improvements

11.3 CONFORMANCE PROCEDURE

Each year, CMP statute requires that the MTA determine local conformance with CMP responsibilities. For this conformance procedure, the MTA uses the self-certification resolution described in Section 11.2. 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.

11.3.1 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 described in section 11.2.

2. MTA staff reviews the submitted locally adopted resolution and local implementation report and makes a conformance recommendation. 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.

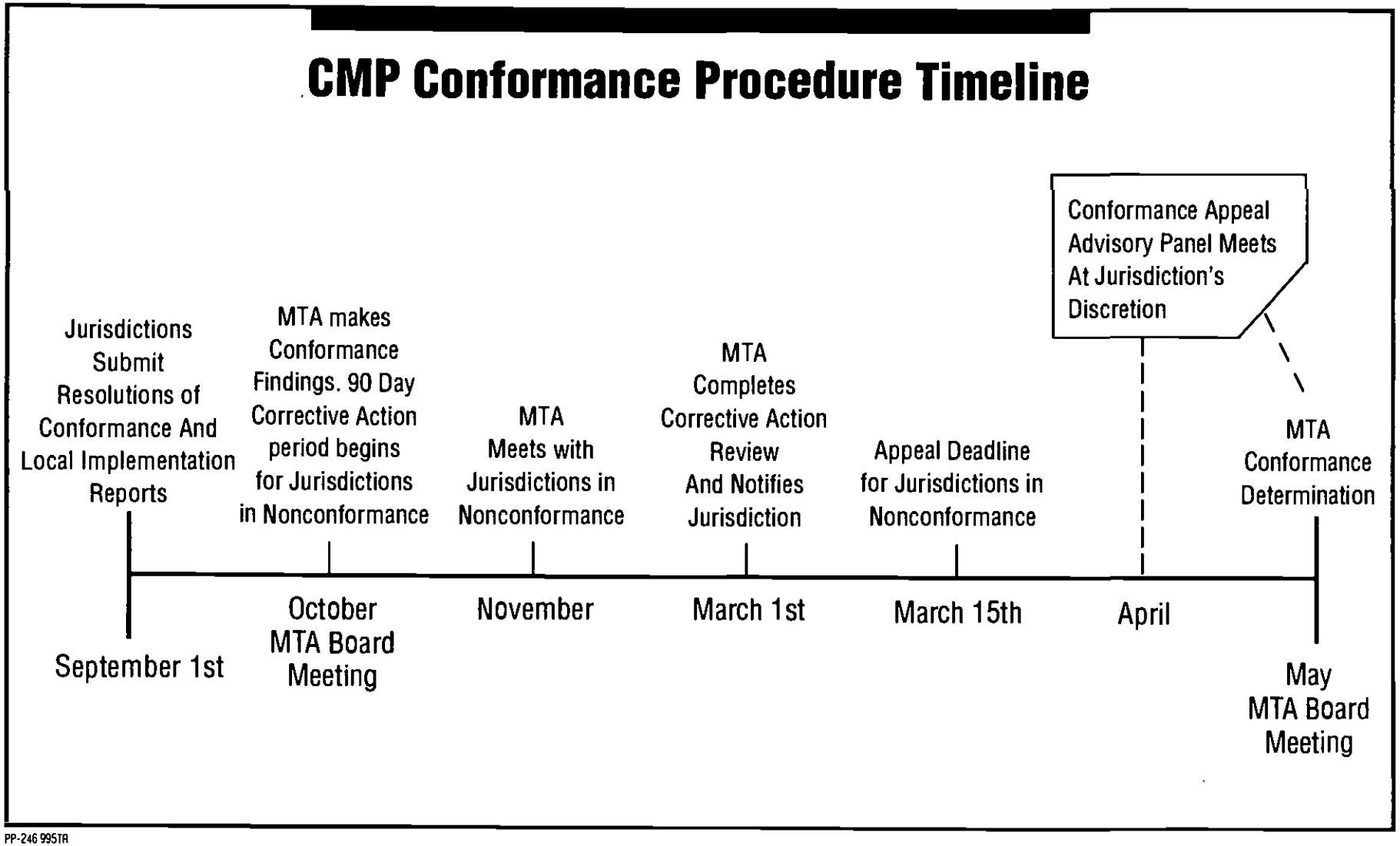
4. MTA staff will immediately schedule a meeting with the local jurisdiction to mutually agree upon a schedule of actions that will enable the jurisdiction to come into conformance within the ninety day period provided by statute. This meeting will take place in November.

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 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.

EXHIBIT 11-1


CMP Conformance Procedure Timeline
Conformance Appeal Advisory Panel Meets At Jurisdiction's Discretion
Jurisdictions Submit Resolutions of Conformance And Local Implementation Reports
MTA makes Conformance Findings. 90 Day Corrective Action period begins for Jurisdictions in Nonconformance
MTA Meets with Jurisdictions in Nonconformance
MTA Completes Corrective Action Review And Notifies Jurisdiction
Appeal Deadline for Jurisdictions in Nonconformance
MTA Conformance Determination
September 1st
October MTA Board Meeting
November
March 1st
March 15th
April
May MTA Board Meeting
PP-246 995TR

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.

11.3.2 Conformance Appeal Advisory Panel

The Conformance Appeal Advisory Panel is used as a part of 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

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.

11.4 NONCONFORMANCE FINDING

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

APPENDICES

APPENDIX

A

GUIDELINES FOR BIENNIAL HIGHWAY MONITORING

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

A.1 SUBMITTAL REQUIREMENTS

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

(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 BIENNIAL HIGHWAY MONITORING SCHEDULE (odd-numbered years)

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

October — Local conformance finding by MTA Board.

A.3 MONITORING LOCATIONS AND RESPONSIBLE AGENCIES

Exhibit A-2 provides a list of locations (stations) to be monitored, agencies responsible for conducting annual monitoring, and a summary of the most recent results. These stations will be reviewed periodically. Any proposed revision to the list of monitoring stations must be consistent with the following criteria:

(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 monitored 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 (e.g., rain, heavy fog) 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 or 1994 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.

June 1, 1996

Jody Feerst, CMP Manager
Los Angeles County Metropolitan Transportation
Authority
818 W. 7th Street
Los Angeles, CA 90017

Dear Ms. Feerst:

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

Intersection	Date	Peak Hour	V/C Ratio	LOS
First Street &	10-01-91	7:45-8:45 AM	0.99	E
Second Avenue	10-09-91	7:45-8:45 AM	0.94	E
	AM Peak Hour Average		0.96	E
	10-01-91	5:00-6:00 PM	1.03	F
	10-09-91	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

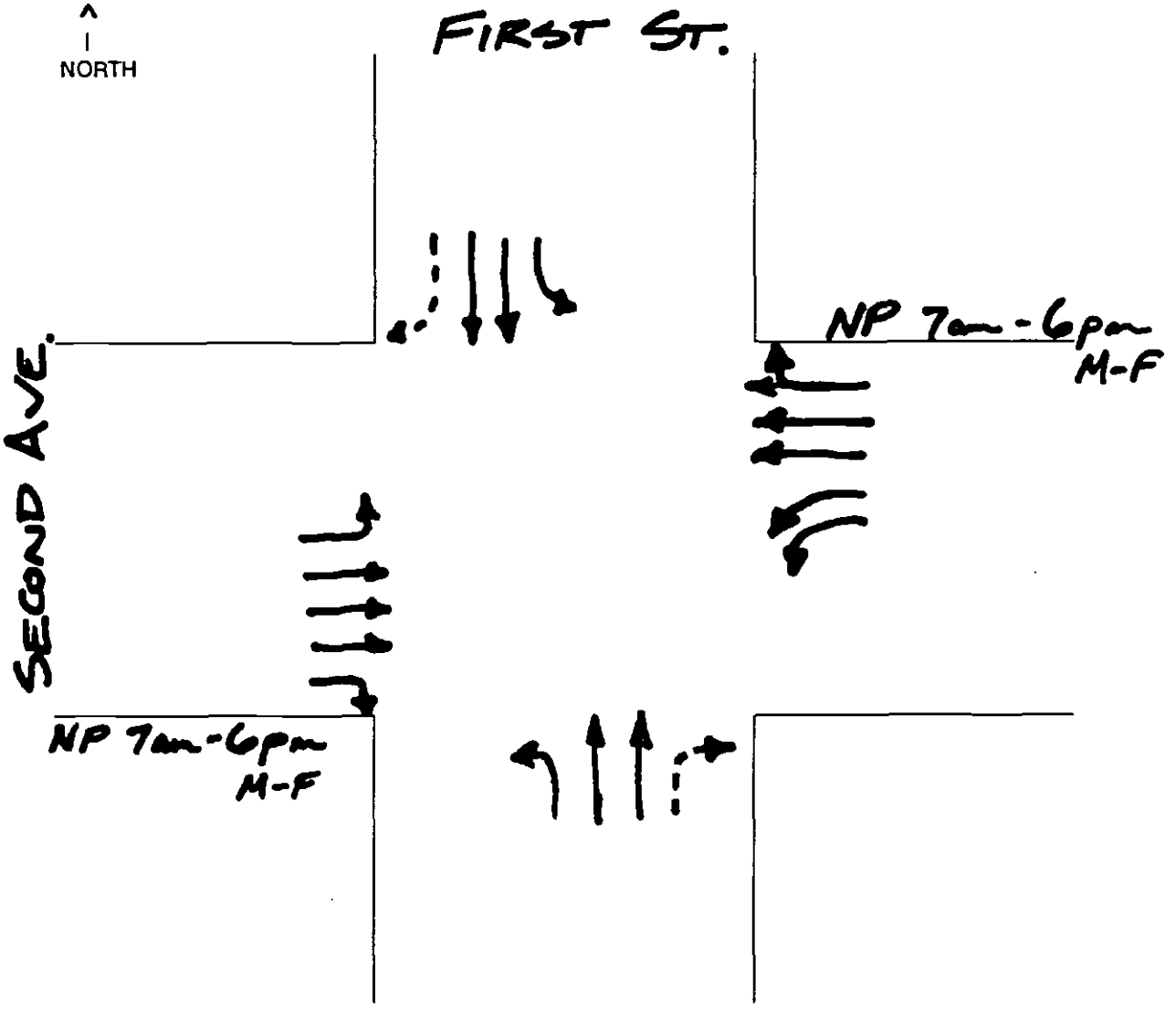
PERIOD	---NORTH BOUND---			---SOUTH BOUND---			----EAST BOUND---			----WEST BOUND---			
BEGIN	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	TOTAL
07:00	8	205	25	29	189	0	18	107	9	48	39	16	693
07:15	12	262	45	39	242	6	16	117	15	63	62	29	908
07:30	16	265	23	37	260	4	20	145	10	77	69	55	981
07:45	16	326	16	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

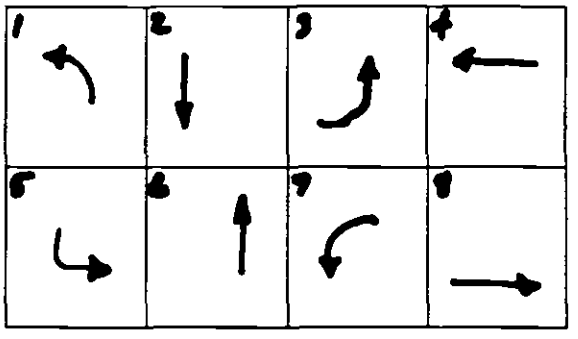
DATE: 10-15-91 DRAWN BY: ES



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

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

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

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

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 1995 LEVEL OF SERVICE RESULTS

See following sheets.

1995 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE

CMP Station	RESPONSIBLE AGENCY		CMP ROUTE	CROSS STREET	1995 LEVEL OF SERVICE AM Peak Hr V/C	LOS	PM Peak Hr. V/C	LOS	COMPARISON TO 1992 1992 V/C AM	PM	Substantial Change?**
1	ALHAMBRA	+	FREMONT AV	VALLEY BL	1.20	F	1.00	E	1.18	1.01	
2	AZUSA		AZUSA/SAN GABRIEL AV	FOOTHILL BL	0.68	B	0.99	E	0.63	0.92	
3	BELLFLOWER		LAKEWOOD BL	ARTESIA BL	0.76	C	0.96	E	0.97	0.95	am improved
4	BELLFLOWER		LAKEWOOD BL	ROSECRANS AV	0.54	A	0.72	C	0.79	0.81	am improved
5	BEVERLY HILLS	+	SANTA MONICA BL	WILSHIRE BL	1.04	F	1.12	F	1.20	1.10	am improved
6	BEVERLY HILLS		WILSHIRE BL	LA CIENEGA	0.82	D	0.99	E	1.09	1.18	improved
7	CARSON		ALAMEDA ST	CARSON ST	n/a		n/a		0.40	0.55	
8	CLAREMONT		ARROW HWY	INDIAN HILL BL	0.73	C	0.87	D	0.88	1.03	improved
9	CLAREMONT		BASE LINE RD	INDIAN HILL BL	0.79	C	0.69	B	0.77	0.71	
10	CLAREMONT		COLLEGE WY	WILLIAMS AV	1.10	F	1.04	F	0.95	0.91	worsened
11	CLAREMONT		FOOTHILL BL	INDIAN HILL BL	0.96	E	0.99	E	1.10	1.05	improved
12	COMPTON		ALAMEDA ST	COMPTON BL	0.54	A	0.67	B	0.78	0.96	improved
13	COMPTON		ALAMEDA ST	RTE 91 EB RAMPS	0.44	A	0.50	A	0.47	0.61	pm improved
14	COVINA		AZUSA AV	ARROW HWY	0.73	C	0.95	E	0.73	0.95	
15	CULVER CITY		VENICE BL	OVERLAND AV	1.04	F	1.17	F	1.31	1.25	am improved
16	DIAMOND BAR		GRAND AV	DIAMOND BAR BL	1.02	F	1.11	F	0.90	1.08	am worsened
17	DOWNEY		FIRESTONE BL	OLD RIVER SCHL RD	0.99	E	0.93	E	0.86	0.93	am worsened
18	DOWNEY	+	LAKEWOOD BL	FIRESTONE BL	0.90	D	1.15	F	0.84	0.98 *	pm worsened
19	DOWNEY		ROSEMEAD BL	TELEGRAPH RD	0.86	D	1.01	F	0.77	1.07	
20	EL SEGUNDO		SEPULVEDA BL	EL SEGUNDO BL	0.87	D	1.00	E	1.03	1.07	am improved
21	GARDENA		ARTESIA BL	VERMONT AV	0.93	E	0.88	D	0.99	0.86	
22	HERMOSA BCH	+	PACIFIC COAST HWY	ARTESIA BL/GOULD	0.81	D	0.70	B	1.00	0.89	improved
23	HUNTINGTON PK		ALAMEDA ST	SLAUSON AV	0.79	C	0.85	D	0.62	0.69	worsened
24	INGLEWOOD		MANCHESTER AV	CRENSHAW BL	0.99	E	1.00	E	0.96	1.09	
25	INGLEWOOD		MANCHESTER AV	LA BREA AV	0.90	D	0.90	D	0.95	0.94	
26	LA CANADA-FLIN		ANGELES CREST HWY	RTE 210 WB OFF RAMP	0.56	A	0.62	B	0.64	0.60	am improved
27	LA MIRADA		IMPERIAL HWY	LA MIRADA BL	0.98	E	0.98	E	0.99	0.94	
28	LA PUENTE		AZUSA AV	MAIN ST	0.79	C	0.84	D	0.79	0.80 *	
29	LA VERNE		ARROW HWY	E ST	0.67	B	0.91	E	0.62	0.68	pm worsened
30	LA VERNE	+	BASE LINE RD	FOOTHILL BL	0.63	B	1.05	F	0.65	1.06	
31	LA VERNE		FOOTHILL BL	DAMIEN AV	0.83	D	0.99	E	0.84	1.04	
32	LAKEWOOD		LAKEWOOD BL	SOUTH ST	0.62	B	0.86	D	0.68	0.94	
33	LONG BEACH	+	ALAMITOS AV	OCEAN BL	0.99	D	1.01	F	0.97	0.99	
34	LONG BEACH		LAKEWOOD BL	CARSON ST	0.75	C	0.79	C	0.71	0.83	
35	LONG BEACH		LAKEWOOD BL	WILLOW ST	1.11	F	1.06	F	0.89	0.96	worsened
36	LONG BEACH	+	PACIFIC COAST HWY	7TH ST	1.07	F	1.18	F	1.07	1.00	pm worsened
37	LONG BEACH	+	PACIFIC COAST HWY	ALAMITOS AV	0.73	C	0.86	D	0.78	0.83	
38	LONG BEACH		PACIFIC COAST HWY	SANTA FE AV	0.80	D	0.86	D	0.64	0.68	worsened
39	LONG BEACH		PACIFIC COAST HWY	WESTMINSTER AV	0.98	E	1.07	F	1.00	1.07	
40	LONG BEACH		PACIFIC COAST HWY	XIMENO AV	0.81	D	0.77	C	0.69	0.77	am worsened
41	LONG BEACH	+	SEVENTH ST	ALAMITOS AV	0.85	D	0.78	C	1.14	0.86	am improved
42	LONG BEACH		SEVENTH ST	REDONDO AV	1.08	F	1.07	F	1.01	0.99	
43	LOS ANG CITY		ALAMEDA ST	WASHINGTON BL	0.62	B	0.73	C	0.63	0.72	
44	LOS ANG CITY		ALVARADO ST	SUNSET BL	0.86	D	0.80	C	0.99	0.99	improved
45	LOS ANG CITY		GAFFEY ST	9TH ST	0.72	C	0.86	D	0.93	0.95	improved
161	LOS ANG CITY		LA CIENEGA BL	JEFFERSON BL	1.09	F	1.06	F	n/a	n/a	
162	LOS ANG CITY		LA CIENEGA BL	CENTINELA AV	1.21	F	1.14	F	n/a	n/a	
46	LOS ANG CITY	+	LINCOLN	MANCHESTER	0.83	D	0.78	C	0.85	0.79	
47	LOS ANG CITY	+	LINCOLN	MARINA EXPY	0.75	C	0.69	B	0.70	0.69	
48	LOS ANG CITY	+	LINCOLN	VENICE BL	0.94	E	0.93	E	0.89	0.99	
49	LOS ANG CITY		MANCHESTER AV	AVALON BL	0.55	A	0.56	A	0.65	0.72	improved
50	LOS ANG CITY		MANCHESTER AV	SEPULVEDA BL	0.87	D	0.80	C	0.90	0.87	
51	LOS ANG CITY		MANCHESTER AV	VERMONT AV	0.57	A	0.59	A	0.75	0.77	improved
52	LOS ANG CITY	+	PACIFIC COAST HWY	ALAMEDA ST	0.49	A	0.61	B	0.56	0.65	
53	LOS ANG CITY		PACIFIC COAST HWY	CHAUTAUQUA BL	1.17	F	1.33	F	1.09	1.41	
54	LOS ANG CITY		PACIFIC COAST HWY	FIGUEROA ST	0.78	C	0.72	C	0.80	0.72	
55	LOS ANG CITY		PACIFIC COAST HWY	SUNSET BL	0.64	B	0.64	B	0.91	0.88	improved
56	LOS ANG CITY	+	PACIFIC COAST HWY	WESTERN AV	0.94	E	0.97	E	0.77	0.83	worsened

1995 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE

CMP Station	RESPONSIBLE AGENCY		CMP ROUTE	CROSS STREET	1995 LEVEL OF SERVICE AM Peak Hr V/C	AM LOS	PM Peak Hr. V/C	PM LOS	COMPARISON TO 1992 1992 V/C AM	PM	Substantial Change?**
57	LOS ANG CITY		SANTA MONICA BL	BUNDY DR	0.59	A	0.64	B	0.54	0.67	
58	LOS ANG CITY	+	SANTA MONICA BL	HIGHLAND AV	0.85	D	0.95	E	1.01	1.09	improved
59	LOS ANG CITY		SANTA MONICA BL	WESTERN AV	0.75	C	0.85	D	0.86	0.96	improved
60	LOS ANG CITY		SANTA MONICA BL	WESTWOOD BL	0.78	C	0.85	D	0.82	0.88	am improved
61	LOS ANG CITY		SEPULVEDA BL	LINCOLN BL	0.61	B	0.65	B	0.89	0.94	improved
62	LOS ANG CITY		TOPANGA CYN BL	DEVONSHIRE ST	0.78	C	0.90	D	0.81	0.91	
63	LOS ANG CITY		TOPANGA CYN BL	ROSCOE BL	0.78	C	0.90	D	0.83	0.82	
64	LOS ANG CITY		TOPANGA CYN BL	RTE 118 WB RAMPS	0.66	B	0.97	E	0.80	0.88	am improved
65	LOS ANG CITY	+	TOPANGA CYN BL	VENTURA BL	1.17	F	1.06	F *	0.88	0.87	
66	LOS ANG CITY	+	TOPANGA CYN BL	VICTORY BL	0.80	D	1.00	F	0.81	0.89	pm worsened
67	LOS ANG CITY		VALLEY BL	RTE 710 NB OFF-RAMP	0.68	B	0.76	C	0.68	0.71	
68	LOS ANG CITY		VENICE BL	CENTINELA BL	0.83	D	0.90	E	1.05	1.07	improved
69	LOS ANG CITY		VENICE BL	LA CIENEGA	0.97	E	1.08	F	1.01	1.03	
70	LOS ANG CITY		VENTURA BL	BALBOA BL	0.75	C	0.86	D	0.85	0.74	am improved
71	LOS ANG CITY		VENTURA BL	LANKERSHIM BL	0.85	D	0.74	C	1.08	0.95	improved
72	LOS ANG CITY		VENTURA BL	LAUREL CYN BL	0.93	E	1.08	F	0.95	1.03	
73	LOS ANG CITY		VENTURA BL	RESEDA BL	0.69	B	0.88	D	0.72	0.81	am improved
74	LOS ANG CITY		VENTURA BL	SEPULVEDA BL	0.94	E	0.97	E	0.88	0.85	pm worsened
75	LOS ANG CITY		VENTURA BL	WINNETKA AV	0.87	D	1.13	F	0.77	0.76	worsened
76	LOS ANG CITY		VENTURA BL	WOODMAN AV	0.72	C	0.78	C	0.78	0.87	
77	LOS ANG CITY		VICTORY BL	BALBOA BL	1.00	F	1.06	F	1.01	0.98	pm worsened
78	LOS ANG CITY		VICTORY BL	RESEDA BL	0.68	B	0.89	D	1.03	1.16	improved
79	LOS ANG CITY		VICTORY BL	SEPULVEDA BL	0.98	E	1.15	F	1.02	1.04	pm worsened
80	LOS ANG CITY		VICTORY BL	WINNETKA AV	0.87	D	1.13	F	0.97	1.01	am improved
81	LOS ANG CITY		VICTORY BL	WOODMAN AV	0.71	C	0.83	D	0.97	1.02	improved
82	LOS ANG CITY		WESTERN AV	9TH ST	0.44	A	0.66	B	0.59	0.72	
83	LOS ANG CITY		WILSHIRE BL	ALVARADO BL	0.40	A	0.54	A	0.53	0.68 *	
84	LOS ANG CITY		WILSHIRE BL	BEVERLY GLEN BL	0.83	D	0.87	D	0.84	0.87	
85	LOS ANG CITY		WILSHIRE BL	LA BREA AV	0.70	C	0.70	C	0.82	0.83	improved
86	LOS ANG CITY		WILSHIRE BL	SEPULVEDA BL	0.94	E	1.20	F	0.95	1.01	pm worsened
87	LOS ANG CITY		WILSHIRE BL	WESTERN AV	0.67	B	0.64	B	0.65	0.81 *	
88	LOS ANG COUNTY		AVENUE D	60TH ST WEST	0.32	A	0.33	A	0.22	0.23	
89	LOS ANG COUNTY	+	AZUSA AV	COLIMA RD	0.77	C	1.03	F	0.76	0.91	pm worsened
90	LOS ANG COUNTY	+	COLIMA RD	HACIENDA BL	0.82	D	0.98	E	0.89	0.84	pm worsened
91	LOS ANG COUNTY		HENRY MAYO DR	CHIQUITO CYN RD	0.55	A	0.48	A	0.51	0.49	
92	LOS ANG COUNTY		IMPERIAL HWY	CARMENITA RD	0.79	C	0.85	D	0.95	1.31	improved
163	LOS ANG COUNTY		LA CIENEGA BL	STOCKER ST	1.47	F	1.49	F	n/a	n/a	
93	LOS ANG COUNTY		LANCASTER RD	300TH ST WEST	0.15	A	0.19	A	0.17	0.18	
94	LOS ANG COUNTY	+	PACIFIC COAST HWY	TOPANGA CYN BL	0.73	C	0.71	B	0.96	0.75	am improved
95	LOS ANG COUNTY		PEARBLOSSOM HWY	82ND ST E	0.50	A	0.54	A	0.46	0.52	
96	LOS ANG COUNTY	+	PEARBLOSSOM HWY	ANTELOPE HWY	0.35	A	0.33	A	0.33	0.32	
97	LOS ANG COUNTY		ROSEMEAD BL	HUNTINGTON DR	0.86	D	0.81	D	0.96	1.07	improved
98	LOS ANG COUNTY		ROSEMEAD BL	SAN GABRIEL BL	0.74	C	0.89	D	1.02	1.05	improved
99	LOS ANG COUNTY		SIERRA HWY	RTE 14 (FLINTHILL DR)	0.49	A	0.33	A	0.69	0.71	improved
100	LOS ANG COUNTY		SIERRA HWY	SAND CYN RD	0.78	C	0.79	C	0.86	1.04	pm improved
101	LOS ANG COUNTY		WHITTIER BL	ATLANTIC BL	0.66	B	0.77	C	0.68	0.77	
102	LYNWOOD		ALAMEDA ST	IMPERIAL HWY	0.58	A	0.68	B	1.02	1.04	improved
103	MALIBU	+	PACIFIC COAST HWY	DECKER RD	0.29	A	0.30	A	0.29	0.35	
104	MALIBU		PACIFIC COAST HWY	KANAN DUME RD	0.42	A	0.53	A	0.50	0.48	
105	MALIBU		PACIFIC COAST HWY	LAS FLORES CYN RD	0.71	C	0.66	B	0.74	0.79	pm improved
106	MALIBU		PACIFIC COAST HWY	MALIBU CYN RD	0.79	C	0.57	A	0.57	0.65	am worsened
107	MANHATTAN BCH		SEPULVEDA BL	ROSECRANS AV	1.14	F	1.22	F	1.22	1.22	
108	MONTEBELLO		WHITTIER BL	GARFIELD	0.81	D	0.87	D	n/a	n/a	
109	MONTEBELLO		WHITTIER BL	MONTEBELLO BL	0.71	C	0.84	D	0.75	0.79	
110	NORWALK		FIRESTONE BL	IMPERIAL HWY	0.84	D	0.83	D	0.92	0.86	
111	NORWALK		IMPERIAL HWY	NORWALK BL	0.83	D	0.91	E	0.84	0.95	
112	PALMDALE		FORT TEJON RD	PEARBLOSSOM HWY	0.45	A	0.54	A	0.52	0.57	
113	PALMDALE		PALMDALE BL	30TH ST E	0.43	A	0.65	B	0.42	0.69	
114	PALMDALE		PALMDALE BL	SIERRA HWY	0.50	A	0.75	C	0.48	0.72	

1995 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE

CMP Station	RESPONSIBLE AGENCY		CMP ROUTE	CROSS STREET	1995 LEVEL OF SERVICE AM Peak Hr V/C	AM LOS	PM Peak Hr. V/C	PM LOS	COMPARISON TO 1992 1992 V/C AM	PM	Substantial Change?**
164	PALMDALE		47TH ST EAST	AVENUE S	0.45	A	0.53	A	n/a	n/a *	
115	PASADENA		ARROYO PKWY	CALIFORNIA BL	0.82	D	0.96	E	0.81	0.92	
116	PASADENA		PASADENA/ST.JOHN AV	CALIFORNIA BL	0.95	E	0.76	C	0.95	0.95	pm improved
117	PASADENA		ROSEMEAD BL	FOOTHILL BL	0.58	A	0.70	B	0.70	0.87	improved
118	PICO RIVERA		ROSEMEAD BL	WASHINGTON BL	0.78	C	0.87	D	0.88	0.94	am improved
119	PICO RIVERA	+	ROSEMEAD BL	WHITTIER BL	0.65	B	0.78	C	0.77	0.89	improved
120	POMONA		ARROW HWY	GAREY AV	0.62	B	0.93	E	0.63	0.85	
121	POMONA		CORONA EXPY	GAREY AV	0.69	B	0.99	E	1.10	1.10	improved
122	POMONA		CORONA EXPY	MISSION BL	1.12	F	1.05	F	1.10	1.10	
123	POMONA		FOOTHILL BL	GAREY AV	0.76	C	1.27	F	0.80	1.06	pm worsened
124	RANCHO PV		WESTERN AV	TOSCANINI DR	0.57	A	0.62	B	0.69	0.73	improved
125	REDONDO BCH		ARTESIA BL	INGLEWOOD AV	1.20	F	1.24	F	0.98	1.16	am worsened
126	REDONDO BCH		PACIFIC COAST HWY	TORRANCE BL	1.21	F	1.02	F	0.94	1.09	am worsened
127	ROSEMEAD		ROSEMEAD BL	VALLEY BL	0.99	E	1.00	E	1.02	1.05	
128	SAN DIMAS		ARROW HWY	SAN DIMAS AV	0.52	A	0.74	C	0.47	0.67	
129	SANTA CLARITA		MAGIC MTN PKWY	VALENCIA BL	construction		construction		0.77	0.91	
130	SANTA CLARITA		SAN FERNANDO RD	LYONS AV	0.81	D	0.94	E	0.85	1.06	pm improved
131	SANTA CLARITA	+	SAN FERNANDO RD	SIERRA HWY	1.12	F	0.95	E	1.04	0.88	
132	SANTA CLARITA		SIERRA HWY	PLACERITA CYN RD	0.62	B	0.66	B	0.69	0.67	
133	SANTA CLARITA		SIERRA HWY	SOLEDAD CYN RD	0.77	C	0.92	E	1.06	1.13	improved
134	SANTA MONICA		LINCOLN	PICO BL	0.76	C	0.95	E	0.93	0.91	am improved
135	SANTA MONICA		SANTA MONICA BL	CLOVERFIELD BL	0.73	C	1.10	F	0.68	0.80	pm worsened
136	SANTA MONICA	+	SANTA MONICA BL	LINCOLN BL	0.62	B	0.88	D	0.63	0.86	
137	SANTA MONICA		WILSHIRE BL	26TH ST	0.84	D	0.96	E	0.81	0.95	
138	SOUTH EL MONTE		ROSEMEAD BL	GARVEY AV	0.87	D	1.04	F	0.85	0.97	
139	SOUTH GATE	+	ALAMEDA ST	FIRESTONE BL	0.75	C	0.89	D	0.69	0.86	
140	SOUTH GATE		FIRESTONE BL	ATLANTIC AV	0.77	C	0.89	D	0.91	1.11	improved
141	SOUTH PASADENA		FREMONT AV	HUNTINGTON DR	0.83	D	1.00	E	0.86	0.96	
142	TEMPLE CITY		ROSEMEAD BL	LAS TUNAS DR	0.82	D	0.93	E	1.05	1.05	improved
143	TORRANCE		ARTESIA BL	CRENSHAW BL	0.98	E	1.01	F	1.11	1.11	improved
144	TORRANCE	+	ARTESIA BL	HAWTHORNE BL	1.03	F	0.94	E	1.09	1.01	
145	TORRANCE		HAWTHORNE BL	190TH ST	0.97	E	0.96	E	0.99	0.94	
146	TORRANCE		HAWTHORNE BL	SEPULVEDA BL	0.81	D	0.97	E	0.83	1.05	
147	TORRANCE		PACIFIC COAST HWY	CRENSHAW BL	1.07	F	1.10	F	0.99	1.09	
148	TORRANCE	+	PACIFIC COAST HWY	HAWTHORNE	0.94	E	0.90	D	1.00	1.03	pm improved
149	TORRANCE		PACIFIC COAST HWY	PALOS VERDES BL	0.75	C	0.85	D	0.76	0.96	pm improved
150	TORRANCE		WESTERN AV	190TH ST	construction		construction		0.86	0.95	
151	TORRANCE		WESTERN AV	CARSON ST	construction		construction		0.95	1.04	
152	TORRANCE		WESTERN AV	SEPULVEDA BL	construction		construction		0.99	1.10	
153	W.COVINA		AZUSA AV	AMAR RD	0.82	D	0.97	E	0.96	1.25	improved
154	W.COVINA		AZUSA AV	CAMERON AV	0.75	C	0.85	D	0.69	0.77	
155	W.COVINA		AZUSA AV	WORKMAN AV	0.72	C	0.83	D	0.62	0.71	worsened
156	W.HOLLYWOOD		SANTA MONICA BL	DOHENY DR	0.94	E	1.03	F	0.96	0.82	pm worsened
157	W.HOLLYWOOD		SANTA MONICA BL	LA CIENEGA BL	0.86	D	0.87	D	1.09	0.94	am improved
158	WHITTIER		WHITTIER BL	COLIMA RD	1.18	F	1.18	F	0.85	0.96	worsened
159	WHITTIER		WHITTIER BL	NORWALK BL	1.09	F	0.92	E	0.92	0.81	worsened
160	WHITTIER		WHITTIER BL	PAINTER AV	0.95	E	1.00	E	0.84	1.14 *	pm improved

+ Intersection of two CMP arterials.

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

* Affected by Construction

1995 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP Statio	Fwy Rte	Post Mile	Location	Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1001	2	R17.78	at Round Top Dr	2895	10000	0.29	A	4778	10000	0.48	A	8338	10000	0.83	D	3837	10000	0.38	B
1002	5	7.83	at Lemoran Ave	10080	8000	1.26	F1	6949	8000	0.87	D	6440	8000	0.81	D	8385	8000	1.05	F0
1003	5	13.35	Ferris Ave	10080	8000	1.26	F1	5908	8000	0.74	C	7225	8000	0.90	D	10880	8000	1.36	F1
1004	5	21.80	Stadium Way	9001	10000	0.90	D	10275	10000	1.03	F0	12600	10000	1.26	F1	9534	10000	0.95	E
1005	5	25.50	s/o Colorado St Ext	8540	10000	0.85	D	9793	10000	0.98	E	12600	10000	1.26	F1	8985	10000	0.90	D
1006	5	29.97	Burbank Blvd	6372	8000	0.80	D	7172	8000	0.90	D	8104	8000	1.01	F0	6498	8000	0.81	D
1007	5	36.90	Osborne St	12124	12000	1.01	F0	7677	12000	0.64	C	12600	10000	1.26	F1	10037	10000	1.00	E
1008	5	R46.55	n/o Route 14	3099	10000	0.31	A	8845	10000	0.88	D	8871	10000	0.89	D	4561	10000	0.46	B
1009	5	R55.48	n/o Route 126 West	1008	8000	0.13	A	2189	8000	0.27	A	2083	10000	0.26	A	1670	10000	0.21	A
1010	10	R2.17	Lincoln Blvd	5573	6000	0.93	E	4225	6000	0.70	B	5491	6000	0.92	E	5393	6000	0.90	D
1011	10	7.22	Manning/Overland Ave	10080	8000	1.26	F1	9171	8000	1.15	F0	8798	10000	0.88	D	8514	10000	0.85	D
1012	10	10.53	La Brea Ave	11970	9500	1.26	F1	12920	9500	1.36	F2	10080	8000	1.26	F1	10674	8000	1.33	F1
1013	10	13.53	Budlong Ave	17000	12500	1.36	F2	17000	12500	1.36	F2	15750	12500	1.26	F1	17000	12500	1.36	F2
1014	10	19.67	at East LA City Limit	6591	12000	0.55	A	10855	12000	0.90	E	11200	12000	0.93	E	7338	12000	0.61	B
1015	10	23.38	Atlantic Blvd.	4535	8000	0.57	A	11680	8000	1.46	F3	10880	8000	1.36	F2	6041	8000	0.76	C
1016	10	26.79	Rosemead Blvd	5594	8000	0.70	B	10880	8000	1.36	F2	10880	8000	1.36	F2	6110	8000	0.76	C
1080	10	30.30	e/o Peck Rd	5296	8000	0.66	B	10880	8000	1.36	F2	10080	8000	1.26	F1	5866	8000	0.73	C
1017	10	34.28	e/o Puente Ave	5669	10000	0.57	A	8382	10000	0.84	D	13600	10000	1.36	F2	6106	10000	0.61	B
1018	10	38.48	Grand Ave.	5505	10000	0.55	A	7473	10000	0.75	C	7431	8000	0.93	D	5760	8000	0.72	C
1019	10	44.13	Dudley St.	7051	8000	0.88	D	11680	8000	1.46	F3	8228	8000	1.03	F0	6833	8000	0.85	D
1020	10	47.11	w/o Indian Hill Blvd	6906	8000	0.86	D	10880	8000	1.36	F2	10880	8000	1.36	F2	7613	8000	0.95	E
1021	14	R26.00	n/o Route 5	2156	10000	0.22	A	7706	10000	0.77	C	8407	10000	0.84	D	2923	10000	0.29	A
1025	14	R54.20	s/o Angeles Forest Hwy	1538	4000	0.38	A	4299	4000	1.07	F0	4136	4000	1.03	F0	2011	4000	0.50	A
1081	14	R73.00	s/o Route 48	1165	4000	0.29	A	1060	4000	0.27	A	855	4000	0.21	A	1251	4000	0.31	A
1027	57	R2.60	s/o Pathfinder Rd	6300	8000	0.79	C	8080	8000	1.01	F0	10080	8000	1.26	F1	6436	8000	0.80	D
1028	57	R6.85	s/o 10/71/210 Interchange	5889	10000	0.59	A	5256	10000	0.53	A	5854	10000	0.59	A	6117	10000	0.61	B
1029	60	R2.22	e/o Indiana St	4482	12000	0.37	A	15120	12000	1.26	F1	15120	12000	1.26	F1	5742	12000	0.48	A

CMP Statio	Fwy Rte	Post Mile	Location	Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1030	60	10.60	w/o Peck Rd	5408	10000	0.54	A	12600	10000	1.26	F1	12600	10000	1.26	F1	6329	10000	0.63	B
1031	60	12.20	e/o Route 605	6168	12000	0.51	A	17520	12000	1.46	F3	13600	10000	1.36	F2	7710	10000	0.77	C
1032	60	20.92	e/o Nogales St	5814	8000	0.73	C	7744	8000	0.97	E	8080	8000	1.01	F0	6856	8000	0.86	D
1033	60	22.94	Brea Canyon Rd	5472	8000	0.68	B	6926	8000	0.87	D	7332	8000	0.92	E	6168	8000	0.77	C
1034	60	R26.57	e/o Route 57 North	4791	8000	0.60	A	10080	8000	1.26	F1	6496	6000	1.08	F0	5227	6000	0.87	D
1035	91	R10.62	e/o Alameda St	6275	12000	0.52	A	12120	12000	1.01	F0	12000	12000	1.00	F	6416	12000	0.53	A
1036	91	R13.35	e/o Cherry Ave	7419	10000	0.74	B	12600	10000	1.26	F1	11035	10000	1.10	F0	7457	10000	0.75	C
1037	91	R18.77	Norwalk/Pioneer Blvd	7784	8000	0.97	E	8594	8000	1.07	F0	10080	8000	1.26	F1	7840	8000	0.98	E
1038	101	0.46	n/o Vignes St **	12600	10000	1.26	F1	12600	10000	1.26	F1	5356	8000	0.66	B	10880	8000	1.26	F1
1039	101	5.48	Santa Monica Blvd **	8080	8000	1.01	F0	10880	8000	1.36	F2	10080	8000	1.26	F1	7551	8000	0.94	E
1040	101	13.98	Coldwater Canyon Ave **	12600	10000	1.26	F1	14600	10000	1.46	F3	10105	10000	1.01	F0	14600	10000	1.46	F3
1041	101	23.40	Winnetka Ave. **	8911	10000	0.89	D	9124	10000	0.91	E	13600	10000	1.36	F2	14600	10000	1.01	F0
1043	101	36.18	n/oReyes Adobe Rd. **	5641	10000	0.56	A	8585	10000	0.86	D	7559	10000	0.76	C	5938	10000	0.59	A
	105	R1.00	e/o Sepulveda Blvd (Jct R)	2659	6000	0.44	A	3755	6000	0.63	B	4158	6000	0.69	B	1195	6000	0.20	A
	105	R5.50	e/o Crenchaw Blvd	7376	8000	0.92	E	10080	8000	1.26	F1	10080	8000	1.26	F1	8029	8000	1.00	F0
	105	R 12.6	w/o Jct Rte 710, e/o Harr	5947	8000	0.74	C	7316	8000	0.91	E	10080	8000	1.26	F1	6559	8000	0.82	D
	105	R 17.00	e/o Bellflower Blvd	5084	8000	0.64	B	11680	8000	1.46	F3	8080	8000	1.01	F0	5460	8000	0.68	B
1044	110	2.77	s/o C St	4431	8000	0.55	A	2808	8000	0.35	A	2902	8000	0.36	A	4404	8000	0.55	A
1045	110	15.88	Manchester Blvd	10880	8000	1.36	F2	8080	8000	1.01	F0	7190	8000	0.90	D	7199	8000	0.90	D
1046	110	17.98	Slauson Ave	10080	8000	1.26	F1	10880	8000	1.36	F2	10240	8000	1.28	F1	10880	8000	1.36	F2
1047	110	23.50	s/o Route 101	10080	8000	1.26	F1	11680	8000	1.46	F3	10880	8000	1.36	F2	14600	8000	1.83	F3
1048	110	23.96	at Alpine St	4109	6000	0.68	B	8760	6000	1.46	F3	8160	6000	1.36	F2	6880	6000	1.15	F0
1049	110	26.50	at Pasadena Ave	2747	6000	0.46	A	6000	6000	1.00	E	8160	6000	1.36	F2	3334	6000	0.56	A
1050	118	1.87	at LA/Ven County Line	5429	6000	0.90	D	4067	6000	0.68	B	3555	6000	0.59	B	6791	6000	1.13	F0
1051	118	R9.10	e/o Woodley Ave	8916	10000	0.89	D	6914	10000	0.69	B	12600	10000	1.26	F1	10000	10000	1.00	E
1052	118	R13.44	w/o Route 210	3319	8000	0.41	A	4601	8000	0.58	A	4907	8000	0.61	B	3532	8000	0.44	A
1053	134	1.36	at Foreman Ave.	8150	8000	1.02	F0	7478	8000	0.93	E	10880	8000	1.36	F2	8080	8000	1.01	F0

CMP Statio	Fwy Rte	Post Mile	Location	Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1054	134	R7.13	e/o Central Ave	6584	8000	0.82	D	7717	8000	0.96	E	8450	8000	1.06	F0	6309	8000	0.79	C
1055	134	R12.09	w/o San Rafael Ave	6781	8000	0.85	D	8424	8000	1.05	F0	10080	8000	1.26	F1	7088	8000	0.89	D
1056	170	R17.62	s/o Sherman Wy	4315	8000	0.54	A	6591	8000	0.82	D	7368	8000	0.92	E	4701	8000	0.59	A
1057	210	R3.57	e/o Polk St	3644	6000	0.61	B	1897	6000	0.32	A	1639	6000	0.27	A	3356	6000	0.56	A
1058	210	R7.19	at Terra Bella St	3919	8000	0.49	A	3499	8000	0.44	A	3273	8000	0.41	A	4100	8000	0.51	A
1059	210	R23.55	w/o Routes 134/710	5088	10000	0.51	A	4077	10000	0.41	A	3451	10000	0.35	A	4985	10000	0.50	A
1060	210	R29.72	Rosemead Blvd	6955	8000	0.87	D	10080	8000	1.26	F1	6880	10000	1.15	F0	8147	10000	0.81	D
1061	210	R35.74	w/o Route 605	7125	10000	0.71	C	9999	10000	1.00	E	10105	10000	1.01	F0	8147	10000	0.78	C
1062	210	R46.45	at San Dimas Ave	5903	8000	0.74	C	5444	8000	0.68	B	6244	8000	0.78	C	6430	8000	0.80	D
1063	405	0.40	n/o Route 22	8518	8000	1.06	F0	7296	8000	0.91	D	6844	10000	0.68	B	9876	10000	0.99	E
1064	405	8.02	Santa Fe Ave	9125	8000	1.14	F0	7100	8000	0.89	D	8450	8000	1.06	F0	10885	8000	1.36	F2
1065	405	10.66	s/o Rte 110 at Carson St	8367	10000	0.84	D	7779	10000	0.78	C	7947	10000	0.79	C	10105	10000	1.01	F0
1066	405	18.63	at Compton Bl	10880	8000	1.36	F2	8110	8000	1.01	F0	7463	8000	0.93	E	9999	8000	1.25	F0
1067	405	24.27	n/o La Tijera Bl	13600	10000	1.36	F2	12600	10000	0.79	C	8712	10000	0.87	D	8635	10000	0.86	D
1068	405	27.81	Venice Blvd	13600	10000	1.36	F2	12600	10000	1.26	F1	10105	10000	1.01	F0	14600	10000	1.46	F3
1069	405	35.81	s/o Mulholland Dr	9190	10000	0.92	E	14600	10000	1.46	F3	10880	8000	1.36	F2	7998	8000	1.00	E
1070	405	44.27	n/o Roscoe Blvd.	4541	10000	0.45	A	14600	10000	1.46	F3	10080	8000	1.26	F1	3433	8000	0.43	A
1071	605	R2.31	n/o Carson St	10080	8000	1.26	F1	6149	8000	0.77	C	6075	8000	0.76	C	6457	8000	0.81	D
1072	605	5.92	n/o Jct Rte 91, s/o Alondra	12120	12000	1.01	F0	9132	12000	0.76	C	8861	12000	0.74	C	12120	12000	1.01	F0
1073	605	R11.00	n/o Telegraph Rd	7703	8000	0.96	E	10880	8000	1.36	F2	10080	8000	1.26	F1	11680	8000	1.46	F3
1074	605	R17.75	n/o Jct Rte 60	5766	8000	0.72	C	10080	8000	1.26	F1	8080	8000	1.01	F0	6194	8000	0.77	C
1075	605	22.92	at San Gabriel River Bridge	4177	8000	0.52	A	5784	8000	0.72	C	6058	8000	0.76	C	4703	8000	0.59	A
1076	710	7.60	Willow St	5713	6000	0.95	E	6072	6000	1.01	F0	6336	6000	1.06	F0	4854	6000	0.81	D
1077	710	10.31	n/o Route 405	7016	8000	0.88	D	7722	8000	0.97	E	7528	8000	0.94	E	6444	8000	0.81	D
1078	710	19.10	n/o Route 105	10080	8000	1.26	F1	10080	8000	1.26	F1	7147	8000	0.89	D	8313	8000	1.04	F0
1079	710	23.75	s/o Route 60	6860	8000	0.86	D	8251	8000	1.03	F0	8808	8000	1.10	F0	7919	8000	0.99	E

* 1995 Station either relocated or new

**Route 101 travels north/south

1992-95 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Station	Fwy Rte	Post Mile	Location	1995 North/Eastbound AM D/C	1995 North/Eastbound PM D/C	1995 South/Westbound AM D/C	1995 South/Westbound PM D/C	1992 North/Eastbound AM D/C	1992 North/Eastbound PM D/C	1992 South/Westbound AM D/C	1992 South/Westbound PM D/C	Substantial Change? *** North/East	Substantial Change? *** South/West
1001	2	R17.78	at Round Top Dr	0.29	0.48	0.83	0.38	0.49	0.98	1.26	0.46	pm improved	am improved
1002	5	7.83	at Lemoran Ave	1.26	0.87	0.81	1.05	1.40	0.93	0.86	1.29	am improved	pm improved
1003	5	13.35	Ferris Ave	1.26	0.74	0.90	1.36	1.26	0.92	0.96	1.33	pm improved	
1004	5	21.80	Stadium Way	0.90	1.03	1.26	0.95	0.89	1.27	1.04	0.90	pm improved	am worsened
1005	5	25.50	s/o Colorado St Ext	0.85	0.98	1.26	0.90	0.62	0.80	0.79	0.66	worsened	worsened
1006	5	29.97	Burbank Blvd	0.80	0.90	1.01	0.81	0.64	0.87	0.98	0.63	am worsened	pm worsened
1007	5	36.90	Osborne St	1.01	0.64	1.26	1.00	0.79	1.29	1.31	0.81	pm improved	pm worsened
1008	5	R46.55	n/o Route 14	0.31	0.88	0.89	0.46	0.72	1.18	1.12	0.77	improved	improved
1009	5	R55.48	n/o Route 126 West	0.13	0.27	0.26	0.21	0.75	0.99	0.91	0.76	improved	improved
1010	10	R2.17	Lincoln Blvd	0.93	0.70	0.92	0.90	0.88	0.78	0.84	0.79		pm worsened
1011	10	7.22	Manning/Overland Ave	1.26	1.15	0.88	0.85	1.27	1.37	1.18	1.29	pm improved	improved
1012	10	10.53	La Brea Ave	1.26	1.36	1.26	1.33	1.30	1.22	1.30	1.49	pm improved	pm improved
1013	10	13.53	Budlong Ave	1.36	1.36	1.26	1.36	0.96	1.42	1.13	1.38	am worsened	am worsened
1014	10	19.67	at East LA City Limit	0.55	0.90	0.93	0.61	0.79	1.17	1.29	0.85	improved	improved
1015	10	23.38	Atlantic Blvd.	0.57	1.46	1.36	0.76	0.74	1.53	1.43	0.90	am improved	pm improved
1016	10	26.79	Rosemead Blvd	0.70	1.36	1.36	0.76	0.70	1.37	1.36	0.73		
1080	10	30.30	e/o Peck Rd	0.66	1.36	1.26	0.73	n/a	n/a	n/a	n/a		
1017	10	34.28	e/o Puente Ave	0.57	0.84	1.36	0.61	0.81	1.36	1.36	0.82	improved	pm improved
1018	10	38.48	Grand Ave.	0.55	0.75	0.93	0.72	0.78	0.97	0.97	0.78	improved	
1019	10	44.13	Dudley St.	0.88	1.46	1.03	0.85	0.82	1.31	1.00	0.78	pm worsened	
1020	10	47.11	w/o Indian Hill Blvd	0.86	1.36	1.36	0.95	0.95	1.26	1.26	1.00	pm worsened	am worsened
1021	14	R26.00	n/o Route 5	0.22	0.77	0.84	0.29	0.33	0.92	1.04	0.44	pm improved	am improved
1025	14	R54.20	s/o Angeles Forest Hwy	0.38	1.07	1.03	0.50	0.37	0.95	0.79	0.40	pm worsened	am worsened
1081	14	R73.00	s/o Route 48	0.29	0.27	0.21	0.31	n/a	n/a	n/a	n/a		
1027	57	R2.60	s/o Pathfinder Rd	0.79	1.01	1.26	0.80	0.80	1.28	1.20	0.88	pm improved	
1028	57	R6.85	s/o 10/71/210 Interchange	0.59	0.53	0.59	0.61	0.71	0.88	0.95	0.78	improved	improved
1029	60	R2.22	e/o Indiana St	0.37	1.26	1.26	0.48	0.75	1.12	1.30	0.68	am improved	pm improved
1030	60	10.60	w/o Peck Rd	0.54	1.26	1.26	0.63	0.65	1.46	1.38	0.64	pm improved	am improved

1992-95 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Station	Fwy Rte	Post Mile	Location	1995 North/Eastbound AM D/C	1995 North/Eastbound PM D/C	1995 South/Westbound AM D/C	1995 South/Westbound PM D/C	1992 North/Eastbound AM D/C	1992 North/Eastbound PM D/C	1992 South/Westbound AM D/C	1992 South/Westbound PM D/C	Substantial Change? *** North/East	Substantial Change? *** South/West
1031	60	12.20	e/o Route 605	0.51	1.46	1.36	0.77	0.64	0.94	1.27	0.81	am improved	
1032	60	20.92	e/o Nogales St	0.73	0.97	1.01	0.86	0.74	0.95	0.92	0.88		
1033	60	22.94	Brea Canyon Rd	0.68	0.87	0.92	0.77	0.62	1.38	0.94	0.70		
1034	60	R26.57	e/o Route 57 North	0.60	1.26	1.08	0.87	0.75	1.45	1.38	0.91	improved	improved
1035	91	R10.62	e/o Alameda St	0.52	1.01	1.00	0.53	1.02	1.46	1.39	1.09	improved	improved
1036	91	R13.35	e/o Cherry Ave	0.74	1.26	1.10	0.75	0.77	1.39	1.42	0.70	pm improved	am improved
1037	91	R18.77	Norwalk/Pioneer Blvd	0.97	1.07	1.26	0.98	0.66	1.08	1.30	0.76	am worsened	pm worsened
1038	101	0.46	n/o Vignes St **	1.26	1.26	0.66	1.26	1.32	0.80	0.80	1.48	pm worsened	improved
1039	101	5.48	Santa Monica Blvd **	1.01	1.36	1.26	0.94	0.75	0.93	1.09	0.79	worsened	worsened
1040	101	13.98	Coldwater Canyon Ave **	1.26	1.46	1.01	1.46	1.39	1.42	1.27	1.23	am improved	am improved
1041	101	23.40	Winnetka Ave. **	0.89	0.91	1.36	1.01	1.21	1.21	1.53	1.33	improved	improved
1043	101	36.18	n/o Reyes Adobe Rd. **	0.56	0.86	0.76	0.59	0.48	0.91	0.78	0.58		
*	105	R1.00	e/o Sepulveda Blvd (Jct R)	0.44	0.63	0.69	0.20	n/a	n/a	n/a	n/a		
*	105	R5.50	e/o Crenchaw Blvd	0.92	1.26	1.26	1.00	n/a	n/a	n/a	n/a		
*	105	R 12.6	w/o Jct Rte 710, E/O Harr	0.74	0.91	1.26	0.82	n/a	n/a	n/a	n/a		
*	105	R 17.0	e/o Bellflower Blvd	0.64	1.46	1.01	0.68	n/a	n/a	n/a	n/a		
1044	110	2.77	s/o C St	0.55	0.35	0.36	0.55	1.21	0.75	0.65	1.12	improved	improved
1045	110	15.88	Manchester Blvd	1.36	1.01	0.90	0.90	1.05	0.96	0.86	0.96	am worsened	
1046	110	17.98	Slauson Ave	1.26	1.36	1.28	1.36	1.46	1.28	1.28	0.97	am improved	pm worsened
1047	110	23.50	s/o Route 101	1.26	1.46	1.36	1.83	1.42	1.48	1.48	1.09	am improved	am improved
1048	110	23.96	at Alpine St	0.68	1.46	1.36	1.15	0.67	1.52	1.40	0.69		pm worsened
1049	110	26.50	at Pasadena Ave	0.46	1.00	1.36	0.56	0.55	1.00	1.25	0.82		pm improved
1050	118	1.87	at LA/Ven County Line	0.90	0.68	0.59	1.13	1.06	0.57	0.46	1.19	am improved	pm improved
1051	118	R9.10	e/o Woodley Ave	0.89	0.69	1.26	1.00	0.82	0.68	1.03	1.28		pm improved
1052	118	R13.44	w/o Route 210	0.41	0.58	0.61	0.44	0.50	0.64	0.57	0.47		
1053	134	1.36	at Foreman Ave.	1.02	0.93	1.36	1.01	0.85	0.85	0.78	1.27	am worsened	am improved
1054	134	R7.13	e/o Central Ave	0.82	0.96	1.06	0.79	0.87	1.14	1.12	0.73	pm improved	
1055	134	R12.09	w/o San Rafael Ave	0.85	1.05	1.26	0.89	0.85	0.95	1.26	0.84	pm worsened	

1992-95 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Station	Fwy Rte	Post Mile	Location	1995 North/Eastbound AM D/C	1995 North/Eastbound PM D/C	1995 South/Westbound AM D/C	1995 South/Westbound PM D/C	1992 North/Eastbound AM D/C	1992 North/Eastbound PM D/C	1992 South/Westbound AM D/C	1992 South/Westbound PM D/C	Substantial Change? *** North/East	Substantial Change? *** South/West
1056	170	R17.62	s/o Sherman Wy	0.54	0.82	0.92	0.59	0.57	0.83	0.90	0.62		
1057	210	R3.57	e/o Polk St	0.61	0.32	0.27	0.56	0.73	0.62	0.24	0.62	pm improved	
1058	210	R7.19	at Terra Bella St	0.49	0.44	0.41	0.51	0.73	0.44	0.43	0.72	am improved	pm improved
1059	210	R23.55	w/o Routes 134/710	0.51	0.41	0.35	0.50	0.74	0.45	0.48	0.72	am improved	improved
1060	210	R29.72	Rosemead Blvd	0.87	1.26	1.15	0.81	0.71	1.43	1.32	0.72	pm improved	am improved
1061	210	R35.74	w/o Route 605	0.71	1.00	1.01	0.78	0.82	1.28	1.12	0.80	improved	am improved
1062	210	R46.45	at San Dimas Ave	0.74	0.68	0.78	0.80	0.75	0.68	0.67	0.82		am worsened
1063	405	0.40	n/o Route 22	1.06	0.91	0.68	0.99	1.29	0.92	0.91	1.46	am improved	improved
1064	405	8.02	Santa Fe Ave	1.14	0.89	1.06	1.36	1.32	0.72	0.91	1.36	am improved	am worsened
1065	405	10.66	s/o Rte 110 at Carson St	0.84	0.78	0.79	1.01	1.21	0.93	0.84	1.46	improved	pm improved
1066	405	18.63	at Compton Bl	1.36	1.01	0.93	1.25	1.44	1.18	1.07	1.54	pm improved	improved
1067	405	24.27	n/o La Tijera Bl	1.36	0.79	0.87	0.86	1.44	1.25	1.08	1.27	pm improved	improved
1068	405	27.81	Venice Blvd	1.36	1.26	1.01	1.46	1.26	1.26	1.03	1.03	am worsened	pm worsened
1069	405	35.81	s/o Mulholland Dr	0.92	1.46	1.36	1.00	0.86	1.46	1.28	1.01		
1070	405	44.27	n/o Roscoe Blvd.	0.45	1.46	1.26	0.43	0.75	1.02	1.20	0.94	am improved	pm improved
1071	605	R2.31	n/o Carson St	1.26	0.77	0.76	0.81	1.02	1.08	1.10	1.14	pm improved	improved
1072	605	5.92	n/o Jct Rte 91, S/O Alondra	1.01	0.76	0.74	1.01	1.39	1.45	0.88	1.38	improved	improved
1073	605	R11.00	n/o Telegraph Rd	0.96	1.36	1.26	1.46		1.27	1.00	0.88	am worsened	worsened
1074	605	R17.75	n/o Jct Rte 60	0.72	1.26	1.01	0.77	0.68	0.99	1.03	0.78	am worsened	
1075	605	22.92	at San Gabriel River Bridge	0.52	0.72	0.76	0.59	0.50	0.70	0.80	0.60		
1076	710	7.60	Willow St	0.95	1.01	1.06	0.81	0.81	0.90	0.99	0.90	worsened	
1077	710	10.31	n/o Route 405	0.88	0.97	0.94	0.81	0.65	0.66	0.94	1.01	worsened	pm improved
1078	710	19.10	n/o Route 105	1.26	1.26	0.89	1.04	1.11	0.86	0.72	0.99	worsened	am worsened
1079	710	23.75	s/o Route 60	0.86	1.03	1.10	0.99	0.82	0.82	0.79	1.27	pm worsened	pm improved

* 1995 Station either relocated or new

** Route 101 travels north/south

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

EXHIBIT A-3
SUBMITTAL FORMS (OPTIONAL)

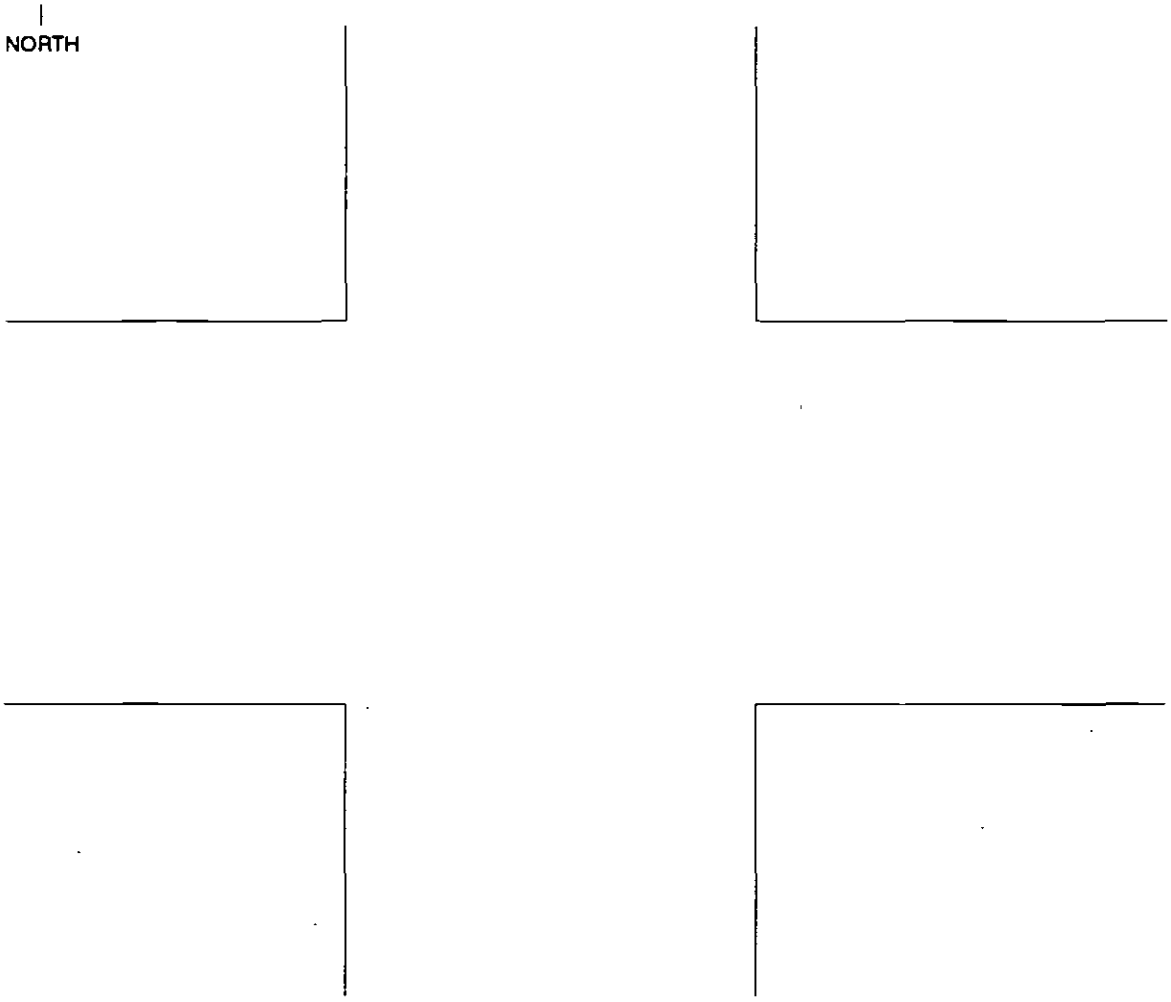
See following sheets.

INTERSECTION DESCRIPTION

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

DATE: _____ DRAWN BY: _____

^
|
NORTH



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

10/01/93

APPENDIX

B

GUIDELINES FOR TRANSIT MONITORING

The following instructions were included as part of the Fiscal Year 1996-99 Short Range Transit Plan (SRTP) guidelines distributed to bus transit operators in February, 1995. The resulting data submitted is included in Exhibit B-4. CMP transit data submitted during the FY 1995-98 SRTP process is presented in Exhibit B-5.

CMP TRANSIT MONITORING FORM INSTRUCTIONS

Transit operators must complete the CMP Transit Monitoring Form (Exhibit B-2) 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 the CMP Hotline at (213) 922-2830.

SECTION 1: TRANSIT LINE DESCRIPTION

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

Fiscal Year: Enter the fiscal year in which the reported data was collected. For this reporting period, operators must utilize their FY 1994 actual line by line analysis data.

Date Prepared: Enter date on 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. If passenger trip length data is not available by transit line, multiply the average weekday total boardings by the systemwide average passenger trip length.

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	20/21/22/320/322	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	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	488	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	424/425	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	Ventura County 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	446/447	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	40/442	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	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	401/402	Rte 110 Exp
	MTA	483 /485	Rte 10 Exp
	MTA	487 /491	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	470/471	Whittier
	Metrolink	Orange County 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
	MTA	Green Line	Light Rail
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: 1993-1994 Date Prepared: 10/1/94

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	6-9am	9am-3pm	3-6 pm	8:19 pm
Weekend Days	1	7:14 AM	N/A	N/A	N/A	5:37pm

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: 213.555.1234

EXHIBIT B-4

FY '93 CMP TRANSIT MONITORING DATA

See following sheets.

EXHIBIT B-4
CMP TRANSIT MONITORING DATA - FY 1993

IDENTIFICATION * Indicates Peak Only				FREQ.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	AVE. PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
1A SANTA MONICA FREEWAY CORRIDOR											
MTA	4/304	1A	SM Blvd	80	20	38,033	498	6,085	143,537	12.2	288.4
MTA	20/21/320	1A	Wilshire	146	18.9	54,047	755	9,151	226,565	12.1	300.3
MTA	27/28/328	1A	Olympic	93	13.6	41,617	518	6,569	126,849	12.7	244.8
MTA	33/333	1A	Venice	68	17.2	22,535	361	5,277	113,351	14.6	313.9
MTA	200	1A	Alvarado	50	7.5	16,467	149	1,555	21,967	10.4	147.6
MTA	212	1A	La Brea	37	21.7	13,983	196	2,614	47,640	13.3	242.7
Santa Monica	1	1A	SM Blvd	37	9	10,645	145	1,603	25,548	11.1	176.6
Santa Monica	2	1A	Wilshire	25	11.4	6,448	121	1,346	15,474	11.1	127.6
Santa Monica	3	1A	Lincoln	23	15	7,117	114	1,379	24,908	12.1	218.9
Culver City	6	1A	Sepulveda	30	10.9	4,826	104	1,133	25,095	10.9	241.5
MTA	434	1A	I10 PCH	18	48.7	2,429	75	1,909	33,605	25.5	448.7
MTA	*436	1A	Venice I10	6	18	573	15	226	4,433	15.1	295.5
MTA	439	1A	I10	14	29	2,634	102	1,736	23,316	17.0	227.9
Santa Monica	10	1A	I10	23	19.4	2,372	78	1,171	29,178	15.1	376.0
LADOT	*430	1A	I10	2	26	103	5	104	2,038	19.6	384.5
LADOT	*431	1A	I10	4	18	236	11	144	3,320	13.1	301.8
LADOT	*437	1A	I10	4	22	234	9	176	3,972	18.9	427.1
LADOT	*438	1A	I10	5	24	415	15	240	5,447	16.3	370.5
TOTAL CORRIDOR 1A				662	350	224,714	3,270	42,417	876,243	261	5,134
CORRIDOR 1A AVERAGE				37	19	12,484	182	2,357	48,680	15	285

EXHIBIT B-4
CMP TRANSIT MONITORING DATA - FY 1993

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
1B SAN BERNARDINO/POMONA/ORANGE FREEWAY CORRIDOR											
MTA	18	1B	Whittier	60	11.8	27,508	278	3,503	77,958	12.6	280.2
MTA	70	1B	Garvey	42	15.9	18,888	220	2,934	77,589	13.3	352.4
MTA	76	1B	Valley	32	16.3	12,574	176	2,392	38,464	13.6	218.3
Foothill	280	1B	Azusa	11	11.1	2,008	56	728	7,231	13.0	129.1
Foothill	480/481	1B	I10	41	44	8,607	285	5,807	117,058	20.4	410.7
Foothill	482	1B	(I60) I10	11	48.2	3,330	109	2,035	29,974	18.7	275.0
MTA	484	1B	Valley Blvd.	25	45.5	7,626	207	4,344	72,028	21.0	348.5
Foothill	486	1B	I10	14	30.8	2,911	76	1,339	23,874	17.6	314.1
MTA	490	1B	Rt 57 I10	19	48.8	4,753	119	2,470	39,802	20.8	335.6
MTA	*497	1B	I10	23	39.9	2,472	87	2,496	64,110	28.6	734.4
Foothill	*495	1B	I60	20	30.1	1,685	68	1,408	36,403	20.7	535.3
Foothill	*498	1B	I10	23	27.3	1,729	66	1,657	29,566	25.1	448.0
Foothill	*492	1B	I10 Arrow	9	42.8	601	24	448	6,486	18.7	270.3
Foothill	*494	1B	Foothill I10	3	33.9	346	9	218	4,393	24.2	488.1
Metrolink	Sn Brndo	4	Commter Rl	7	56.3	4,131	30	1073	65,541	36.4	2,221.7
Metrolink	Riverside	4	Commter Rl	4	58.7	2,378	44	2192	108,751	50.4	2,500.0
TOTAL CORRIDOR 1B				343	561	101,547	1,853	35,044	799,228	355	9,862
CORRIDOR 1B AVE.				21	35	6,347	116	2,190	49,952	22	616

EXHIBIT B-4
CMP TRANSIT MONITORING DATA - FY 1993

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
2 SAN FERNANDO VALLEY/DOWNTOWN LA CORRIDOR											
MTA	161	2	I101	12	19.3	1,259	40	811	12,611	20.3	316.1
MTA	165	2	Victory	25	23	13,022	214	3,330	53,026	15.6	247.8
MTA	245	2	Topanga	13	16.1	1,835	41	781	5,698	19.2	140.3
MTA	*418	2	I5	7	30.3	743	24	531	10,133	22.3	425.8
MTA	420	2	I101	54	23.6	21,198	363	4,961	115,593	13.7	318.2
MTA	424/425	2	Ventura	60	28.5	17,395	380	6,420	143,961	16.9	378.8
MTA	*426	2	Topanga I5	9	31.7	1,769	43	766	16,374	17.8	380.8
MTA	*427	2	I101	7	30	356	23	540	6,957	23.3	299.9
LADOT	*413	2	I5	5	22	513	15	220	6,729	15.2	463.4
LADOT	*419	2	Devonshire	6	33	502	28	528	13,270	18.8	472.2
LADOT	*423	2	I101	7	42	699	35	879	22,010	25.0	627.1
Metrolink	Ventura C.	3	Commter RI	4	66.1	2,474	27	1044	47,940	38.8	1,782.2
TOTAL CORRIDOR 2				208	366	61,765	1,232	20,810	454,302	247	5,853
CORRIDOR 2 AVERAGE				17	30	5,147	103	1,734	37,859	21	488

EXHIBIT B-4
CMP TRANSIT MONITORING DATA - FY 1993

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
3 HARBOR FREEWAY CORRIDOR											
MTA	81	3	Figuero	48	21.9	18,605	277	3,729	68,708	13.5	247.9
Gardena	2	3	Western	16	22.3	6,998	91	1,354	24,260	14.8	265.7
MTA	*443	3	I110	6	28.5	346	24	438	5,178	18.5	218.5
MTA	*445	3	I110	4	27.3	210	12	261	3,459	21.4	283.5
MTA	446/447	3	I110	19	30.9	4,407	145	2,510	31,607	17.3	217.5
Torrance	1	3	I110	10	21	1,950	70	1,028	16,435	14.7	234.8
Torrance	2	3	I110	6	23	927	40	613	8,054	15.3	201.4
Gardena	1	3	I110	18	18.3	4,374	98	1,540	15,162	15.8	155.2
LADOT	*448	3	I110	4	32	311	12	256	5,427	21.3	452.3
MTA	Red Line	3	7th/Hill	57	3	18,112	54	848	18,112	15.7	334.8
TOTAL CORRIDOR 3				189	228	56,240	824	12,577	196,402	168	2,611
CORRIDOR 3 AVERAGE				19	23	5,624	82	1,258	19,640	17	261

EXHIBIT B-4
CMP TRANSIT MONITORING DATA - FY 1993

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
4 SAN DIEGO FREEWAY CORRIDOR											
MTA	40/442	4	Hawthorne	87	17.9	32,678	464	5,626	120,353	12.1	259.5
MTA	232	4	PCH	22	28.2	6,327	133	2,143	39,348	16.1	295.4
MTA	234	4	Sepulveda	31	15.3	8,935	140	2,197	32,917	15.7	235.1
Torrance	3	4	PCH	29	18	4,991	142	1,713	26,447	12.1	186.2
Torrance	7	4	Sepulveda	12	10.2	850	40	554	2,805	13.9	70.1
Torrance	8	4	Hawthorne	14	14	2,201	92	1,040	10,667	11.3	115.9
Long Beach	90	4	7th Street	37	6.17	7,072	95	1,536	19519	16.2	206.3
MTA	444	4	Hawthorne	14	33.5	1,960	78	1,670	20,600	21.5	265.5
MTA	560	4	Sepulveda	41	35.8	15,898	265	3,961	71,414	15.0	269.9
TOTAL CORRIDOR 4				287	179	80,912	1,448	20,439	344,070	134	1,904
CORRIDOR 4 AVERAGE				32	20	8,990	161	2,271	38,230	15	212
5 VENTURA/FOOTHILL FREEWAY/WEST SAN GABRIEL VALLEY CORRIDOR											
MTA	78/79/379	5	Huntington	41	18.8	11,146	197	2,911	52,732	14.8	267.3
MTA	180/181	5	Colorado	39	18.2	17,415	239	3,005	64,435	12.6	269.2
Foothill	187	5	Foothill	12	33.5	4,127	109	1,321	29,302	12.1	268.8
MTA	401/402	5	I110	27	15.6	3,296	84	1,478	27,614	17.7	329.9
MTA	483/485	5	I10	32	17.5	6,402	147	2,497	37,682	17.0	257.0
MTA	487/491	5	I10	35	23	3,044	115	2,273	22,623	19.8	196.9
Foothill	*690	5	I210	4	30.1	132	22	474	2807	21.5	127.6
TOTAL CORRIDOR 5				190	157	45,562	913	13,959	237,195	115	1,717
CORRIDOR 5 AVERAGE				27	22	6,509	130	1,994	33,885	16	245

EXHIBIT B-4
CMP TRANSIT MONITORING DATA - FY 1993

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
6 SANTA ANA FREEWAY CORRIDOR											
MTA	66	6	E. Olympic	82	12.8	25,388	266	3,232	71,721	12.2	270.0
Montebello	10	6	Whittier	18	6.4	6,168	121	1,093	9,252	9.0	76.5
MTA	460	6	I5	17	35.7	2,664	138	3,640	41,204	26.3	298.1
MTA	462	6	I5	15	24.2	2,866	89	1,441	24,106	16.2	270.9
MTA	*466	6	I5	5	21.4	5,385	19	319	3,987	16.4	205.5
MTA	470/471	6	Whittier	24	29.2	5,449	138	2,495	40,873	18.0	295.3
Metrolink	Orange C.	6	Commter Rl	NA	NA	NA	NA	NA	NA	NA	NA
TOTAL CORRIDOR 6				159	130	47,920	772	12,219	191,143	98	1,416
CORRIDOR 6 AVERAGE				23	19	6,846	110	1,746	27,306	14	202
7 SAN GABRIEL RIVER FREEWAY CORRIDOR											
MTA	266	7	Rosemead	14	27.6	4,418	100	1,944	22,713	19.5	227.8
MTA	270	7	Peck/Myrtle	11	29.6	2,716	72	1,134	12,882	15.7	177.9
TOTAL CORRIDOR 7				24	57	7,134	172	3,077	35,595	35	406
CORRIDOR 7 AVERAGE				12	29	3,567	86	1,539	17,798	18	203
8 ARTESIA FREEWAY CORRIDOR											
MTA	115	8	Firestone	39	25.3	15,774	191	2,775	48,000	14.5	251.6
MTA	120	8	Imperial	26	30.1	11,074	151	2,494	44,750	16.6	297.3
TOTAL CORRIDOR 8				65	55	26,848	341	5,270	92,750	31	549
CORRIDOR 8 AVERAGE				32	28	13,424	171	2,635	46,375	16	274

EXHIBIT B-4
CMP TRANSIT MONITORING DATA - FY 1993

IDENTIFICATION * Indicates Peak Only				FREQ	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	AVE. PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
9 NORTH COUNTY CORRIDOR											
Santa Clarita	*799	9	I5 Rt 126	9	52.7	446	29	1,006	17,840	34.4	609.3
Santa Clarita	50	9	Sierra Hwy	10	13.7	538	29	594	2,152	20.5	74.2
AVTA	*785	9	I5 Rt 14	7	72.05	774	29	1,006	27,778	34.7	957.9
AVTA	*787	9	I5 Rt 14	4	66.4	182	14	496	13,681	35.4	977.2
Metrolink	Snta Clrta	9	Commter Rl	6.5	76.5	2,259	15	565	16,739	37.2	1,101.3
TOTAL CORRIDOR 9				36	281	4,199	116	3,667	78,190	162	3,720
CORRIDOR 9 AVERAGE				7	56	840	23	733	15,638	32	744
10 LONG BEACH FREEWAY CORRIDOR											
MTA	55	10	Alameda	36	12.7	11,454	165	2,008	33,033	12.2	200.0
MTA	60/360	10	Feeder	77	22.4	27,018	459	5,121	108,639	11.2	236.6
MTA	260	10	Atlantic	28	27.8	14,562	218	3,401	56,049	15.6	257.0
Long Beach	40	10	Feeder	48	4.1	6,667	115	1,050	18,401	9.1	159.7
Long Beach	50	10	Feeder	26	10.95	5,958	83	1,708	16,444	20.5	197.6
Long Beach	60	10	Atlantic	37	11.54	8,642	111	2,331	28,852	21.0	259.7
MTA	Blue Line	10	Long Bch. Bl.	45	22.2	38,452	225	4,396	346,068	19.5	1,537.4
MTA	*457	10	1710	4	32.1	93	13	339	2,434	25.9	185.8
TOTAL CORRIDOR 10				300	144	112,846	1,390	20,353	609,920	135	3,034
CORRIDOR 10 AVE.				37	18	14,106	174	2,544	76,240	17	379
CMP TRANSIT NETWORK TOTAL				2,463	2,509	769,687	12,332	189,832	3,915,038	1,742	36,205
NETWORK AVERAGE				26	26	8,018	128	1,977	40,782	18	377

EXHIBIT B-5

FY '94 CMP TRANSIT MONITORING DATA

See following sheets

EXHIBIT B-5

CMP TRANSIT MONITORING DATA-FY 1994

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
1A SANTA MONICA FREEWAY CORRIDOR											
MTA	4/304	1A	SM Blvd	30	20	37,180	476	5,843	137,045	12.3	288.2
MTA	20/21/320	1A	Wilshire	57	18.9	49,161	649	8,014	206,968	12.3	318.7
MTA	27/28/328	1A	Olympic	22	13.6	38,156	497	6,288	86,194	12.7	173.5
MTA	33/333	1A	Venice	19	17.2	21,420	328	4,764	103,180	14.5	314.3
MTA	200	1A	Alvarado	50	7.5	16,467	141	1,491	21,967	10.5	155.4
MTA	212	1A	La Brea	37	21.7	13,539	179	2,408	47,007	13.5	263.0
Santa Monica	1	1A	SM Blvd	37	9	10,645	145	1,603	25,548	11.1	176.6
Santa Monica	2	1A	Wilshire	25	11.4	6,448	121	1,346	15,474	11.1	127.6
Santa Monica	3	1A	Lincoln	23	15	7,117	114	1,379	24,908	12.1	218.9
Culver City	6	1A	Sepulveda	30	10.9	4,826	104	1,133	25,095	10.9	241.5
MTA	434	1A	I10 PCH	17	57.3	1,929	69	1,754	27,371	25.5	397.8
MTA	*436	1A	Venice I10	4	18	442	10	161	3,748	15.6	363.9
MTA	439	1A	I10	13	29	2,176	95	1,596	19,682	16.9	207.8
Santa Monica	10	1A	I10	23	19.4	2,372	78	1,171	29,178	15.1	376.0
LADOT	*430	1A	I10	2	26	55	5	104	1,088	19.6	205.3
LADOT	*431	1A	I10	4	18	206	11	144	2,898	13.1	263.5
LADOT	*437	1A	I10	4	22	179	9	176	3,032	18.9	326.0
LADOT	*438	1A	I10	5	24	336	15	240	4,408	16.3	299.9
TOTAL CORRIDOR 1A				400	359	212,654	3,046	39,615	784,791	262	4,718
CORRIDOR 1A AVERAGE				22	20	11,814	169	2,201	43,600	15	262

EXHIBIT B-5
CMP TRANSIT MONITORING DATA-FY 1994

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
1B SAN BERNARDINO/POMONA/ORANGE FREEWAY CORRIDOR											
MTA	18	1B	Whittier	60	11.8	24,744	247	3,116	69,085	12.6	280.0
MTA	70	1B	Garvey	42	15.9	14,944	203	2,692	77,589	13.2	381.8
MTA	76	1B	Valley	148	16.3	11,563	167	2,260	34,203	13.5	204.3
Foothill	280	1B	Azusa	6	11.2	2,080	60	720	15,341	12.0	255.7
Foothill	480/481	1B	I10	20	37.2	8,298	277	5,694	86,347	20.6	311.7
Foothill	482	1B	(I60) I10	6	29.9	3,368	118	2,274	34,491	19.3	292.3
MTA	484	1B	Valley Blvd.	23	45.5	7,626	193	4,049	72,028	21.0	373.2
Foothill	486	1B	I10	8	21.4	3,517	96	1,887	22,993	19.7	239.5
Foothill	488	1B	I10	6	21.6	2,262	67	1,130	14,841	16.9	221.5
MTA	490	1B	Rt 57 I10	17	48.8	4,467	112	2,289	36,178	20.4	322.7
MTA	*497	1B	I10	17	39.9	1,447	66	1,841	33,853	27.9	512.9
Foothill	*495	1B	I60	10	46.8	1,688	67	1,389	35,261	20.7	526.3
Foothill	*498	1B	I10	11	27.3	1,892	66	1,656	34,580	25.1	523.9
Foothill	*492	1B	I10 Arrow	5	48.4	2,070	75	1,462	16,554	19.5	220.7
Foothill	*494	1B	Foothill I10	2	23.2	391	11	238	4,814	21.6	437.6
Metrolink	Sn Brndo	4	Commter Rl	6.5	56.3	3,816	84	3412	123,686	40.7	1,474.2
Metrolink	Riverside	4	Commter Rl	4	58.7	2,217	41	2038	91,140	50.2	2,244.8
TOTAL CORRIDOR 1B				391	560	96,390	1,950	38,146	802,984	375	8,823
CORRIDOR 1B AVERAGE				23	33	5,670	115	2,244	47,234	22	519

EXHIBIT B-5
CMP TRANSIT MONITORING DATA-FY 1994

IDENTIFICATION * Indicates Peak Only				FREQ.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	AVE. PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
2 SAN FERNANDO VALLEY/DOWNTOWN LA CORRIDOR											
MTA	161	2	I101	12	19.3	1,259	40	811	12,611	20.3	315.3
MTA	165	2	Victory	25	23	13,022	200	3,214	53,026	16.1	265.5
MTA	245	2	Topanga	13	16.1	1,732	39	753	1,732	19.2	44.1
MTA	*418	2	I5	6	30.3	826	21	472	12,158	22.2	570.8
MTA	420	2	I101	54	23.6	21,198	344	4,657	115,593	13.5	336.2
MTA	424/425	2	Ventura	59	28.5	16,248	373	6,308	135,070	16.9	362.0
MTA	*426	2	Topanga I5	10	31.7	1,588	40	835	14,216	21.1	359.0
MTA	*427	2	I101	7	30	451	23	540	8,822	23.2	378.6
LADOT	*413	2	I5	5	22	453	15	220	5,939	15.2	409.0
LADOT	*419	2	Devonshire	6	33	409	28	528	10,814	18.8	384.8
LADOT	*423	2	I101	7	42	616	35	879	19,398	25.0	552.6
Metrolink	Ventura C.	3	Commter RI	4	66.1	2,424	62	2406	66,215	38.7	1,064.5
TOTAL CORRIDOR 2				206	366	60,226	1,220	21,622	455,594	250	5,043
TOTAL CORRIDOR 2 AVERAGE				17	30	5,019	102	1,802	37,996	21	420

EXHIBIT B-5
CMP TRANSIT MONITORING DATA-FY 1994

IDENTIFICATION * Indicates Peak Only				FREQ.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	AVE. PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
3 HARBOR FREEWAY CORRIDOR											
MTA	81	3	Figueroa	48	21.9	18,605	252	3,402	68,708	13.5	272.4
Gardena	2	3	Western	16	22.3	7,125	91	1,354	24,388	14.8	267.1
MTA	*443	3	I110	6	28.5	346	24	438	5,178	18.5	218.5
MTA	*445	3	I110	3	27.3	170	7	168	3,008	24.0	429.7
MTA	446/447	3	I110	19	30.9	4,407	137	2,336	31,607	17.1	231.0
Torrance	1	3	I110	10	42.1	1,757	70	1,028	14,808	14.7	211.5
Torrance	2	3	I110	6	44.2	987	40	613	8,575	15.3	214.4
Gardena	1	3	I110	18	18.3	4,212	98	1,540	14,416	15.8	147.5
LADOT	*448	3	I110	4	32	262	12	256	4,567	21.3	380.6
MTA	Red Line	3	7th/Hill	57	3	15,754	54	820	23,253	15.2	430.6
TOTAL CORRIDOR 3				188	271	53,625	785	11,955	198,508	170	2,803
CORRIDOR 3 AVERAGE				19	27	5,363	78	1,195	19,851	17	280
4 SAN DIEGO FREEWAY CORRIDOR											
MTA	40/442	4	Hawthorne	87	17.9	25,533	446	5,488	96,310	12.3	216.1
MTA	232	4	PCH	22	28.2	6,038	124	2,000	36,687	16.2	296.3
MTA	234	4	Sepulveda	31	15.3	8,935	136	2,141	32,917	15.7	242.0
Torrance	3	4	PCH	29	35.1	5,173	142	1,713	28,281	12.1	199.2
Torrance	7	4	Sepulveda	12	20.4	859	40	554	4,696	13.9	117.4
Torrance	8	4	Hawthorne	14	27.3	2,131	92	1,040	11,650	11.3	126.6
Long Beach	90	4	7th Street	44	6.17	7,249	74	1,203	18847	16.2	254.3
MTA	444	4	Hawthorne	12	33.5	2,006	68	1,491	20,405	21.9	299.6
MTA	560	4	Sepulveda	37	35.8	15,418	243	3,702	67,130	15.2	276.1
TOTAL CORRIDOR 4				287	220	73,342	1,365	19,331	316,923	135	2,028
CORRIDOR 4 AVERAGE				32	24	8,149	152	2,148	35,214	15	225

EXHIBIT B-5
CMP TRANSIT MONITORING DATA-FY 1994

IDENTIFICATION * Indicates Peak Only				FREQ.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	AVE. PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
5 VENTURA/FOOTHILL FREEWAY/WEST SAN GABRIEL VALLEY CORRIDOR											
MTA	78/79/379	5	Huntington	41	18.8	11,146	185	2,729	52,732	14.8	285.0
MTA	180/181	5	Colorado	39	18.2	17,552	231	2,903	64,258	12.6	278.2
Foothill	187	5	Foothill	11	30.3	3,862	124	1,669	33,930	13.5	273.6
MTA	401/402	5	I110	27	15.6	4,386	84	1,478	29,746	17.7	355.4
MTA	483/485	5	I10	26	17.5	5,435	118	2,013	32,028	17.0	271.2
MTA	487/491	5	I10	33	23	3,044	106	2,231	22,623	21.1	214.4
Foothill	*690	5	I210	3	30.9	167	16	380	4713	23.8	294.6
TOTAL CORRIDOR 5				180	154	45,592	863	13,403	240,030	120	1,972
CORRIDOR 5 AVERAGE				26	22	6,513	123	1,915	34,290	17	282
6 SANTA ANA FREEWAY CORRIDOR											
MTA	66	6	E. Olympic	82	12.8	25,531	266	3,224	71,308	12.1	268.5
Montebello	10	6	Whittier	18	6.4	6,481	121	1,093	9,730	9.0	80.4
MTA	460	6	I5	16	35.7	2,425	132	2,488	33,991	18.9	257.9
MTA	462	6	I5	14	24.2	2,836	86	1,374	21,724	16.0	253.5
MTA	*466	6	I5	5	21.4	284	17	296	4,853	17.3	283.8
MTA	470/471	6	Whittier	22	29.2	5,449	135	2,433	40,873	18.0	303.2
Metrolink	Orange Co	6	Commter Rl	2.5	87.2	1,946	38	1769	82,113	46.8	2,172.3
TOTAL CORRIDOR 6				159	217	44,952	794	12,676	264,592	138	3,620
CORRIDOR 6 AVERAGE				23	31	6,422	113	1,811	37,799	20	517

EXHIBIT B-5
CMP TRANSIT MONITORING DATA-FY 1994

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
7 SAN GABRIEL RIVER FREEWAY CORRIDOR											
MTA	266	7	Rosemead	14	27.6	4,431	80	1,555	23,272	19.6	292.7
MTA	270	7	Peck/Myrtle	11	29.6	2,725	69	1,093	12,464	15.8	180.1
TOTAL CORRIDOR 7				24	57	7,156	149	2,647	35,736	35	473
CORRIDOR 7 AVERAGE				12	29	3,578	74	1,324	17,868	18	236
8 ARTESIA FREEWAY CORRIDOR											
MTA	115	8	Firestone	39	25.3	15,774	189	2,737	48,000	14.5	254.4
MTA	120	8	Imperial	26	30.1	11,074	162	2,536	44,750	15.7	276.6
TOTAL CORRIDOR 8				65	55	26,848	351	5,274	92,750	30	531
CORRIDOR 8 AVERAGE				32	28	13,424	175	2,637	46,375	15	265
9 NORTH COUNTY CORRIDOR											
Santa Clarita	*799	9	I5 Rt 126	9	48.6	410	25	872	16,400	34.9	656.0
Santa Clarita	50	9	Sierra Hwy	10	13.7	528	29	594	2,112	20.5	72.8
AVTA	*785	9	I5 Rt 14	8	73	410	36	1,168	26,783	32.4	744.0
AVTA	*787	9	I5 Rt 14	5	67	264	22	670	17,855	30.5	811.6
Metrolink	Snta Clrta	9	Commter Rl	6.5	76.5	3,573	101	3590	113,468	35.7	1,129.0
TOTAL CORRIDOR 9				38	279	5,185	213	6,894	176,618	154	3,413
CORRIDOR 9 AVERAGE				8	56	1,037	43	1,379	35,324	31	683

EXHIBIT B-5
CMP TRANSIT MONITORING DATA-FY 1994

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
10 LONG BEACH FREEWAY CORRIDOR											
MTA	55	10	Alameda	36	12.7	11,084	149	1,817	30,392	12.2	203.7
MTA	60/360	10	Feeder	77	22.4	25,527	419	4,706	97,105	11.2	231.9
MTA	260	10	Atlantic	28	27.8	15,206	195	3,050	56,125	15.6	287.2
Long Beach	40	10	Feeder	52	4.1	6,834	94	853	17,768	9.1	189.8
Long Beach	50	10	Feeder	26	10.95	6,107	69	1,424	15,878	20.7	230.4
Long Beach	60	10	Atlantic	39	11.54	8,858	89	1,870	23,031	21.0	258.5
MTA	Blue Line	10	Long Bch. Bl.	48	22.2	35,700	407	7,938	321,300	19.5	790.2
MTA	*457	10	I710	4	32.1	93	13	339	2,434	25.9	185.8
TOTAL CORRIDOR 10				309	144	109,409	1,435	21,996	564,033	135	2,378
CORRIDOR 10 AVERAGE				39	18	13,676	179	2,750	70,504	17	297
CMP TRANSIT NETWORK TOTAL				2,247	2,681	735,379	12,168	193,559	3,932,559	1,805	35,802
NETWORK AVERAGE				23	28	7,581	125	1,995	40,542	19	369

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; and

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

WHEREAS, this ordinance is intended to comply with the CMP's requirements for a TDM ordinance. The requirements of South Coast Air Quality Management District ("District") Regulation XV, are separate from this ordinance, and 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. 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) 922-2830 to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

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

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

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. 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.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

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

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. In the 1993 CMP, lead agencies were required to complete, and forward to affected transit operators, transit impact worksheets as part of the Notice of Preparation (NOP) process. To simplify the process, the 1995 CMP eliminates the worksheets. CMP transit analysis requirements are now met by completing and incorporating into an EIR the following transit impact analysis:

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

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

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

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

  a. Multiply the total trips generated by 1.4 to convert vehicle trips to person trips; then,

  b. For each time period, multiply the result by one of the following factors:

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

     10% if primarily Residential and within ¼ mile of a CMP transit corridor
     15% if primarily Commercial and within ¼ mile of a CMP transit center
     5% if primarily Residential and within ¼ mile of a CMP transit corridor
     7% if primarily Commercial and within ¼ mile of a CMP transit center
     0% if no fixed route transit services operate within one mile of the project

     Definitions and a listing of CMP transit centers and transit corridors is provided in Appendix F Countywide Deficiency Plan Toolbox of Strategies. To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix G, Guidelines for New Development Activity Tracking.

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

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

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

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For 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 ≥ 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

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 / 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	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%

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%	0.3%	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%

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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													
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%

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%	0.3%	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

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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%	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%

	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%	1.7%	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	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													
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%

	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	0.1%	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

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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%	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%

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	0.3%	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 / 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													
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%

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%	1.6%	1.4%	1.7%	0.4%	0.1%	0.2%	0.1%	0.6%	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

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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%	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%

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%	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%

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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													
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%

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	0.3%	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

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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%	1.0%	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%

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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													
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

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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	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

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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%	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%

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	0.3%	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 / 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													
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%

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%	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%

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													
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%

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													
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

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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%	0.7%	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%

	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	3.0%	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	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													
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%

	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	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

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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%	0.2%	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 / 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%	0.5%	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%

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	3.8%	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 / 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													
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%

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	3.1%	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 / 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%	0.1%	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%

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%	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 / 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													
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%

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%	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 / 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%	0.4%	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%

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	1.2%	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 / 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													
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%

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	1.0%	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 / 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%	0.4%	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%

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	0.7%	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 / 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													
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%

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%	2.9%	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%	100.0%
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

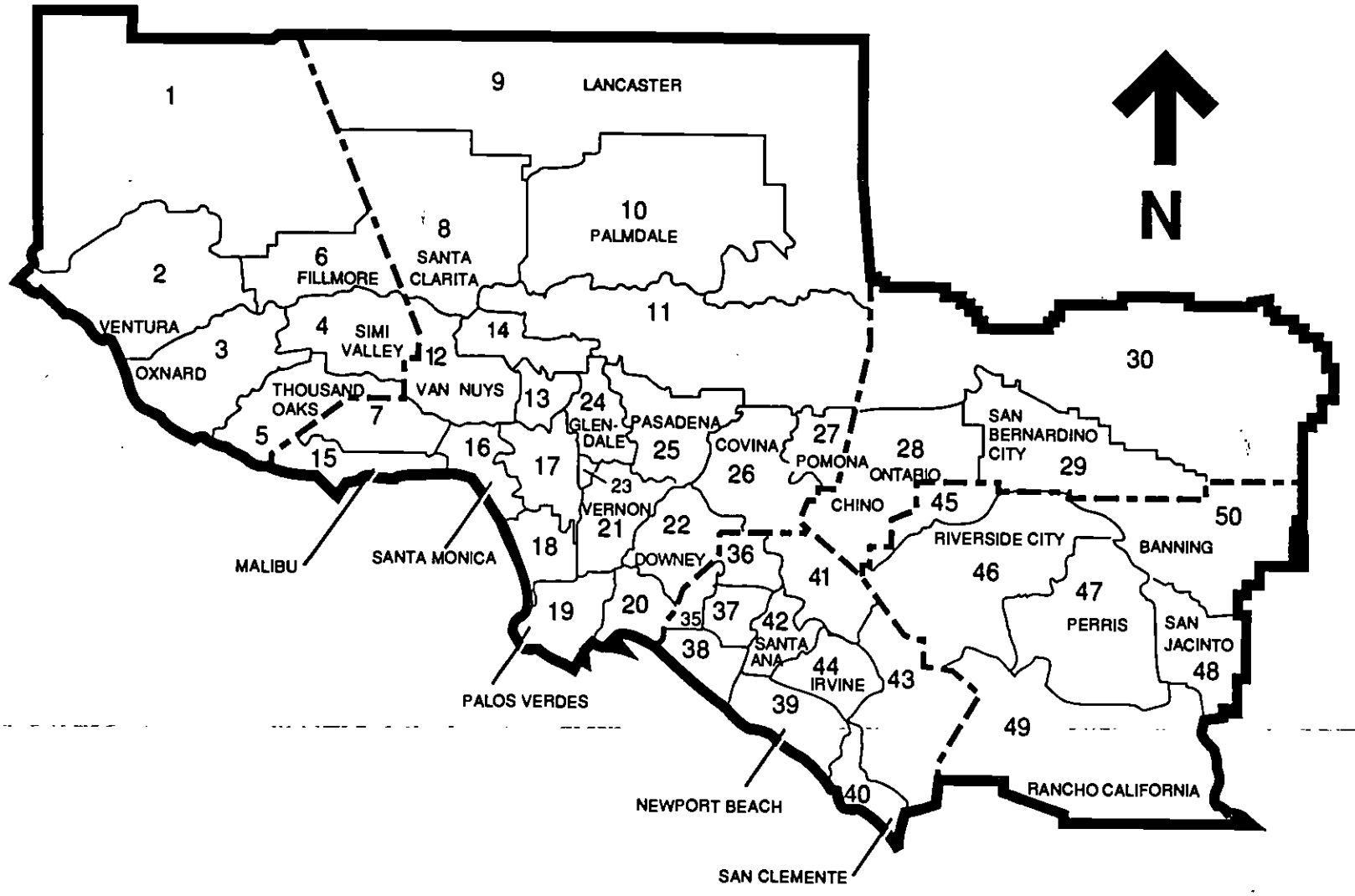
REGIONAL STATISTICAL AREAS

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

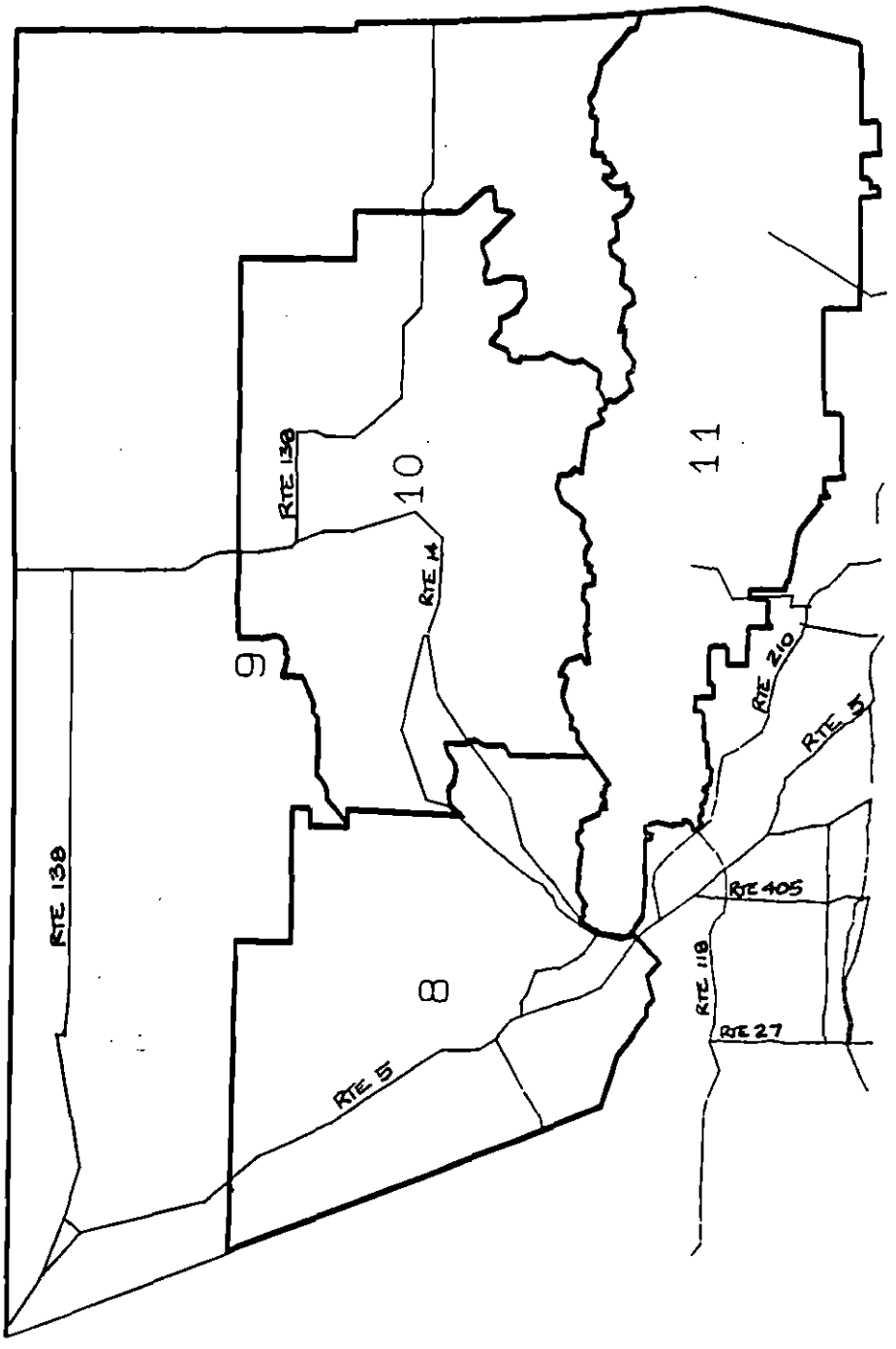
Regional Statistical Areas (RSA's)

LARTS Modeling Region



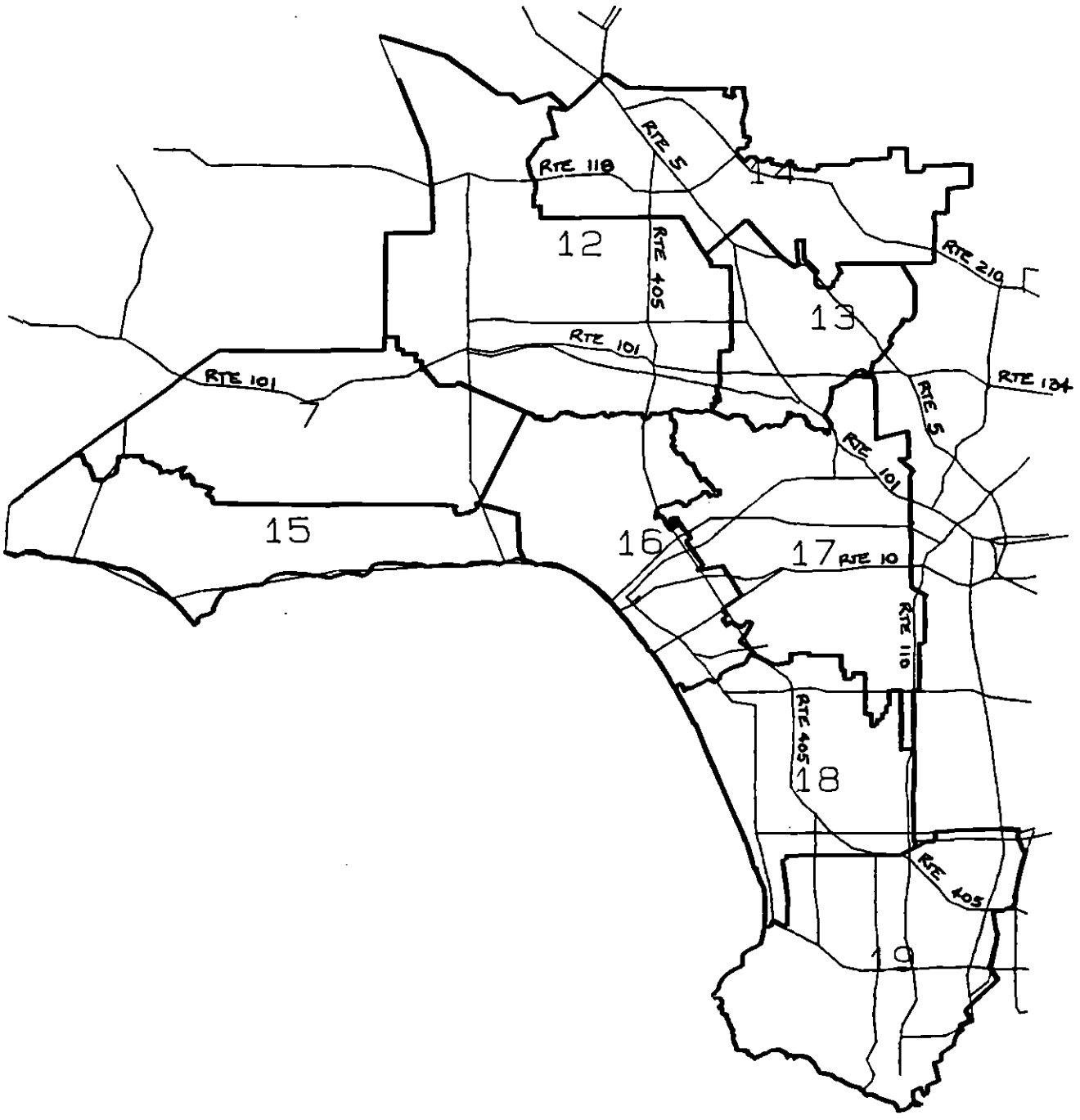
Source: Caltrans, 1987 Travel Forecast Summary

Regional Statistical Areas (RSA's)
North County



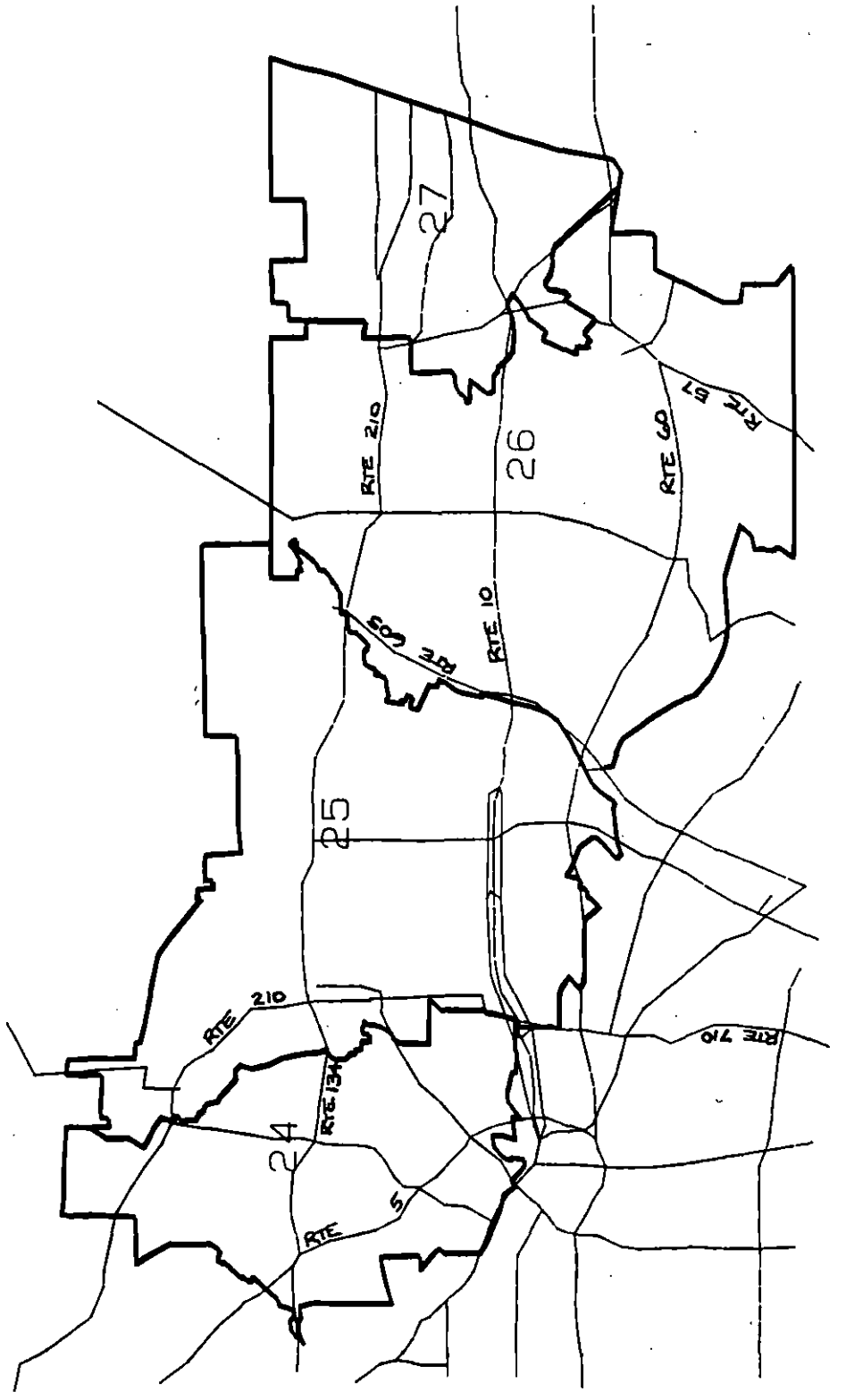
Regional Statistical Areas (RSA's)

San Fernando Valley, Westside, South Bay



Regional Statistical Areas (RSA's)

San Gabriel Valley



Regional Statistical Areas (RSA's)
Central, Southeast

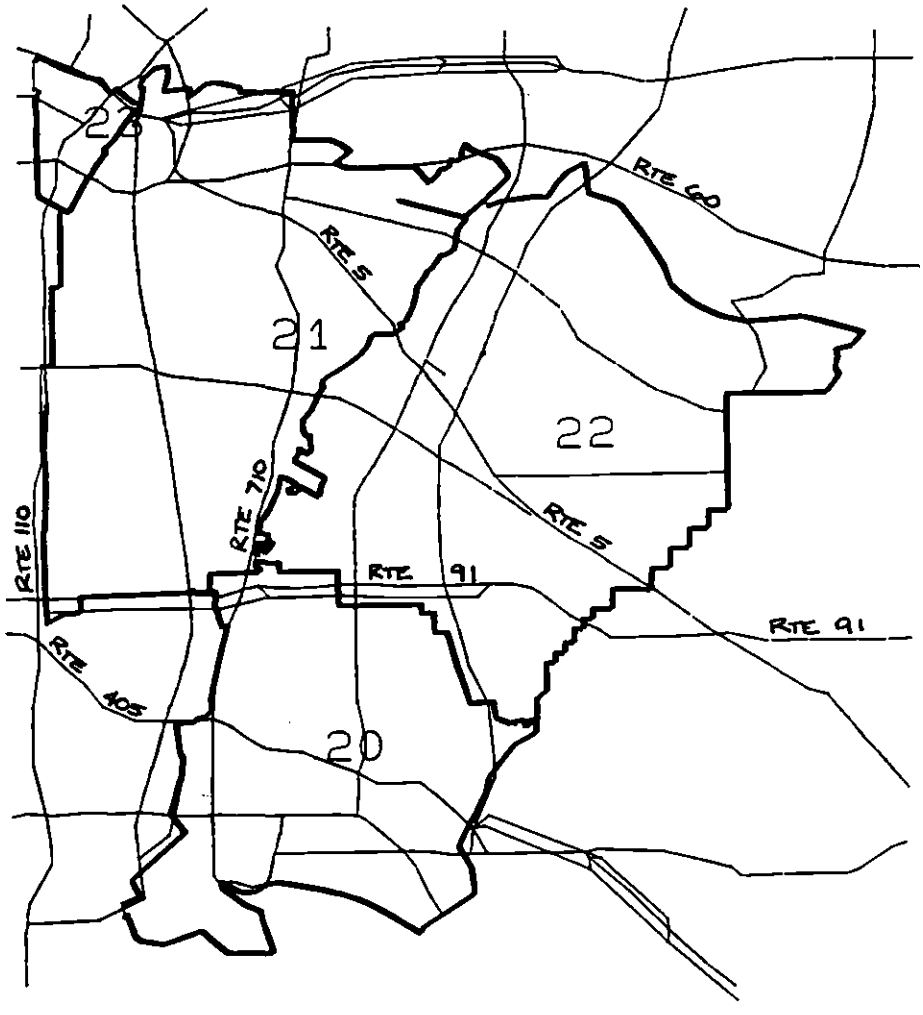


EXHIBIT D-5

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 modeling.

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

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

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

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

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

EXHIBIT D-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 LOCAL IMPLEMENTATION REPORTS

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

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 of each year.

Failure to provide all information or to strictly adhere to the following requirements may result in MTA rejection of the Local Implementation Report. The following sections 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.

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 DEFICIENCY PLAN STATUS SUMMARY

Exhibit E-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 jurisdiction's mitigation goal has been offset by a commensurate transportation improvement effort.

E.3 SECTION I - NEW DEVELOPMENT ACTIVITY REPORT

Exhibit E-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 through May 31 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 G.

For each of the land use categories multiply the applicable number of dwelling units, gross square footage or number of students for "universities", 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 jurisdiction's new development activity and mitigation goal. Part 3 defines the type of projects that are statutorily exempted, but that must be reported.

E.4 SECTION II - TRANSPORTATION IMPROVEMENTS CREDIT CLAIMS

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

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 F. Note that the project must meet all eligibility criteria listed in Appendix F for that strategy in order to qualify for credit. Any credit claim for improvements not on this list must be formally submitted and approved through the Peer Review process described in Section 10.6 before recording in 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 F. 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 F. Any credit claim which differs from the standard Credit Factors listed in Appendix F, must be formally submitted through the Peer Review process described in Section 10.6 before recording in the Local Implementation Report. Documentation submitted for calculation of credit value for such improvements must be consistent 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.

   The following items may be claimed as Local Participation:

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

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

   - Staff time dedicated to the project.

   - Donations of volunteer services dedicated to the project.

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

   Donations and contributions of staff time, services, land, building space, supplies or equipment must be documented and verifiable from the local jurisdictions' records. Examples of documentation include financial reports of budgeted project expenditures, and timesheet reports summarizing staff time spent on a project.

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 F for the strategy.

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

11. Milestone Factor. Enter the percentage of total project value corresponding to the milestone identified in Entry 8. Appendix F 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.

E.5 SECTION III - FUTURE STRATEGIES

Exhibit E-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 E-1

SAMPLE RESOLUTION
CMP CONFORMANCE SELF-CERTIFICATION

CITY OF _____ [COUNTY OF LOS ANGELES]

RESOLUTION NO.____

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

WHEREAS, the Los Angeles County Metropolitan Transportation Authority ("MTA"), acting as the Congestion Management Agency for Los Angeles County, adopted the 1995 Congestion Management Program in November 1995; and

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

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

WHEREAS, the City Council [Board] held a noticed public hearing on _____ , 199_ .

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 1995 CMP.

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

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

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

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

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

ADOPTED this ___ day of _____ , 199_ .

[INSERT APPLICABLE SIGNATURE BLOCKS HERE]

EXHIBIT E-2

DEFICIENCY PLAN STATUS SUMMARY

JURISDICTION: _____

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

CONTACT: _____

PHONE: _____

EXHIBIT E-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	= ( )
University	Per Student	x 1.66	= ( )

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

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

EXHIBIT E-3 (continued)

SECTION I - NEW DEVELOPMENT ACTIVITY REPORT

PART 2: NEW DEVELOPMENT ADJUSTMENTS

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

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	=
University	Per Student	x 1.66	=

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

TOTAL ADJUSTMENTS, POINTS =

EXHIBIT E-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 or replacement of		1000 gross sf
buildings damaged due to calamity		Dwelling Units
Reconstruction of buildings damaged in		1000 gross sf
the January 1994 earthquake		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 which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre is automatically considered high density.

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

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

5. Reconstruction or replacement of any residential or non-residential structure which is damaged or destroyed, to the extent of not less than 50% of its reasonable value, by fire, flood, earthquake or other similar calamity.

6. January 1994 Earthquake Reconstruction: until June 1, 1997, buildings and structures damaged or destroyed in Los Angeles County as a result of the January 1994 earthquake.

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

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

EXHIBIT E-4

SECTION II - TRANSPORTATION IMPROVEMENTS CREDIT CLAIMS

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 E-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

F

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 (LIR) in Appendix E.

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.

Strategies are divided into 3 categories -- land use strategies (100 series), capital improvements and transportation systems management (200 series), and transportation demand management and transit services (300 series). Individuals preparing an LIR should review the information preceding each series of strategies for requirements specific to that category.

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

COUNTYWIDE DEFICIENCY PLAN TOOLBOX
SUMMARY OF STRATEGIES

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. Freight-to-rail facilities

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. Dial-a-Ride Services
330. Local shuttle

Unique Programs or Services
331. Bicycle/Pedestrian Patrol

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. The enabling ordinance must incorporate all of the minimum criteria called for in the applicable land use strategy for which credit is claimed.

2. Individual development projects may claim the first credit (40%) at building permit issuance.

3. Individual development projects may claim 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 or fixed route shuttles, each with evening peak hour headways of ten minutes or less. A transit corridor may be made up of several transit nodes, however, jurisdictions will receive credit for focussing applicable development around any single node.

A listing of all qualifying CMP transit centers and transit corridors is provided at the end of this Appendix.

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 ¼ 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 ¼ 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 ¼ 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 ¼ 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 ¼ 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 ¼ 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 ¼ 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 ¼ 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.
vii. 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:

.1 120 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. Project construction 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.

Project credit may be adjusted at subsequent milestones if necessary to account for changes in scope, local participation, or other characteristics. This includes changes to project credit factors if occurring prior to project completion.

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 2,900 per LANE-MILE on non-CMP Major Arterial

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 1,440 per grade separation on a non-CMP Major Arterial.

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. The analysis must also indicate the project's Area of Influence, defined as the distance to the next ramp.

b. 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.

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

Jurisdictions should contact CMP staff for assistance in calculating credit for urban rail projects. This will ensure that the most recent information on projected boardings, project cost and other participating jurisdictions are used when calculating credit.

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

Jurisdictions should contact CMP staff for assistance in calculating credit for commuter rail station projects. This will ensure that the most recent information on projected boardings, project cost and other participating jurisdictions are used when calculating credit.

207. FREIGHT-TO-RAIL FACILITIES

A. Credit Factor: 2.88 per TRUCK VMT removed from general use traffic lanes

B. Qualifying Criteria:

i. Project must be for the movement of freight by rail which would otherwise be moved by truck.

ii. No credit may be claimed until project is included in RTIP.

iii. Credit must be determined based on project-specific analysis of weekday truck vehicle-miles travelled (VMT) removed from general use traffic lanes.

iv. The amount of credit requested will be evaluated by the CMP Peer Review Panel (Note: Claims for credits under this strategy must be submitted by July 1 of each year as a part of the evaluation cycle for Unique Stratgeies and Circumstances. Refer to Section 10.6 for more information).

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
.4 735 per ROUTE MILE on 2-Lane Other Major Arterial
.5 1,470 per ROUTE MILE on 4-Lane Other Major Arterial
.6 2,210 per ROUTE MILE on 6-Lane Other Major Arterial
.7 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. In addition, projects implemented in compliance with Rule 1501 are not eligible for CMP credit.

Milestone Type A applies to TDM strategies which focus on employer sites, either at a single site, within a multi-tenant building, or within a specified geographical area. Credit would be claimed incrementally using the milestones listed below based on the number of employees targeted at each stage of implementation. Local jurisdictions will most likely implement these strategies through resolutions, development agreements, memorandums of understanding, conditions of approval or enabling ordinances. Projects not implemented through enabling ordinances or amendments would claim the entire credit once employers come into compliance with program requirements.

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 implementation (not study) 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 Rule 1501 methodology for calculating AVR, and collecting and reporting employee commute data to encourage data consistency within Los Angeles County

iii. If project was implemented pursuant to Rule 1501, it is not eligible for CMP credit

iv. Rule 1501 programs implemented at worksites not required to comply with the regulation may be claimed for CMP credit.

C. **Credit Milestones:** Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

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

ii. If project was implemented pursuant to Rule 1501, it is not eligible for CMP credit

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
   iii. If project was implemented pursuant to Rule 1501, it is not eligible for CMP credit

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
   iv. If project was implemented pursuant to Rule 1501, it is not eligible for CMP credit

D. **Credit Milestones:** Milestone Type A (See Introduction to Transportation Demand Management Strategies)

A. **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)
- iii. If project was implemented pursuant to Rule 1501, it is not eligible for CMP credit

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
- ii. If project was implemented pursuant to Rule 1501, it is not eligible for CMP credit

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)
   iii. If project was implemented pursuant to Rule 1501, it is not eligible for CMP credit

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)
   iv. If project was implemented pursuant to Rule 1501, it is not eligible for CMP credit

C. **Credit Milestones:** Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

311. TRANSIT FARE SUBSIDY PROGRAM

A. Credit Factors for Employee Program:

.11 64 per 100 EMPLOYEES in target area for subsidy of < = 25%
.12 77.6 per 100 EMPLOYEES in target area for subsidy of 26-29%
.13 94.5 per 100 EMPLOYEES in target area for subsidy of 30-39%
.14 142 per 100 EMPLOYEES in target area for subsidy of 40-49%
.15 213 per 100 EMPLOYEES in target area for subsidy of 50-59%
.16 321 per 100 EMPLOYEES in target area for subsidy of 60-69%
.17 427 per 100 EMPLOYEES in target area for subsidy of 70-79%
.18 612 per 100 EMPLOYEES in target area for subsidy of 80-89%
.19 924 per 100 EMPLOYEES in target area for subsidy of 90-100%

Credit Factors for Residential Program:

.21 0.2 per 100 USERS in target area for subsidy of < = 25%
.22 4.1 per 100 USERS in target area for subsidy of 26-29%
.23 6 per 100 USERS in target area for subsidy of 30-39%
.24 15.6 per 100 USERS in target area for subsidy of 40-49%
.25 37 per 100 USERS in target area for subsidy of 50-59%
.26 59.5 per 100 USERS in target area for subsidy of 60-69%
.27 83 per 100 USERS in target area for subsidy of 70-79%
.28 136 per 100 USERS in target area for subsidy of 80-89%
.29 222 per 100 USERS in target area for subsidy of 90-100%

B. Qualifying Criteria:

i. If project was implemented pursuant to Rule 1501, it is not eligible for CMP credit
ii. To define the number of EMPLOYEES for employee fare subsidy programs, calculate the number of employees "offered" the subsidy. This means that employees are contacted and made aware through promotional activities, such as brochures and flyers, that they are eligible for the transit fare subsidy program.
iii. To define the number of USERS for residential pass subsidy programs, calculate the average number of passes sold per month to residents

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)
   ii. If project was implemented pursuant to Rule 1501, it is not eligible for CMP credit

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)
   ii. If project was implemented pursuant to Rule 1501, it is not eligible for CMP credit

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)
   ii. If project was implemented pursuant to Rule 1501, it is not eligible for CMP credit

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)
   ii. If project was implemented pursuant to Rule 1501, it is not eligible for CMP credit

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)
   ii. If project was implemented pursuant to Rule 1501, it is not eligible for CMP credit.

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
   ii. Project must not also be accompanied with an increased parking supply.

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
   ii. Project must not also be accompanied with an increased parking supply.

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
   ii. Project must not also be accompanied with an increased parking supply.

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
   ii. If project was implemented pursuant to Rule 1501, it is not eligible for CMP credit.

C. **Credit Milestones**: Milestone Type A (See Introduction to Transportation Demand Management Strategies)

D. **Value Assignment Methodology [Source]**: [MTA Phase II TDM Program]

321. TELECOMMUTING PROGRAM

A. **Credit Factor**: 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.
   ii. If project was implemented pursuant to Rule 1501, it is not eligible for CMP credit.

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:
   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 that serve to eliminate regional trips.

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. DIAL-A-RIDE SERVICE
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 data collection for official statistical reporting such as Section 15

i. Credit for transit services is based on the net increase, in Section 15 system-wide average weekday passenger miles travelled (PMT) during the reporting period. Net decreases in PMT during the period has a value of zero credit and should not be reported.

ii. Transit operators that do not collect passenger mile data should use the following method for calculating credit:

a. Tabulate average weekday boardings for each transit service, by service type (local, express, paratransit and shuttle services) for the two fiscal year periods being used to measure net changes in performance.

b. Subtract the earlier fiscal year boardings from the more recent fiscal year boardings for each service type.

c. Multiply net boardings by the appropriate default average passenger trip length, for each service type:

local service = 3.3 miles
express service = 7.7 miles
shuttle service = 1 mile
paratransit/dial-a-ride = 4.5 miles

Definitions of the above service types are (Source: MTA TPM Program):

local service: Fixed-route/fixed-schedule lines operating on surface streets with the following characteristics:

- service levels, i.e., headways and span of service, are determined by existing demand or set by policy

- those services with service levels set by policy have headways ranging from 15 to 120 minutes
- in revenue service for minimum of two hours per day
- usually operates additional peak period capacity
- may be supplemented by limited stop or express service
- operates between and within two or more communities or neighborhoods

express service: Fixed-route/fixed schedule lines linking predominantly residential neighborhoods to major employment centers with the following characteristics:

- operates on freeway and/or surface streets
- collects passengers at neighborhood bus stops and/or at major collection points
- may provide service to park/ride lots
- non-stop over a significant portion of routes
- services long passenger trips

shuttle service: Fixed-route/fixed schedule lines operating on surface streets with the following characteristics:

- provides circulation/distribution within a community
- can operate as feeder service to other intercommunity lines
- collects passengers at closely spaced bus stops

paratransit: Flexible route and schedule demand-responsive service primarily providing local circulation within city limits, or between two or more adjacent cities. There are currently two types of Dial-A-Ride service in the county: general and elderly/handicapped.

The default passenger trip lengths are based on MTA Operations Line Performance Trend data, Access Services Inc. passenger statistics and information obtained from LADOT DASH services. Operators may use alternative figures if they can provide documentation of trip lengths.

d. Take the sum of the net passenger miles of each service type to calculate Deficiency Plan credit. One passenger mile is equal to one credit point.

iii. To receive credit at the first milestone, prior to service operation, the new service must be reported in the transit operators SRTP with an estimate of expected average weekday PMT that will be carried on the system. The example calculation below describes a method for estimating PMT for a transit service.

B. Qualifying Criteria:

i. The new or expanded service must remain in operation for a minimum of three years or local jurisdiction loses credit

ii. For services already in operation, credit may be claimed for any growth in average weekday PMT over the last CMP LIR submittal provided that the net increase is due to service modifications. These service modifications must be noted in the credit claim submittal. Example of eligible service modifications include route changes, increased headways, and an aggressive marketing campaign that offers a promotional fare.

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).

331. BICYCLE/PEDESTRIAN PATROL

A. **Credit Factor:** 1 per PERSON MILE travelled on a bicycle or by foot on an average weekday for regular patrol purposes.

B. **Qualifying Criteria:**

i. Examples of projects that may be claimed for CMP credit include bicycle or pedestrian policy patrols, and bicycle or pedestrian meter maintenance patrols.

ii. The non-motorized patrol must have replaced a patrol that was previously performed in a vehicle or would have otherwise been performed in a vehicle.

C. **Credit Milestones:** Milestone Type B (See Introduction to Transportation Demand Management Strategies)

D. **Value Assignment Methodology [Source]:** Methodology is based on special credit requests submitted in 1994 and 1995 for bicycle and pedestrian patrol programs.

E. **Example Calculation:**
Jurisdiction X implements a bicycle police patrol that would have otherwise been performed in a vehicle. Two officers patrol using bicycles three weekdays per week and travel 15 miles per weekday. No vehicle is used by those officers on bicycle patrol days. Credit calculation:

(2 officers *3 weekdays/week *15 miles/weekday) / 5 weekdays = 18 total pts

CMP TRANSIT CENTERS

PASSENGER RAIL STATIONS

Metro Red Line Stations:
Segments 1 & 2
Metro Blue Line Stations
Metro Green Line Stations
Metrolink Stations
Amtrak Stations (Burbank)

MAJOR BUS TRANSFER CENTERS

UCLA Transit Center
El Monte Bus Station
LAX Bus Center
Galleria at South Bay (Redondo Beach)
Fox Hills Mall (Culver City)
Martin Luther King Transit Center (Compton)
West LA Transit Center (Washington Bl-Apple St)
Eastland Shopping Center (West Covina)
Del Amo Fashion (Torrance)

CMP TRANSIT CORRIDOR INTERSECTIONS BY JURISDICTION
PAGE 1 OF 8

To receive credit, a portion of a qualifying property must be within ¼ mile of the transit corridor intersection, determined by taking the midpoint of the street intersection and drawing a ¼ mile radius from that point.

JURISDICTION	INTERSECTION	
Bell	Wilcox St.	Florence Ave.
Beverly Hills	Beverly Dr.	Olympic Bl.
Beverly Hills	Beverly Dr.	Wilshire Bl.
Beverly Hills	La Cienega Bl.	Olympic Bl.
Beverly Hills	La Cienega Bl.	Wilshire Bl.
Beverly Hills	Rodeo Dr.	Wilshire Bl.
Beverly Hills	Roxbury Dr.	Olympic Bl.
Beverly Hills	Roxbury Dr.	Wilshire Bl.
Beverly Hills	Santa Monica Bl.	Beverly Bl.
Beverly Hills	Santa Monica Bl.	Wilshire Bl.
Burbank	Hollywood Wy.	Empire Av.
Burbank	Hollywood Wy.	San Fernando Rd.
Culver City	Fairfax Av.	Adams Bl.
Culver City	Fairfax Av.	Washington Bl
El Monte	Santa Anita Av.	Ramona Bl.
Glendale	Los Feliz Bl.	San Fernado Rd.
Glendale	N. Brand Bl.	E. Broadway
Glendale	N. Brand Bl.	E. Glenoaks Bl.
Glendale	N. Central Bl.	W. Broadway
Glendale	N. Central Bl.	W. Glenoaks Bl.
Glendale	N. Glendale Ave.	E. Broadway
Glendale	N. Pacific Ave.	W. Glenoaks Bl.
Glendale	S. Brand Bl.	E. Harvard St.
Glendale	S. Brand Bl.	San Fernando Rd.
Glendale	S. Central Ave.	W. Harvard St.
Huntington Park	Pacific Bl.	Florence Ave.
Huntington Park	Pacific Bl.	Slauson Ave.
Huntington Park	Soto St.	Slauson.Ave.
Inglewood	La Brea Ave	Arbor Vitae St
Inglewood	Market St.	Manchester Bl.
Long Beach	Long Beach Bl.	1st St.
Long Beach	Long Beach Bl.	3rd St.
Long Beach	Long Beach Bl.	6th St.
Long Beach	Pacific Ave.	1st St.
Long Beach	Pacific Ave.	Ocean Bl.

TRANSIT CORRIDOR INTERSECTIONS BY JURISDICTION
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JURISDICTION	INTERSECTION	
Long Beach	Pine Ave.	1st St.
Long Beach	Pine Ave.	Ocean Bl.
Los Angeles City	Avenue of the Stars	Santa Monica Bl.
Los Angeles City	Century Park East	Santa Monica Bl.
Los Angeles City	N. Broadway	Daly St.
Los Angeles City	9th St.	8th St.
Los Angeles City	Alameda St.	1st St.
Los Angeles City	Alameda St.	3rd St.
Los Angeles City	Alameda St.	4th St.
Los Angeles City	Alameda St.	6th St.
Los Angeles City	Alameda St.	Arcadia St.
Los Angeles City	Alameda St.	Macy St.
Los Angeles City	Alvarado St.	3rd St.
Los Angeles City	Alvarado St.	6th St.
Los Angeles City	Alvarado St.	7th St.
Los Angeles City	Alvarado St.	8th St.
Los Angeles City	Alvarado St.	Beverly Bl.
Los Angeles City	Alvarado St.	Hollywood Bl.
Los Angeles City	Alvarado St.	Olympic Bl.
Los Angeles City	Alvarado St.	Pico Bl.
Los Angeles City	Alvarado St.	Sunset Bl.
Los Angeles City	Alvarado St.	Temple St.
Los Angeles City	Alvarado St.	Wilshire Bl.
Los Angeles City	Beaudry Ave.	1st St.
Los Angeles City	Beaudry Ave.	2nd St.
Los Angeles City	Beaudry Ave.	3rd St.
Los Angeles City	Beaudry Ave.	6th St.
Los Angeles City	Beaudry Ave.	Sunset Bl.
Los Angeles City	Beaudry Ave.	Temple St.
Los Angeles City	Bixel St.	6th St.
Los Angeles City	Bixel St.	7th St.
Los Angeles City	Bixel St.	Wilshire Bl.
Los Angeles City	Broadway	Florence Ave.
Los Angeles City	Broadway	Martin Luther King Jr. Bl.
Los Angeles City	Broadway	Sunset Bl.

TRANSIT CORRIDOR INTERSECTIONS BY JURISDICTION
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JURISDICTION	INTERSECTION	
Los Angeles City	Broadway	Vernon Ave.
Los Angeles City	Broadway	Washington Bl.
Los Angeles City	Central Ave.	4th St.
Los Angeles City	Central Ave.	5th St.
Los Angeles City	Central Ave.	6th St.
Los Angeles City	Central Ave.	7th St.
Los Angeles City	Central Ave.	Florence Ave.
Los Angeles City	Central Ave.	Olympic Bl.
Los Angeles City	Central Ave	Vernon Ave.
Los Angeles City	Crenshaw Bl.	Adams Bl.
Los Angeles City	Crenshaw Bl.	Florence Ave.
Los Angeles City	Crenshaw Bl.	Leimert Bl.
Los Angeles City	Crenshaw Bl.	Martin Luther King Jr. Bl.
Los Angeles City	Crenshaw Bl.	Olympic Bl.
Los Angeles City	Crenshaw Bl.	Pico Bl.
Los Angeles City	Crenshaw Bl.	Venice Bl.
Los Angeles City	Crenshaw Bl.	Vernon Ave.
Los Angeles City	Crenshaw Bl.	Washington Bl.
Los Angeles City	Crenshaw B.	Wilshire Bl.
Los Angeles City	Fairfax Ave.	3rd St.
Los Angeles City	Fairfax Ave.	Beverly Bl.
Los Angeles City	Fairfax Ave.	Melrose Ave.
Los Angeles City	Fairfax Ave.	Olympic Bl.
Los Angeles City	Fairfax Ave.	Pico Bl.
Los Angeles City	Fairfax Ave.	Sunset Bl.
Los Angeles City	Fairfax Ave.	Venice Bl.
Los Angeles City	Fairfax Ave.	Wilshire Bl.
Los Angeles City	Figueroa St.	W. Avenue 26
Los Angeles City	Figueroa St.	Adams Bl.
Los Angeles City	Figueroa St.	Colorado Bl.
Los Angeles City	Figueroa St.	Florence Ave.
Los Angeles City	Figueroa St.	Jefferson Bl.
Los Angeles City	Figueroa St.	Martin Luther King Jr. Bl.
Los Angeles City	Figueroa St.	Sunset Bl.

TRANSIT CORRIDOR INTERSECTIONS BY JURISDICTION
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JURISDICTION	INTERSECTION	
Los Angeles City	Figueroa St.	Vernon Ave.
Los Angeles City	Figueroa St.	Washington Bl.
Los Angeles City	Glendale Bl.	Montana St
Los Angeles City	Glendale Bl.	Sunset Bl.
Los Angeles City	Grand Ave.	Adams Bl.
Los Angeles City	Grand Ave.	Washington Bl.
Los Angeles City	Highland Ave.	Hollywood Bl.
Los Angeles City	Highland Ave.	Santa Monica
Los Angeles City	Highland Ave.	Sunset Bl.
Los Angeles City	Hilgard Ave.	Sunset Bl.
Los Angeles City	Hill St.	Adams Bl.
Los Angeles City	Hill St	Sunset Bl.
Los Angeles City	Hill St.	Washington Bl.
Los Angeles City	Hillhurst Av.	Sunset Bl.
Los Angeles City	Hoover St.	Adams Bl.
Los Angeles City	Hoover St.	Venice Bl.
Los Angeles City	Hoover St.	Washington Bl.
Los Angeles City	Hoover St.	Wilshire Bl.
Los Angeles City	Hyperion Av.	Sunset Bl.
Los Angeles City	La Brea Av.	3rd St.
Los Angeles City	La Brea Av.	Adams Bl.
Los Angeles City	La Brea Av.	Beverly Bl.
Los Angeles City	La Brea Av.	Hollywood Bl.
Los Angeles City	La Brea Av.	Melrose Av.
Los Angeles City	La Brea Av.	Olympic Bl.
Los Angeles City	La Brea Av.	Pico Bl.
Los Angeles City	La Brea Av.	Rodeo Rd.
Los Angeles City	La Brea Av.	Sunset Bl.
Los Angeles City	La Brea Av.	Venice Bl.
Los Angeles City	La Brea Av.	Washington Bl.
Los Angeles City	La Brea Av.	Wilshire Bl.
Los Angeles City	La Cienega Bl.	3rd St.
Los Angeles City	La Cienega Bl.	Beverly Bl.
Los Angeles City	La Cienega Bl	Pico Bl.
Los Angeles City	La Cienega Bl.	Vernon Av.
Los Angeles City	Leimert Bl.	Venice Bl.

TRANSIT CORRIDOR INTERSECTIONS BY JURISDICTION
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JURISDICTION	INTERSECTION	
Los AngelesCity	Main St.	Sunset Bl.
Los Angeles City	Main St.	Venice Wy.
Los Angeles City	Mission Rd.	Macy St.
Los Angeles City	Mission Rd.	Marengo St.
Los Angeles City	Mission Rd.	Zonal Av.
Los Angeles City	Normandie Av.	3rd St.
Los Angeles City	Normandie Av.	6th St.
Los Angeles City	Normandie Av.	8th St.
Los Angeles City	Normandie Av.	Adams Bl.
Los Angeles City	Normandie Av.	Beverly Bl.
Los Angeles City	Normandie Av.	Florence Av.
Los Angeles City	Normandie Av.	Hollywood Bl.
Los Angeles City	Normandie Av.	Martin Luther King Jr. Bl.
Los Angeles City	Normandie Av.	Melrose Av.
Los Angeles City	Normandie Av.	Olympic Bl.
Los Angeles City	Normandie Av.	Pico Bl.
Los Angeles City	Normandie Av.	Santa Monica Bl.
Los Angeles City	Normandie Av.	Sunset Bl.
Los Angeles City	Normandie Av.	Venice Bl.
Los Angeles City	Normandie Av.	Vernon Av.
Los Angeles City	Normandie Av.	Washington Bl.
Los Angeles City	Normandie Av.	Wilshire Bl.
Los Angeles City	Rossmore Av.	3rd St.
Los Angeles City	Rossmore Av.	Beverly Bl.
Los Angeles City	Rossmore Av.	Wilshire Bl.
Los Angeles City	San Pedro St.	1st St.
Los Angeles City	San Pedro St.	3rd St.
Los Angeles City	San Pedro St.	4th St.
Los Angeles City	San Pedro St.	5th St.
Los Angeles City	San Pedro St.	6th St.
Los Angeles City	San Pedro St.	7th St.
Los Angeles City	San Pedro St.	Temple St.
Los Angeles City	Santa Fe Av.	Olympic Bl.
Los Angeles City	Sentous Av.	Pico Bl.
Los Angeles City	Sepulveda Bl.	Ventura Bl.

TRANSIT CORRIDOR INTERSECTIONS BY JURISDICTION
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JURISDICTION	INTERSECTION	
Los Angeles City	Sepulveda Bl.	1st St.
Los Angeles City	Soto St.	4th St.
Los Angeles City	Soto St.	8th St.
Los Angeles City	Soto St.	Brooklyn Av.
Los Angeles City	Soto St.	Marengo Av.
Los Angeles City	Soto St.	Olympic Bl.
Los Angeles City	Soto St.	Whittier Bl.
Los Angeles City	Soto St.,	Marengo St.
Los Angeles City	Van Nuys Bl.	Burbank Bl.
Los Angeles City	Van Nuys Bl.	Glenoaks Bl.
Los Angeles City	Van Nuys Bl.	San Fernando Rd.
Los Angeles City	Van Nuys Bl.	Ventura Bl.
Los Angeles City	Vermont Av.	3rd St.
Los Angeles City	Vermont Av.	6th St.
Los Angeles City	Vermont Av.	8th St.
Los Angeles City	Vermont Av.	Adams Bl.
Los Angeles City	Vermont Av.	Beverly Bl.
Los Angeles City	Vermont Av.	Florence Av.
Los Angeles City	Vermont Av.	Franklin Av.
Los Angeles City	Vermont Av.	Hollywood Bl.
Los Angeles City	Vermont Av.	Hollywood Frwy.
Los Angeles City	Vermont Av.	Martin Luther King Jr. Bl.
Los Angeles City	Vermont Av.	Melrose Av.
Los Angeles City	Vermont Av.	Olympic Bl.
Los Angeles City	Vermont Av.	Pico Bl.
Los Angeles City	Vermont Av.	Santa Monica Bl.
Los Angeles City	Vermont Av.	Sunset Bl.
Los Angeles City	Vermont Av.	Venice Bl.
Los Angeles City	Vermont Av.	Vernon Av.
Los Angeles City	Vermont Av.	Washington Bl.
Los Angeles City	Vermont Av.	Wilshire Bl.
Los Angeles City	Vicksburg Av.	96th St.
Los Angeles City	Vine St.	Hollywood Bl.
Los Angeles City	Vine St.	Melrose Av.
Los Angeles City	Vine St.	Santa Monica Bl.

TRANSIT CORRIDOR INTERSECTIONS BY JURISDICTION
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JURISDICTION	INTERSECTION	
Los Angeles City	Vine St.	Sunset Bl.
Los Angeles City	Vine St.	Yucca St.
Los Angeles City	Vineland Av.	Ventura Blvd.
Los Angeles City	Virgil Av.	3rd St.
Los Angeles City	Virgil Av.	6th St.
Los Angeles City	Virgil Av.	Beverly Bl.
Los Angeles City	Virgil Av.	Melrose Av.
Los Angeles City	Virgil Av.	Santa Monica Bl.
Los Angeles City	Virgil Av.	Wilshire Bl.
Los Angeles City	Western Av.	3rd St.
Los Angeles City	Western Av.	6th St.
Los Angeles City	Western Av.	8th St.
Los Angeles City	Western Av.	Adams Bl.
Los Angeles City	Western Av.	Beverly Bl.
Los Angeles City	Western Av.	Florence Av.
Los Angeles City	Western Av.	Franklin Av.
Los Angeles City	Western Av.	Hollywood Bl.
Los Angeles City	Western Av.	Hollywood Frwy.
Los Angeles City	Western Av.	Martin Luther King Jr. Bl.
Los Angeles City	Western Av.	Melrose Av.
Los Angeles City	Western Av.	Olympic Bl.
Los Angeles City	Western Av.	Pico Bl.
Los Angeles City	Western Av.	Santa Monica Bl.
Los Angeles City	Western Av.	Sunset Bl.
Los Angeles City	Western Av.	Venice Bl.
Los Angeles City	Western Av.	Vernon Av.
Los Angeles City	Western Av.	Washington Bl.
Los Angeles City	Western Av.	Wilshire Bl.
Los Angeles City	Westwood Bl.	Le Conte Bl.
Los Angeles City	Westwood Bl.	Santa Monica Bl.
Los Angeles City	Westwood Bl.	Wilshire Bl.
Los Angeles City	Wilton Pl.	Wilshire Bl.
Los Angeles City	Downtown bounded by:	
	Harbor (110) Frwy.	
	Santa Monica (10) Frwy.	
	San Pedro St.	
	Sunset Bl./Macy St.	

TRANSIT CORRIDOR INTERSECTIONS BY JURISDICTION
PAGE 8 OF 8

JURISDICTION	INTERSECTION	
Los Angeles County	Atlantic Bl.	Beverly Bl.
Los Angeles County	Atlantic Bl.	Whittier Bl.
Los Angeles County	Atlantic Bl.	Whittier Bl.
Los Angeles County	Garfield Av.	Brooklyn Av.
Monterey Park	Rowan Av.	Riggin St.
Monterey Park	Atlantic Bl.	Brooklyn Av.
Pasadena	College Av.	Colorado Bl.
Pasadena	Lake Av.	Colorado Bl.
Pomona	Los Robles Av.	San Bernardino Frwy.
Redondo Beach	Via Verde	Artesia Bl.
Santa Monica	2nd St.	Santa Monica Bl.
Santa Monica	Main St.	Pico Bl.
Santa Monica	Ocean Av.	Arizona Av.
Santa Monica	Ocean Av.	Broadway
Santa Monica	Ocean Av.	Pico Bl.
Santa Monica	Ocean Av.	Santa Monica Bl.
Santa Monica	Ocean Av.	Wilshire Bl.
San Fernando	Hubbard St.	San Fernando Rd.
San Gabriel	Mission Dr.	W. Main St.
San Gabriel	S. San Gabriel Bl.	E. Las Tunas Dr.
South Gate	Pacific Bl.	Firestone Bl.
Vernon	Pacific Bl.	Leonis Bl.
Vernon	Santa Fe Av.	Vernon Av.
Vernon	Soto St.	Leonis Av.
West Covina	Barranca Av.	Workman Av.
West Covina	Citrus Av.	San Bernardino Frwy.
West Hollywood	Fairfax Av.	Santa Monica Bl.
West Hollywood	Holloway Dr.	Sunset Bl.
West Hollywood	La Brea Av.	Santa Monica Bl.
West Hollywood	La Cienega Bl.	Melrose Av.
West Hollywood	La Cienega Bl.	Santa Monica Bl.
West Hollywood	Robertson Bl.	Santa Monica Bl.
West Hollywood	San Vicente Bl.	Melrose Av.
West Hollywood	San Vicente Bl.	Santa Monica Bl.
West Hollywood	San Vicente Bl.	Sunset Bl.

APPENDIX
G

GUIDELINES FOR NEW DEVELOPMENT ACTIVITY TRACKING

This Appendix provides guidelines for implementing new development activity tracking. Included are the definitions of land use categories, exempted development definitions, and new development adjustments information.

In 1994, all 89 jurisdictions in Los Angeles County, adopted resolutions providing for the annual tracking and reporting of all new development activity as required by the CMP Countywide Deficiency Plan. Annual recording periods are June 1 through May 31 and the associated mitigation goals, as determined by the level of development activity, are reported by local jurisdictions as part of the annual Local Implementation Report due to the MTA each September 1. New development activity is recorded for three areas: new development activity, new development adjustments, and exempted development activity.

Local jurisdictions have found by experience that integrating CMP development activity tracking requirements into the local process can be aided by a variety of techniques. These techniques include modifying building permit application forms, incorporation in the plan check process and on plan check checklists, modifying monthly building permit reports as a means of communication with city officials, using an inter-departmental forum for coordination, and periodic assessment of CMP development activity status. In addition, many jurisdictions have found it useful to utilize this Appendix as a "pull-out" as a staff training and information tool, or as an insert for staff or department operation manuals.

G.1 LAND USE CATEGORIES

All building permits issued must be tracked by the type of land use and the total number of new dwelling units or new gross square footage that results. Three (3) residential and twelve (12) non-residential categories are provided below for this purpose. To calculate the total impact value of new development, multiply the applicable number of dwelling units or gross square footage by the impact value provided in order to calculate the total value of new development, using the worksheet provided as Exhibit G-1. Substitution of alternate impact values is not permitted.

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. Includes senior citizen apartments and condominiums and "granny" units.

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/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; 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

13. **Universities/Colleges:** includes private or public four-year colleges and universities.

GUIDANCE NOTES:

Debit Calculations: all calculations are to be based on gross square footage (i.e., all areas within the building walls, measured interior to interior). "Net" calculations are not permitted (i.e., taking off deductions for hallways, mechanical areas, atriums, bathrooms, etc.).

Non-Residential Alterations/Remodels: Congestion points are accrued only for permits that will result in the construction of new square footage. Permits for alteration or remodel of existing square footage, or that result in a change of use, are not counted as congestion points. Congestion points are to be calculated only on resulting new square footage.

Commercial and office structure additions: The development activity category used is based on the combined total of the existing square footage plus the new added square footage. For instance, an existing 250,000 square foot commercial center plans to add 75,000 square feet. The debit category selected would be "Commercial 300+ KSF", based on the final combined project size of 325,000 square feet.

Speculation Buildings: Where the actual tenancy of a building is unknown at the time of building permit issuance, city staff shall select the most applicable land use category relative to the property's underlying zoning designation and the intended use noted on the building permit application. For instance, a building constructed in a commercial zone allowing retail shall be calculated as a retail structure. A building constructed in a commercial zone allowing office uses but not retail uses shall be calculated as an office structure. Buildings constructed in an industrial zone shall be considered industrial uses.

Residential Additions: will not be debited unless the construction results in the addition of a new dwelling unit. For example, the addition of a bedroom need not be reported for debit purposes.

Guest Houses/Quarters: will not be debited as long as the unit is not for rental/sale as a separate unit.

Demolition and Reconstruction: demolition and then reconstruction of any building, whether whole or part, is considered new construction and will be debited.

Legalization of Existing Structures: permits issued to legalize non-residential square footage and/or a "bootleg" dwelling unit are to be debited. Permits issued to legalize interior modifications only (such as electrical or plumbing work) will not be debited.

Parking Structures/ Surface Parking Areas: not debited.

Ancillary Structures: not debited. Examples include flag poles, mailboxes, swimming pool/spa equipment sheds, water heater enclosures, etc..

Low-income and/or very low-income housing: in a project with both low/very-low income units and market rate units, only the units "set aside" and restricted for occupancy of persons meeting the following definition are eligible for debit exemption. Market rate units are to be debited.

> Low Income: equal to or less than 80% of the median income, with adjustments for family size.
>
> Very Low-Income: equal to or less than 50% of median income, with adjustments for family size.

Mixed use projects: shall be calculated based on the actual intended use mix of the project with residential dwelling units always tallied separately.

Special Events Permits: permits issued for temporary or "seasonal" types of uses that do not result in the addition of permanent new square footage, such as parking lot sales, or Christmas tree/fireworks sales, are exempt from new development activity reporting and do not accrue congestion points.

G.2 EXEMPTED DEVELOPMENT ACTIVITY

Certain types of development projects, as listed below, are exempted from the calculation of the local jurisdictions new development activity and mitigation goal. The local jurisdiction must still track and report all exempted development activity, using the worksheet provided as Exhibit G-2.

1. "Set aside" units for Low/Very Low Income Housing: as defined by the California Department of Housing and Community Development as follows:

   - Low-Income: equal to or less than 80% of the median income, with adjustments for family size.
   - Very Low-Income: equal to or less than 50% of the median income, with adjustments for family size.

2. High Density Residential Near Rail Stations: development located within ¼ mile of a fixed rail passenger station which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre is automatically considered high density.

3. Mixed Uses Near Rail Stations: mixed use development located within ¼ mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing.

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. January 1994 Earthquake Reconstruction: until June 1, 1997, buildings and structures damaged or destroyed in Los Angeles County as a result of the January 1994 earthquake.

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.

7. Reconstruction or replacement of any residential or non-residential structure which is damaged or destroyed, to the extent of not less than 50% of its reasonable value, by fire, flood, earthquake or other similar calamity.

G.3 NEW DEVELOPMENT ADJUSTMENTS

Adjustments may be claimed only for 1) development permits that were both issued and revoked, expired or withdrawn during the reporting period, and 2) demolition of any structure within the reporting period. To calculate the total impact value of new development, multiply the applicable number of dwelling units or gross square footage by the impact value provided in order to calculate the total value of new development. The total adjustments for the reporting period are tabulated using the worksheet provided as Exhibit G-3. Substitution of alternate impact values is not permitted.

EXHIBIT G-1

NEW DEVELOPMENT ACTIVITY

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

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

NON-RETAIL DEVELOPMENT ACTIVITY			
Category	Thousands of Gross Square Feet	Value per 1000 sq.ft.	Sub-total
Lodging		x 7.21	=( )
Industrial		x 6.08	=( )
Office 0-49 KSF		x 16.16	=( )
Office 50-299 KSF		x 10.50	=( )
Office 300+ KSF		x 7.35	=( )
Medical		x 16.90	=( )
Government		x 20.95	=( )
Institutional/Education		x 7.68	=( )
University	Per Student	x 1.66	=( )

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

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

EXHIBIT G-2

EXEMPTED DEVELOPMENT ACTIVITY

(NOT INCLUDED IN NEW DEVELOPMENT ACTIVITY TOTALS)

Low/Very Low Income Housing		Dwelling Units
High Density 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 or replacement of		1000 gross sf
buildings damaged due to "calamity"		Dwelling Units
Reconstruction of buildings damaged in		1000 gross sf
the January 1994 earthquake		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 ¼ mile of a fixed rail passenger station which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre is automatically considered high density.

3. Mixed Uses Near Rail Stations: mixed use development located within ¼ mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing.

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

5. Reconstruction or replacement of any residential or non-residential structure which is damaged or destroyed, to the extent of not less than 50% of its reasonable value, by fire, flood, earthquake or other similar calamity.

6. January 1994 Earthquake Reconstruction: until June 1, 1997, buildings and structures damaged or destroyed in Los Angeles County as a result of the January 1994 earthquake.

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

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

EXHIBIT G-3
NEW DEVELOPMENT ADJUSTMENTS

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

RESIDENTIAL DEVELOPMENT 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	=
University	Per Student	x 1.66	=

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

APPENDIX

H

CMP GOVERNMENT CODE SECTIONS

The following State of California Government Code sections represent the current state of CMP law. 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.]

(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 and declarations

The Legislature finds and declares all of the following:

(a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.

(b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.

(c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars ($3,100,000) added costs to the motoring public.

(d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.

(e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

§ 65088.1 Definitions

As used in this chapter the following terms have the following meanings:

(a) Unless the context requires otherwise, "regional agency" means the agency responsible for preparation of the regional transportation improvement program.

(b) Unless the context requires otherwise, "agency" means the agency responsible for the preparation and adoption of the congestion management program.

(c) "Commission" means the California Transportation Commission.

(d) "Department" means the Department of Transportation.

(e) "Local jurisdiction" means a city, a county, or a city and county.

(f) "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space. A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.

(g) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.

(h) "Interregional travel" means trips that have neither origin nor destination within the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of any trip is the starting point of that trip. A roundtrip consists of two individual trips.

(I) "Multimodal" means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, non-motorized and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies varies by county and region in accordance with the size and complexity of different urbanized areas.

(j) "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.

(k) "Performance measure" is an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies. Use of a performance measure as part of the program does not trigger the requirement for the preparation of deficiency plans.

§ 65089. South Coast Air Quality Management District; Trip reduction plan by employees

(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 highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system. Level of service (LOS) shall be measured by Circular 212, (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. When the level of service on a segment or at an intersection fails to attain the established level of service standard, a deficiency plan shall be adopted pursuant to Section 65089.4.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air

quality, land use, and economic objectives, and shall be used in development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

(3) (A) A trip reduction and travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and annual update of the trip reduction and travel demand element.

(B) The agency and respective air pollution control district or air quality management district shall coordinate the development of trip reduction responsibilities and shall avoid duplication of responsibilities between agencies. A multiple site employer, as specified in paragraph (4) of subdivision (e) Section 40717 of the Health and Safety Code, shall have the option of complying with a district employer trip reduction rule, or a similar rule proposed pursuant to a federal implementation plan, and reporting directly to the district or a responsible federal or state agency. A multiple site employer that exercises this option shall be exempt from any employer-based trip reduction requirement imposed pursuant to the trip reduction and travel demand element.

(c) Except for paragraph (B), nothing in this section prevents a local jurisdiction from adopting transportation demand management measures that include or exceed the requirements established by the agency or by the air pollution control district or air quality management district.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4). The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which exited prior to the improvement or alternation. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

(c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

(d)(1) The city or county in which a commercial development will implement a parking cash-out program which is included in a congestion management program pursuant to subdivision (b), or a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development.

(2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.

(e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

§ 65089.1 Trip reduction plans

(a) For purposes of this section, "plan" means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle.

(b) An agency may require an employer to provide rideshare data bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by use of alternatives to driving alone. An employer may offer, but no agency shall require an employer to offer, cash prizes, or items with cash value to employees to encourage participation in a trip reduction program as a condition of approving a plan.

(c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption.

(d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section.

(e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionable impact on ethnic or racial minorities, women, or low-income or disable employees.

(f) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip reduction goals specified in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.)

(g) This section only applies to agencies and employers within the South Coast Air Quality Management District.

§ 65089.2 Submission of plan to regional agency; Programming of funds; Legislative intent

(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 multi-county 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 local jurisdiction that has been found to be in non-conformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance.

(2) Notwithstanding any other provision of law, upon the designation of an urbanized area, pursuant to the 1990 federal census or a subsequent federal census, within a county which previously did not include an urbanized area, a congestion management program as required pursuant to Section 65089 shall be adopted within a period of 18 months after designation by the Governor.

(d)(1) It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to 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 multi-county 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.

(e) At the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip-generating facility in another county shall participate in the congestion management program of the county where the facility is located. If a dispute arises involving a local jurisdiction, the agency may request the regional agency to mediate the dispute through procedures pursuant to subdivision (d) of Section 65089.2. Failure to resolve the dispute does not invalidate the congestion management program.

§ 65089.3 Monitoring of implementation of elements of congestion management program

The agency shall monitor the implementation of all elements of the congestion management program. The department is responsible for data collection and analysis on state highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other affected owners and operators in developing data collection and analysis procedures and schedules prior to program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:

(a) Consistency with levels of service and performance standards, except as provided in Section 65089.4.

(b) Adoption and implementation of a trip reduction and travel demand ordinance.

(c) 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.

(d) Adoption and implementation of deficiency plan pursuant to Section 65089.4 when highway and roadway level or service standards are not maintained on portions of the designated system.

§65089.4. Preparation of deficiency plan for maintaining highways and roadways

(a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.

(b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f) of this section, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district. If the calculated traffic level of service following exclusion of these impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.

(c) The agency shall be responsible for preparing and adopting procedures for local deficiency plan development and implementation responsibilities, consistent with the requirements of this section. The deficiency plan shall include all of the following:

(1) An analysis of the cause of deficiency.

(A) Identification of the cause of the deficiency.

(B) Identification of the impacts of those local jurisdictions within the jurisdiction of the agency that contribute to the deficiency. These impacts shall be identified only if the calculated traffic level of service following exclusion of impacts pursuant to subdivision (f) indicates that the level of service standard has not been maintained, and shall be limited to impacts not subject to exclusion.

(2) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

(3) A list of improvements, programs, or actions, and estimates of costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved non-motorized 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.

(4) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000), that shall be implemented, consisting of improvements identified in paragraph (2), or improvements, programs, or actions identified in paragraph (3), that are found by the agency to be in the interest of the public health, safety and welfare. The action plan shall include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the agency's deficiency plan procedures. The action plan need not mitigate the impacts of any exclusions identified in subdivision (f). Action plan strategies shall identify the most effective implementation strategies for improving current and future system performance.

(d) A local jurisdiction shall forward its adopted deficiency plan to the agency within 12 months of the identification of a deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following that hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the local jurisdiction of the reasons for that rejection, and the local jurisdiction shall submit a revised plan within 90 days addressing the agency's concerns. Failure of a local jurisdiction to comply with the schedule and requirements of this section shall be considered to be non-conformance for the purposes of Section 65089.5.

(e) The agency shall incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within the boundaries of the agency.

(1) If, according to the agency's methodology, it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local

jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions.

(2) The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other impacting local jurisdictions. If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements of paragraph (a) of this section, that jurisdiction shall be considered in non-conformance with the program for purposes of Section 65089.5.

(3) The agency shall establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.

(f) The analysis of the cause of the deficiency prepared pursuant to paragraph (1) of subdivision (c)shall exclude the following:

(1) Interregional travel.

(2) Construction, rehabilitation, or maintenance of facilities that impact the system.

(3) Freeway ramp metering.

(4) Traffic signal coordination by the state or multi-jurisdictional agencies.

(5) Traffic generated by the provision of low 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.

(g) For the purposes of this section, the following terms have the following meanings:

(1) "High Density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.

(2) "Mixed Use Development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

§ 65089.5. Findings of non-conformance to elements of programs; Appeal; Withholding of funding; Use of apportioned 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 non-conformance. If, within 90 days of the receipt of the written notice of non-conformance, 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 non-conformance and shall submit the finding to the commission and to the Controller.

(b)(1) Upon receiving notice from the agency of non-conformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code.

(2) If, within the 12-month period following the receipt of a notice of non-conformance, the Controller is notified by the agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.

(3) If the Controller is not notified by the agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld pursuant to this section to the agency.

(c) The agency shall use funds apportioned under this section for projects of regional significance which are included in the capital improvement program required by paragraph (5) of subdivision (b) of Section 65089, or in a deficiency plan which has been adopted by the agency. The agency shall not use these funds for administration or planning purposes.

§ 65089.6 Effect of failure to complete or implement program

Failure to complete or implement a congestion management program shall not give rise to a cause of action against a city or county for failing to conform with its general plan, unless the city or county incorporates the congestion management program into the circulation element of its general plan.

§ 65089.7 Effect on proposed developments

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.

§ 65089.8 Application of chapter to buildings damaged or destroyed in Los Angeles County civil unrest

(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.

§ 65089.9. Designation of congestion management agencies

The study steering committee established pursuant to Section 6 of Chapter 444 of the Statutes of 1992 may designate at least two congestion management agencies to participate in a demonstration study comparing multimodal performance standards to highway level of service standards. The department shall make available, from existing resources, fifty thousand dollars ($50,000) from the Transportation Planning and Development Account in the State Transportation Funds to fund each of the demonstration projects. The designated agencies shall submit a report to the Legislature not late than June 30, 1997, regarding the findings of each demonstration project.

APPENDIX

I

SCAG REGIONAL CONSISTENCY AND COMPATIBILITY CRITERIA

FINAL • FEBRUARY 2, 1995

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:

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

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

The Evaluation Process

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

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

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

Part 1: Consistency/Conformity

Policies and Programs

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

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

Database

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

Part 2: Modeling Consistency

Model Network

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

(a) vehicle miles of travel (VMT), average trip length, vehicle hours of travel;

(b) transit trips, and average vehicle occupancy (AVO);

(c) total person trips and total vehicle trips, both within and between counties.

Model Structure

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

(a) CMP traffic analysis zones must be compatible with census tracts or SCAG's traffic analysis zones;

(b) The CMP model must produce, at a minimum, a vehicle trip production and attraction table by at least three trip types (home-based work, home-based non-work, and non-home-based);

(c) The CMP modeling network must have facility attributes which are consistent with those used in SCAG's Regional Model and contained in the RTP.

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

Part 3: Compatibility between CMPs

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

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

Part 4: PROCESS FOR RECONCILING INCONSISTENCY ISSUES

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

[1] According to September 1, 1994 TTC action

APPENDIX

J

GLOSSARY

Average Vehicle Occupancy (AVO): The average number of persons occupying a passenger vehicle along a roadway segment intersection, or area, as typically monitored during a specified time period. For the purpose of the California Clean Air Act, passenger vehicles include autos, light duty trucks, passenger vans, buses, passenger rail vehicles and motorcycles.

Average Vehicle Ridership (AVR): The number of employees who report to a worksite divided by the number of vehicles driven by those employees, typically averaged over an established time period. This calculation includes crediting vehicle trip reductions from telecommuting, compressed work weeks and non-motorized transportation.

Air Quality Management District (AQMD): A regional agency which adopts and enforces regulations to achieve and maintain state and federal air quality standards.

Air Quality Management Plan (AQMP): 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.

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 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 or project.

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.

Demand-to-Capacity (D/C) Ratio: The relationship between the number of vehicle trips operating on a facility, versus the number of vehicle trips that can be accommodated on that facility.

Environmental Impact Report (EIR): A report prepared pursuant to CEQA that analyzes the level of environmental degradation expected to be caused by a proposed development or project.

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.

Local Implementation Report (LIR): A report jurisdictions must submit to MTA to remain in conformance with Los Angeles County Congestion Management Program (CMP) requirements. This report is submitted on an annual basis, and contains a resolution of conformance, new development activity reporting, selected mitigation strategies and credit claims and future transportation improvements.

Los Angeles Regional Transportation Study (LARTS): An organization of transportation planners and data analysts who have developed and are charged with maintaining procedures for monitoring and forecasting travel in the Los Angeles area. It has primary responsibility for predicting future travel behavior within six counties (Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial) which comprises the Southern California Association of Governments (SCAG) region. It operates under the aegis of CALTRANS, District 7, and functions with the support of SCAG, U.S. Department of Transportation, and transit districts, cities and counties of the SCAG region.

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.

Notice of Preparation (NOP): A notice informing potentially affected agencies that an Environmental Impact Report (EIR) is being prepared for a proposed development or project.

Passenger Miles Traveled (PMT): The number of miles traveled by all passengers on a transportation mode such as transit.

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.

Policy Advisory Committee (PAC): A group consisting of representatives from local jurisdictions countywide, regional and state agencies, environmental community, transit operators and business community to assist with the development of the Congestion Management Program (CMP).

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.

Regional Statistical Area (RSA): An aggregation of census tracts for the purpose of subregional demographic and transportation analysis within the Southern California Association of Governments (SCAG) area.

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.

Smart Shuttle: A multiple occupant passenger vehicle equipped with advanced technology for more effective vehicle and fleet planning, scheduling and operation, as well as offering passengers more information and fare payment options.

South Coast Air Basin (SCAB): A geographic area defined by the San Jacinto Mountains to the east, the San Bernardino Mountains to the north, and the Pacific Ocean to the west and south. The entire SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

South Coast Air Quality Management District (SCAQMD): The agency responsible for preparing the Air Quality Management Plan (AQMP) for the South Coast Air Basin.

Southern California Association of Governments (SCAG): The Metropolitan Planning Organization (MPO) for Ventura, Los Angeles, Orange, San Bernardino, Riverside and Imperial counties that is responsible for preparing the RTIP and the RTP. SCAG also prepared land use and transportation control measures in the 1994 Air Quality Management Plan (AQMP).

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.

Transit Performance Measurement Program (TPM): A state mandated program to evaluate transit operator system performance on the basis of operating statistics. The program monitors transit system performance of Los Angeles County operators that receive state and federal funds and analyzes the institutional relationships among operators to ensure coordination.

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 Impact Analysis (TIA): An analysis procedure to assist local jurisdictions assess the impact of land use decisions on the Congestion Management Program (CMP) system for Los Angeles County.

Transportation Management Association (TMA)/Organization (TMO): A private/non-profit association that has a financial dues structure joined together in a legal agreement for the purpose of achieving mobility and air quality goals and objectives within a designated area. There are fourteen operating TMA/TMO's in Los Angeles County.

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 Service Miles (VSM): The total miles traveled by transit service vehicles while in revenue service.

Vehicle Trip: A one-way movement of a vehicle between two points.