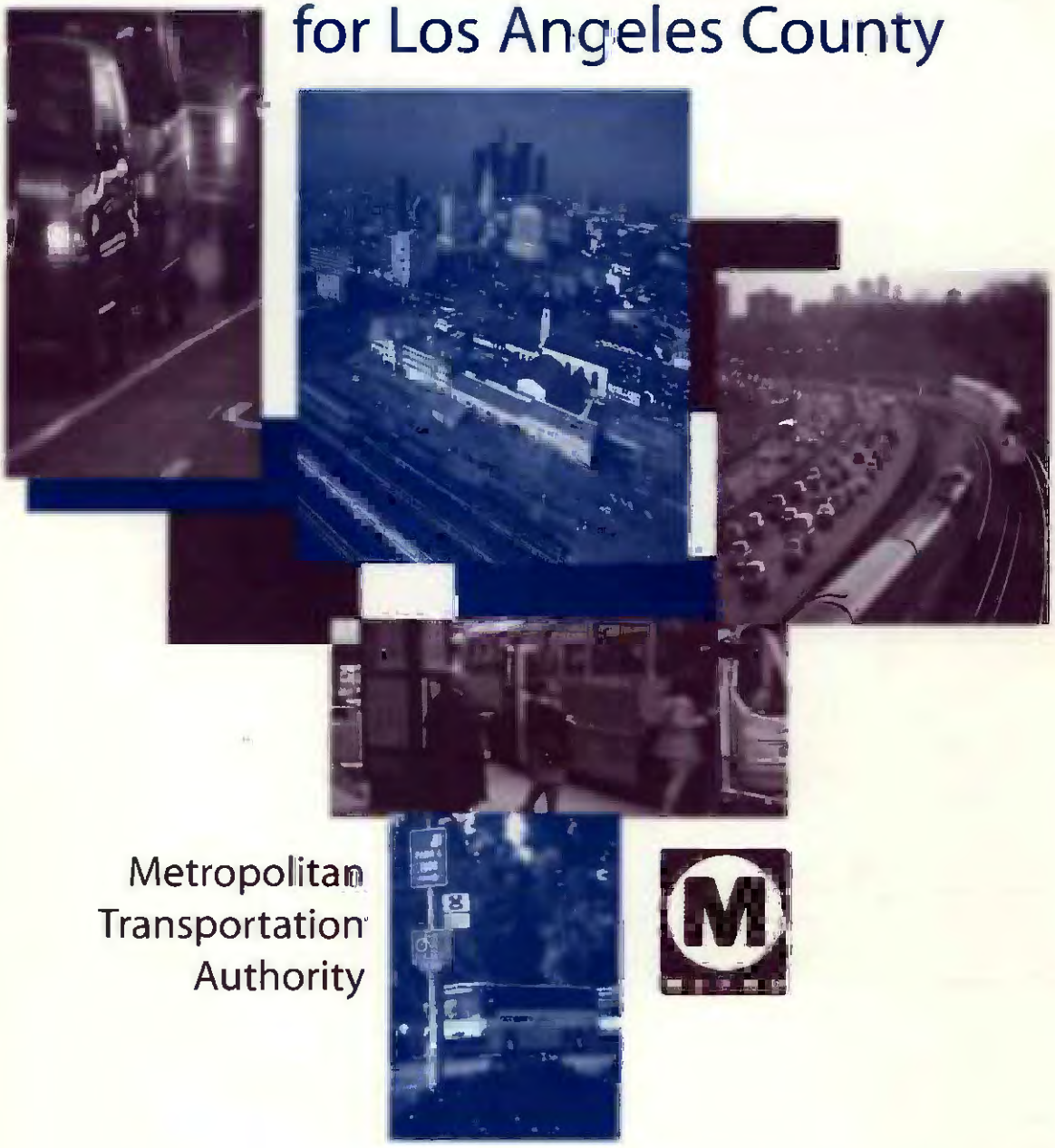
1997
Congestion Management Program
for Los Angeles County



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cover: The pictures represent the emphasis of the Congestion Management Program on multi-modal transportation solutions. Addressing congestion and air quality challenges is about adding highway capacity with carpool lanes, improving roadway efficiency with synchronized traffic signals, expanding bus and rail transit services, improving bike and pedestrian access, and careful land use planning. Effective management involves the nurturing of cooperative partnerships between operators, builders and local jurisdictions.

The 1997 CMP greatly increases options for cities in meeting their CMP obligations. One of the most significant changes is the new Multi-Modal Transportation Center (MMTC) strategy. Urban and suburban communities alike can earn CMP "credits" for new development near an MMTC facility and for the facility itself.

1997

Congestion Management Program

Los Angeles County Metropolitan Transportation Authority

Adopted November 1997

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ACKNOWLEDGEMENTS

The Congestion Management Program for Los Angeles has been developed and implemented with the assistance and input of numerous individuals representing a wide range of organizations and interests throughout the County.

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 especially thank those individuals who have been directly involved in helping to shape the 1997 CMP. These include the members and alternates of the CMP Policy Advisory Committee (PAC) who have met monthly since July 1996. They have guided overall direction for the 1997 CMP and developed specific proposals. In addition, four specialized task forces were formed to develop specific strategies for inclusion in the 1997 CMP. Each task force focused on one of the following areas: Capital Improvements, Land Use, Transit/Transportation Demand Management, and Parking Management.

The efforts of all these individuals have helped tremendously in developing and implementing the CMP. We appreciate their time, dedication, and hard work. The members and alternates of the CMP Policy Advisory Committee, and the task force participants are listed below.

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FOREWORD

The 1997 CMP has been organized into two parts for easier reading and reference. The first section contains chapters one through twelve that are devoted to 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.

For the 1997 CMP, much of the format from the 1995 CMP has been retained. Some sections of the CMP have been rewritten to reflect updated data. Many sections have also been rewritten to provide greater clarity for local jurisdictions, the private sector, and others. In general, our goal was to ensure that the various components of the CMP, including CMP requirements, were easily understood for all concerned. In addition to these types of revisions, other changes to the CMP include the following:

Chapter 1, Executive Summary: Sections have been added summarizing the results of the CMP to date, and discussing the development of the 1997 CMP. This chapter was titled "Overview" in the 1995 CMP.

Chapter 2, Policy Statements: Statements have been added reaffirming the CMP as fulfilling the federal CMS requirement, noting the potential for the CMP to assist in sub-regional planning efforts, and noting the importance of locally implemented transportation improvements in addressing the region's mobility needs.

Chapter 3, Congestion Management Report: This is a new chapter for the CMP. Through CMP reporting, MTA has been collecting a variety of useful data including information about performance of the regional highway and transit systems, information about building activity, and information about local transportation improvement projects and programs. The data, supplied by individual jurisdictions, has been grouped to reflect activities within seven sub-areas. Combined with information about regional projects and programs, Chapter 3 provides information about growth trends and transportation improvements.

Chapter 4, Roles & Responsibilities: At the time the first CMP was adopted, the current structure of sub-regional governments/Councils of Governments did not exist. A section has been added to this chapter to reflect the role that these entities can play in helping to implement the CMP for their cities.

Chapter 5, Highway & Roadway System (also Appendix A): The 1997 CMP adds Manchester/Firestone Boulevard, between Lincoln Boulevard (Highway 1) and the 710 Freeway, to the CMP Highway System. It also contains information about the 1997 Levels of Service (LOS) for the CMP Highway System and compares current LOS to the 1992 base year. This chapter also tallies the amount of CMP deficiency plan credits cities have earned for local road building and signal synchronization projects.

Chapter 6, Transit System (also Appendix B): Describes the magnitude and diversity of transit services in Los Angeles County, tallies the amount of CMP deficiency plan credits cities have earned for locally implemented transit services, provides graphics illustrating the expansion of the CMP transit monitoring network since 1992, and compares performance of the CMP transit monitoring network for Fiscal Year 1996 to the 1992 base year.

Chapter 7, Transportation Demand Management (also Appendix C): This chapter has been rewritten to reflect statutory changes regarding employer trip reduction programs, and tallies the amount of CMP deficiency plan credits that cities have earned for implementation of the CMP TDM ordinance and other locally implemented TDM strategies. It also describes the current TDM environment listing strategies, programs and services being funded and implemented by the MTA and other agencies in Los Angeles County, some of which are supportive of local rideshare efforts.

Chapter 8, Land Use Analysis Program (also Appendix D): No significant changes.

Chapter 9, Capital Improvement Program: This chapter has been changed to include discussion of new transportation funding programs created by SB 45 which becomes effective on January 1, 1998.

Chapter 10, Countywide Transportation Model: No significant changes.

Chapter 11, Countywide Deficiency Plan (also Appendices E, F, and G): 17 strategies have been added or expanded to the CMP Toolbox of Strategies. Every strategy, its criteria, and associated credit points are discussed in Appendix F. A new method for sharing credits on multi-jurisdictional capital improvement projects is included (Section 11.4.5). Additional information on how the Deficiency Plan was developed and its requirements is provided in the Chapter and Appendices.

Chapter 12, Conformance Procedures (also Appendix E): Much of this chapter has been rewritten to provide a simple, one-stop place for cities to find the requirements and deadlines for CMP implementation and conformance findings.

Appendix H, CMP Government Code Sections: This contains the most current California CMP statutes.

Appendix I, SCAG Regional Consistency and Compatibility Criteria: No significant change.

Appendix J, Glossary: No significant change.

CHAPTER 1

EXECUTIVE SUMMARY

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EXECUTIVE SUMMARY

1.0 INTRODUCTION

The 1997 Congestion Management Program (CMP) is the fourth CMP adopted for Los Angeles County since the requirement became effective with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

Where Did The CMP Come From?

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

Why We Need It?

Los Angeles is the most populous county in the United States covering over 4,000 square miles. It includes 88 incorporated cities plus the County of Los Angeles. Many of the county's roads experience heavy congestion lasting many hours daily. Los Angeles County's population in 1995 was 9.4 million people. By 2020, this is projected to increase by nearly 2.9 million people, or more than 31%, which 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 1.6 million by 2020 to a total of 5.8 million jobs. This is an increase of almost 38% from the 1995 employment base of 4.2 million jobs.

Without improvements to our current transportation system, and changes in the behavior of the traveling public, the projected increase in population and employment would reduce average 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 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. The MTA, through its Long Range Transportation Plan, provides major transportation improvements needed by Los Angeles County. The CMP represents the local component of the partnership needed to address the

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

What Does It Do?

The CMP was created for the following purposes:

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

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

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

1.1 CMP REQUIREMENTS

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

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

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

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

Los Angeles' CMP has also been developed to meet the federal requirements for a Congestion Management System (CMS) from the Intermodal Surface Transportation Efficiency Act (ISTEA). The federal CMS requirement was modeled after California's CMP. Like the CMP, CMS requires monitoring, performance measures, and, in certain cases, mitigation measures. Without the CMP, the Southern California Association of Governments (SCAG) would need to develop a separate CMS for Los Angeles County. This would give SCAG the federal authority to require the implementation of mitigation strategies for capacity enhancing highway and transit projects. The 1997 CMP functions as the Los Angeles County portion of the Congestion Management System. Los Angeles' neighboring counties -- Orange, Riverside, San Bernardino, and Ventura -- are also using their CMPs to fulfill the federal CMS requirement.

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 Transportation Plan (RTP).

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

MTA annually reviews the performance of local jurisdictions to verify that they are conforming to CMP requirements. After notice and a correction period, MTA is required to report to the state controller those jurisdictions which are not complying. The state controller will then withhold a portion of their state gas tax funds. To date, all 88 cities and the County of Los Angeles have consistently maintained conformance with the CMP.

A new section was added to CMP statute on January 1, 1997 as a result of AB 2419 (Bowler). It allows counties to opt out of the CMP requirement if the city councils/Board of Supervisors representing a majority of the local jurisdictions with a majority of the county's population pass resolutions endorsing such an action. To date, no local jurisdictions in Los Angeles have taken action to adopt such a resolution. Orange, Riverside, San Bernardino and Ventura counties have all indicated their intention to retain their CMPs. The preparation and

implementation of the CMP remains a statutory responsibility until such time that a sufficient number of jurisdictions pass resolutions to opt out of the state mandate.

1.2 DEVELOPING THE 1997 CMP

In developing the 1997 CMP, the MTA reestablished the Policy Advisory Committee (PAC) that worked very successfully from 1990-93 during initial development of the program. The new PAC began meeting in July 1996 and included elected representatives and staff from local jurisdictions around the County, representatives of regional and state agencies, transit operators, the private sector, environmental community representatives, and others. The members and alternates of the Policy Advisory Committee are listed in the "Acknowledgements" section of the 1997 CMP. In addition, individuals identified as "CMP contacts" for every local jurisdiction were sent announcements, agenda packets, and summaries of all PAC meetings. CMP contacts were invited to the PAC meetings and many attended and participated regularly. MTA has also participated in formal meetings or met with representatives from the various Councils of Government (COGs) within Los Angeles County to discuss CMP development.

The purpose of the PAC is to guide overall direction for the CMP and develop specific proposals. The PAC spent several months evaluating alternative approaches for implementing the CMP and its Deficiency Plan requirement. This evaluation included a review of the CMPs in other counties as well as other mechanisms in those counties for addressing land use/transportation issues. Other counties use a variety of mechanisms ranging from mandatory development impact fees to required participation on specific improvement projects. As a result of this review, the PAC reaffirmed that the current CMP, and its countywide approach to the Deficiency Plan, is the most effective for addressing the complex congestion problems of Los Angeles, while also streamlining local agency responsibilities.

In developing specific proposals for the 1997 CMP, the PAC began by reviewing suggestions received during development of the 1995 CMP. While many of those suggestions were incorporated into the 1995 CMP, others were received at the time the 1995 CMP was being finalized and could not be incorporated into the program at that time. Building on these suggestions, and at the direction of the current PAC, the changes in the 1997 CMP focus largely on expanding the CMP's Deficiency Plan Toolbox of Mitigation Strategies ("Toolbox") thereby providing greater opportunities for local jurisdictions to maintain CMP compliance.

The PAC was very involved with the work to expand the CMP Toolbox. In addition, many PAC members, alternates and others met in task forces each focusing on distinct types of strategies, and developing the policy and technical details of many of the new proposals. The individuals who participated in these task forces are also shown in the "Acknowledgements" section of the 1997 CMP. Meeting between November 1996 and April 1997, each task force focused on one of the following areas: Capital Improvements, Land Use, Transit/Transportation Demand Management, and Parking Management. Many of the changes are intended to provide greater opportunities for lower density, suburban areas of the County

to maintain CMP compliance by implementing effective strategies which are appropriate for their communities. Other changes are intended to reward local transit services which link to and support MTA and Metrolink rail services, and which provide incentives for other local programs that support transit. Overall, 17 strategies have been added or expanded for the 1997 CMP. Exhibit 1-1 summarizes the issues and strategies considered by the PAC in developing the 1997 CMP.

In addition to changes to the Toolbox, other changes to the 1997 CMP are intended to provide greater clarity for local jurisdictions, the private sector and others to facilitate their efforts to comply with the CMP. The "Foreword" to the 1997 CMP briefly provides a chapter-by-chapter summary of the changes.

1.3 LOOKING AHEAD

Some issues which the PAC considered could not be resolved in time for inclusion in the 1997 CMP. These were extensively examined and discussed by the PAC and the various task forces. Ultimately, the PAC felt that they needed further study and were not ready for incorporation into the 1997 CMP. MTA will continue to work with the PAC to explore them and other issues for possible inclusion in the next update of the CMP in 1999. Refer to Exhibit 1-1 for a summary the issues and strategies considered by the PAC in developing the 1997 CMP.

Some of the issues the MTA has already committed to explore are:

- A reevaluation of the congestion gap and associated CMP debits;
- Whether and how to award CMP credit for bus stop improvements; and
- How to provide increased recognition for the role of local transit services including possibly providing credit for ongoing operations and maintenance of transit.

1.4 ACCOMPLISHMENTS

In Los Angeles, the MTA has developed the CMP as a key link in countywide, multimodal planning and program implementation. Its purpose is to develop effective transportation solutions and strengthen partnerships among local jurisdictions, the MTA, and other regional agencies. The program has resulted in the following accomplishments:

- Implementation of 2,400 local mitigation strategies that have eliminated or accommodated approximately 3.3 million vehicle miles each day - a $100 million annual savings to the public from time and fuel savings.

- Implementation of local transportation improvements that support and improve access to the regional system including regional rail, bus, and carpool lane systems.

- Ensuring that as the county grows, transportation solutions are implemented that make Los Angeles County a desirable place to live and work, thereby promoting economic growth and vitality.

1.5 IMPLEMENTING THE CMP

Jurisdictions are required to conform to local requirements of the CMP in order to continue receiving their portion of state gas tax money allocated by Section 2105 of the California Streets and Highways Code, and to preserve their eligibility for state and federal funding for transportation projects. Refer to Chapter 12 for more information about these requirements.

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

Individuals identified as CMP contacts at each local jurisdiction continue to receive regular notices explaining approaching CMP deadlines. MTA staff often contact local jurisdictions directly in order to monitor implementation progress. Members of the Policy Advisory Committee are kept informed of CMP implementation developments and are consulted from time to time. MTA staff also meet with local jurisdictions and developers as requested to discuss CMP requirements and implications of individual development projects.

Other mechanisms are used for public outreach and consultation as well. A telephone hotline provides a convenient mechanism for people to request CMP documents *(213-922-2830)*. CMP staff is in the process of providing access to CMP information on-line through MTA's home page *(www.mta.net)*. 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. Through the "Inter-County CMA Group" and the Regional Transportation Agencies Coalition (RTAC), MTA was instrumental in ensuring that the CMP was used to meet the federal CMS requirements. MTA is also leading a study to investigate how the CMPs of the various counties can be used to address inter-county travel. Such coordination will be an important ongoing effort as CMP implementation continues.

1.6 RELATIONSHIP TO MTA'S LONG RANGE PLANNING EFFORTS

As stated above, the CMP represents the local component of the partnership needed to address the County's mobility needs. Transportation improvements implemented at the local level are critical to supporting and ensuring access to the regional transportation system.

The **Long Range Transportation Plan** is a strategic document that serves as a framework for analyzing multi-modal alternatives for meeting the mobility needs of Los Angeles County. The Long Range Transportation 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 Transportation Plan will be updated to reflect MTA action on individual projects. The Long Range Transportation Plan helps to articulate regional strategies, as well as evaluate the financial impact of the various MTA programs including the Rail Recovery Plan, Bus System Improvement Plan, Call-for-Projects, and the recent Consent Decree.

Among other things, the CMP provides 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 County Transportation Improvement Program (CTIP) 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.

Monitoring of the CMP Highway and Transit Networks, evaluation of CMP TDM efforts, tracking new development, 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.

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

State and federal law mandate the preparation of a twenty-year Regional Transportation Plan (RTP) for metropolitan areas. SCAG is responsible for preparation of this RTP, as the designated metropolitan planning organization (MPO) and the regional transportation planning agency for the metropolitan area including Los Angeles, Orange, San Bernardino, Ventura, Riverside and Imperial counties. Known previously as the Regional Mobility Element (RME), the RTP 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 and incorporated into the RTP. The RTP assists in the development of the CMP by establishing the magnitude of congestion problems that face the region and the types of solutions that will be necessary to maintain mobility. The CMP, in turn, assists in revising the RTP by relating these long-term goals to specific actions at the county and local level, developing implementation strategies, and monitoring the effectiveness of transportation improvements. SCAG is currently in the process of updating the RTP for the region. MTA is pleased at how SCAG has incorporated the CMP into drafts of the RTP, including supporting coordination between the CMP and federal Congestion Management System (CMS) requirements, as well as coordination among the five congestion management agencies in the SCAG region.

The CMP is also linked to the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP). While the CMP is designed to address regional congestion, its implementation also supports efforts to improve air quality. The CMP's Transportation Demand Management (TDM) element is designed to complement SCAQMD's Rule 2202. Further, the mitigation strategies in the CMP Deficiency Plan are consistent with the 1997 AQMP. 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.

Exhibit 1-1

POLICY ISSUES CONSIDERED FOR 1997 CMP

Issue	Status
✔ **Other Approaches**	After evaluating other approaches for implementing the CMP, its Deficiency Plan requirement, and other mechanisms for coordinating land use and transportation, the Policy Advisory Committee reaffirmed support for the current CMP approach in Los Angeles.
✔ **Expand Toolbox**	17 new or expanded strategies have been added to the 1997 CMP
✔ **Retroactive Credits**	The 1997 CMP allows credit for strategies newly added to the Toolbox retroactively to June 1, 1992.
✔ **Multi-Modal Strategies**	The 1997 CMP adds a new Toolbox strategy to provide increased credits for shuttles linking to rail or transit stations.
✔ **Congestion Gap**	The Policy Advisory Committee agreed that the "Congestion Gap" and associated debits will not be reevaluated for the 1997 CMP. In early 1998, MTA will institute a new "gap" study.
✔ **Land Use Thresholds**	The 1997 CMP adds a new Toolbox strategy that uses a "credit scale" to award credit for land uses with densities and transit headways appropriate for both urban and suburban communities.
✔ **Bikeways**	The 1997 CMP expands eligibility to also award credit to bikeways not located on a Regional Bikeway Master Plan.
✔ **Intersection Modifications**	The 1997 CMP expands eligibility for intersection improvements to also award credit for improvements on arterial streets not located on the CMP Highway Network for the 1997 CMP.
✔ **Median Islands**	The 1997 CMP adds a new Toolbox strategy awarding credit for median islands along CMP and major arterials.
✔ **Annual Monitoring**	The Policy Advisory Committee agreed not to consider changing CMP highway and transit monitoring to an annual requirement.
✔ **Vehicle Scrapping**	The Policy Advisory Committee agreed not to consider credits for old vehicle scrapping programs, or the purchase or low or zero emission vehicles.

✔ =completed

Exhibit 1-1 (continued)

POLICY ISSUES CONSIDERED FOR 1997 CMP

	Issue	Status
✔	**Mixed-Use Development**	The 1997 CMP adds a new Toolbox strategy, Mixed-Use Infill Development. This would award credit to single-use projects which achieve the CMP mixed-use ratios when considered in conjunction with adjacent uses. This is intended to support the recycling of existing urban parcels.
✔	**Industrial Land Uses**	The 1997 CMP expands the strategy for development near transit to also include industrial land uses near transit.
✔	**Multi-Jurisdictional Projects**	The 1997 CMP changes the procedure for distributing credit among jurisdictions who participate in a capital improvement project. It also adds a new strategy awarding CMP credit for Multi-Modal Transit Centers (MMTC). The strategy provides additional credit for jurisdictions providing an MMTC of 5% of the increased ridership on transit lines serving that Center.
✔	**Parking Strategies**	The 1997 CMP expands the existing strategy awarding credit for Parking Surcharges and adds strategies awarding credit for Unbundled Parking Leases and Transit Friendly Parking Design.
✔	**Alameda Corridor**	The distribution of credits for the Alameda Corridor is addressed by the new procedure for distributing credits among jurisdictions who participate in a capital improvement project. Because of the extensive and complex nature of the Alameda Corridor, technical work remains regarding the actual credit distribution.
	Bus Stop Improvements	The Policy Advisory Committee agreed that an acceptable methodology for providing credit to bus stop improvements could not adequately be developed in a timely manner for inclusion in the 1997 CMP. Work will continue to develop a procedure for the next CMP update.
	Reg. XV-Type Programs	The Policy Advisory Committee agreed not to add a standardized Toolbox strategy for Reg. XV-type TDM programs due to the currently changing environment for ridesharing. Jurisdictions implementing these types of programs may still apply for credit through the process for "Unique Strategies" (see Chapter 11).

✔ =completed

Exhibit 1-1 (continued)

POLICY ISSUES CONSIDERED FOR 1997 CMP

Issue	Status
Transit	The Policy Advisory Committee agreed that an acceptable alternative methodology for providing credit to transit services could not be developed for inclusion in the 1997 CMP. The PAC therefore recommended retaining the current methodology. Work will continue to develop mechanisms to provide increased recognition of transit for the next CMP update.
Operations & Maintenance	For the 1997 CMP, the Policy Advisory Committee agreed to defer consideration of awarding credit for the ongoing operations and maintenance (O&M) of transit, TDM, signal synchronization or other strategies. Credit for O&M would represent a significant departure from currently used credit methodologies and raises major policy conside rations for the CMP. This matter will be reconsidered during the next CMP update.
Information Clearinghouses	CMP staff is working to include information about the CMP through the internet on the MTA Home Page. Information will include past standard and special credit awards, deadlines, and electronic filing of CMP reports.
Inter-County Travel	CMP staff is continuing to work with adjacent Congestion Management Agencies to develop incentives for addressing inter-county travel through the CMP.
Link Reporting Requirements	MTA staff has met with SCAG and provided CMP data on local development and transportation improvements reported through the Deficiency Plan (debits & credits). Staff will continue to work with SCAG and AQMD to increase integration between the CMP and other regional programs.
Credit Exchanges	The CMP allows jurisdictions to exchange credits as an incentive to encourage multi-jurisdictional cooperation. The Policy Advisory Committee briefly discussed whether to establish guidelines for these exchanges but deferred the issue in order to preserve maximum flexibility for cities in meeting CMP requirements. The matter was not formally considered.

✔ =completed

CHAPTER 2

POLICY STATEMENTS

CHAPTER 2

POLICY STATEMENTS

The CMP is a significant program, encompassing many inter-related aspects of transportation, and involving multiple public and private stake holders. As such, 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 streamlines the implementation of some of the local jurisdictions CMP responsibilities by integrating them with 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;

  - neighboring cities and counties; and

  - county transportation commissions and regional transportation and air quality agencies.

- 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 Transportation Plan (RTP). 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 RTP 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.

- 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.

- The CMP functions as the Los Angeles County portion of the federal Congestion Management System (CMS). MTA will continue to work with SCAG, neighboring congestion management agencies, and appropriate state and federal agencies to support the CMP as fulfilling CMS requirements.

- The CMP is intended to support multi-jurisdictional cooperation for addressing transportation issues. The MTA will work with interested sub-regional entities/Councils of Governments (COGs) to use the CMP to support sub-regional goals.

- The CMP represents the local component of the partnership needed to address the County's mobility needs. Transportation improvements implemented at the local level are critical to supporting and ensuring access to the regional transportation system.

CHAPTER 3

CONGESTION MANAGEMENT REPORT

CHAPTER 3

CONGESTION MANAGEMENT REPORT

3.1 INTRODUCTION

This chapter documents the results obtained by the Congestion Management Program, and the 89 local jurisdictions of Los Angeles County who implement it. Through the data collection effort and commitment of the cities, the County, MTA, and other transit operators, this chapter also provides information on land use development trends, and the implementation of system improvements, transportation demand management measures and other mobility enhancements.

This chapter also reveals the partnerships that exist between local jurisdictions and the MTA in providing improvements in infrastructure and operations. The Congestion Management Program is founded on principles which facilitate these partnerships. The primary principle is the concept of fair share responsibility. Expected deficiencies on the CMP roadway and transit networks resulting from growth and development within the local jurisdictions are minimized through the policies and programs of the MTA *Long Range Plan.* What deficiencies remain after implementation of the Long Range Plan is what this CMP refers to as *the Congestion Gap.* Transportation projects and programs of the local jurisdictions address these remaining deficiencies, creating a countywide partnership for congestion management within Los Angeles County. The MTA funded projects that were completed or under construction during the reporting period (January 1, 1990 through May 31, 1997), are discussed in this chapter to portray the magnitude of this partnership, and the shared responsibility for curbing congestion.

The land use and transportation improvement information collected through the CMP is annually submitted by each local jurisdiction on a jurisdiction-wide basis, through their Local Implementation Report (LIR).[1] Each LIR covers the period from June 1st of the preceding year to May 31st of the reporting year.

Data regarding system performance is collected biennially and submitted by both local jurisdictions and transportation agencies through the highway and transit monitoring programs discussed in Chapters 5 and 6, and Appendices A and B. The data from the monitoring programs provide traffic counts, roadway level of service, and measurements of transit system performance which over time, allow the jurisdictions and the MTA to evaluate the effectiveness of alternative mitigation strategies in accommodating or reducing the growth in travel demand caused by new development.

For this CMP, the 89 jurisdictions of the county are grouped into seven county "sub-areas" (See Exhibit 3-1).

[1] A detailed description of the annual LIR is provided in Chapter 12 and Appendix E.

Exhibit 3-1

LOCAL JURISDICTIONS BY SUB-AREA

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

It is important to note that sub-areas used in this CMP differ from those used by MTA's Area Teams, or from the "sub-regions" used by the Southern California Association of Governments. For example, the City of Los Angeles and the County of Los Angeles are local jurisdictions under the CMP. Information regarding land use and transportation for the areas under their jurisdiction are reported separately from the other five sub-areas. Due to the size of these two jurisdictions, they are discussed here as individual sub-areas.

3.2 Growth

In 1995, local jurisdictions began to report building permit activity (construction and demolitions) as part of the Countywide Deficiency Plan process, through the submittal of their annual Local Implementation Reports (LIR). From June 1, 1994 through May 31, 1997, permits for 26,563 dwelling units, and 37.9 million square feet of non-residential (commercial, industrial and office) buildings were issued.

The rate of growth in new residential development during this three year period was well below the anticipated need for Los Angeles County. During the period 1990 to 1995, county population increased from 8.8 million to an estimated 9.3 million, an average increase of 100,000 per year. By 2020, the expected population increase is 2.9 million, averaging 116,000 per year. At a conservative ratio of 2.5 persons per household, the building activity from 1995 to 1997 would provide sufficient housing for 66,400 people, or 22,100 per year. This represents only 19-22% of what is needed to accommodate projected population growth. Due to the improved economic climate, significant gains in growth may be reported by the CMP Local Implementation Reports (LIRs) submitted over the next several years.

This growth was not evenly dispersed across the 89 local jurisdictions. Fifty-two (52) cities, or nearly 60% of the local jurisdictions account for less than 5% of all development activity, while the ten (10) most active jurisdictions reported 65% of total new development activity (See Chapter 11, *Countywide Deficiency Plan*). A listing of each jurisdiction's development activity ("debits") and their transportation programs/improvements ("credits") is provided in Exhibit 3-7 located at the end of this chapter.

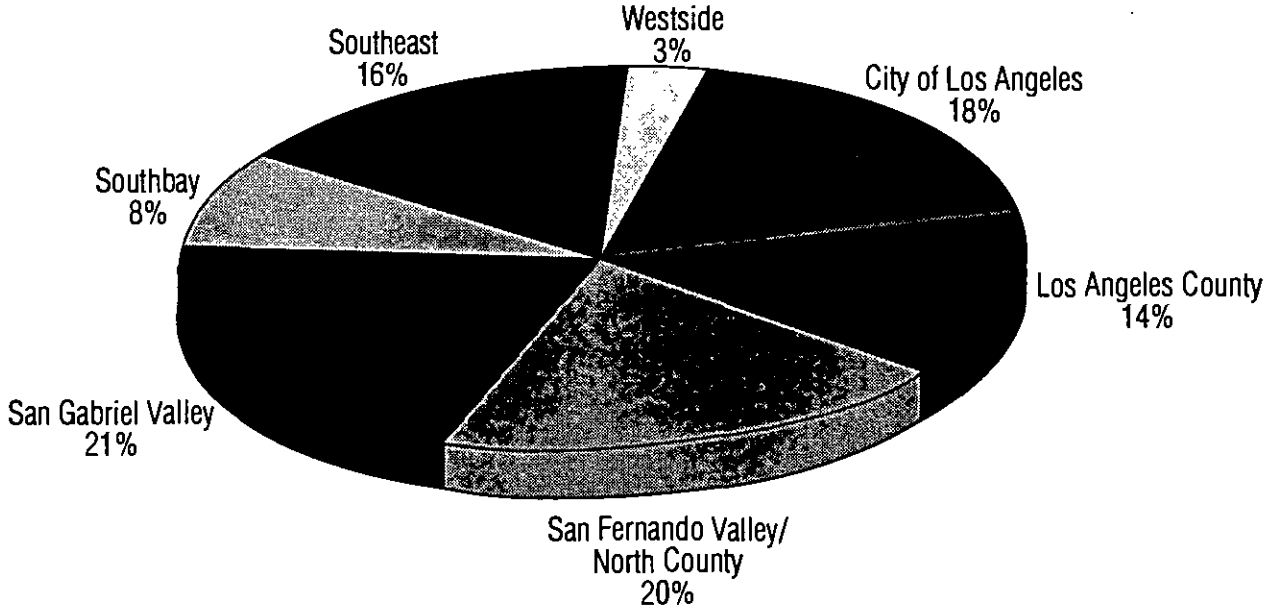
As indicated earlier, the City of Los Angeles and unincorporated Los Angeles County are both individual jurisdictions and CMP sub-areas. Together they represented 32% of the new development during the three year period. As individual jurisdictions, they ranked first and second, respectively. As sub-areas however, they ranked third and fifth.

The San Gabriel Valley Sub-Area had the most new development activity, with 21% of countywide building. This sub-area also had two cities in the top ten (Industry and Pasadena). The San Fernando Valley/North County Sub-Area (excluding City of Los Angeles and unincorporated Los Angeles County communities within this sub-area) was second at 20%, having four of the seven most active local jurisdictions (Burbank, Lancaster, Palmdale and Santa Clarita). As indicated earlier, the City of Los Angeles ranked third as a sub-area, but

was first as a local jurisdiction, with 18% of countywide new development. The Southeast Sub-Area, which ranked fourth (16%), includes the City of Long Beach, the fifth ranked local jurisdiction in terms of new development activity. The Southbay Sub-Area captured 8% of new development in the county, while the Westside Sub-Area received 3%. The Southbay Sub-Area also had the City of Torrance in the top ten growth jurisdictions.

Exhibit 3-2

TOTAL NEW DEVELOPMENT BY SUB-AREA (1995-1997)



Net Growth. An important variable of the CMP is the actual "net" growth that each jurisdiction receives. Local responsibility for mitigation of impacts to the regional transportation system is based upon the increment in land use build-out that occurs each year, or the actual gain in developed land uses. Net growth for the CMP subtracts both the land uses exempted by statute (such as low income housing) and buildings that are demolished from the total new development. For example, while the City of Los Angeles was the top ranked jurisdiction in terms of total new development between 1995 and 1997, adjustments to this growth within the City have actually exceeded their new development activity, placing the City last in terms of its net growth. Taking these adjustments into account, the distribution of **net growth** for 1995 through 1997 was:

- San Gabriel Valley 25.7%
- San Fernando Valley/N. Co. 24.3%
- Southbay 15.3%
- Uninc. Los Angeles County 14.1%
- Southeast 13.5%
- Westside 13.4%
- City of Los Angeles -6.3%

Net growth during 1995 - 1997 equaled 45% of total new development in the County, due to significant demolition activity (predominately in the industrial sector). Much of this demolition represents the recycling of land that is being prepared for redevelopment. Future LIRs will track this process of reuse.

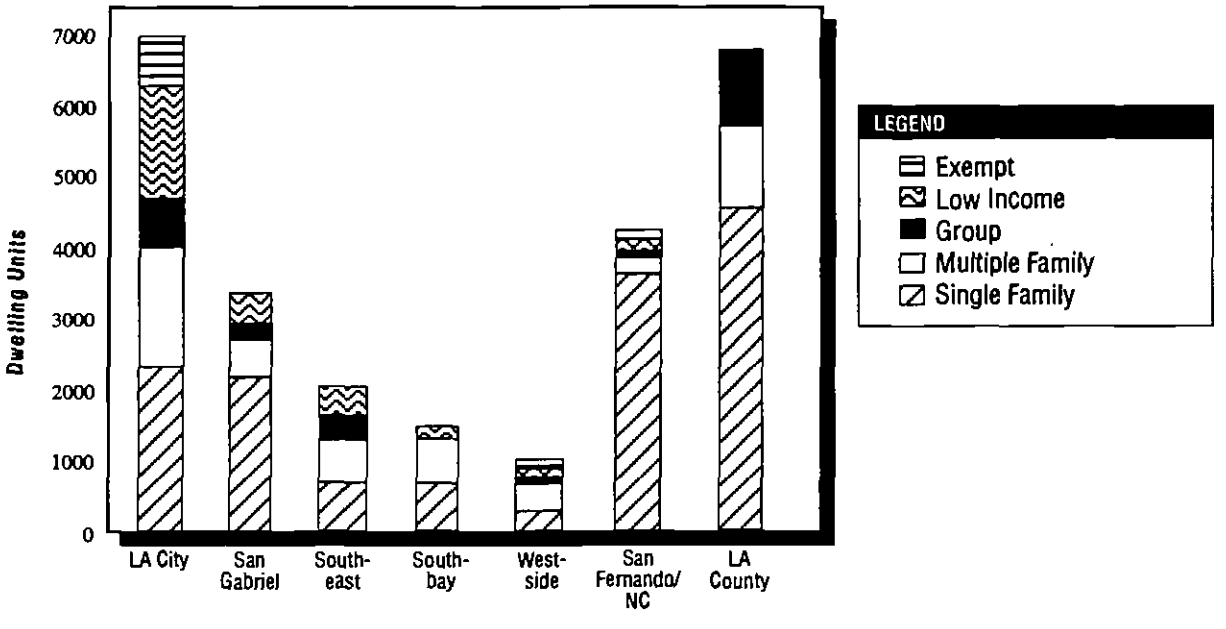
3.2.1 Residential Development. Data supplied through the CMP Local Implementation Reports for years 1995 through 1997 revealed the following information regarding building permits for new residential dwelling units:

Single Family Dwelling Units	14,710
Multiple Family Dwelling Units	5,529
Low Income Dwelling Units	2,878
Group Quarters	2,527
CMP Exempt Dwellings	919
Total Net Dwelling Units	**26,563**

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

Exhibit 3-3

1995-1997 NEW RESIDENTIAL DEVELOPMENT BY SUB-AREA



3.2.2. Non-Residential Development. From 1995 through 1997, 37.9 million square feet of non-residential development occurred countywide, in the following land use categories:

- Commercial 13.9 million square feet (36.8%)
- Office 6.7 million square feet (17.6%)
- Industrial 17.2 million square feet (45.6%)

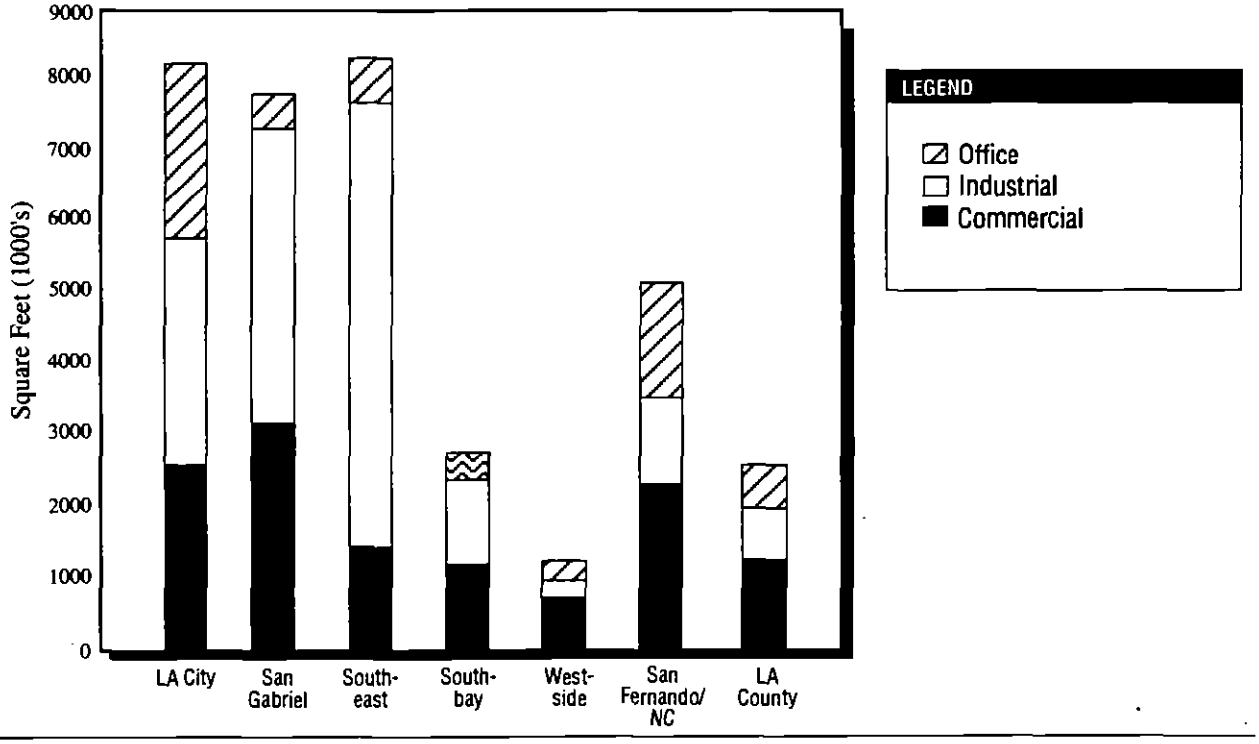
The Southeast Sub-Area received 23% of the new non-residential development in the county during 1995-1997, being first in this category of growth. The development share of all sub-areas included:

- Southeast 23%
- City of Los Angeles 21%
- San Gabriel Valley 21%
- San Fernando Valley/North County 15%
- Los Angeles County 10%
- Southbay and Westside 10%

Figure 3-4 below illustrates the composition and quantity of commercial, industrial and office development within each sub-area during the 1995 - 1997 review period.

Exhibit 3-4

1995-1997 NEW NON-RESIDENTIAL DEVELOPMENT BY SUB-AREA



3.3 Mobility Improvements.

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

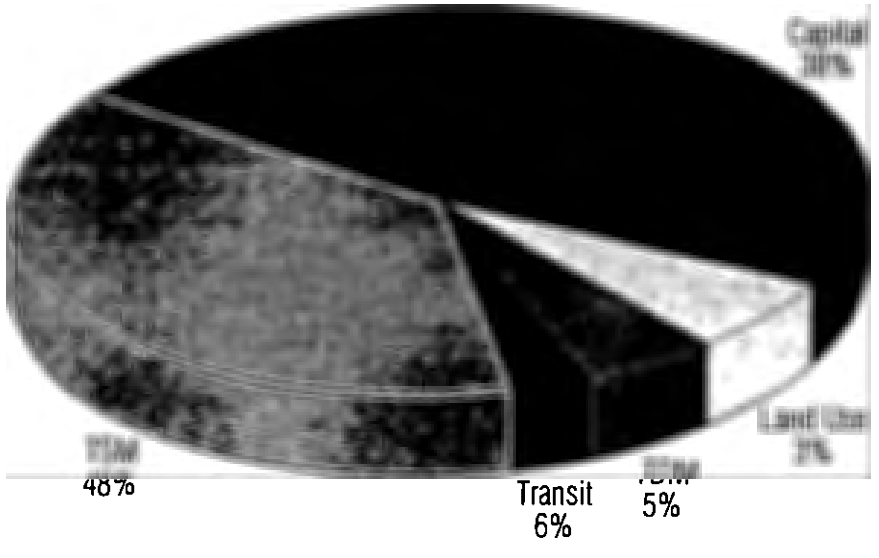
- capital improvements,
- transportation systems management,
- transit service,
- transportation demand management, and
- land use.

Implemented strategies within each mobility group are expressed by the vehicle miles traveled (VMT) that they reduced or accommodated, as reported through the CMP Local Implementation Reports (LIRs) filed by the cities and the County through 1996. For more information, including examples and definitions of the mobility groups, refer to Chapter 11 and Appendix F. For more information about how VMT is calculated for the strategies in each mobility group, refer to the document "Countywide Deficiency Plan Background Study," November 1993.

As indicated in Chapter 1, local mitigation strategies have eliminated or accommodated approximately 3.3 million daily vehicles miles (VMT). Exhibit 3-5 illustrates what percentage of the total VMT eliminated or accommodated that each mobility strategy group attained

Exhibit 3-5

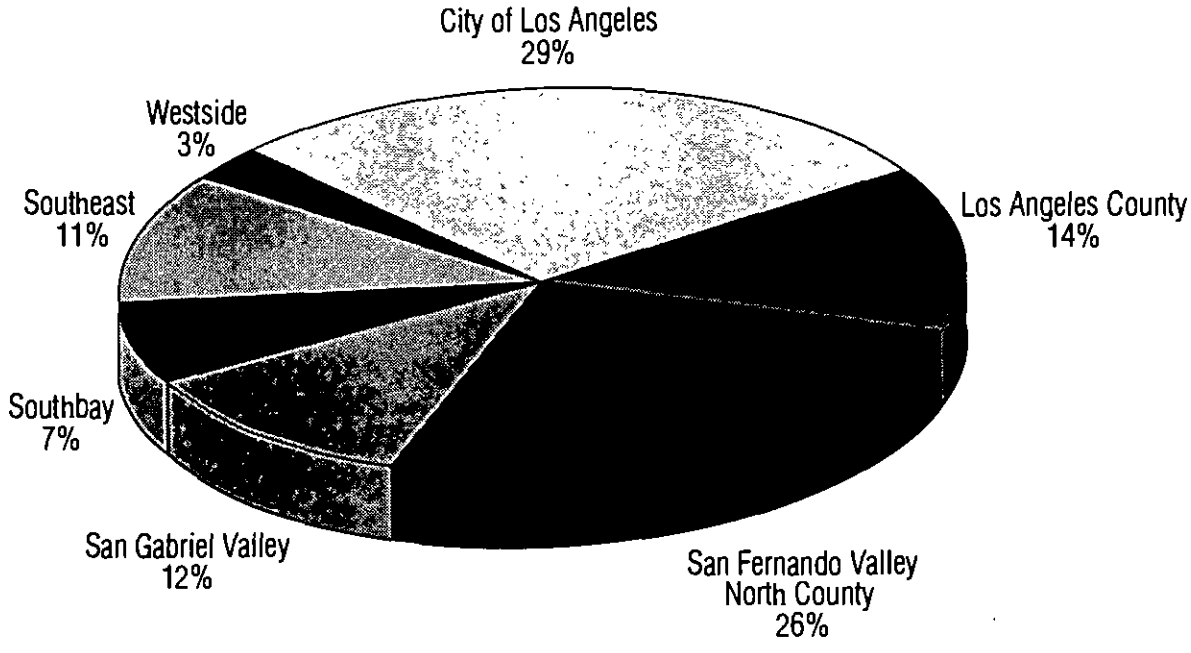
PERCENT OF VMT REDUCED BY STRATEGY CATEGORY (1990-1997)



during the study period of 1990-1997. Exhibit 3-6 illustrates how productive the sub-areas were in implementing CMP Deficiency Plan Toolbox strategies. The City of Los Angeles produced 29% of all VMT reduced or accommodated, based upon Local Implementation Report data covering 1990 through June 1, 1997. The sub-area with the second highest share was the San Fernando Valley/North County area, at 26% of total VMT eliminated or accommodated.

Exhibit 3-6

LOCAL JURISDICATION IMPROVEMENTS BY SUB-AREA (1995-1997)



3.3.1 Capital Improvement/TSM Strategies. Transportation System Management (TSM) strategies generated the most mobility benefits during the study period (1990-1997). Forty-eight percent of the total VMT reduced or accommodated by local jurisdiction implementation of the Countywide Deficiency Plan came from this category. Of these, signal synchronization, traffic signal surveillance and control, and intersection modifications were employed most frequently. TSM strategies are relatively inexpensive when compared to the traffic benefits they produce, which to a large degree explains their popularity with local jurisdictions.

In the Capital Improvement group, general use highway lanes, freeway ramp modifications and rail stations generated the most VMT reduction benefits. As a group, capital improvements comprised 38% of the VMT eliminated/accommodated through the CMP Toolbox from 1990 through 1997. Capital improvements include the more traditional approaches to increasing system capacity. While expensive to implement, they provide

focused capacity enhancement for the facilities that require improvement. The local share of the implemented strategies in these two highway-related strategy groups represents a total accommodation of 2.8 million VMT per day. The VMT accommodated with these strategies by local jurisdictions is listed in the following table by sub-area.

Daily VMT Accommodated by Capital Improvement and TSM Strategies

MTA Sub-Area	1990-1995	1996	1997	Total
City of Los Angeles	684,932	98,125	53,455	836,512
County of LA	318,246	48,073	41,036	407,355
San Fernando Vly/N. Co.	592,634	62,716	46,901	702,251
San Gabriel Valley	305,665	13,875	16,757	336,297
Westside	35,209	7,503	1,363	44,075
South Bay	167,394	8,389	12,709	188,492
Southeast	219,780	45,453	31,341	296,574
Total Daily VMT accommodated	**2,323,860**	**286,130**	**205,559**	**2,811,556**

3.3.2 **Transit Strategies.** The transit strategy group was used by local jurisdictions for 6% of the total VMT reduced through the CMP Deficiency Plan program. These strategies include local shuttles, rail feeder services, and paratransit services. In this case, many of the local transit services implemented throughout the county existed prior to 1990, and therefore only the increase in ridership after January 1, 1990 is included in these figures. As indicated in Chapter 6, local transit services have an average weekday ridership of 1.6 million passengers, and are a significant contributor to the effort to reduce congestion in Los Angeles County.

Daily VMT Reduced by Transit Strategies

MTA Sub-Area	1990-1995	1996	1997	Totals
City of Los Angeles	21,675	22,779	5,428	49,882
County of LA	9,040	7,503	1,834	18,377
San Fernando Valley/ North County	56,149	16,768	5,520	78,437
San Gabriel Valley	5,380	5,010	4,859	15,249
Westside	2,235	689	2,946	5,870
South Bay	15,358	4,267	501	20,126
Southeast	13,913	4,478	377	18,768
Total Daily VMT reduced	**123,750**	**61,494**	**23,462**	**208,706**

3.3.3 **TDM Strategies.** During the 7 year study period, local jurisdictions implemented 563 transportation demand management strategies through the CMP Deficiency Plan, generating a reduction of over 159,524 VMT per day. Examples of TDM strategies include parking pricing, voluntary employer rideshare programs, transit fare subsidy programs and telecommunications. The following table breaks this total down by sub-area and year.

Daily VMT Reduced by TDM Strategies

MTA Sub-Area	1990-1995	1996	1997	Totals
City of Los Angeles	15,827	2,860	2,774	21,461
County of LA	13,949	332	331	14,612
San Fernando Valley/ North County	31,006	1,799	681	33,486
San Gabriel Valley	33,639	936	1,125	35,700
Westside	7,700	19,106	23	26,829
South Bay	8,387	466	559	9,412
Southeast	14,589	2,525	910	18,024
Total Daily VMT reduced	**125,097**	**28,024**	**6,403**	**159,524**

3.3.4 **Land Use Strategies.** CMP land use strategies generated the least VMT reduction during 1990-1997, with 3% of the total VMT reduced by local jurisdictions. Examples of land use strategies include transit-adjacent development, mixed-use development and child care facilities within employment generating land uses. This low level of use is attributed to several factors, including:

- the recent recession,
- high land use density requirements of the 1995 CMP strategies in this category,
- low transit headway requirements of the 1995 CMP strategies in this category, and
- most of the transportation centers that these policies require were either recently completed or still remain under construction.

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

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

Daily VMT Reduced by Land Use Strategies

MTA Sub-Area	1990-1995	1996	1997	Total
City of Los Angeles	18,860	3,561	6,590	29,011
County of LA	2,294	0	0	2,294
San Fernando Valley/ North County	20,099	289	2,988	23,376
San Gabriel Valley	11,127	96	95	11,318
Westside	4,345	320	0	4,665
South Bay	1,694	0	474	2,168
Southeast	16,640	894	1,024	18,558
Total Daily VMT reduced	**75,059**	**5,160**	**11,171**	**91,390**

3.3.5. Regional Congestion Management Strategies. The MTA, in its dual role as both a funding and operational partner with the local jurisdictions, has implemented CMP strategies during the seven year reporting period that have accommodated or reduced in excess of 7.9 million average weekday VMT. MTA has provided sixty percent (63%) of the funding for approximately 500 CMP strategies sponsored by local jurisdictions through its biennial Call for Projects transportation funding process through 1997. The MTA share of these jointly funded strategies under the CMP was 1.2 million average weekday VMT.

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

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

Credits for Joint Funded Strategies Reported in LIRs 1990-1997	Number of Strategies	Local Share	MTA Share	MTA VMT
Transit Strategies	63	57,832	40,084	27,875
TDM Strategies	30	23,617	264,900	184,214
TSM Strategies	312	656,399	1,226,197	852,710
Capital Imp. Strategies	89	298,309	199,067	138,433
Totals	**494**	**1,036,157**	**1,730,249**	**1,203,233**
Percent of Total		**37%**	**63%**	
Credits for Strategies Not Reported in LIRs 1990-1997				
Commuter Rail[2]			142,980	
Total Metro Red Line Credits			1,957,082	
Total Metro Blue Line Credits			426,398	
Total Metro Green Line Credits			395,819	
Subtotal Rail Capital Improvements			**2,922,279**	**2,032,183**
High Occupancy Vehicle (HOV) Lanes				
Completed Projects[3]			5,059,200	
Projects Under Construction[4]			1,599,360	
Subtotal HOV Lanes			**6,658,560**	**4,630,431**
Total MTA Through 1997			**11,311,088**	**7,865,847**

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

Exhibit 3-7

CMP DEFICIENCY PLAN RANKINGS FOR TOTAL DEVELOPMENT AND MOBILITY IMPROVEMENTS

Sub-Area and Jurisdiction	Total Debits (1995-1997)	Debit Ranking	Total Credits (1990-1997)	Credit Ranking
San Fernando Valley/ North County (SFVNC)				
Agoura Hills	878	66	3,012	64
Burbank	22,090	6	98,538	9
Calabasas	6,189	29	39,874	21
Glendale	16,547	12	96,236	10
Hidden Hills	150	81	784	80
La Canada Flintridge	3,551	40	6,933	53
Lancaster	24,442	4	424,900	3
Palmdale	20,073	7	214,663	6
San Fernando	783	68	8,142	50
Santa Clarita	37,329	3	312,102	4
West Lake Village	3,681	38	2,942	66
Subtotal SFVNC	**135,713**	**2**	**1,208,126**	**2**
Southbay (SB)				
Carson	12,179	13	44,265	20
El Segundo	4,807	32	8,344	48
Gardena	1,754	50	19,467	29
Hawthorne	4,514	34	56,412	17
Hermosa Beach	784	67	10,721	44
Inglewood	1,699	52	84,286	11
Lawndale	1,132	58	2,098	74
Lomita	100	83	5,783	56
Manhattan Beach	3,651	39	1,180	78
Palos Verdes Estates	190	80	497	84
Rancho Palos Verdes	537	73	8,168	49
Redondo Beach	4,728	33	18,748	32
Rolling Hills	41	86	101	87
Rolling Hills Estates	343	76	734	81
Torrance	19,261	8	48,915	19
Subtotal SB	**55,720**	**6**	**309,719**	**6**

Exhibit 3-7 (continued)

CMP DEFICIENCY PLAN RANKINGS FOR TOTAL DEVELOPMENT AND MOBILITY IMPROVEMENTS

Sub-Area and Jurisdiction	Total Debits (1995-1997)	Debit Ranking	Total Credits (1990-1997)	Credit Ranking
Westside Area				
Beverly Hills	3,296	43	23,102	26
Culver City	8,984	17	18,133	33
Malibu	953	63	465	85
Santa Monica	7,901	20	67,333	12
West Hollywood	1,353	57	16,830	34
Subtotal Westside	**22,487**	**7**	**125,863**	**7**
Southeast Area				
Artesia	299	78	2,128	71
Bell	616	70	2,665	68
Bell Gardens	581	71	11,670	41
Bellflower	1,556	55	2,254	70
Cerritos	7,757	23	9,448	46
Commerce	7,456	24	126,881	23
Compton	3,510	41	5,690	56
Cudahy	476	75	536	83
Downey	6,925	25	31,463	22
Hawaiian Gardens	28	88	1,193	77
Huntington Park	1,699	53	2,113	72
La Habra Heights	61	84	1,661	76
La Mirada	11,255	15	10,773	42
Lakewood	7,826	21	16,559	34
Long Beach	23,913	5	245,094	5
Lynwood	2,292	47	2,926	66
Maywood	322	77	793	79
Norwalk	4,511	35	14,954	38
Paramount	928	64	16,381	36
Pico Rivera	920	65	8,025	50
Santa Fe Springs	11,712	14	18,860	30
Signal Hill	3,174	44	16,404	35
South Gate	2,465	46	19,676	27
Vernon	7,776	22	60,382	74
Whittier	2,214	48	25,972	24
Subtotal Southeast	**110,272**	**4**	**654,499**	**3**
City of Los Angeles	**119,740**	**3**	**1,355,978**	**1**

Exhibit 3-7 (continued)

CMP DEFICIENCY PLAN RANKINGS FOR TOTAL DEVELOPMENT AND MOBILITY IMPROVEMENTS

Sub-Area and Jurisdiction	Total Debits (1995-1997)	Debit Ranking	Total Credits (1990-1997)	Credit Ranking
San Gabriel Valley: SGV				
Alhambra	2,665	45	35,292	23
Arcadia	6,316	28	13,680	41
Azusa	3,422	42	3,934	61
Baldwin Park	6,575	26	5,407	58
Bradbury	41	87	100	88
Claremont	1,452	56	9,557	46
Covina	8,868	18	6,013	54
Diamond Bar	1,002	61	66,759	13
Duarte	6,529	27	7,127	52
El Monte	5,253	31	20,536	27
Glendora	3,874	36	3,813	62
Industry	18,684	9	36,954	22
Irwindale	967	62	2,665	69
La Puente	1,655	54	2,575	70
La Verne	3,872	37	51,131	18
Monrovia	5,955	30	10,669	45
Montebello	540	72	19,125	30
Monterey Park	1,034	60	14,909	40
Pasadena	18,322	10	113,789	8
Pomona	16,561	11	58,511	15
Rosemead	1,793	49	5,854	55
San Dimas	8,586	19	57,086	16
San Gabriel	1,048	59	1,756	75
San Marino	110	82	4,243	60
Sierra Madre	216	79	126	86
South El Monte	1,749	51	4,268	59
South Pasadena	47	85	2,966	65
Temple City	507	74	578	82
Walnut	653	69	3,071	63
West Covina	9,942	16	16,249	38
Subtotal SGV	**138,238**	**1**	**578,743**	**5**
Los Angeles County	**94,044**	**5**	**643,839**	**4**
TOTALS	**676,214**		**4,876,767**	

CHAPTER 4

ROLES AND RESPONSIBILITIES

CHAPTER 4

ROLES AND RESPONSIBILITIES

4.1 INTRODUCTION

This chapter summarizes responsibilities of the various agencies and other entities involved in the congestion management process. These include:

- Local Jurisdictions (cities and the County of Los Angeles
- Los Angeles County Metropolitan Transportation Authority (MTA)
- Transit Operators
- Councils of Governments (COGs)
- South Coast Air Quality Management District (SCAQMD)
- Southern California Association of Governments (SCAG)
- Caltrans
- Private Sector and Local Developers
- Environmental Community

Some of these responsibilities are specifically identified in statute and others have been developed to implement CMP requirements.

4.1.1 Local Jurisdictions. Local jurisdictions (the 88 cities and the County of Los Angeles) play an important role in both the development and implementation of the CMP. This section summarizes these various responsibilities.

Conformance Responsibilities

CMP conformance is required annually in order for local jurisdictions to continue receiving state gas tax (Section 2105) funds and to preserve their eligibility for other state and federal transportation dollars. In order to maintain conformance, local jurisdictions are responsible for:

Highway Monitoring. Certain local jurisdictions monitor levels of service (LOS) on CMP arterials at designated intersections. (See Chapter 5 and Appendix A for more information including monitoring procedures, a listing of the designated monitoring intersections, and responsible agencies.)

Transportation Demand Management Ordinance. Local jurisdictions implement their previously adopted CMP TDM ordinance. This ordinance contains design guidelines for new non-residential development that provide supportive improvements for transit and TDM. (See Chapter 7 and Appendix C for more information.)

Land Use Analysis Program. For projects requiring an EIR, local jurisdictions analyze the project's impact on the regional highway and transit systems. (See Chapter 8 and Appendix D.)

Countywide Deficiency Plan. All local jurisdictions participate in the CMP Countywide Deficiency Plan. They are responsible for mitigating a portion of the impact of their new development on the regional transportation system. Local agencies accomplish this by tracking and reporting new development activity and locally implemented transportation improvements through the CMP Local Implementation Report. (See Chapter 11 and Appendices E, F, and G)

Self-Certification. Local jurisdictions report their implementation of CMP requirements through the annual adoption and submittal of a resolution self-certifying conformance with the CMP. The resolution must be adopted following a noticed public hearing. (See Appendix E for more information on annual reporting including a model self-certification resolution.)

A detailed summary of these requirements, including implementation deadlines, is provided in Chapter 12.

Other Roles For Local Jurisdictions

Local Consultation. Local input will be sought in the continuing development and review of the CMP. Input will be sought in various ways, including participation on CMP Advisory Committees, special working sessions, Area Team Cities Issues meetings, and meetings with individual local jurisdictions and Councils of Governments.

Transit Monitoring. Those municipal transit operators who are required to submit Short Range Transit Plan (SRTP) data to the MTA are responsible for monitoring transit routes on the CMP transit network. This information is submitted to MTA through the SRTP process. For more information, refer to Chapter 6 and Appendix B. Local jurisdictions are eligible to apply for CMP credit for net increases in passenger miles carried as a part of their annual Local Implementation Report (LIR) submittal. Where transit operators do not collect passenger miles data, local jurisdictions should refer to Appendix F, Strategy No. 360 for information on calculating transit credits.

Transit Coordination in EIR Process. Local jurisdictions are required to consult with transit operators and evaluate project impacts on transit services in their EIR process. Specific requirements are discussed in Chapter 8 and Appendix D.

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

4.1.2 Los Angeles County Metropolitan Transportation Authority (MTA)

Preparing and Adopting the CMP. As the Congestion Management Agency (CMA), MTA is responsible for preparing and updating the CMP for Los Angeles County. The CMP will be prepared in consultation with a variety of agencies including the Southern California Association of Governments (SCAG), the South Coast Air Quality Management District

(SCAQMD), regional transportation providers, local governments, Caltrans, the private sector, and environmental interests. The CMP will be adopted biennially following a noticed public hearing.

Monitoring CMP Implementation. MTA is responsible for monitoring local implementation of the CMP. Annually, MTA is required to determine if the county and local jurisdictions are conforming to the CMP (see Chapter 12 for more details). Annual conformance findings are made following a noticed public hearing.

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

Capital Improvement Programming. The MTA is responsible for the implementation of highway, transit and other capital improvements programmed through the MTA Long Range Transportation Plan and the SCAG RTIP. These regionally significant projects, and the local projects MTA funds through the Call-for-Projects process, represent MTA's share of the partnership to reduce congestion in Los Angeles County.

Transit Monitoring. MTA Operations is responsible for monitoring service on specified MTA bus routes and rail lines. This information is submitted through the Short Range Transit Plan (SRTP) process. For more information, refer to Chapter 6. As the Congestion Management Agency, the MTA is also responsible for monitoring the transit network to gauge the effectiveness if transit in relieving congestion.

Providing Technical Analysis to Support the Countywide Deficiency Plan. One benefit of the Countywide Deficiency Plan is that individual local jurisdictions are not responsible for analyzing the causes of deficiencies, the effects of statutory exclusions, or the effectiveness of mitigation strategies. MTA has taken on these required analyses at a countywide level, and will continually evaluate effectiveness through CMP highway system monitoring, transit monitoring, case study evaluations, and other activities. With each successive CMP update, MTA will use this information to refine the Deficiency Plan.

CEQA Review. As a part of the CMP Land Use Analysis Program, local jurisdictions submit Environmental Impact Reports (EIRs) for anticipated development projects to the MTA. MTA reviews EIRs for compliance with CMP Transportation Impact Analysis guidelines. The MTA will also provide comments when a development project presents opportunities to generate deficiency plan credits through adoption and implementation of appropriate mitigation measures.

4.1.3 Transit Operators

Transit Consultation. Transit operators will be consulted during development and implementation of the CMP. Input will be sought through participation on CMP Advisory Committees, special working sessions, and briefings provided to MTA committees including the Bus Operations Subcommittee (BOS) and Local Transit Systems Subcommittee (LTSS).

Local Implementation Report Preparation. Local transit operators will provide information needed by local jurisdictions for the preparation of their annual Local Information Report (LIR). Local jurisdictions are eligible to receive CMP credit for net increases in passenger miles carried. This data is reported through the National Transit Database (NTD) process. Transit operators that do not collect passenger miles data should refer to Appendix F, Strategy No. 360.

Data Transmittal. A portion of the transit services in Los Angeles County is designated as the CMP transit monitoring network (Exhibit 6-2 and Appendix B). To monitor the effectiveness of transit service, transit operators will submit data for the routes on the CMP transit monitoring network. Specific reporting and monitoring requirements are discussed in Chapter 6 and Appendix B.

Coordination in Local Jurisdiction EIR Process. Local jurisdictions are required to consult with transit operators and evaluate project impacts on transit services in their EIR process. Specific requirements are discussed in Chapter 7 and Appendix D.

Advisory Committees, Peer Review and Conformance Appeals. To represent transit operators, a member of MTA's Bus Operations Subcommittee (BOS) and MTA's Local Transit Services Subcommittee (LTSS) will be asked to participate in CMP Advisory Committees. One transit operator representative, for either the BOS or LTSS will be asked to participate on the CMP Peer Review Panel and Conformance Appeal Advisory Panel as needed.

4.1.4 Councils of Governments (COGs)

Local Jurisdiction Support and Sub-Regional Planning. Cities are responsible for meeting CMP implementation requirements to remain eligible for certain gas tax monies and other funds. COGs however can play a role in supporting implementation of the CMP for the cities within their sub-region and use the CMP as a tool to foster sub-regional planning. COG forums can be used to identify anticipated mobility needs for the sub-region and the projects or programs needed to meet those needs. COGs can also play an important role in facilitating the implementation of necessary projects that require multi-jurisdictional participation.

4.1.5 South Coast Air Quality Management District (SCAQMD)

Air Quality Consultation. As the Air Quality Management District for the South Coast Air Basin, SCAQMD will be consulted to ensure that the CMP is developed in accordance with the region's air quality goals. The CMP helps implement the Transportation Control Measures from the Air Quality Management Plan.

Participation in Deficiency Plan Process. SCAQMD is responsible for establishing and periodically revising a list of approved facilities, programs, and actions which measurably enhance level of service on the CMP system and contribute to significant improvement in air quality.

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

4.1.6 Southern California Association Of Governments (SCAG)

Regional Coordination: As the Metropolitan Planning Organization and the Regional Transportation Planning Agency for Southern California, SCAG will be consulted in CMP development regarding regional issues, in particular, to ensure that the CMP is developed consistent with the Regional Transportation Plan (RTP) and SCAG's regional planning process. MTA will closely coordinate with SCAG to ensure that projects proposed through the CMP will be found in conformance with the Air Quality Management Plan when incorporated into the regional planning and programming process.

Regional Consistency Finding. SCAG is responsible for reviewing the CMP prepared by MTA to evaluate consistency between the CMP and the current RTP. SCAG is also responsible for evaluating consistency and compatibility of the CMPs of the counties within the SCAG region. Appendix I contains 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.

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

4.1.7 Caltrans

State Transportation System Coordination. Caltrans will be consulted in the development of the CMP regarding its impacts on the State transportation system. Since congestion relief

projects on the state highway system must first be identified in the CMP for further state programming consideration, MTA will coordinate closely with Caltrans in identifying appropriate congestion strategies.

Data Collection. Caltrans is a resource for data on the state highway system. MTA will coordinate with Caltrans to ensure that adequate information is available in monitoring the impact of congestion on the state highway system and in measuring levels of service.

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

4.1.8 Private Sector and Local Developers

Local Development Review. Through the local development review process, local jurisdictions will be responsible for analyzing the impact of development on the CMP system. Local developers should be aware that new development projects preparing 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 8. As a part of this review, developers and local jurisdictions have the opportunity to identify mitigations that can generate CMP credits for the city to use in meeting annual deficiency plan goals. For more information, refer to Chapter 11.

Advisory Committees, Peer Review and Conformance Appeals. The private sector has participated in the CMP since the inception of CMP legislation and throughout its development and implementation in Los Angeles County. Private sector representatives will be asked to participate in CMP Advisory Committees, the CMP Peer Review Panel and Conformance Appeal Advisory Panel.

4.1.9 Environmental Community

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

CHAPTER 5

HIGHWAY AND ROADWAY SYSTEM

CHAPTER 5

HIGHWAY AND ROADWAY SYSTEM

5.1 INTRODUCTION

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

Biennially, local jurisdictions and Caltrans participate in a traffic monitoring process that collects data at more than 200 strategic locations on the system. Information about how this system performs is important for understanding performance of the overall transportation system. The CMP provides an unprecedented opportunity to track congestion levels across the county, and changes over time.

This chapter discusses:

- The development of this system;
- The establishment of Level of Service standards (LOS);
- Monitoring responsibilities for local agencies and Caltrans; and
- How the CMP highway monitoring data is used.

In the five years since the CMP was first adopted, Los Angeles has added the Glenn Anderson (105) Freeway. The next major freeway segment, Route 30, is anticipated in 2002. Following this, the completion of the 710 Freeway is not expected until after 2015. Due to right-of-way and construction costs, land constraints, and concerns about environmental impacts, no additional freeways are programmed for construction. Instead, the focus has shifted to making more efficient use of our existing freeway system through an extensive program of adding carpool lanes, also known as High Occupancy Vehicle (HOV) lanes. Since 1992 over 130 miles of freeway carpool lanes have been added with funding programmed by MTA. This represents a more than seven-fold increase. With the capacity to move three times as many people as a regular lane, carpool lanes make more efficient use of our already over-crowded freeways, and are critical to maintaining mobility.

The 88 cities and the County of Los Angeles also play an important role in improving our street system. Since 1990, these local jurisdictions, on their own or in partnership with MTA, have been responsible for adding 875 lane miles of major roads within Los Angeles County. This addition of new roads is responsible for accommodating a million vehicle miles of travel (VMT) daily and has generated nearly 1.5 million credits for local jurisdictions through the CMP Countywide Deficiency Plan.

Local agencies have also been instrumental in improving traffic flow by participating in projects to synchronize traffic signals on more than 1,600 miles of roads since 1990. This

effort has tremendous benefits in terms of the travel time saved for motorists and bus riders, as well as reducing air pollutants that we all breathe. Local agencies are responsible for accommodating over 1.1 million VMT each day through these signal synchronization efforts earning more than 1.6 million credits through the CMP Countywide Deficiency Plan.

5.1.1 Statutory Requirement. Statute requires each CMP to include a performance element containing 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 6, and the Deficiency Plan performance measure of person-miles accommodated or reduced discussed in Chapter 11 and Appendix F, meet the requirements for this performance element. Chapter 3 also provides a general analysis of the current trends in Los Angeles County based on CMP data about growth, transportation improvements, and highway and transit performance.

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 5-1 and 5-2 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.

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

- to assess the overall performance of the highway system in Los Angeles County, and track changes over time;
- to allow local jurisdictions to measure their success at minimizing traffic congestion, and provide "before & after" data for evaluating congestion mitigation measures;
- to provide quantitative input into MTA programming (funding) decisions, with consistent countywide data on current levels of traffic congestion;
- to provide data for validating and updating MTA's 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 5-1

LEVELS OF SERVICE FOR FREEWAY SEGMENTS

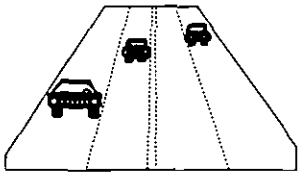
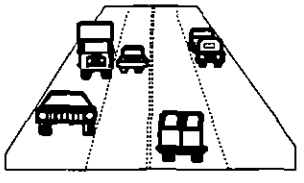
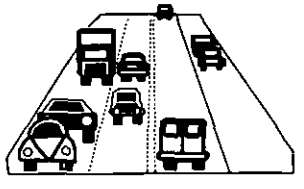
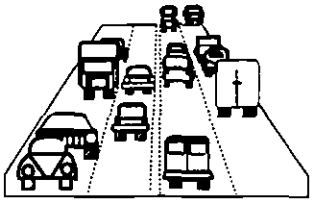
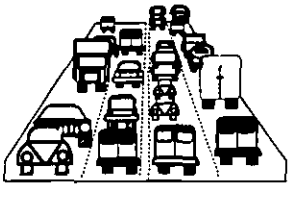
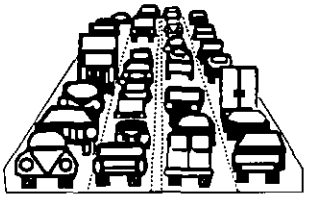
Level of service		Flow conditions	Technical Descriptors: Operating speed	Delay	Service rating
A		Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.	55+	None	Good
B		Stable traffic flow, speed becoming slightly restricted. Low 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 5-2

LEVELS OF SERVICE FOR INTERSECTIONS

Level of Service	Volume - To Capacity (V/C) Ration	Operating Conditions
A	00.00 - 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	>0.60 - 0.70	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.

5.2 NETWORK DEFINITION

Defining the highway system was 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 been discussed extensively to determine which city and county roadways should be included, as well as to weigh the benefits and costs of increased network size. This issue is important for the following reasons:

- **Funding:** Inclusion within the CMP Capital Improvement Program satisfies one of the first steps in the state funding process. Projects need not be located directly on the CMP highway system, but must benefit the system.
- **Local Monitoring Costs:** Caltrans and local jurisdictions are responsible for monitoring levels of service, including the cost of data collection and analysis. A more extensive network increases monitoring costs.
- **EIR Analysis:** Local jurisdictions are responsible for assessing the impacts of new development on the CMP system when preparing project 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.
- **Permanent Designation:** Once designated, routes cannot be deleted from the network and are therefore permanently subject to CMP requirements.
- **Countywide Cost Impact:** Congestion levels on CMP routes determine the size of the mitigation needs which must be addressed by the Countywide Deficiency Plan. Adding congested routes could increase local mitigation responsibilities for all jurisdictions under the Countywide Deficiency Plan as it would increase the "congestion gap" upon which the local share ("debits") for mitigation is based.

5.2.1 Los Angeles County CMP Highway System. Exhibit 5-3 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 5-4 lists the specific routes and limits included in the CMP highway system.

Exhibit 5-3

1997 CMP HIGHWAY AND ROADWAY SYSTEM

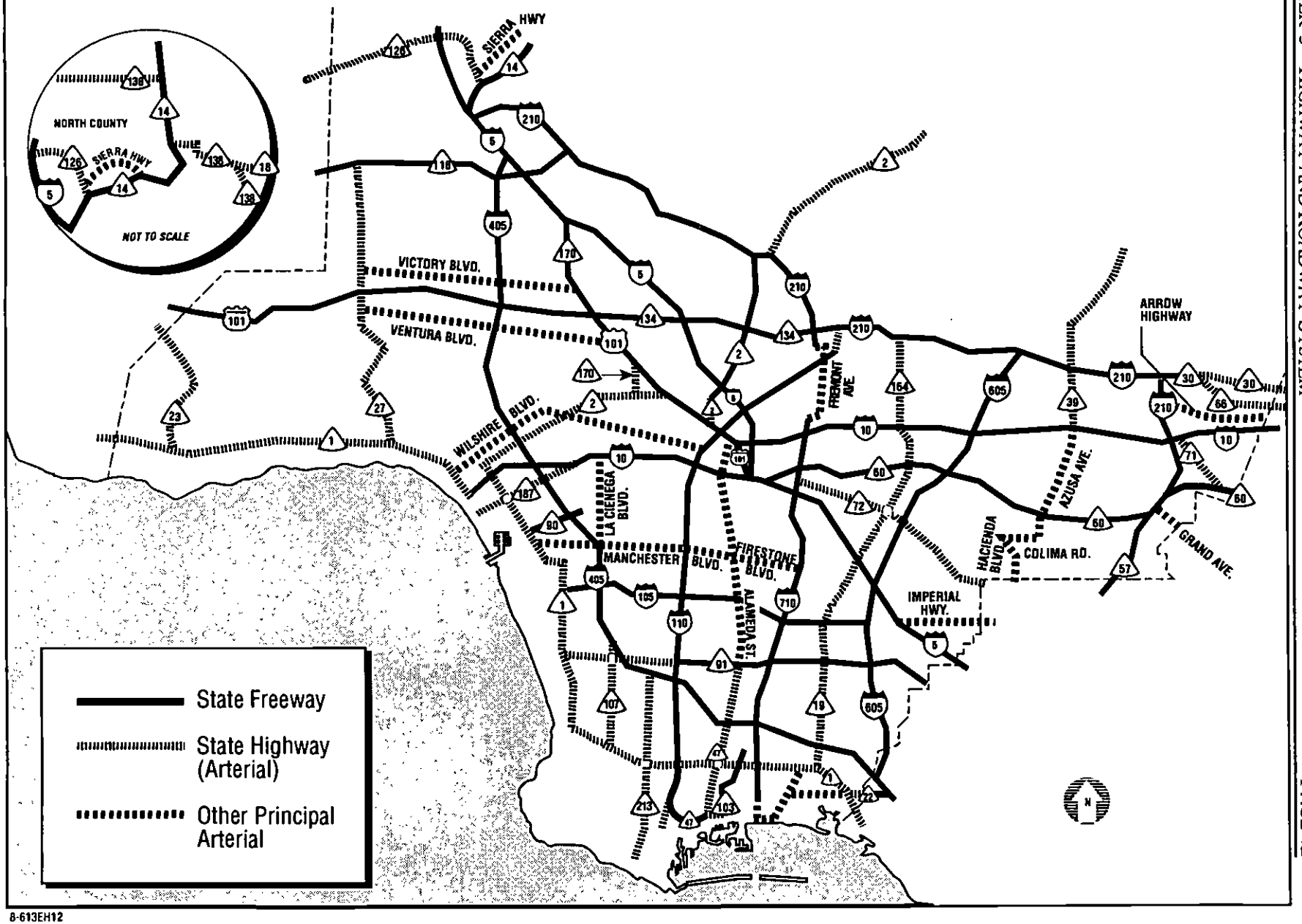


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Exhibit 5-4

1997 CMP HIGHWAY AND ROADWAY SYSTEM

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

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

5.2.2 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:

- 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.

5.2.3 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.

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

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

The 1997 CMP permanently adds Manchester/Firestone Boulevards, between Lincoln Boulevard (Route 1) and the San Gabriel River Freeway (Route 710), to the CMP highway system. Formerly State Route 42, the entire length of Manchester/Firestone Boulevards, from Lincoln Boulevard to Highway 5, had been on the CMP highway system as an interim route pending the completion of the Glenn Anderson Freeway (Route 105) and relinquishment by Caltrans to local authorities. Both of these conditions will be met by the end of 1997.

Following the process outlined above, MTA consulted with affected jurisdictions regarding the permanent addition of Manchester/Firestone to the CMP highway system. This was also discussed extensively by the PAC which supported the addition because they felt that it met the criteria outlined above. The PAC noted particularly that (1) without this route there would be a gap of five miles or more in the CMP highway system for east/west routes for much of the County, and (2) there was local consensus for the addition.

5.3 LEVEL OF SERVICE STANDARDS

5.3.1 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 5-5 and 5-6; more detailed data is provided in Appendix A. Exhibit 5-7 illustrates a comparison of 1997 LOS results to 1992 LOS results. Chapter 3 contains a general analysis of current growth and performance trends in Los Angeles County.

5.3.2 CMP Monitoring Requirements. The CMP system is 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, which are spaced roughly two miles apart, reflecting the primary capacity constraints on these arterials. Spacing is sometimes greater on rural highways where there are fewer constraining intersections. A total of 161 intersections have been identified for monitoring across the county. This list will be reviewed biennially in consultation with Caltrans and local jurisdictions. Local jurisdictions are responsible for monitoring Levels of Service at these intersections. There are three fewer monitoring locations than there were in the 1995 CMP due to the removal the eastern portion of Firestone Boulevard from the CMP Highway System. A list of arterial monitoring locations and responsible jurisdictions is provided in Appendix A.

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

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

Exhibit 5-5

1997 CMP HIGHWAY SYSTEM AM PEAK HOUR LEVELS OF SERVICE

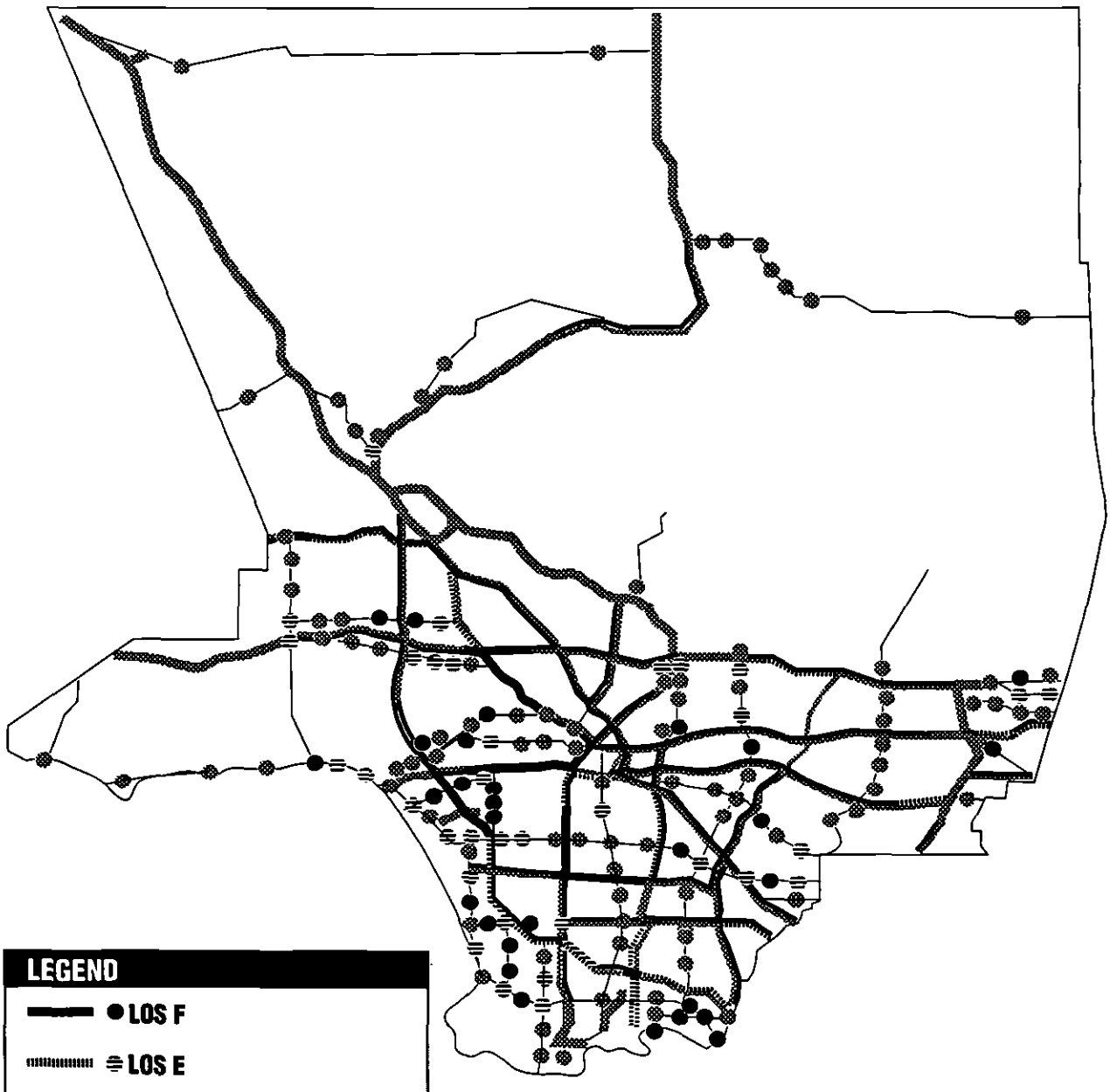

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Exhibit 5-6

1997 CMP HIGHWAY SYSTEM PM PEAK LEVELS OF SERVICE

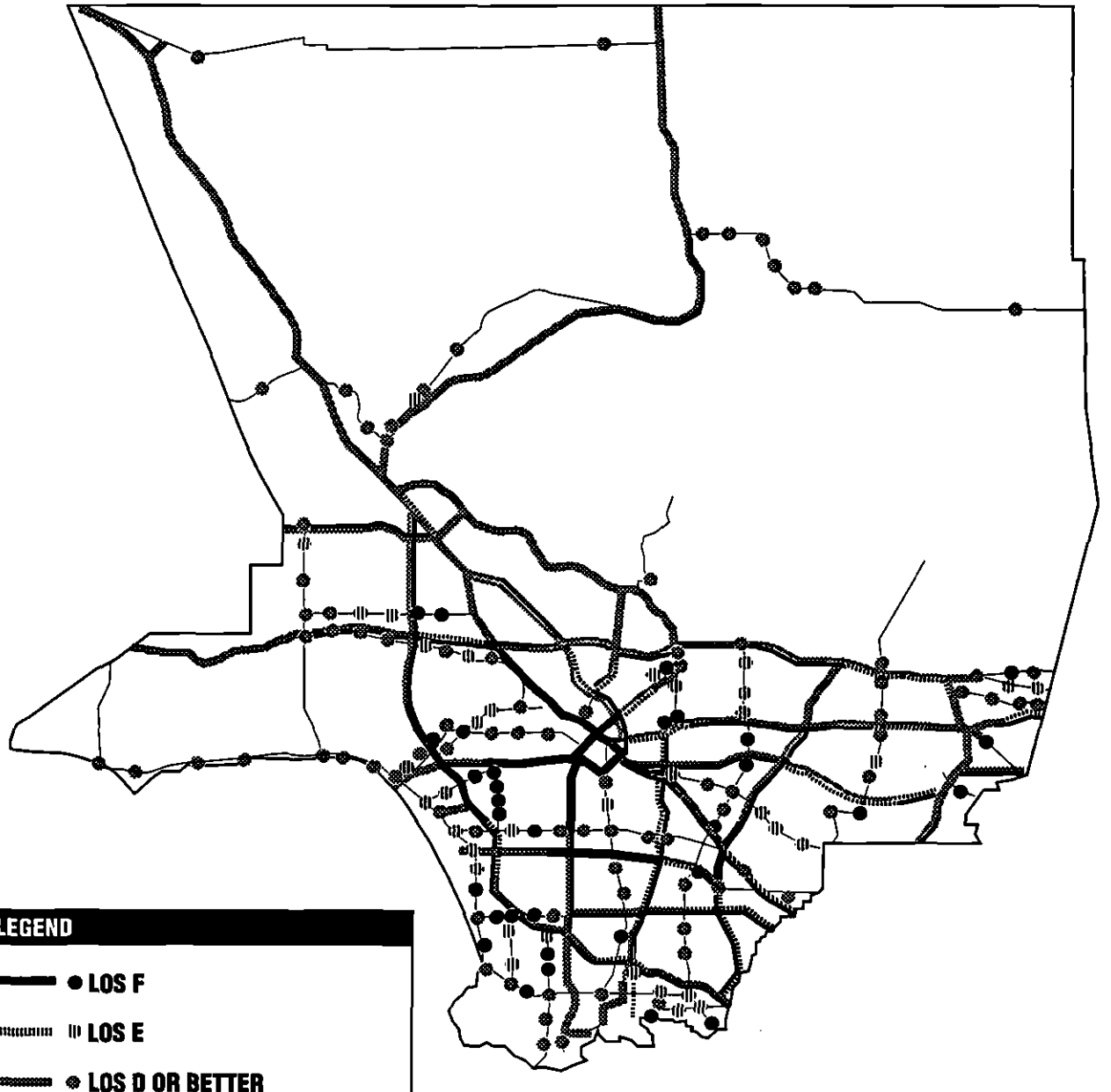

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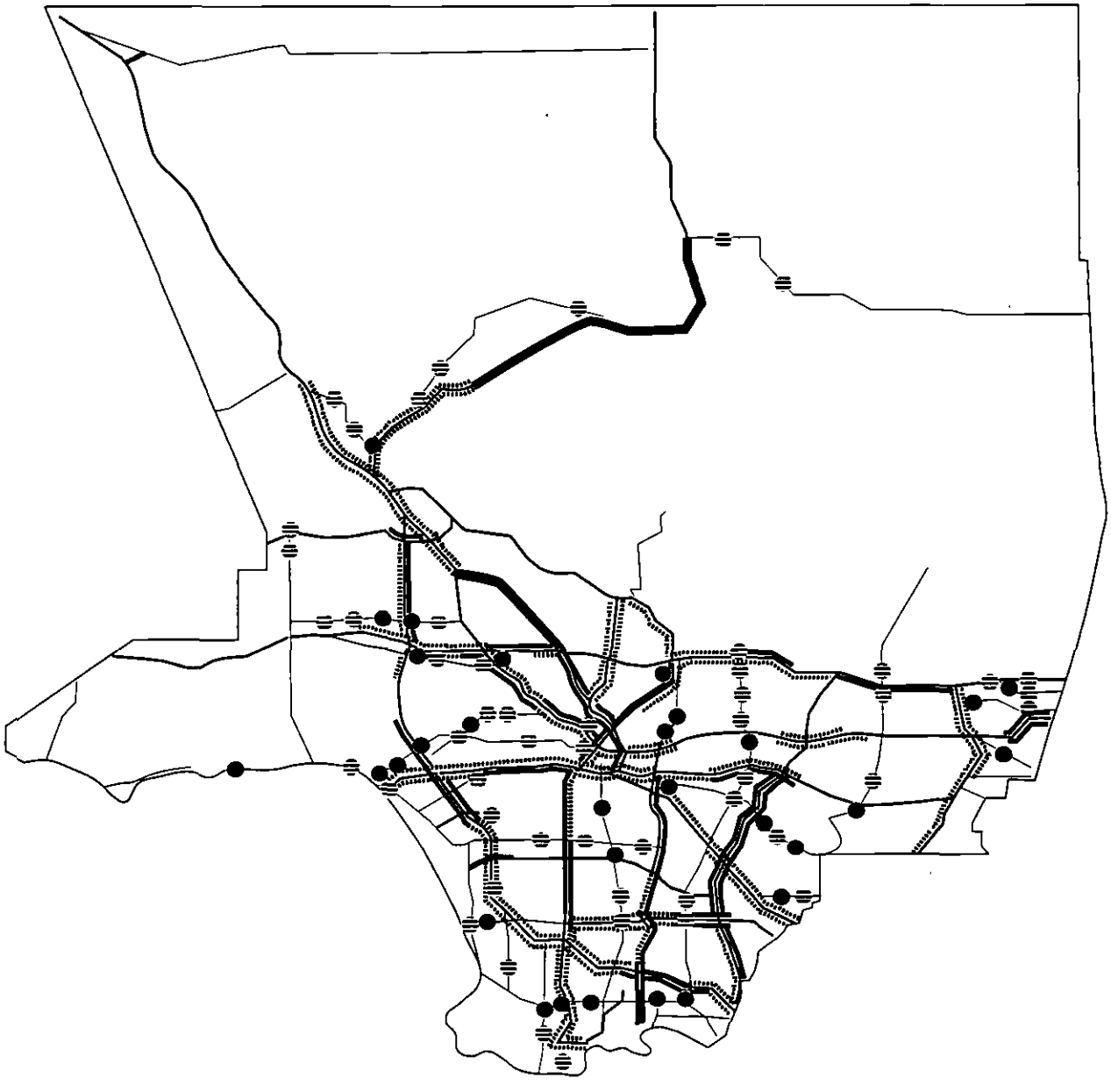
Exhibit 5-7

1992-97 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.

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5.4 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.

5.4.1 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.

5.4.2 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.

5.4.3 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.

5.4.4 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. These are discussed in Chapter 11. Appendix G, Section G.2 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

6

TRANSIT SYSTEM

CHAPTER 6

TRANSIT SYSTEM

6.1 INTRODUCTION

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

The MTA operates one of the largest bus systems in the United States, with a service area covering 1,442 square miles and providing 1.3 million passenger trips per day. MTA's transportation partnerships also include twelve fixed-route operators who receive regional formula funding, and forty two local agencies/cities providing community and shuttle services.

MTA is also committed to the development and operation of an extensive rail transit system currently being developed for Los Angeles County. In addition, the Metrolink commuter train system connects Downtown Los Angeles with the northern part of the county and five surrounding counties. Together this rail system includes a combination of light rail, subway and commuter services, with patronage increasing steadily each new year.

Local jurisdictions play a vital role in providing transit solutions which alleviate congestion and improve mobility. Through the Countywide Deficiency Plan, local jurisdictions have earned CMP credits for contributing to the construction of the Metro Rail and Metrolink systems, the provision of new or improved local fixed and express transit services, increased transit ridership on local systems, and locally funded transit fare subsidies. Through these transit improvements, local jurisdictions are responsible for reducing more than 370,000 daily vehicle miles traveled (VMT) countywide, and have earned over half a million CMP Deficiency Plan credits (See Appendix F, Strategy Nos. 221, 222, 223, 331, 361 - 366).

6.1.1 Statutory Requirement. CMP statute requires each CMP to 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 5, the Deficiency Plan performance measure of person-miles accommodated or reduced discussed in Chapter 11 and Appendix F, meet the requirements for this performance element.

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

- **Fixed route bus service.** The MTA operates more than 1,738 buses during the peak periods and has about 337 million boardings annually. The MTA is committed to an expansion of the current fleet from approximately 2,100 buses to approximately 2,350 buses by 2010. It is anticipated that the provision of additional service will increase ridership to 343 million passengers annually in Fiscal Year 1998.

  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, forty-two cities provide community and shuttle services.

  Together, on an average weekday, the above mixture of bus transit systems provide countywide service to over 1.6 million passengers.

- **Rail Service.** An extensive rail system has been under development since 1990 for Los Angeles County and still continues today. Significant strides in the development of this rail system are best illustrated by comparing the 1992 CMP transit network (Exhibit 6-1) to the 1997 CMP transit network (Exhibit 6-2). This system now includes more than 240 miles of light rail, subway and commuter rail services within Los Angeles County. Los Angeles residents are learning that public transit is a good way to travel as demonstrated by the fact that ridership has increased steadily each year.

  MTA's Metro Rail lines span 49 miles to date and serve 100,000 boarding passengers each weekday. The Metro Blue, Red and Green Lines are branches of the Metro Rail system being built by the MTA, providing commuters with an alternative to driving.

  The Metro Rail Blue Line was the first operational segment of the Metro Rail system and provides 22-miles of light rail service between Downtown Los Angeles and Long Beach. Ridership has increased from 30,000 in 1990 to approximately 47,000 average daily passengers in 1997.

  The Metro Rail Red Line is designed to be the backbone of the rail system. It began operation of its first segment in early 1993, providing the city with modern, heavy rail subway service from Union Station to the Westlake/MacArthur Park Station. With the recent completion of the extension to the Wilshire/Western Station, the Red Line is a 7.7-mile line encompassing Union Station and seven stations in the downtown and mid-Wilshire areas. More than 37,000 passengers ride the Red Line daily, a 69 percent increase over the previous year.

Exhibit 6-1

1992 CMP TRANSIT MONITORING NETWORK

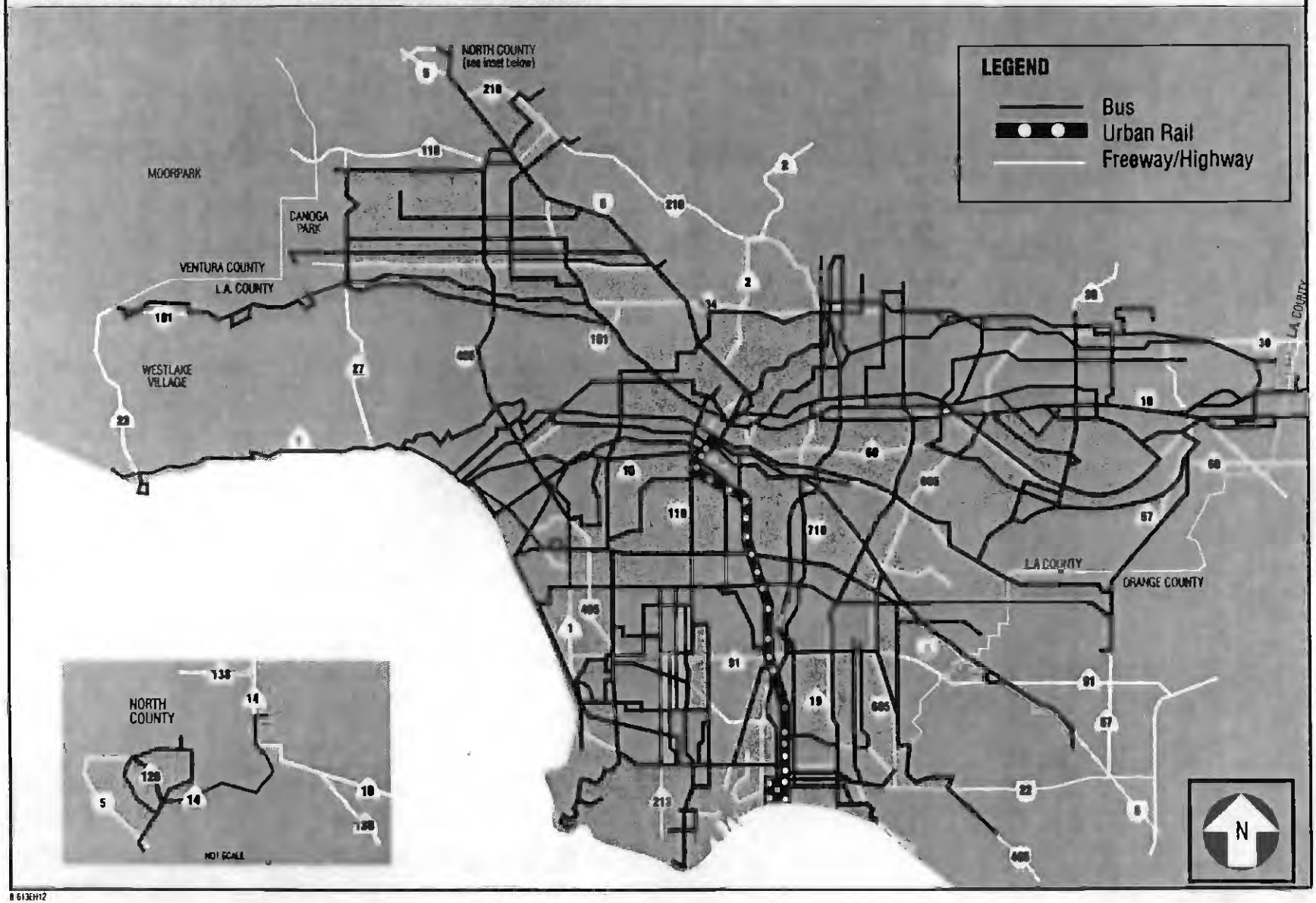
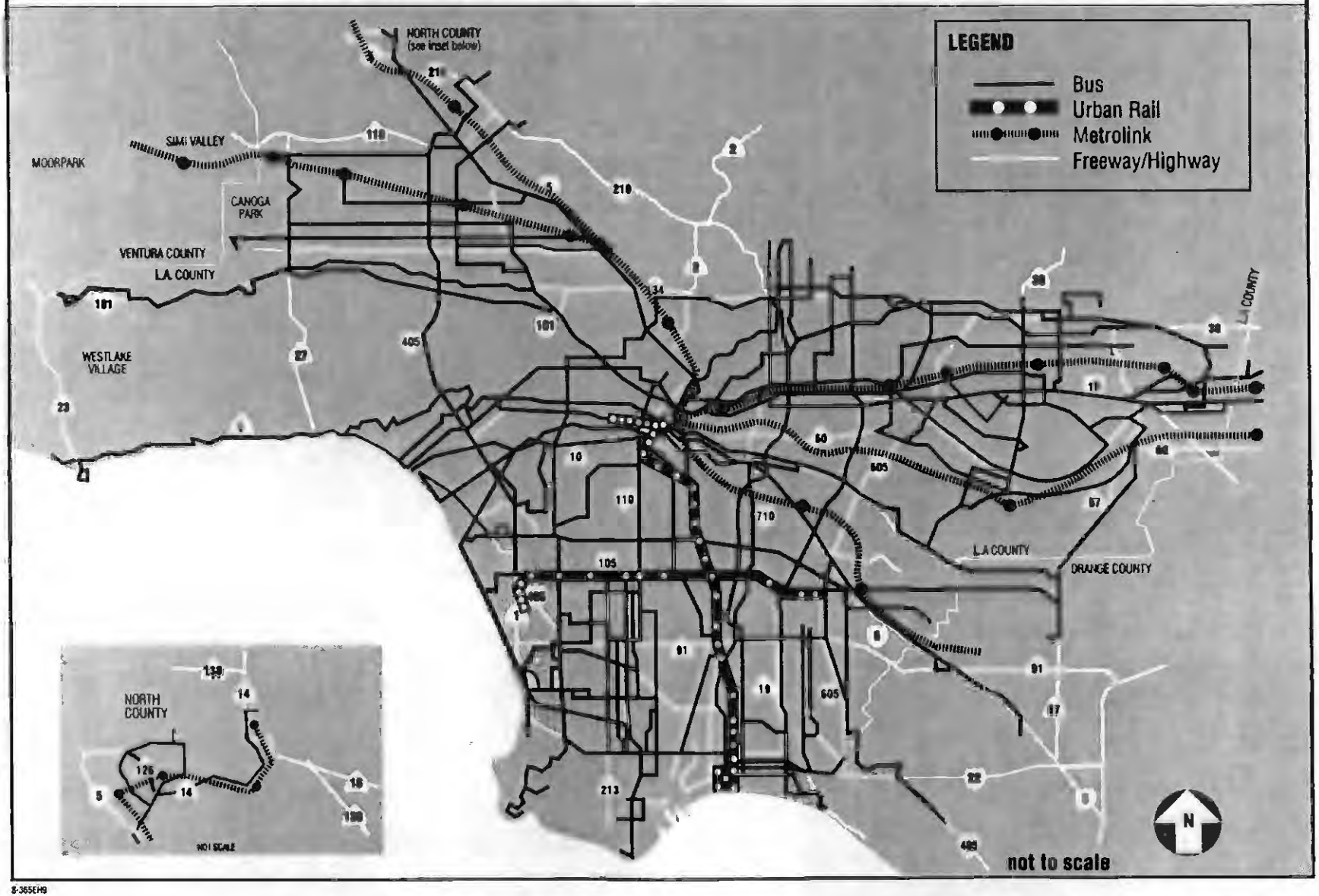


Exhibit 6-2

1997 CMP TRANSIT MONITORING NETWORK



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The Metro Rail Green Line was added in 1995 and operates between Norwalk in eastern Los Angeles County and terminates in Redondo Beach. Traveling mostly along the median of the I-105 (Glenn Anderson) Freeway, this 20-mile, east/west light rail system serves over 10,000 daily passengers. Passengers may disembark at the Aviation Station and board a free shuttle for a 10-minute ride to Los Angeles International Airport (LAX).

Metrolink is the Southern California Regional Rail Authority's (SCRRA) commuter rail system and connects commuters living and working in six counties: Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura. Metrolink commuter rail service began in late 1992 travelling to Downtown Los Angeles from Moorpark, Santa Clarita, and Pomona. This original commuter rail service covered 112 route miles and carried approximately 8,000 daily passengers. Today the Metrolink regional rail system covers 416 route miles, with an increase in ridership to over 25,000 daily passengers. SCRRA operates as a joint powers authority with funding provided by: Los Angeles County MTA, Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG) and Ventura County Transportation Commission (VCTC).

Together, on an average weekday, the above mixture of rail transit systems provide countywide service to over 124,000 passengers.

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

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

6.1.3 Purpose. CMP statute requires the development of transit performance measures for the purpose of monitoring transit. The purpose of monitoring the transit system is to gauge the effectiveness of transit in relieving congestion on the CMP highway network and improving countywide mobility. Transit monitoring 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.

As described earlier in this chapter, there are a wide range of transit services in Los Angeles County providing a mixture of local, regional and specialized service transportation. However, for purposes of CMP analysis, a subset of transit services has been established which can be effectively monitored and used to analyze its traffic congestion on the CMP highway system. This subset of transit services is referred to as the CMP transit monitoring network.

Transit operators will also be able to use results of this transit analysis in developing recommended mitigation measures to address impacts of development projects on transit services. Chapter 7 and Appendix D discuss in detail the requirement that affected transit operators be consulted regarding the potential impacts of those projects subject to an Environmental Impact Report (EIR).

6.2 CMP TRANSIT MONITORING NETWORK

The CMP transit network includes routes of five miles or more that provide service parallel to the CMP highway system. These routes are shown in Exhibit 6-2, and the transit lines within the network are listed in Appendix B.

Eighty nine bus routes are included in the CMP transit monitoring network. Also included are the Metro Rail Blue Line (Long Beach - Downtown Los Angeles), the Metro Rail Red Line (Union Station - Wilshire/Western), the Metro Rail Green Line (Norwalk-Redondo Beach), and Metrolink commuter rail service (Downtown L.A. - North Los Angles County, Ventura County, San Bernardino, Riverside, Orange, and San Diego Counties). The CMP transit network includes 37% of the bus and all the 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 transit network is reviewed as part of the biennial CMP update. Modifications have been necessary since the 1992 CMP to reflect the expanding transit systems with new transit routes, route changes, or deletions. For example, the Metro Rail Green Line was added in 1995 after it became operational, and the new 2.2-mile Metro Rail Red Line extension to Wilshire/Western is being added in the 1997 CMP.

6.3 MINIMUM CMP TRANSIT PERFORMANCE MEASURES

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

- **Routing Index:** Measures passenger throughput (e.g., passenger miles per vehicle service mile times average speed).

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

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

  - Issue and accept interagency transfers.

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

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

6.3.2 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 monitoring network. The information is requested through the Short Range Transit Plan (SRTP) process on a biennial basis. Operators receive the CMP Transit Monitoring Form contained in Appendix B as part of MTA instructions for the SRTP guidelines.

The information required can be derived from data that operators currently collect. 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.

6.4 CMP TRANSIT ANALYSIS

The CMP transit monitoring network is a subset of the overall countywide transit system, and includes those transit routes (bus and rail) of five or more miles in length, that provide parallel service along eleven broad CMP highway corridors. The CMP transit performance measures, routing and frequency indexes, were developed and intended to identify changes in transit use on the CMP transit network for system-wide planning purposes. Exhibit 6-3 provides a comparison in performance measures, as well as speed (e.g., miles per hour), by corridor between the Fiscal Year 92 baseline and Fiscal Year 96.

6.4.1. Routing Index. The routing index data comparison as shown in Exhibit 6-3 indicates an increase in the overall average for the CMP Transit Monitoring Network system-wide. The routing index number is an indicator of the mobility within a transit corridor as it relates to transit service. The routing index is intended to be sensitive to changes within a corridor over time; however, it cannot be used to compare the mobility of one corridor to another corridor. The routing index performance measure is based on the transit service and ridership data for each

Exhibit 6-3

CMP TRANSIT MONITORING NETWORK
COMPARISON OF NET CHANGE IN PERFORMANCE MEASURE BY FISCAL YEAR

		ROUTING INDEX			FREQUENCY INDEX			SPEED		
		92 Data	96 Data	Net	92 Data	96 Data	Net	92 Data	96 Data	Net
1A	Santa Monica Freeway	277	277	-50	33	31	-2	14	14	0
1B	San Bernardino/Pomona/Orange Freeeways	246	466	220	21	16	-5	17	21	4
2	San Fernando Valley/Downtown Los Angeles	326	352	26	14	14	0	17	21	4
3	Harbor Freeway	210	270	60	13	22	9	16	17	1
4	San Diego Freeway	164	193	29	23	25	2	12	14	2
5	Ventura/Foothill Fwys/W. San Gabriel Valley	218	200	-18	29	22	-7	14	16	2
6	Santa Ana Freeway	244	563	319	25	21	-4	14	20	6
7	San Gabriel River Freeway	198	314	116	9	8	-1	15	16	1
8	Artesia Freeway	231	436	205	32	45	13	13	18	5
9	North County	474	694	220	6	5	-1	28	30	2
10	Long Beach Freeway	388	394	6	33	38	5	16	14	-2
Transit Network Average		**268**	**353**	**85**	**23**	**23**	**0**	**16**	**18**	**2**

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.
Speed: Daily vehicle service miles divided by daily vehicle services hours; miles per hour (mph).

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transit line on the CMP transit monitoring network. The information is requested through the Short Range Transit Plan (SRTP) process on a biennial basis. More detailed data is provided in Appendix B.

The routing index can also be viewed as the "passenger throughput" of a particular corridor. A decrease in the routing index number generally indicates a corridor's transit riders are moving at lower speeds. An increase in a corridor's routing index number is a general indication of people moving faster or an increase in transit service within a corridor. It should be noted, however, that changes in transit service type (e.g., express, local fixed route bus, rail), and restructuring of bus service routes also influence a corridor's routing index.

The increase in the system-wide routing index is mostly attributable to new transit services provided by Metrolink commuter rail and the Metro Rail, both light rail and subway. As discussed in Sec. 6.1.2. an extensive rail system has been under development since 1990 for Los Angeles County, with ridership increasing steadily each year. Those corridors that have Metrolink commuter rail lines show increases in their respective routing indexes: San Bernardino/Pomona/Orange Corridor No. 1B, has both the San Bernardino and Riverside Metrolink commuter lines. The San Fernando Valley/Downtown Los Angeles Corridor No. 2 has the Ventura County Metrolink commuter line. The Santa Ana Freeway Corridor No. 6 has the Orange County Metrolink commuter line. The North County Corridor No. 9 has the Santa Clarita Metrolink commuter line.

Similarly, the routing index for the three corridors with Metro Blue, Red and Green Lines also reflect an increase over the CMP transit monitoring network FY 92 baseline. The increase for the Long Beach Corridor No. 10 is not as substantial as the Harbor Freeway No. 3 which has the Red Line, or the Artesia Freeway No. 8 which has the Green Line. This is due to the fact that the Blue Line became operational in 1990 and was included in the Long Beach Corridor FY 92 baseline.

The increase in the routing index for corridors with rail noted above reflects rail's effect of increasing speed in the corridor as well as the addition of transit passengers. Improved speed is most likely attributable to the mobility benefit of grade separated, fixed transit service systems that do not have to compete with traffic on congested freeways and arterials.

Exhibit 6-3 indicates a drop in the routing index for the Santa Monica Freeway Corridor No. 1. This corridor includes eighteen bus routes operated by four different transit operators - MTA, Santa Monica, Culver City and LADOT. These bus routes also reflect different types of transit services within this corridor ranging from local to express services. A review of the data indicates a portion of the drop in routing index may be attributable to service routes being short-lined to connect with the extension of the Metro Red Line to the new Wilshire/Western station. At the same time, the overall average speed for the Santa Monica Corridor remained at 14 mph.

6.4.2. Frequency Index. The frequency index data comparison as shown in Exhibit 6-3 indicates no change in the overall average for the CMP Transit Monitoring Network system-wide. The frequency index performance measure represents the average number of round trips within the morning and evening peak commute periods. This peak period trip data falls within the same a.m.

and p.m. peak period window required for the CMP highway monitoring requirement. This measure can also be viewed as the "availability" of transit services to individuals commuting during this period.

While the overall system frequency index indicates no change, Exhibit 6-3 indicates changes for this performance measure within individual corridors. The two corridors with the largest increase in frequency index are the Harbor Freeway No. 3 which has the Metro Red Line, and the Artesia Freeway No. 8 which has the Green Line. A review of the data validates the influence of the Green Line addition within the Artesia Freeway corridor as changes to peak period bus trips were minimal. In the Harbor Freeway Corridor, the line-by-line data does reveal a reduction in some of the MTA local service, while at the same time the Gardena Municipal local bus service doubled the number of bus trips during the peak period. The Metro Rail Line, however, makes the most influential contribution in peak period trips for the Harbor Freeway corridor. More detailed data is provided in Appendix B.

6.4.3. Speed. The speed data comparison as shown in Exhibit 6-3 indicates an increase in the overall average for the CMP Transit Monitoring Network system-wide from 16 mph in to 18 mph. The unit of measure for speed is daily vehicle service miles divided by daily vehicle service hours, which translates into transit miles per hour (mph). While speed is not a statutory requirement for the CMP transit monitoring network performance measure, the average speed was added to Exhibit 6-3 as it is considered another indicator of mobility, by both the public and planning agencies. Most commuters recognize that the system has improved if they are travelling faster than before.

6.5 TRANSIT COORDINATION IN LOCAL JURISDICTION EIR PROCESS

Chapter 7 discusses in detail the requirement, incorporated in the model Transportation Demand Management Ordinance, that affected transit operators must be consulted regarding the potential impacts of development projects on transit services. All development projects/programs for which an Environmental Impact Report (EIR) will be prepared are required to consult with affected transit operators and to incorporate an analysis of transit impacts in the EIR. The specific requirements for EIR transit consultation and analysis are detailed in Section D.8.4, Appendix D, Transportation Impact Analysis guidelines. This responsibility strengthens the existing CEQA link between the development process and transportation planning.

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

CHAPTER 7

TRANSPORTATION DEMAND MANAGEMENT ELEMENT

CHAPTER 7

TRANSPORTATION DEMAND MANAGEMENT ELEMENT

7.1 INTRODUCTION

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

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

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

The Countywide Deficiency Plan also provides local jurisdictions with mitigation credits for implementation of their CMP TDM ordinance. This is because cities automatically accrue credit at a rate of 30% per every 1,000 square feet of new non-residential development. To date, a total of 15,491 credit points have been awarded to cities under the Countywide Deficiency Plan for implementation of the TDM ordinance. This is equivalent to a reduction of 10,773 daily vehicle miles travelled (VMT). Local jurisdictions also have the opportunity for credit when retrofitting existing development with TDM support facilities (See Appendix F, Strategy Nos. 322, 324, 325)

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

7.1.2 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 Transportation Plan and the Air Quality Management Plan. Strategies that are identified in this chapter are supportive of both documents and work toward attainment of regional mobility and air quality goals.

The CMP TDM Ordinance was designed as a first step in getting local jurisdictions involved in travel demand strategies. These features are not designed to attain a specific performance target. Such features, however, encourage ridesharing and transit use, and can also increase the desirability of a new facility for tenants. TDM-friendly facilities also complement other TDM approaches that are being promoted such as the South Coast Air Quality Management District's (SCAQMD) Rule 2202 and SB 836 which create incentives for voluntary rideshare measures. Many employers do not have control over the site that they occupy and are unable to install physical improvements such as bicycle parking and preferential carpool and/or vanpool parking. The basic requirements of the model CMP TDM ordinance make these facilities available to employees, as well as employers whether or not they are required to comply with Rule 2202. TDM design standards are the first step in broadening the options travelers have in getting to and from places.

The TDM ordinance also addresses the importance of the transit system by requiring that transit system operators be incorporated into the development process for those projects subject to an Environmental Impact Report (EIR). By linking this 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.

7.2 MINIMUM CMP TDM REQUIREMENT

The CMP TDM Ordinance applies to all new non-residential development and requires certain TDM-friendly development standards, such as carpool/vanpool preferential parking and pedestrian access, to be incorporated into the project design. The applicable development standards are triggered when a new project exceeds established gross square footage thresholds. In addition, all development projects/programs for which an Environmental Impact Report (EIR) will be prepared must consult with affected transit operators. CMP TDM ordinance requirements are detailed in Appendix C and summarized in Exhibit 7-1.

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

Exhibit 7-1

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**		

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

- At the discretion of the local jurisdiction, variances to the minimum ordinance requirements for individual projects may be considered if:
  - a TDM development standard required by the ordinance will not be applicable due to special circumstances relating to the project, including, but not limited to, the location or configuration of the project, the availability of existing TDM strategies, or other specific factors which will make infeasible or reduce the effectiveness of a TDM development standard required by the ordinance, and
  - alternative TDM strategies commensurate with the nature and trip generating characteristics of the proposed facility are feasible.

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

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

7.3 EXISTING TDM PROGRAMS IN LOS ANGELES COUNTY

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

- **Ridesharing Requirements.** SB 836, signed into law September 27, 1996, exempts worksites with 100-249 employees from the South Coast Air Quality Management District's Rule 2202. Under Rule 2202, regulated employers (those with 250 or more employee) must implement an emission reduction program and are allowed to choose from three types of emission reduction options: 1) Emission reduction strategies, such as old vehicle scrapping, clean vehicles and equipment, remote sensing, and other approved efforts; 2) Air Quality Investment Program (AQIP), a per employee payment into a special fund for emission reduction projects; and 3) Employee commute reduction program, known as employee ridesharing program. See Section 7.4., Potential Changes in the TDM Environment, for discussion on Rule 2202 and SB 836 legislation and the future of ridesharing programs.

Those cities who continue to implement rideshare programs, and attain an Average Vehicle Ridership (AVR) over and above what was modeled in the CMP Deficiency Plan (1.22 AVR), are eligible for CMP credit through the "Special Credit" process (See Chapter 11). To date, the cities of Alhambra and Santa Monica have earned CMP credit through this process for their rideshare programs.

- **Rideshare/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 provides carpool/vanpool matchlists, and additional survey data services to calculate employer AVR's for the Rule 2202 rideshare option. It also serves as a TDM information clearing house, marketing TDM strategies and advises employers on successful incentives for trip reduction programs. These services are also available to cities who are interested in implementing rideshare programs and applying for CMP credit under the "Special Credit" process referred to in the rideshare discussion above.

- **MTA TDM Actions.** To complement the efforts of local jurisdictions, MTA is committed to TDM as an integral component of its countywide mobility strategy. Through the biennial Call for Projects grant program, the MTA has funded over 170 TDM demonstration projects at a cost of $76 million dollars. These TDM projects range from vanpool information programs, a televillage at a transit center, tele-work centers, shuttles to rail stations, parking management projects, and bicycle parking facilities at rail and transit stations. Many of these projects have been evaluated and others will be evaluated to help guide MTA's future funding decisions for implementing effective transportation alternatives to driving alone and improving air quality.

  The MTA TDM program also promotes the use of new and emerging telecommunications technologies for improving mobility and shortening or eliminating trips. Moving work closer to the worker through strategies such as telecommuting, video teleconferencing, teleservices, virtual offices and telebusiness centers can decrease traffic. The MTA provides resources and information for organizations interested in alternative workplace strategies. One new resource the MTA is offering is "Telecommuting: A Formula for Business Success," an extensive manual to help companies develop successful telecommute programs for their employees. To date, a total of 6,874 credit points have been awarded to cities under the Countywide Deficiency Plan for implementing technology-based strategies. This is equivalent to a reduction of 4,780 daily vehicle miles travelled (VMT).

  MTA's commitment to TDM is also reflected in the development of master plans for bicycle facilities within the six subregions of the Los Angeles County. The MTA also provides funding for ridematching and other regional ridesharing activities providing outreach to major employers to ensure commuters are aware of travel options. Good information on travel alternatives is critical to encourage people to leave their cars and try other travel modes. These rideshare efforts also help support the implementation of

MTA's planned 180-mile HOV system, as described in MTA's High Occupancy Vehicle (HOV) System Integration Plan.

- **Local Development Review Process.** Many jurisdictions require additional TDM strategies to mitigate the impact of development on the local transportation system. This occurs during the development's environmental impact review (CEQA) process. This approach to implementing TDM gives cities CMP Deficiency Plan credits to offset the debits accrued through the new development (See Chapter 11).

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

  - Feeder bus service to rail lines: The 1997 CMP includes a new Toolbox Strategy No. 366, that provides credit based on the net increase in boardings at a rail station directly attributable to a feeder service. Both the city with the rail station, and the city funding the feeder service are awarded transit credit under the current transit strategy based on increase in passenger miles travelled (PMT).

  - Development of transit centers: The CMP was developed to help link land use and transportation decisions. The 1997 CMP furthers this linkage with providing a new credit strategy for multi-modal transportation centers (MMTC) to encourage cities to accommodate all available modes within the design and operation of a transportation center (Toolbox Strategy No. 223). Cities may also earn credit for new development that meets certain criteria located near an MMTC (Toolbox Strategy Nos. 130-136).

  - Transit fare subsidies: These are an important part of an employee benefit package, and are essential to providing affordable transportation alternatives for a local city's residential population. Local jurisdictions, employers and transit agencies encourage alternate modes of transportation for work and personal mobility throughout the county with pre-paid fare media such as passes, token, tickets, etc. To date, a total of 25,467 credit points have been awarded to cities under the Countywide Deficiency Plan for their employee and residential transit fare subsidy programs. This is equivalent to a reduction of 17,710 daily vehicle miles travelled (VMT).

  - Transit coordination improvements: The MTA recently funded a demonstration project in which several municipal bus operators are utilizing a common stored-value electronic fare payment system. This type of fare card may serve to facilitate electronic fare payment on all the transit operators in Los Angeles County, which will permit transit riders to move easily from one system to another.

  - Alternative service delivery methods: These include services such as Smart Shuttles that focus on commuters travel needs. Since 1994, through MTA's Call for Projects grant program, the MTA awarded a total of approximately $8.5 million for Smart Shuttle demonstration projects.

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

- **Vanpool Formation Efforts.** Various vanpool programs have been undertaken in recent years by several agencies. The HOV Vanpool Rider Rebate Program, funded by MTA and administered by SCAG/Southern California Rideshare, is a special incentive program designed to introduce commuters to the ease of vanpooling on carpool lanes, also known as high-occupancy vehicle (HOV) lanes. Commuters are eligible for a rebate of $100 for sustained vanpool ridership.

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

  As required by CMP statute MTA has considered parking cash-out programs and determined that it is an appropriate strategy for the Deficiency Plan Toolbox. Parking cash-out programs are included as part of the CMP Deficiency Plan TDM strategy list as described in Chapter 11.

7.4 POTENTIAL CHANGES IN THE TDM ENVIRONMENT

The regulatory environment for TDM measures has experienced significant changes since the CMP was first adopted. MTA staff continues to actively monitor legislation pertinent to the CMP and will provide cities with supplemental information should any aspect of the CMP Toolbox strategies be affected by amendments to law. The following provides an update on potential legislative changes:

- In 1995, legislation changed the South Coast Air Quality Management District's (SCAQMD) TDM program from an employer trip reduction program (Regulation XV) to an employer-based emissions reduction program (Rule 2202). Subsequently, with passage of SB 836 in 1996, worksites with 100-249 employees were exempted from Rule 2202. In early 1998, the SCAQMD and Southern California Association of Governments (SCAG) report to the Air Resources Board (ARB) on whether voluntary ridesharing and other replacement measures called for in SB 836 achieve the same air quality benefit as Rule 2202. If not, Rule 2202 would be restored for worksites of 100-249 by June 1, 1998. If so, worksites of 250-499 would then be exempted from Rule 2202, with worksites of 500 or more subsequently exempted under certain conditions. In short, Rule 2202 could be rescinded altogether if voluntary ridesharing and other measures achieve the same air quality benefits as the SCAQMD's Rule 2202.

A methodology for assessing the impact of voluntary ridesharing and other replacement measures has been developed, and the actual evaluation is scheduled for completion in December 1997. The results of this evaluation will not affect the eligibility for CMP credit through the "Special Credit" process for those cities who continue to implement rideshare programs, and attain an Average Vehicle Ridership (AVR) over and above what was modeled in the CMP Deficiency Plan (1.22 AVR) (See Chapter 11).

CHAPTER 8

LAND USE ANALYSIS PROGRAM

CHAPTER 8

LAND USE ANALYSIS PROGRAM

8.1 INTRODUCTION

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

8.1.1 Statutory Requirement. Statute requires that the CMP include a program which analyzes the impacts of land use decisions on the regional transportation system, and which provides estimates 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.

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

The Land Use Analysis Program, and the Countywide Deficiency Plan discussed in Chapter 11, were designed to work together to facilitate local control and implementation of these state mandated requirements. Through the local jurisdiction's existing environmental impact review process (California Environmental Quality Act, CEQA), the Land Use Analysis Program provides jurisdictions with the opportunity to plan ahead to satisfy Deficiency Plan requirements. The mitigation strategies in the Deficiency Plan Toolbox can be used by a local jurisdiction to accommodate or reduce the travel demand of a new development project. See Chapter 11 and Appendix F for information on eligible CMP Toolbox mitigation measures.

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

The Land Use Analysis Program has the following objectives:

- Reaffirming the responsibility of the lead agency as the decision making authority.
- Establishing a program 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.

8.2 LAND USE ANALYSIS PROGRAM.

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

Except as modified herein, all procedural requirements of CEQA for projects that are required to prepare an EIR, including notices, consultation with other agencies, scoping the content of the EIR, determinations of significant effect, time limits, and public hearings, shall continue to be the responsibility of the local jurisdiction. While distribution of the 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.

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

8.2.3 Exempted Projects. Projects which are exempted from the Land Use Analysis Program include:

- Projects determined not to have a significant effect on the environment, or which receive a Negative Declaration, Mitigated Negative Declaration or Notice of Exemption, are not subject to the CMP Land Use Analysis Program, and preparation of a TIA is unnecessary.

- Projects that entered into a development agreement with a local jurisdiction prior to July 10, 1989. Development agreements are obligations entered into on the part of a developer and a jurisdiction as specified under Section 65864 of the California Government Code. Revisions to existing development agreements that do not require an updated EIR are included within this definition.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

  - Determine if significant impacts occur on the CMP system as a result of the project. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$) 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 is at the discretion of the local jurisdiction. Once a mitigation program is selected the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

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

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

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

- Information on trip generation and mode assignment for both 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.

8.2.5 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.

8.2.6 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 which encourage the use of alternative transportation modes. To take advantage of the opportunity to receive CMP credit, the EIR should evaluate the potential for including CMP approved mitigation strategies as project mitigation measures. A full description of the CMP mitigation strategies is contained within Appendix F.

8.3 LOCAL CONFORMANCE.

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

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

- Incorporating CMP 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 Requests for Proposals and contracts for EIR consultants.
- Adding MTA and other area transit operators to standard mailing lists used for CEQA related notices.

CHAPTER 9

CAPITAL IMPROVEMENT PROGRAM

CHAPTER 9

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 5 and 6.

State programming statutes require that projects competing for state funds be included in the CMP. Senate Bill 45 has been approved by the California State Legislature and signed into law by the Governor. It will go into effect on January 1, 1998. This legislation changes the formulas and programs for the distribution of gas tax and other transportation revenues by the State of California. As such, Flexible Congestion Relief (FCR) and Traffic Systems Management (TSM) programs will be eliminated. SB 45 consolidates these, and other transportation funding programs into two programs -- Regional Improvements Program, and Interregional Improvements Program.

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

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

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

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

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

The CMP Capital Improvement Program is comprised of the MTA Board adopted Call for Projects, last approved in June 1997, the currently adopted State Transportation Improvement Program (STIP), County Transportation Improvement Program (CTIP), and the capital improvement strategies implemented by local jurisdictions through the CMP Countywide Deficiency Plan. Copies of these lists are available from MTA upon request. Projects programmed in prior STIPs are presumed to be consistent with the CMP.

The Countywide Deficiency Plan also introduces additional opportunities for linking local improvements to the Regional Transportation Improvement Program and its air quality review and analysis. As discussed in Chapter 11, CMP credit earned by local jurisdictions for capital improvement strategies (200 series) and certain transportation demand management/transit improvement strategies (300 series) in the CMP Deficiency Plan Toolbox are linked to the inclusion of these projects into the RTIP. In this way, the Deficiency Plan creates an incentive for improved reporting of locally funded improvements through the RTIP, and will help ensure that the RTIP more accurately represents the number and types of transportation improvements that are being implemented throughout the county.

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

CHAPTER 10

COUNTYWIDE TRANSPORTATION MODEL

CHAPTER 10

COUNTYWIDE TRANSPORTATION MODEL

10.1 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 County TIP development that works toward air quality goals. This analysis also assists SCAG, which must make a region-wide determination that the CTIP is in conformance with the Air Quality Management Plan.

10.2 CMP BIENNIAL HIGHWAY MONITORING

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

10.3 CMP DEFICIENCY PLAN MODELING

The CMP Deficiency Plan uses a countywide approach to meet related CMP statute requirements. The Deficiency Plan used transportation modeling analysis to forecast and quantify the level of congestion in Los Angeles County. 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 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. The size of the "gap" is directly linked to the Deficiency Plan "debits" which determine the level of each jurisdiction's annual mitigation responsibility.

Local jurisdictions have been implementing the CMP Deficiency Plan since 1993. Because of the extensive efforts that would be required, the Policy Advisory Committee (PAC) decided not to reevaluate the "congestion gap" for the 1997 CMP. MTA will begin a new congestion gap study in 1998 following the adoption of the updated MTA 20-Year Long Range Transportation Plan. This work will use the MTA transportation model which incorporates the most recent socio-economic data from the Southern California Association of Governments (SCAG) and is consistent with the SCAG model. Any adjustments to the CMP as a result of this study would be considered for incorporation into the 1999 update of the CMP.

CHAPTER 11

COUNTYWIDE DEFICIENCY PLAN

CHAPTER 11

COUNTYWIDE DEFICIENCY PLAN

11.1 INTRODUCTION

Deficiency plans are required by CMP statute, when level of service (LOS) standards are not maintained on portions of the CMP highway system.[1] For this CMP, a deficiency is defined as an intersection or segment of a highway or roadway that has a reduction in LOS that exceeds the minimum standard of LOS "E" (Definitions of LOS are provided in Chapter 5, Exhibit Nos. 5-1 and 5-2). A deficiency plan must include the following:

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

This chapter defines the "countywide" deficiency plan process that has been implemented for the CMP for Los Angeles County. Several different approaches for satisfying these requirements have been implemented throughout the state which use a "project-level" approach to analyzing the traffic impacts of new development. Samples of these alternatives include (1) mandatory local participation on multi-jurisdictional transportation improvement projects, (2) development impact fees, and (3) local deficiency plans prepared by each jurisdiction when they approve a development project which contributes to a deficiency. Los Angeles County possesses high levels of congestion which, in many locations, exceed CMP service standards, and the county has eighty-nine (89) separate local jurisdictions. For these two primary reasons, project-level alternatives for the deficiency plan requirement were rejected in favor of a coordinated, countywide deficiency plan program. Guidelines for annual deficiency plan reporting have been provided to assist local jurisdictions in the performance of their CMP responsibilities. Refer to Chapter 12 for a summary and schedule of all local CMP responsibilities, and Appendix E for further detail on reporting requirements.

This chapter also contains the Deficiency Plan "Toolbox." The Toolbox is a list of transportation improvement strategies that local jurisdictions can implement to receive credit

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

for having mitigated the regional transportation impacts of their annual building activity. The effectiveness of the Toolbox strategies have been predetermined so that it is unnecessary for local jurisdictions to conduct such studies during the development review process.

The Toolbox underwent significant revision for the 1997 CMP. Land use, capital improvement, transportation system management, transportation demand management and transit strategies in the Toolbox were expanded to provide more alternative methods for the eighty-nine (89) diverse local jurisdictions of Los Angeles County. A key component of the new land use and capital improvement strategies is the Multi-modal Transportation Center, which can be scaled to fit within urban or suburban communities, and which opens the door for lower density suburban cities to implement trip reduction through the coordination of new development and multi-modal transportation facilities.

Between 1990 and 1997, local jurisdictions implemented 2,400 Toolbox strategies, eliminating or accommodating approximately 3.3 million vehicle miles traveled (VMT) each day from the CMP highway network. When converted into dollars saved (time and fuel), this annual reduction in VMT is valued at over $100 million.

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

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

- Each jurisdiction is required to address only the effects of its own new development; however together, the 89 local jurisdictions participate in a regional mitigation program that considers the cumulative impact of all new development, including small and large projects.

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

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

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

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

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

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

- Setting highway and roadway level of service indicators, and tracking changes in performance over time (Chapter 5);

- Setting transit system performance measures, and tracking changes in performance over time (Chapter 6); and

- Providing general analysis of current trends in new development, and Deficiency Plan transportation improvements and programs (Chapter 3).

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

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

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

- The first step was to quantify the size of the problem. This has been dubbed the "congestion gap," referring to the deficiencies remaining on the CMP system after forecasting the impact of growth and the benefits of expected transportation improvements. Modeling runs indicate that roughly 15% of the new trips generated by growth within Los Angeles County through 2010 will contribute to CMP deficiencies. This represents the

size of the congestion gap which must be addressed through the countywide deficiency plan. It should be noted that the current congestion gap was determined assuming the implementation of regional improvements assumed in 1992.

In March 1995, the MTA adopted its current *20-Year Long Range Plan*. The transportation improvement program in the 20-Year Long Range Plan was significantly reduced from what was proposed in earlier plans. This was due to a number of factors, the most significant of which was a reduction in expected revenue due to the recent recession. For the 1997 CMP, the congestion gap was not reevaluated to reflect these changes. Following adoption of the next Long Range Plan update, the congestion gap will be modeled and reevaluated for the next biennial update of the CMP. An update of the Long Range Plan is currently being developed.

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

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

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

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

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

11.2 DEFICIENCY PLAN PROGRAM ELEMENTS

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

- Each local jurisdiction must track new development activity as the basis for calculating its annual congestion mitigation goal. The goal links deficiencies on the CMP system to development activity, using a uniform point system based on trip generation and trip length characteristics of various land uses. New development activity only includes projects that were issued a building permit during the reporting year, and is expressed in the negative, or as "debits." Development activity reporting is discussed in Section 11.3, and Appendices E and G.

- Each local jurisdiction implements mitigation measures selected from the CMP Toolbox. Point values, which are expressed in the positive, as "credits," are assigned to each mitigation strategy. Jurisdictions are responsible for balancing the congestion mitigation goal with commensurate mitigation strategies on an annual basis. The credit system is discussed in Section 11.4 and Appendix F. There is no required linkage of mitigation to individual development approvals. A jurisdiction may in fact choose to implement strategies which serve existing land uses rather than new development. Each jurisdiction has the flexibility to apply the measures at the scale it deems most appropriate - multi-jurisdictional, citywide, subarea, or on an individual development project basis.

- Local jurisdiction Deficiency Plan conformance is determined by participation in the program and implementation of mitigation strategies commensurate with its annual congestion mitigation goal, as reported in the annual Deficiency Plan reporting discussed in Section 11.7.

11.3 NEW DEVELOPMENT ACTIVITY TRACKING

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

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

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

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

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

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

11.4 MITIGATION STRATEGIES AND CREDIT SYSTEM

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

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

Detailed descriptions and credit values for each of the available deficiency plan mitigation strategies is included in Appendix F. These strategies, and their benefit in addressing congestion on the regional transportation system are summarized next and listed in Exhibit 11-1. New or revised strategies added to the Toolbox for the 1997 CMP are listed in *italics*.

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

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

Exhibit 11-1

COUNTYWIDE DEFICIENCY PLAN TOOLBOX

100. LAND USE STRATEGIES

110. SINGLE USES WITH TRANSIT CENTERS AND CORRIDORS

111. Residential development around transit centers
112. Commercial development around transit centers
113. *Industrial development around transit centers*
114. Residential development along transit corridors
115. Commercial development along transit corridors
116. *Industrial development along transit corridor*

120. MIXED-USES WITH TRANSIT STATIONS AND CORRIDORS

121. Residential mixed use development around transit centers
122. Commercial mixed use development around transit centers
123. Residential mixed use development along transit corridors
124. Commercial mixed use development along transit corridors

130. MULTI-MODAL TRANSPORTATION CENTER STRATEGIES

131. *Residential Development*
132. *Retail Commercial Development*
133. *Non-Retail Commercial Development*
134. *Industrial Development*
135. *Residential Mixed-Use In-fill Development*
136. *Commercial Mixed-Use In-fill Development*

140. NON-TRANSIT RELATED MIXED USE STRATEGIES

141. Residential mixed use development
142. Commercial mixed use development
143. Childcare facilities integrated with development.

150. LAND USE TRANSPORTATION POLICIES

151. *Transit Friendly Parking Design*

Exhibit 11-1 (continued)

COUNTYWIDE DEFICIENCY PLAN TOOLBOX

200. CAPITAL IMPROVEMENTS/TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

210. STREETS AND HIGHWAYS

211. High Occupancy Vehicle (HOV) lane
212. General use highway lane
213. Grade separation
214. Freeway on/off ramp addition or modification
215. *Arterial Center Medians*

220. TRANSIT FACILITIES

221. Urban rail station
222. Commuter rail station
223. *Multi-Modal Transportation Centers*

230. GOODS MOVEMENT

231. Freight-to-rail facilities

240. TRANSPORTATION SYSTEMS MANAGEMENT

241. Traffic signal synchronization
242. Traffic signal surveillance and control
243. Peak period parking restriction
244. *Intersection modification*
245. *Bicycle path or lane*
246. *Park & ride facility*

Exhibit 11-1 (continued)

COUNTYWIDE DEFICIENCY PLAN TOOLBOX

300. TRANSPORTATION DEMAND MANAGEMENT & TRANSIT SERVICES

310. RIDESHARING OPERATIONS

311. Formal trip reduction program for small employers
312. Alternative work schedules
313. Transportation Management Association (TMA)
314. Aggressive vanpool formation program
315. Informal carpool and vanpool program

320. RIDESHARING SUPPORT FACILITIES

321. CMP TDM ordinance
322. Carpool/vanpool loading areas
323. Childcare centers at multi-modal transit facilities
324. Bicycle and pedestrian facilities
325. Preferential parking for rideshare vehicles

330. RIDESHARING INCENTIVES

326. Transit fare subsidy program
327. Vanpool fare subsidy program
328. Carpool allowance
329. Bicycle allowance
330. Walking allowance
331. Subscription bus or buspool subsidy program

340. PARKING MANAGEMENT & PRICING

341. *Parking surcharge*
342. Parking cash out
343. *Unbundled Leases*

350. TELECOMMUNICATIONS

351. Telecommuting program
352. Neighborhood telework center
353. Business/education videoconferencing center
354. Remote access to government information/transactions

360. NEW OR IMPROVED TRANSIT SERVICES

361. New local or commuter bus service
362. Shortening of headways due to additional buses on a route
363. Restructuring of service through route or schedule modifications
364. Dial-a-Ride Services
365. Local shuttle
366. *Feeder Service to Rail Station*

370. UNIQUE PROGRAMS OR SERVICES

371. Bicycle/Pedestrian Patrol

- **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.

11.4.2 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.

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

11.4.4 Funding Criteria for Local Jurisdiction Credit. Generally, local jurisdictions may claim credit for the portion of the overall project they fund. This is referred to as Local Participation. Credit may be claimed for projects funded through any source programmed by the local jurisdiction, including formula allocations. This includes sources such as State Proposition 111 (Section 2105) and Federal Surface Transportation Program (STP 110%) formula allocations, Propositions A & C local return, and private contributions or assessments. Credit may not be claimed for project costs funded from MTA discretionary sources, such as State Flexible Congestion Relief (FCR), Traffic Systems Management (TSM), Regional Improvements Program, Interregional Improvements Program, 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. This portion that is earned by the local jurisdiction is referred to as the adjusted credit value (ACV). For example, if a jurisdiction contributes 25% local match to a project which is 75% funded through regional discretionary sources, the ACV that a jurisdiction may claim is equal to 25% of the CMP Toolbox value associated with the project.

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

For the 1997 CMP, a method for sharing these credits has been added. Capital improvement projects now divide credits between the agencies having jurisdiction over the project, and those funding the project. This is done on an "80:20" basis, with 80% of the Toolbox credit value of a multi-jurisdictional project going to the local jurisdictions that are funding the project, and

20% going to those participating through the exercise of their jurisdiction. In Appendix F (Strategy 200, Capital Improvements), this method is explained in greater detail. MTA staff will accept a different credit distribution with the agreement of all the affected jurisdictions.

11.5 RETROACTIVE CREDIT FOR NEW OR REVISED STRATEGIES

Seventeen strategies are added or expanded to the Toolbox for the 1997 CMP. These strategies are shown in *italics* in Exhibit 11-1. Local jurisdictions will have the opportunity to receive credit retroactively for having implemented these new or revised strategies on or after June 1, 1994. This corresponds to the date when jurisdictions began accruing debits for new development and will allow cities the opportunity to off-set some of those debits.

A one-time application process for strategies implemented between June 1, 1994 and May 31, 1997 will be available to local jurisdictions during the month of April 1998. Application materials will be distributed to each local jurisdiction in January, 1998. Any strategies implemented beginning June 1, 1997, new or old, may be submitted as a part of the regular Local Implementation Report due September 1, 1998 and annually thereafter.

11.6 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 #321. Local jurisdiction staff should be sure to claim this credit when submitting their annual Local Implementation Report.

- **Participation in Projects in Other Jurisdictions**: Some jurisdictions, because of their characteristics, may not be able to implement strategies within their boundaries that are eligible for CMP credit. In such cases, jurisdictions are encouraged to consult their neighbors or other jurisdictions for how they may be able to participate in other projects that are eligible for CMP credit. 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 "Special Credit" process described in Section 11.8.

- **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 11.4.4 for the specific provisions.

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

- **"Special Credit" for Unique Strategies and Circumstances**: The CMP encourages jurisdictions to apply for credit for strategies that provide mobility benefit but are not included in the CMP toolbox, or where exception is sought from the standard criteria and values for toolbox strategies. Section 11.8 provides more information about this opportunity. Numerous jurisdictions have taken advantage of this opportunity and have been awarded credit under this option.

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

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

11.7 DEFICIENCY PLAN REPORTING

11.7.1 Deficiency Plan Reporting. The annual reporting of new development activity tracking and of mitigation strategy implementation is required to be incorporated in the Local Implementation Report (LIR). The LIR covers the period from June 1 to May 31, and is due each year by September 1. A more detailed discussion of all components of the required Local Implementation Report is contained in Chapter 12.

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.

11.8 SPECIAL CREDIT FOR UNIQUE STRATEGIES AND CIRCUMSTANCES

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

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

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

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

- **Toolbox strategies without standard values.** Appendix F contains one strategy, #231, Freight-to-Rail Facilities, for which no standard values are available and for which credit

claims must be reviewed on an individual basis. For this strategy, the local jurisdiction must submit the documentation/studies called for in Appendix F.

11.8.2 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.

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

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

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

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

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

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

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

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

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

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

5. Comparison of the credit requested to the standard credit for similar toolbox strategies. If no toolbox strategies are similar, so state. If the project is the same as an existing toolbox strategy but does not meet minimum toolbox criteria, the request

must include an explanation of why they could not be met and, if applicable, commensurate project characteristics which justify credit.

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

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

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

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

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

CHAPTER 12

CONFORMANCE PROCEDURES

CHAPTER 12

CONFORMANCE PROCEDURES

12.1 INTRODUCTION

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

Because local jurisdictions are subject to a loss of funding for nonconformance with the CMP, MTA will make every effort to assist local jurisdictions to achieve and maintain CMP conformance. To date, all of the 89 local jurisdictions in Los Angeles County have maintained their compliance with the CMP, and have preserved their eligibility to receive various transportation funds. MTA appreciates the cooperation shown by local jurisdictions in implementing the CMP.

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

12.2 ANNUAL LOCAL CONFORMANCE REQUIREMENTS

This section of the CMP is intended to provide local jurisdictions with the basic information they need to annually maintain CMP compliance and remain eligible for certain gas tax funds. An annual CMP implementation schedule is shown in Exhibit 12-1. Each requirement is summarized below. Other parts of this document are referenced for more detailed information on each requirement.

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

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

These requirements are summarized below in order of their required implementation dates.

Exhibit 12-1

CONGESTION MANAGEMENT PROGRAM ANNUAL IMPLEMENTATION SCHEDULE

The information provided below will assist cities in meeting annual local CMP responsibilities by providing a summary of key CMP deadlines. Other CMP activities are shown as well. CMP local responsibilities are highlighted in bold. Additional information on all CMP requirements is provided throughout the 1997 CMP.

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

12.2.1 Annual CMP Tracking Period - June 1 - May 31. Annually, local jurisdictions track new development activity ("debits") and local transportation improvements ("credits") for the period from **June 1 - May 31**. This information is reported to the MTA by September 1 through the Local Implementation Report (LIR). .This tracking and reporting is a part of the local implementation of the CMP Countywide Deficiency Plan. For more information on the deficiency plan and the debit and credit system, refer to Chapter 11.

12.2.2 Biennial Highway Monitoring - Results Due To MTA By June 15 Of Odd-Numbered Years. Each odd-numbered year, local jurisdictions are responsible for monitoring levels of service (LOS) on CMP arterials at designated intersections. Caltrans is responsible for monitoring LOS on the freeways. Highway monitoring results are due to MTA by **June 15**. While most jurisdictions conduct their CMP highway monitoring in the spring, monitoring results collected within the prior 12 months are acceptable. Refer to Appendix A for a complete listing of the arterial intersections requiring monitoring, the responsible agencies, and the highway monitoring guidelines. Chapter 5 contains information about the CMP highway system.

12.2.3 CMP Transportation Demand Management Ordinance And Land Use Analysis Program - Ongoing Responsibilities. All Los Angeles County local jurisdictions have previously adopted the transportation demand management (TDM) ordinance and the land use analysis program required by the CMP. All jurisdictions must certify their ongoing implementation of these CMP requirements as a part of their annual self-certification resolution/LIR. Refer to Chapters 7 and 8 for additional information on the requirements of these CMP elements.

12.2.4 "Special" Credit Requests - Due To MTA By July 1. Jurisdictions have an opportunity to request credit for strategies implemented during the annual tracking period that are not included in the CMP's "Toolbox of Mitigation Strategies." Any such requests must provide the quantitative evaluation and documentation required by Section 11.8.3 of the CMP. "Special" credit requests are due to MTA by **July 1** and will be evaluated by a technical peer review panel in addition to MTA staff. Jurisdictions wanting to apply for "special" credits are strongly encouraged to contact MTA staff as soon as possible for assistance in preparing their requests. They are also encouraged to review information regarding transportation improvement strategies previously awarded CMP credit through this process. "Special" credit requests that are sufficiently similar to strategies previously approved through this process may be eligible for streamlined application and review.

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

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

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

The Local Implementation Report (LIR) contains the following:

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

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

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

12.3 MTA CONFORMANCE REVIEW PROCEDURE

Each year, MTA determines conformance with CMP responsibilities for each of the 89 local jurisdictions in Los Angeles County. For this conformance procedure, the MTA uses the self-certification resolution described in Section 12.2 and shown in Appendix E.

12.3.1 Conformance Review Process

For jurisdictions who meet all of the requirements discussed in Section 12.2, the annual conformance is a relatively simple, one-step process. Jurisdictions who do not meet all of the requirements are provided with an opportunity to resolve outstanding problems, return to conformance with the CMP, and thereby avoid the loss of transportation monies.

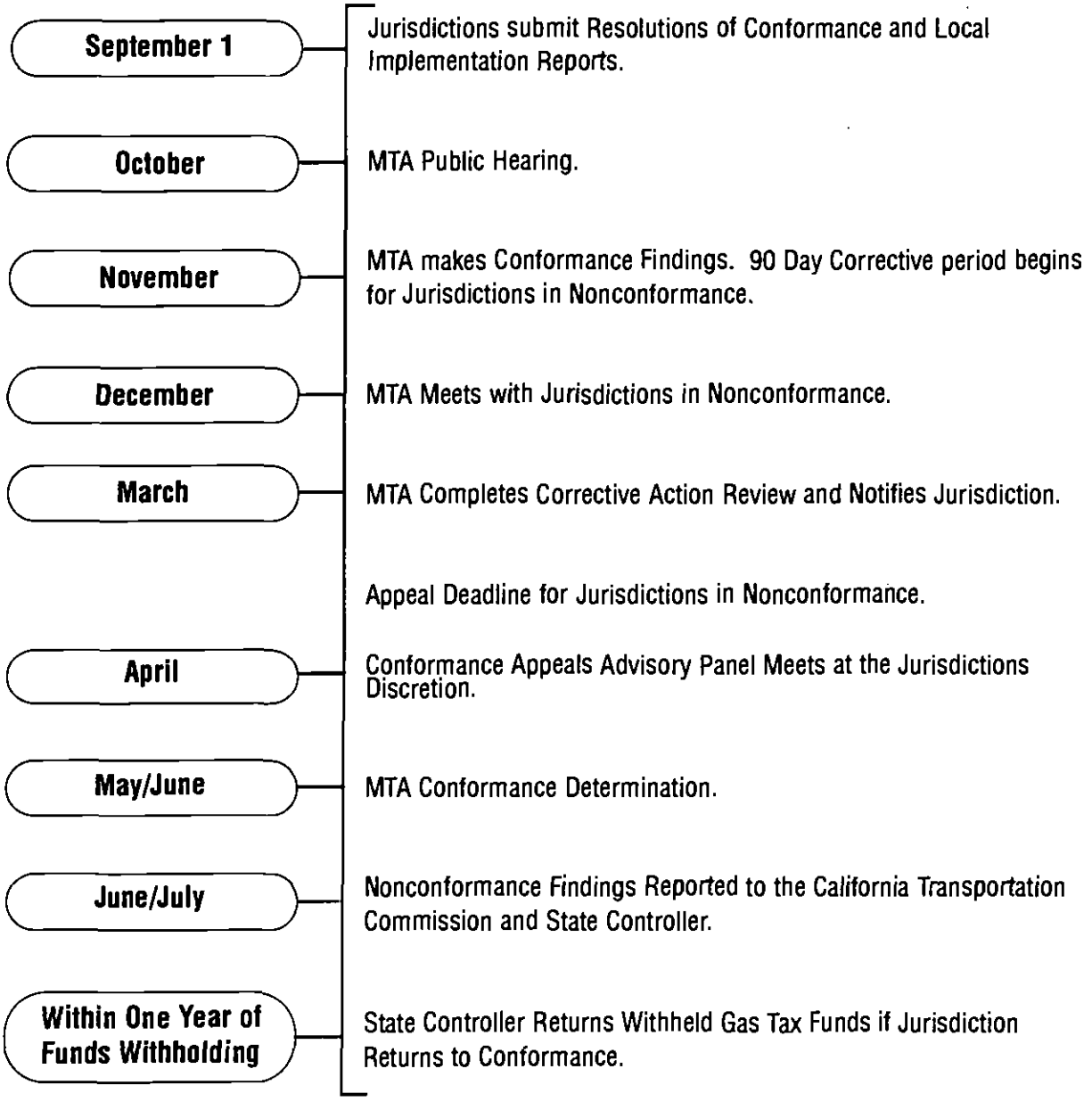
Listed below, and illustrated in Exhibit 12-2, is the MTA's review process for making the annual CMP conformance determinations.

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

Exhibit 12-2

CMP ANNUAL CONFORMANCE PROCEDURE TIMELINE

For jurisdictions who meet all CMP requirements, CMP conformance is a relatively simple process. The steps below that occur after November apply only to jurisdictions who are not found to be in conformance after the initial review. These jurisdictions are provided an opportunity to resolve outstanding problems and return to conformance.



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

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

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

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

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

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

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

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

- **Any Time:** The jurisdiction may request reconsideration of the MTA nonconformance finding when the jurisdiction believes it has taken corrective action and is now in conformance. MTA will expedite its review and, if the jurisdiction demonstrates that it is in conformance, will adopt a finding at the next available MTA Board meeting. If a finding of conformance is made, MTA will notify the State Controller to restore the jurisdiction's gas tax funds.

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

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

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

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

12.4 NONCONFORMANCE FINDING

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

APPENDICES

Appendix A Guidelines for Biennial Highway Monitoring

Appendix B Guidelines for Biennial Transit Monitoring

Appendix C CMP TDM Ordinance Requirements

Appendix D Guidelines for CMP Transportation Impact Analysis

Appendix E Guidelines for Local Implementation Reports and Self Certification

Appendix F Countywide Deficiency Plan Toolbox of Strategies

Appendix G Guidelines for New Development Activity Tracking

Appendix H CMP Government Code Sections

Appendix I SCAG Regional Consistency and Compatibility Criteria

Appendix J Glossary

APPENDIX

A

GUIDELINES FOR BIENNIAL HIGHWAY MONITORING

APPENDIX

A

GUIDELINES FOR BIENNIAL HIGHWAY MONITORING

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

A.1 SUBMITTAL REQUIREMENTS

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

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

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

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:

- Intersections of two (or more) CMP arterials will be monitored.
- Monitoring locations should be capacity-constraining (e.g., "bottleneck") intersections with major cross streets such as major arterials, secondary arterials or freeway ramps.
- A maximum spacing of roughly two miles must be maintained between stations. For rural highways, spacing may be increased if traffic volumes and capacity are consistent over greater distances.

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

A.4 TRAFFIC COUNT REQUIREMENTS

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

- counts must be taken on at least two weekdays (not necessarily consecutive), and not on Mondays or Fridays;
- not on holidays, the first weekday before or after, or other periods that local schools or colleges are not in session;
- 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,
- 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:

- For dual turn lanes, calculations should indicate that 55% of the turning volume is assigned to the heavier lane for establishing the critical volume.
- Intersection V/C should be calculated by dividing the Sum of Critical Volumes by 1600, and adding 0.10.
- Intersection LOS should be determined using the table above.

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

- **INPUT WORKSHEET:** Counted peak hour volumes should be entered; set all peak hour factors (PHF) = 1.00.
- **VOLUME ADJUSTMENT WORKSHEET:** Lane Utilization Factors (Column 9: U) must be set = 1.00.
- **SATURATION FLOW ADJUSTMENT WORKSHEET:** For each lane group, set the Adjusted Saturation Flow Rates (Column 13: s) = 1600 x No. of Lanes, or 2880 for dual LT lanes.

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

A.7 ACCEPTABLE VARIATION OF RESULTS

The volume to capacity (V/C) computations resulting from the two days of traffic counts should not vary more than 0.08 for both a.m. and p.m. peak hour data. Please note the following:

- If the variation in V/C between the two days of counts is less than 0.08 and the resulting V/C ratio is less than or equal to 0.90 (i.e., at LOS E or below).

  In reporting the LOS take the average V/C ratio for the two days of counts.

- If the variation in V/C between the two days of counts is greater than 0.08 and the resulting V/C ratio is greater than E (i.e., at LOS F), a third day of counts is required for the respective peak period.

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

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

EXHIBIT A-1
EXAMPLE SUBMITTAL

See following sheets.

June 1, 19XX

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

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 &	10-01-97	7:45-8:45 AM	0.99	E
Second Avenue	10-09-97	7:45-8:45 AM	0.94	E
	AM Peak Hour Average		0.96	E
	10-01-97	5:00-6:00 PM	1.03	F
	10-09-97	4:45-5:45 PM	1.06	F
	PM Peak Hour Average		1.05	F

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

Sincerely,

Lynn Jones
Director of Public Works

Enclosure

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

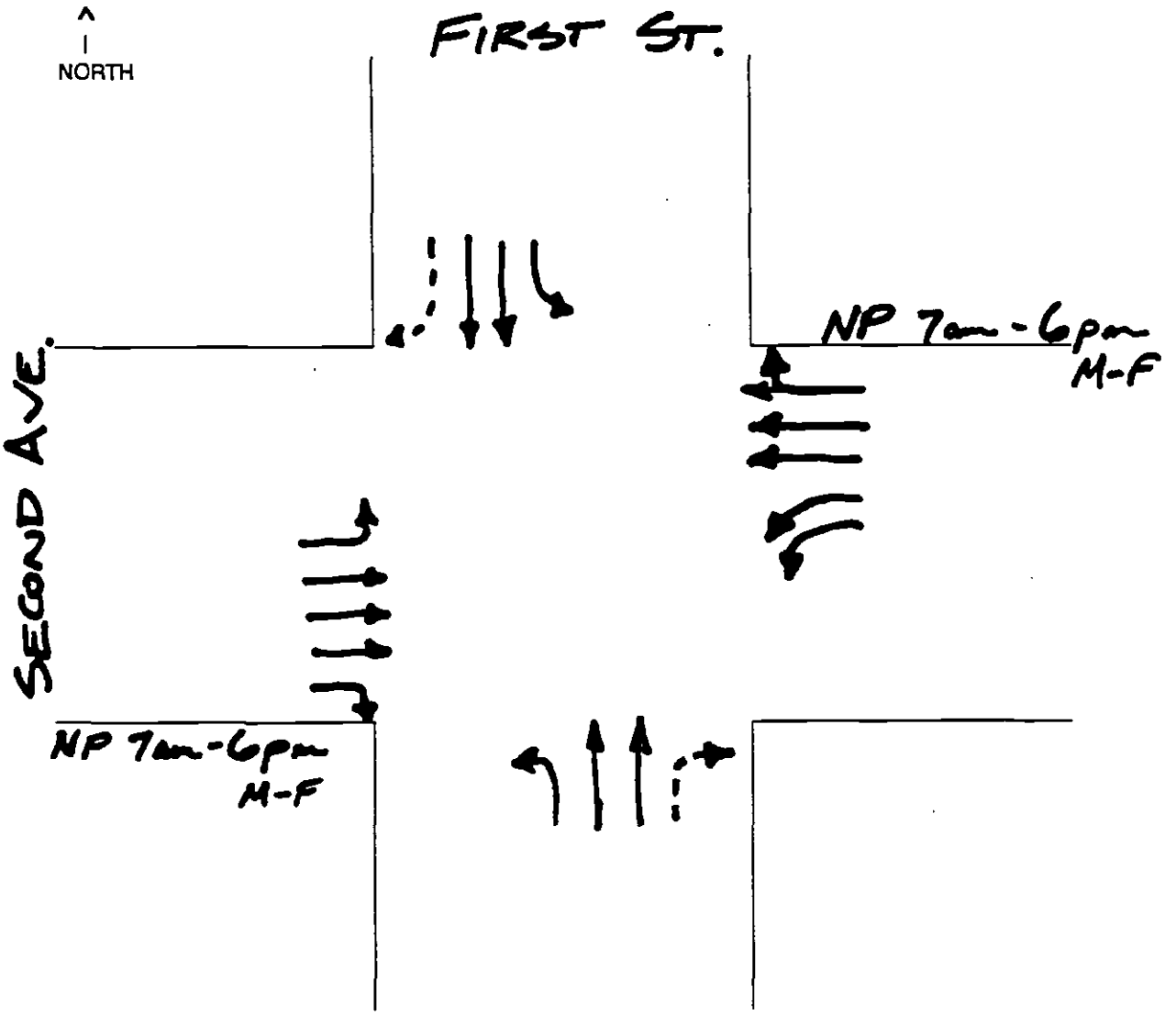
PERIOD	---NORTH BOUND---			---SOUTH BOUND---			----EAST BOUND---			----WEST BOUND---			
BEGIN	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	TOTAL
07:00	8	205	25	29	189	0	18	107	9	48	39	16	693
07:15	12	262	45	39	242	6	16	117	15	63	62	29	908
07:30	16	265	23	37	260	4	20	145	10	77	69	55	981
07:45	16	326	16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

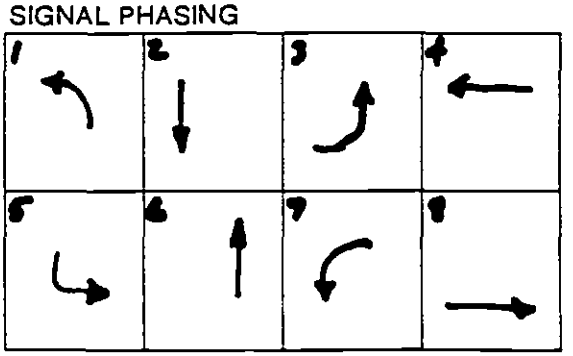
DATE: 10-15-91 DRAWN BY: ES



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 1997 LEVEL OF SERVICE RESULTS

See following sheets.

1997 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE COMPARISONS OF 1992 and 1997

CMP Int.	RESPONSIBLE AGENCY		CMP ROUTE	CROSS STREET	1997 LEVEL OF SERVICE AM Peak Hr. V/C	LOS	PM Peak Hr. V/C	LOS	1992 LEVEL OF SERVICE AM Peak Hr. V/C	LOS	PM Peak Hr. V/C	LOS	Substantial Change in LOS from 1992 to 1997**
1	ALHAMBRA	+	FREMONT AV	VALLEY BL	1.56	F	1.42	F	1.18	F	1.01	F	worsened
2	AZUSA		AZUSA/SAN GABRIEL AV	FOOTHILL BL	0.49	A	0.70	C	0.63	B	0.92	E	improved
3	BELLFLOWER		LAKEWOOD BL	ARTESIA BL	0.96	E	0.78	C	0.97	E	0.95	E	pm improved
4	BELLFLOWER		LAKEWOOD BL	ROSECRANS AV	0.69	B	0.74	C	0.79	C	0.81	D	am improved
5	BEVERLY HILLS	+	SANTA MONICA BL	WILSHIRE BL	1.07	F	1.06	F	1.20	F	1.10	F	am improved
6	BEVERLY HILLS		WILSHIRE BL	LA CIENEGA	0.93	E	1.00	E	1.09	F	1.18	F	improved
7	<<CARSON		ALAMEDA ST	DEL AMO BL (CARSON ST)	0.42	A	0.47	A *	0.40	A	0.55	A	
8	CLAREMONT		ARROW HWY	INDIAN HILL BL	0.85	D	0.85	D	0.88	D	1.03	F	pm improved
9	CLAREMONT		BASE LINE RD	INDIAN HILL BL	0.58	A	0.71	C	0.77	C	0.71	C	am improved
10	CLAREMONT		COLLEGE WY	WILLIAMS AV	construction		construction		0.95	E	0.91	E	
11	CLAREMONT		FOOTHILL BL	INDIAN HILL BL	0.90	D	0.89	D	1.10	F	1.05	F	improved
12	COMPTON		ALAMEDA ST	COMPTON BL	0.51	A	0.58	A	0.78	C	0.96	E	improved
13	COMPTON		ALAMEDA ST	RTE 91 EB RAMPS	0.49	A	0.76	C	0.47	A	0.61	B	pm improved
14	COVINA		AZUSA AV	ARROW HWY	0.77	C	0.82	D	0.73	C	0.95	E	pm improved
15	CULVER CITY		VENICE BL	OVERLAND AV	1.05	F	1.06	F	1.31	F	1.25	F	improved
16	DIAMOND BAR		GRAND AV	DIAMOND BAR BL	0.98	E	1.12	F	0.90	D	1.08	F	
17	<DOWNEY		FIRESTONE BL	OLD RIVER SCHL RD	no longer cmp arterial				0.86	D	0.93	E	
18	<DOWNEY		LAKEWOOD BL	FIRESTONE BL	no longer cmp arterial				0.84	D	0.98	E *	
19	DOWNEY		ROSEMEAD BL	TELEGRAPH RD	0.77	C	1.01	F	0.77	C	1.07	F	
20	EL SEGUNDO		SEPULVEDA BL	EL SEGUNDO BL	0.91	E	1.00	E	1.03	F	1.07	F	am improved
21	GARDENA		ARTESIA BL	VERMONT AV	0.98	E	0.82	D	0.99	E	0.86	D	
22	HERMOSA BCH	+	PACIFIC COAST HWY	ARTESIA BL/GOULD	0.76	C	0.95	E	1.00	E	0.89	D	am improved
23	HUNTINGTON PK		ALAMEDA ST	SLAUSON AV	0.91	E	0.96	E	0.62	B	0.69	B	worsened
24	INGLEWOOD		MANCHESTER AV	CRENSHAW BL	construction		construction		0.96	E	1.09	F	
25	INGLEWOOD		MANCHESTER AV	LA BREA AV	construction		construction		0.95	E	0.94	E	
26	LA CANADA-FLINT		ANGELES CREST HWY	RTE 210 WB OFF RAMP	0.57	A	0.56	A	0.64	B	0.60	A	
27	LA MIRADA		IMPERIAL HWY	LA MIRADA BL	0.95	E	0.96	E	0.99	E	0.94	E	
28	LA PUENTE		AZUSA AV	MAIN ST	0.73	C	0.89	D	0.79	C	0.80	C *	
29	LA VERNE		ARROW HWY	E ST	0.71	C	0.81	D	0.62	B	0.68	B	
30	LA VERNE	+	BASE LINE RD	FOOTHILL BL	0.54	A	0.82	D	0.65	B	1.06	F	improved
31	LA VERNE		FOOTHILL BL	DAMIEN AV	0.98	E	0.96	E	0.84	D	1.04	F	am worsened
32	LAKEWOOD		LAKEWOOD BL	SOUTH ST	0.65	B	0.86	D	0.68	B	0.94	E	
33	LONG BEACH	+	ALAMITOS AV	OCEAN BL	1.06	F	1.06	F	0.97	E	0.99	E	

1997 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE COMPARISONS OF 1992 and 1997

CMP Int.	RESPONSIBLE AGENCY		CMP ROUTE	CROSS STREET	1997 LEVEL OF SERVICE				1992 LEVEL OF SERVICE					Substantial Change in LOS from 1992 to 1997**
					AM Peak Hr.		PM Peak Hr.		AM Peak Hr.		PM Peak Hr.			
					V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS		
34	LONG BEACH		LAKEWOOD BL	CARSON ST	0.77	C	0.85	D	0.71	C	0.83	D		
35	LONG BEACH		LAKEWOOD BL	WILLOW ST	1.11	F	0.93	E	0.89	D	0.96	E		am worsened
36	LONG BEACH	+	PACIFIC COAST HWY	7TH ST	1.08	F	1.02	F	1.07	F	1.00	E		
37	LONG BEACH	+	PACIFIC COAST HWY	ALAMITOS AV	0.75	C	0.92	E	0.78	C	0.83	D		
38	LONG BEACH		PACIFIC COAST HWY	SANTA FE AV	0.77	C	0.78	C	0.64	B	0.68	B		worsened
39	LONG BEACH		PACIFIC COAST HWY	WESTMINSTER AV	0.99	E	1.08	F	1.00	E	1.07	F		
40	LONG BEACH		PACIFIC COAST HWY	XIMENO AV	0.68	B	0.80	D	0.69	B	0.77	C	*	
41	LONG BEACH	+	SEVENTH ST	ALAMITOS AV	0.84	D	0.85	D	1.14	F	0.86	D		am worsened
42	LONG BEACH		SEVENTH ST	REDONDO AV	1.06	F	1.06	F	1.01	F	0.99	E		
43	LOS ANG CITY		ALAMEDA ST	WASHINGTON BL	0.66	B	0.76	C	0.63	B	0.72	C		
44	LOS ANG CITY		ALVARADO ST	SUNSET BL	0.81	D	0.80	D	0.99	E	0.99	E		improved
45	LOS ANG CITY		GAFFEY ST	9TH ST	0.78	C	0.87	D	0.93	E	0.91	E		am improved
46	LOS ANG CITY		LA CIENEGA BL	JEFFERSON BL	1.18	F	1.11	F	1.09	F	1.06	F	@	
47	LOS ANG CITY		LA CIENEGA BL	CENTINELA AV	1.03	F	1.17	F	1.21	F	1.14	F	@	am improved
48	LOS ANG CITY	+	LINCOLN	MANCHESTER	0.79	C	0.78	C	0.85	D	0.79	C		
49	LOS ANG CITY	+	LINCOLN	MARINA EXPY	0.65	B	0.67	B	0.70	B	0.69	B		
50	LOS ANG CITY	+	LINCOLN	VENICE BL	0.96	E	0.96	E	0.89	D	0.99	E		
51	LOS ANG CITY		MANCHESTER AV	AVALON BL	0.55	A	0.70	B	0.65	B	0.72	C		am improved
52	LOS ANG CITY		MANCHESTER AV	SEPULVEDA BL	0.85	D	0.88	D	0.90	D	0.87	D		
53	LOS ANG CITY		MANCHESTER AV	VERMONT AV	0.55	A	0.66	B	0.75	C	0.77	C		improved
54	LOS ANG CITY	+	PACIFIC COAST HWY	ALAMEDA ST	0.49	A	0.58	A	0.56	A	0.65	B		
55	LOS ANG CITY		PACIFIC COAST HWY	CHAUTAUQUA BL	1.17	F	1.26	F	1.09	F	1.41	F		pm improved
56	LOS ANG CITY		PACIFIC COAST HWY	FIGUEROA ST	0.86	D	0.82	D	0.80	C	0.72	C		pm worsened
57	LOS ANG CITY		PACIFIC COAST HWY	SUNSET BL	0.91	E	0.88	D	0.91	E	0.88	D	^	
58	LOS ANG CITY	+	PACIFIC COAST HWY	WESTERN AV	0.87	D	0.82	D	0.77	C	0.83	D		am worsened
59	LOS ANG CITY		SANTA MONICA BL	BUNDY DR	0.62	B	0.68	B	0.54	A	0.67	B		
60	LOS ANG CITY	+	SANTA MONICA BL	HIGHLAND AV	0.87	D	0.98	E	1.01	F	1.09	F		improved
61	LOS ANG CITY		SANTA MONICA BL	WESTERN AV	0.83	D	0.84	D	0.86	D	0.96	E		pm improved
62	LOS ANG CITY		SANTA MONICA BL	WESTWOOD BL	0.86	D	0.85	D	0.82	D	0.88	D		
63	LOS ANG CITY		SEPULVEDA BL	LINCOLN BL	0.86	D	0.97	E	0.86	D	0.97	E	^	
64	LOS ANG CITY		TOPANGA CYN BL	DEVONSHIRE ST	0.71	C	0.98	E	0.81	D	0.91	E		am improved
65	LOS ANG CITY		TOPANGA CYN BL	ROSCOE BL	0.89	D	0.83	D	0.83	D	0.82	D		
66	LOS ANG CITY		TOPANGA CYN BL	RTE 118 WB RAMPS	0.64	B	0.87	D	0.80	C	0.88	D		am improved
67	LOS ANG CITY	+	TOPANGA CYN BL	VENTURA BL	0.96	E	0.86	D	0.88	D	0.87	D		

1997 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE COMPARISONS OF 1992 and 1997

CMP Int.	RESPONSIBLE AGENCY		CMP ROUTE	CROSS STREET	1997 LEVEL OF SERVICE				1992 LEVEL OF SERVICE					Substantial Change in LOS from 1992 to 1997**
					AM Peak Hr.		PM Peak Hr.		AM Peak Hr.		PM Peak Hr.			
					V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS		
68	LOS ANG CITY	+	TOPANGA CYN BL	VICTORY BL	0.82	D	0.88	D	0.81	D	0.89	D		
69	LOS ANG CITY		VALLEY BL	RTE 710 NB OFF-RAMP	0.66	B	0.88	D	0.68	B	0.71	C		pm worsened
70	LOS ANG CITY		VENICE BL	CENTINELA BL	1.08	F	0.98	E	1.05	F	1.07	F		
71	LOS ANG CITY		VENICE BL	LA CIENEGA	0.96	E	1.12	F	1.01	F	1.03	F		
72	LOS ANG CITY		VENTURA BL	BALBOA BL	0.88	D	0.71	C	0.85	D	0.74	C		
73	LOS ANG CITY		VENTURA BL	LANKERSHIM BL	0.70	C	0.78	C	1.06	F	0.93	E		improved
74	LOS ANG CITY		VENTURA BL	LAUREL CYN BL	0.97	E	0.96	E	0.95	E	1.03	F		
75	LOS ANG CITY		VENTURA BL	RESEDA BL	0.75	C	0.85	D	0.72	C	0.81	D		
76	LOS ANG CITY		VENTURA BL	SEPULVEDA BL	0.96	E	0.97	E	0.88	D	0.85	D		pm worsened
77	LOS ANG CITY		VENTURA BL	WINNETKA AV	0.84	D	0.76	C	0.77	C	0.76	C		
78	LOS ANG CITY		VENTURA BL	WOODMAN AV	0.65	B	0.80	D	0.78	C	0.87	D		am improved
79	LOS ANG CITY		VICTORY BL	BALBOA BL	1.15	F	0.94	E	1.01	F	0.98	E		am worsened
80	LOS ANG CITY		VICTORY BL	RESEDA BL	0.74	C	0.93	E	0.88	D	1.18	F		improved
81	LOS ANG CITY		VICTORY BL	SEPULVEDA BL	1.14	F	1.00	F	1.02	F	1.04	F		am worsened
82	LOS ANG CITY		VICTORY BL	WINNETKA AV	0.89	D	0.83	D	0.99	E	1.03	F		pm improved
83	LOS ANG CITY		VICTORY BL	WOODMAN AV	0.97	E	1.02	F	0.97	E	1.02	F	^	
84	LOS ANG CITY		WESTERN AV	9TH ST	0.48	A	0.60	A	0.59	A	0.72	C		improved
85	LOS ANG CITY		WILSHIRE BL	ALVARADO BL	0.43	A	0.55	A	0.53	A	0.68	B	*	improved
86	LOS ANG CITY		WILSHIRE BL	BEVERLY GLEN BL	0.89	D	0.88	D	0.84	D	0.87	D		
87	LOS ANG CITY		WILSHIRE BL	LA BREA AV	0.73	C	0.73	C	0.82	D	0.83	D		pm improved
88	LOS ANG CITY		WILSHIRE BL	SEPULVEDA BL	1.05	F	1.17	F	0.95	E	1.01	F		worsened
89	LOS ANG CITY		WILSHIRE BL	WESTERN AV	0.68	B	0.81	D	0.65	B	0.81	D	*	
90	LOS ANG COUNTY		AVENUE D	60TH ST WEST	0.25	A	0.25	A	0.22	A	0.23	A		
91	LOS ANG COUNTY	+	AZUSA AV	COLIMA RD	0.88	D	1.09	F	0.76	C	0.91	E		worsened
92	LOS ANG COUNTY	+	COLIMA RD	HACIENDA BL	0.94	E	0.85	D	0.89	D	0.84	D		
93	LOS ANG COUNTY		HENRY MAYO DR	CHIQUITO CYN RD	0.52	A	0.51	A	0.51	A	0.49	A		
94	LOS ANG COUNTY		IMPERIAL HWY	CARMENITA RD	0.80	C	0.61	B	0.95	E	1.31	F		improved
95	LOS ANG COUNTY		LA CIENEGA BL	STOCKER ST	1.40	F	1.48	F	1.47	F	1.49	F	@	
96	LOS ANG COUNTY		LANCASTER RD	300TH ST WEST	0.26	A	0.23	A	0.17	A	0.18	A		
97	LOS ANG COUNTY	+	PACIFIC COAST HWY	TOPANGA CYN BL	1.04	F	0.78	C	0.96	E	0.75	C		
98	LOS ANG COUNTY		PEARBLOSSOM HWY	82ND ST E	0.42	A	0.50	A	0.46	A	0.52	A		
99	LOS ANG COUNTY	+	PEARBLOSSOM HWY	ANTELOPE HWY	0.32	A	0.43	A	0.33	A	0.32	A		
100	LOS ANG COUNTY		ROSEMEAD BL	HUNTINGTON DR	0.91	E	0.92	E	0.96	E	1.07	F		pm improved
101	LOS ANG COUNTY		ROSEMEAD BL	SAN GABRIEL BL	0.81	D	1.08	F	1.02	F	1.05	F		am improved

1997 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE COMPARISONS OF 1992 and 1997

CMP Int.	RESPONSIBLE AGENCY		CMP ROUTE	CROSS STREET	1997 LEVEL OF SERVICE AM Peak Hr. V/C	AM Peak Hr. LOS	PM Peak Hr. V/C	PM Peak Hr. LOS	1992 LEVEL OF SERVICE AM Peak Hr. V/C	AM Peak Hr. LOS	PM Peak Hr. V/C	PM Peak Hr. LOS		Substantial Change in LOS from 1992 to 1997**
102	LOS ANG COUNTY		SIERRA HWY	RTE 14 (RED ROVER RD)	0.52	A	0.38	A	0.69	B	0.71	C		improved
103	LOS ANG COUNTY		SIERRA HWY	SAND CYN RD	0.74	C	0.57	A	0.86	D	1.04	F		improved
104	LOS ANG COUNTY		WHITTIER BL	ATLANTIC BL	0.59	A	0.93	E	0.68	B	0.77	C		worsened
105	LYNWOOD		ALAMEDA ST	IMPERIAL HWY	0.68	B	0.77	C	1.02	F	1.04	F		improved
106	MALIBU	+	PACIFIC COAST HWY	DECKER RD	0.30	A	0.34	A	0.29	A	0.35	A		
107	MALIBU		PACIFIC COAST HWY	KANAN DUME RD	0.45	A	0.46	A	0.50	A	0.48	A		
108	MALIBU		PACIFIC COAST HWY	LAS FLORES CYN RD	0.79	C	0.77	C	0.74	C	0.79	C		
109	MALIBU		PACIFIC COAST HWY	MALIBU CYN RD	0.84	D	0.72	C	0.57	A	0.65	B		am worsened
110	MANHATTAN BCH		SEPULVEDA BL	ROSECRANS AV	1.16	F	1.23	F	1.22	F	1.22	F		
111	MONTEBELLO		WHITTIER BL	GARFIELD	0.67	B	0.83	D	0.81	D	0.86	D	@	am improved
112	MONTEBELLO		WHITTIER BL	MONTEBELLO BL	0.69	B	0.85	D	0.75	C	0.79	C		
113	<NORWALK		FIRESTONE BL	IMPERIAL HWY	no longer cmp arterial				0.92	E	0.86	D		
114	NORWALK		IMPERIAL HWY	NORWALK BL	0.94	E	0.92	E	0.84	D	0.95	E		am worsened
115	PALMDALE		FORT TEJON RD	PEARBLOSSOM HWY	0.39	A	0.55	A	0.52	A	0.57	A		am improved
116	PALMDALE		PALMDALE BL	30TH ST E	0.45	A	0.56	A	0.42	A	0.69	B		pm improved
117	PALMDALE		PALMDALE BL	SIERRA HWY	0.44	A	0.69	B	0.48	A	0.72	C		
118	PALMDALE		47TH ST EAST	AVENUE S	0.45	A	0.60	A	0.45	A	0.53	A	@	
119	PASADENA		ARROYO PKWY	CALIFORNIA BL	0.93	E	1.02	F	0.81	D	0.92	E		am worsened
120	PASADENA		PASADENA/ST JOHN AV	CALIFORNIA BL	0.90	D	0.92	E	0.95	E	0.95	E		
121	PASADENA		ROSEMEAD BL	FOOTHILL BL	0.72	C	0.67	B	0.70	B	0.87	D		pm improved
122	PICO RIVERA		ROSEMEAD BL	WASHINGTON BL	0.82	D	0.95	E	0.88	D	0.94	E		
123	PICO RIVERA	+	ROSEMEAD BL	WHITTIER BL	0.56	A	0.81	D	0.77	C	0.89	D		am improved
124	POMONA		ARROW HWY	GAREY AV	0.63	B	0.83	D	0.63	B	0.85	D		
125	*POMONA		CORONA EXPY	GAREY AV	no longer cmp arterial				1.10	F	1.10	F		
126	POMONA		CORONA EXPY	MISSION BL	1.08	F	1.33	F	1.10	F	1.10	F		pm worsened
127	POMONA		FOOTHILL BL	GAREY AV	0.92	E	1.11	F	0.80	C	1.06	F		am worsened
128	RANCHO PV		WESTERN AV	TOSCANINI DR	0.49	A	0.59	A	0.69	B	0.73	C		improved
129	REDONDO BCH		ARTESIA BL	INGLEWOOD AV	1.13	F	1.06	F	0.98	E	1.16	F		am worsened
130	REDONDO BCH		PACIFIC COAST HWY	TORRANCE BL	0.99	E	1.08	F	0.94	E	1.09	F		
131	ROSEMEAD		ROSEMEAD BL	VALLEY BL	0.94	E	0.93	E	1.02	F	1.05	F		pm improved
132	SAN DIMAS		ARROW HWY	SAN DIMAS AV	0.58	A	0.81	D	0.47	A	0.67	B		worsened
133	SANTA CLARITA		MAGIC MTN PKWY	VALENCIA BL	0.59	A	0.86	D	0.77	C	0.91	E		am improved
134	SANTA CLARITA		SAN FERNANDO RD	LYONS AV	0.65	B	0.62	B	0.85	D	1.06	F		improved
135	SANTA CLARITA	+	SAN FERNANDO RD	SIERRA HWY	0.94	E	0.88	D	1.04	F	0.88	D		am improved

1997 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE
COMPARISONS OF 1992 and 1997

CMP Int.	RESPONSIBLE AGENCY		CMP ROUTE	CROSS STREET	1997 LEVEL OF SERVICE AM Peak Hr. V/C	AM Peak Hr. LOS	PM Peak Hr. V/C	PM Peak Hr. LOS	1992 LEVEL OF SERVICE AM Peak Hr. V/C	AM Peak Hr. LOS	PM Peak Hr. V/C	PM Peak Hr. LOS		Substantial Change in LOS from 1992 to 1997**
102	LOS ANG COUNTY		SIERRA HWY	RTE 14 (RED ROVER RD)	0.52	A	0.38	A	0.69	B	0.71	C		improved
103	LOS ANG COUNTY		SIERRA HWY	SAND CYN RD	0.74	C	0.57	A	0.86	D	1.04	F		improved
104	LOS ANG COUNTY		WHITTIER BL	ATLANTIC BL	0.59	A	0.93	E	0.68	B	0.77	C		worsened
105	LYNWOOD		ALAMEDA ST	IMPERIAL HWY	0.68	B	0.77	C	1.02	F	1.04	F		improved
106	MALIBU	+	PACIFIC COAST HWY	DECKER RD	0.30	A	0.34	A	0.29	A	0.35	A		
107	MALIBU		PACIFIC COAST HWY	KANAN DUME RD	0.45	A	0.46	A	0.50	A	0.48	A		
108	MALIBU		PACIFIC COAST HWY	LAS FLORES CYN RD	0.79	C	0.77	C	0.74	C	0.79	C		
109	MALIBU		PACIFIC COAST HWY	MALIBU CYN RD	0.84	D	0.72	C	0.57	A	0.65	B		am worsened
110	MANHATTAN BCH		SEPULVEDA BL	ROSECRANS AV	1.16	F	1.23	F	1.22	F	1.22	F		
111	MONTEBELLO		WHITTIER BL	GARFIELD	0.67	B	0.83	D	0.81	D	0.86	D	@	am improved
112	MONTEBELLO		WHITTIER BL	MONTEBELLO BL	0.69	B	0.85	D	0.75	C	0.79	C		
113	<NORWALK		FIRESTONE BL	IMPERIAL HWY	no longer cmp arterial				0.92	E	0.86	D		
114	NORWALK		IMPERIAL HWY	NORWALK BL	0.94	E	0.92	E	0.84	D	0.95	E		am worsened
115	PALMDALE		FORT TEJON RD	PEARBLOSSOM HWY	0.39	A	0.55	A	0.52	A	0.57	A		am improved
116	PALMDALE		PALMDALE BL	30TH ST E	0.45	A	0.56	A	0.42	A	0.69	B		pm improved
117	PALMDALE		PALMDALE BL	SIERRA HWY	0.44	A	0.69	B	0.48	A	0.72	C		
118	PALMDALE		47TH ST EAST	AVENUE S	0.45	A	0.60	A	0.45	A	0.53	A	@	
119	PASADENA		ARROYO PKWY	CALIFORNIA BL	0.93	E	1.02	F	0.81	D	0.92	E		am worsened
120	PASADENA		PASADENA/ST JOHN AV	CALIFORNIA BL	0.90	D	0.92	E	0.95	E	0.95	E		
121	PASADENA		ROSEMEAD BL	FOOTHILL BL	0.72	C	0.67	B	0.70	B	0.87	D		pm improved
122	PICO RIVERA		ROSEMEAD BL	WASHINGTON BL	0.82	D	0.95	E	0.88	D	0.94	E		
123	PICO RIVERA	+	ROSEMEAD BL	WHITTIER BL	0.56	A	0.81	D	0.77	C	0.89	D		am improved
124	POMONA		ARROW HWY	GAREY AV	0.63	B	0.83	D	0.63	B	0.85	D		
125	*POMONA		CORONA EXPY	GAREY AV	no longer cmp arterial				1.10	F	1.10	F		
126	POMONA		CORONA EXPY	MISSION BL	1.08	F	1.33	F	1.10	F	1.10	F		pm worsened
127	POMONA		FOOTHILL BL	GAREY AV	0.92	E	1.11	F	0.80	C	1.06	F		am worsened
128	RANCHO PV		WESTERN AV	TOSCANINI DR	0.49	A	0.59	A	0.69	B	0.73	C		improved
129	REDONDO BCH		ARTESIA BL	INGLEWOOD AV	1.13	F	1.06	F	0.98	E	1.16	F		am worsened
130	REDONDO BCH		PACIFIC COAST HWY	TORRANCE BL	0.99	E	1.08	F	0.94	E	1.09	F		
131	ROSEMEAD		ROSEMEAD BL	VALLEY BL	0.94	E	0.93	E	1.02	F	1.05	F		pm improved
132	SAN DIMAS		ARROW HWY	SAN DIMAS AV	0.58	A	0.81	D	0.47	A	0.67	B		worsened
133	SANTA CLARITA		MAGIC MTN PKWY	VALENCIA BL	0.59	A	0.86	D	0.77	C	0.91	E		am improved
134	SANTA CLARITA		SAN FERNANDO RD	LYONS AV	0.65	B	0.62	B	0.85	D	1.06	F		improved
135	SANTA CLARITA	+	SAN FERNANDO RD	SIERRA HWY	0.94	E	0.88	D	1.04	F	0.88	D		am improved

1997 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP	Fwy	Post		Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
Statn	Rte	Mile	Location	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1001	2	R17.78	at Round Top Rd.	3908	10000	0.39	B	7643	10000	0.76	C	10105	10000	1.01	F0	4113	10000	0.41	B
1002	5	7.83	at Lemoran Ave.	10880	8000	1.36	F2	7505	8000	0.94	E	6832	8000	0.85	D	10880	8000	1.36	F2
1003	5	13.35	Ferris Ave.	10080	8000	1.26	F1	4467	8000	0.56	C	7009	8000	0.88	D	8080	8000	1.01	F0
1004	5	21.80	Stadium Way	8811	10000	0.88	D	12600	10000	1.26	F1	13600	10000	1.36	F2	8881	10000	0.89	D
1005	5	25.50	s/o Colorado Blvd. Exit.	8308	10000	0.83	D	9483	10000	0.95	E	9360	10000	0.94	E	8619	10000	0.86	D
1006	5	29.97	Burbank Blvd.	6143	8000	0.77	C	6941	8000	0.87	D	7985	8000	1.00	E	6368	8000	0.80	D
1007	5	36.90	Osborne St.	7641	12000	0.64	C	10853	12000	0.90	D	10105	10000	1.01	F0	7597	10000	0.76	C
1008	5	R46.55	n/o Rte 14	6759	10000	0.68	C	9585	10000	0.96	E	5442	10000	0.54	C	3014	10000	0.30	A
1009	5	R55.48	n/o Jct Rte 126 West	1370	8000	0.17	A	2893	8000	0.36	B	2261	8000	0.28	A	2249	8000	0.28	A
1010	10	R2.17	Lincoln Blvd.	4688	6000	0.78	D	3483	6000	0.58	C	3807	6000	0.63	C	3912	6000	0.65	C
1011	10	R6.75	e/o Overland Ave.	8717	8000	1.09	F0	11680	8000	1.46	F3	8815	10000	0.88	D	8373	10000	0.84	D
1012	10	R10.71	e/o La Brea Ave. UC	11970	9500	1.26	F1	13870	9500	1.46	F3	10080	8000	1.26	F1	10880	8000	1.36	F2
1013	10	13.53	Budlong Ave.	15750	12500	1.26	F1	17000	12500	1.36	F2	12625	12500	1.01	F0	17000	12500	1.36	F2
1014	10	19.67	at East LA City Limit	6874	12000	0.57	C	10400	12000	0.87	D	11015	12000	0.92	D	7608	12000	0.63	C
1015	10	23.28	Atlantic Blvd.	4766	8000	0.60	C	10880	8000	1.36	F2	10880	8000	1.36	F2	5753	8000	0.72	C
1016	10	26.79	Rosemead Blvd.	5782	8000	0.72	C	10880	8000	1.36	F2	10880	8000	1.36	F2	5901	8000	0.74	C
1080	10	30.30	e/o Peck Rd.	5165	8000	0.65	C	10880	8000	1.36	F2	10880	8000	1.36	F2	6041	8000	0.76	C
1017	10	34.28	e/o Puente Ave.	5642	10000	0.56	C	8218	10000	0.82	D	12600	10000	1.26	F1	6167	10000	0.62	C
1018	10	38.48	Grand Ave.	4399	10000	0.44	B	6152	10000	0.62	C	7570	8000	0.95	E	5987	8000	0.75	C
1019	10	44.13	Dudley St.	6971	8000	0.87	D	11680	8000	1.46	F3	8282	8000	1.04	F0	7133	8000	0.89	D
1020	10	47.11	w/o Indian Hill Blvd.	7206	8000	0.90	D	10880	8000	1.36	F2	10880	8000	1.36	F2	7737	8000	0.97	E
1021	14	R26.00	n/o Jct Rte 5	2239	10000	0.22	A	7476	10000	0.75	C	8769	10000	0.88	D	3098	10000	0.31	A
1025	14	R54.20	s/o Angeles Forest Hwy	1631	4000	0.41	B	4316	4000	1.08	F0	4221	4000	1.06	F0	2070	4000	0.52	B
1081	14	R73.00	s/o Jct Rte 48	1266	4000	0.32	A	1123	4000	0.28	A	886	4000	0.22	A	1413	4000	0.35	B
1027	57	R 2.60	s/o Pathfinder Rd.	6493	8000	0.81	D	8080	8000	1.01	F0	10080	8000	1.26	F1	6524	8000	0.82	D
1028	57	R 6.85	s/o Jct Rtes 10/71/210	6293	10000	0.63	C	5501	10000	0.55	C	4956	10000	0.50	B	5354	10000	0.54	B
1029	60	R 2.22	e/o Indiana St.	4724	12000	0.39	B	16320	12000	1.36	F2	16320	12000	1.36	F2	5906	12000	0.49	B
1030	60	10.60	w/o Peck Rd.	5826	10000	0.58	C	13600	10000	1.36	F2	13600	10000	1.36	F2	6810	10000	0.68	C
1031	60	12.20	e/o Jct 605	6953	12000	0.58	C	16320	12000	1.36	F2	10105	10000	1.01	F0	7958	10000	0.80	D

1997 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP	Fwy	Post		Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
Statn	Rte	Mile	Location	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1032	60	20.92	e/o Nogales St.	6185	8000	0.77	D	7458	8000	0.93	E	7187	8000	0.90	D	6894	8000	0.86	D
1033	60	22.94	Brea Canyon Rd.	6040	8000	0.75	C	7185	8000	0.90	D	6869	8000	0.86	D	6125	8000	0.77	C
1034	60	R26.57	e/o Jct Rte 57 North	4552	8000	0.57	C	10080	8000	1.26	F1	6000	6000	1.00	E	5149	6000	0.86	D
1035	91	R10.62	e/o Alameda St./Santa Fe Ave.	5765	12000	0.48	B	12120	12000	1.01	F0	12225	12000	1.02	F0	6290	12000	0.52	B
1036	91	R13.35	e/o Cherry Ave.	7556	10000	0.76	C	10666	10000	1.07	F0	10815	10000	1.08	F0	8035	10000	0.80	D
1037	91	R18.21	Norwalk/Pioneer Blvd.	7326	8000	0.92	D	10080	8000	1.26	F1	10080	8000	1.26	F1	7439	8000	0.93	D
1038	101	0.46	n/o Vignes St.	13600	10000	1.36	F2	12600	10000	1.26	F1	3524	8000	0.44	B	10880	8000	1.36	F2
1039	101	5.20	s/o Santa Monica Blvd.	6874	8000	0.86	D	10080	8000	1.26	F1	10080	8000	1.26	F1	10080	8000	1.26	F1
1040	101	13.98	Coldwater Canyon Ave.	12600	10000	1.26	F1	14600	10000	1.46	F3	12600	10000	1.26	F1	13600	10000	1.36	F2
1041	101	23.40	Winnetka Ave.	8895	10000	0.89	D	8552	10000	0.86	D	12600	10000	1.26	F1	8382	10000	0.84	D
1043	101	36.18	n/o Reyes Adobe Rd.	5703	10000	0.57	C	7894	10000	0.79	D	7970	10000	0.80	D	5917	10000	0.59	C
	105	R1.00	e/o Sepulveda Blvd. (Jct Rte 1)	1846	6000	0.31	A	2015	6000	0.34	A	6010	6000	1.00	F0	3704	6000	0.62	C
	105	R5.50	e/o Crenshaw Blvd., w/o Vermont	7979	8000	1.00	E	10080	8000	1.26	F1	10080	8000	1.26	F1	8000	8000	1.00	E
	105	R12.60	w/o Jct Rte 710, e/o Harris Ave.	6222	8000	0.78	D	7723	8000	0.97	E	10080	8000	1.26	F1	7104	8000	0.89	D
	105	R17.00	e/o Bellflower Blvd., w/o Rte 605	5293	8000	0.66	C	11680	8000	1.46	F3	8904	8000	1.11	F0	6654	8000	0.83	D
1044	110	2.77	Wilmington, s/o "C" St.	4580	8000	0.57	C	2838	8000	0.35	B	2767	8000	0.35	A	4506	8000	0.56	C
1045	110	15.86	Manchester Blvd.	10880	8000	1.36	F2	8080	8000	1.01	F0	8000	8000	1.00	E	8000	8000	1.00	E
1046	110	17.95	Slauson Ave.	10080	8000	1.26	F1	10880	8000	1.36	F2	7497	8000	0.94	E	11680	8000	1.46	F3
1047	110	23.50	s/o Rte 101	10080	8000	1.26	F1	11680	8000	1.46	F3	10880	8000	1.36	F2	11680	8000	1.46	F3
1048	110	23.96	at Alpine St.	4254	6000	0.71	C	8760	6000	1.46	F3	8160	6000	1.36	F2	6880	6000	1.15	F0
1049	110	26.50	at Pasadena Ave.	2713	6000	0.45	B	6000	6000	1.00	E	8160	6000	1.36	F2	3188	6000	0.53	B
1050	118	R1.19	at LA/Ven County Line	6000	6000	1.00	E	3471	6000	0.58	C	3395	6000	0.57	C	6573	6000	1.10	F0
1051	118	R9.10	e/o Woodley Ave.	9877	10000	0.99	E	7918	10000	0.79	D	12600	10000	1.26	F1	13600	10000	1.36	F2
1052	118	R13.44	w/o Jct Rte 210	3771	8000	0.47	B	4570	8000	0.57	C	4952	8000	0.62	C	3860	8000	0.48	B
1053	134	1.26	at Forman Ave.	8000	8000	1.00	E	7094	8000	0.89	D	10880	8000	1.36	F2	10080	8000	1.26	F1
1054	134	R7.13	e/o Central Ave.	5844	8000	0.73	C	8000	8000	1.00	E	9097	8000	1.14	F0	5771	8000	0.72	C
1055	134	R12.09	w/o San Rafael Ave.	7223	8000	0.90	D	8000	8000	1.00	E	10080	8000	1.26	F1	7038	8000	0.88	D
1056	170	R17.62	s/o Sherman Way	4735	8000	0.59	C	6449	8000	0.81	D	7362	8000	0.92	D	5052	8000	0.63	C

1997 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP Statn	Fwy	Post Mile	Location	Northbound/Eastbound AM Peak Hour Demand	Cap	D/C	LOS	Northbound/Eastbound PM Peak Hour Demand	Cap	D/C	LOS	Southbound/Westbound AM Peak Hour Demand	Cap	D/C	LOS	Southbound/Westbound PM Peak Hour Demand	Cap	D/C	LOS
1057	210	R 3.57	e/o Polk St.	3923	6000	0.65	C	1926	6000	0.32	A	1716	6000	0.29	A	3574	6000	0.60	C
1058	210	R7.19	at Terra Bella St.	5343	8000	0.67	C	3817	8000	0.48	B	3745	8000	0.47	B	5468	8000	0.68	C
1059	210	R23.55	w/o Rtes 134/710	6125	10000	0.61	C	4273	10000	0.43	B	4322	10000	0.43	B	6082	10000	0.61	C
1060	210	R29.72	Rosemead Blvd.	7311	8000	0.91	D	10080	8000	1.26	F1	10105	10000	1.01	F0	8317	10000	0.83	D
1061	210	R35.74	w/o Rte 605	7766	10000	0.78	D	11466	10000	1.15	F0	10633	10000	1.06	F0	8140	10000	0.81	D
1062	210	R46.45	at San Dimas Ave.	6227	8000	0.78	D	6202	8000	0.78	D	5918	8000	0.74	C	6510	8000	0.81	D
1063	405	0.40	n/o Rte 22	10080	8000	1.26	F1	7021	8000	0.88	D	7150	10000	0.71	C	12600	10000	1.26	F1
1064	405	8.02	Santa Fe Ave.	8000	8000	1.00	E	8000	8000	1.00	E	7631	8000	0.95	E	10080	8000	1.26	F1
1065	405	11.90	s/o Rte 110 @ Carson Scales	9528	10000	0.95	E	8781	10000	0.88	D	6683	10000	0.67	C	13600	10000	1.36	F2
1066	405	18.63	at Compton Blvd.	10080	8000	1.26	F1	8000	8000	1.00	E	7964	8000	1.00	E	8080	8000	1.01	F0
1067	405	24.27	n/o La Tijera Blvd.	13600	10000	1.36	F2	7739	10000	0.77	D	10000	10000	1.00	E	10000	10000	1.00	E
1068	405	28.30	n/o 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.	8166	10000	0.82	D	14600	10000	1.46	F3	10880	8000	1.36	F2	7876	8000	0.98	E
1070	405	44.27	n/o Roscoe Blvd.	5983	10000	0.60	C	13600	10000	1.36	F2	10080	8000	1.26	F1	5021	8000	0.63	C
1071	605	R2.31	n/o Carson St.	10080	8000	1.26	F1	8000	8000	1.00	E	6353	8000	0.79	D	8080	8000	1.01	F0
1072	605	R5.58	n/o Jct Rte 91, s/o Alondra	12120	12000	1.01	F0	9245	12000	0.77	D	8864	12000	0.74	C	12120	12000	1.01	F0
1073	605	R11.00	n/o Telegraph Rd.	8000	8000	1.00	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	5880	8000	0.73	C	8080	8000	1.01	F0	10080	8000	1.26	F1	6251	8000	0.78	D
1075	605	22.92	at San Gabriel River Bridge	4450	8000	0.56	C	5621	8000	0.70	C	6229	8000	0.78	D	4870	8000	0.61	C
1076	710	7.60	Willow St.	5666	6000	0.94	E	5556	6000	0.93	D	5803	6000	0.97	E	5060	6000	0.84	D
1077	710	10.31	n/o Jct Rte 405, s/o Del Amo	7938	8000	0.99	E	7806	8000	0.98	E	6994	8000	0.87	D	6295	8000	0.79	D
1078	710	19.10	n/o Rte 105	10080	8000	1.26	F1	8080	8000	1.01	F0	7493	8000	0.94	E	7783	8000	0.97	E
1079	710	23.75	s/o Rte 60	6642	8000	0.83	D	8000	8000	1.00	E	8000	8000	1.00	E	7489	8000	0.94	E

xx/xx/96: From Traffic Volumes book

xx/xx/96: From Traffic Volumes book

Cap. = Capacity D/C = Demand / Capacity

1992-97 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Station	Fwy Rte	Post Mile	Location	1997 North/Eastbound AM D/C	1997 North/Eastbound PM D/C	1997 South/Westbound AM D/C	1997 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	0.39	0.76	1.01	0.41	0.49	0.98	1.26	0.46	improved	am improved
1002	5	7.83	at Lemoran Ave	1.36	0.94	0.85	1.36	1.40	0.93	0.86	1.29		
1003	5	13.35	Ferris Ave	1.26	0.56	0.88	1.01	1.26	0.92	0.96	1.33	pm improved	pm improved
1004	5	21.80	Stadium Way	0.88	1.26	1.36	0.89	0.89	1.27	1.04	0.90		am worsened
1005	5	25.50	s/o Colorado St Ext	0.83	0.95	0.94	0.86	0.62	0.80	0.79	0.66	worsened	worsened
1006	5	29.97	Burbank Blvd	0.77	0.87	1.00	0.80	0.64	0.87	0.98	0.63	am worsened	pm worsened
1007	5	36.90	Osborne St	0.64	0.90	1.01	0.76	0.79	1.29	1.31	0.81	improved	am improved
1008	5	R46.55	n/o Route 14	0.68	0.96	0.54	0.30	0.72	1.18	1.12	0.77	pm improved	improved
1009	5	R55.48	n/o Route 126 West	0.17	0.36	0.28	0.28	0.75	0.99	0.91	0.76	improved	improved
1010	10	R2.17	Lincoln Blvd	0.78	0.58	0.63	0.65	0.88	0.78	0.84	0.79	improved	improved
1011	10	7.22	Manning/Overland Ave	1.09	1.46	0.88	0.84	1.27	1.37	1.18	1.29	am improved	improved
1012	10	10.53	La Brea Ave	1.26	1.46	1.26	1.36	1.30	1.22	1.30	1.49	pm worsened	pm improved
1013	10	13.53	Budlong Ave	1.26	1.36	1.01	1.36	0.96	1.42	1.13	1.38	am worsened	am improved
1014	10	19.67	at East LA City Limit	0.57	0.87	0.92	0.63	0.79	1.17	1.29	0.85	improved	improved
1015	10	23.38	Atlantic Blvd.	0.60	1.36	1.36	0.72	0.74	1.53	1.43	0.90	improved	pm improved
1016	10	26.79	Rosemead Blvd	0.72	1.36	1.36	0.74	0.70	1.37	1.36	0.73		
1080	@ 10	30.30	e/o Peck Rd	0.65	1.36	1.36	0.76	0.66	1.36	1.26	0.73		
1017	10	34.28	e/o Puente Ave	0.56	0.82	1.26	0.62	0.81	1.36	1.36	0.82	improved	improved
1018	10	38.48	Grand Ave.	0.44	0.62	0.95	0.75	0.78	0.97	0.97	0.78	improved	
1019	10	44.13	Dudley St.	0.87	1.46	1.04	0.89	0.82	1.31	1.00	0.78	pm worsened	pm worsened
1020	10	47.11	w/o Indian Hill Blvd	0.90	1.36	1.36	0.97	0.95	1.26	1.26	1.00	pm worsened	am worsened
1021	14	R26.00	n/o Route 5	0.22	0.75	0.88	0.31	0.33	0.92	1.04	0.44	improved	improved
1025	14	R54.20	s/o Angeles Forest Hwy	0.41	1.08	1.06	0.52	0.37	0.95	0.79	0.40	pm worsened	worsened
1081	@ 14	R73.00	s/o Route 48	0.32	0.28	0.22	0.35	0.29	0.27	0.21	0.31		
1027	57	R2.60	s/o Pathfinder Rd	0.81	1.01	1.26	0.82	0.80	1.28	1.20	0.88	pm improved	
1028	57	R6.85	s/o 10/71/210 Interchange	0.63	0.55	0.50	0.54	0.71	0.88	0.95	0.78	pm improved	improved
1029	60	R2.22	e/o Indiana St	0.39	1.36	1.36	0.49	0.75	1.12	1.30	0.68	am improved pm worsened	pm improved

1992-97 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Station	Fwy Rte	Post Mile	Location	1997 North/Eastbound AM D/C	1997 North/Eastbound PM D/C	1997 South/Westbound AM D/C	1997 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
1030	60	10.60	w/o Peck Rd	0.58	1.36	1.36	0.68	0.65	1.46	1.38	0.64	pm improved	
1031	60	12.20	e/o Route 605	0.58	1.36	1.01	0.80	0.64	0.94	1.27	0.81	pm worsened	am improved
1032	60	20.92	e/o Nogales St	0.77	0.93	0.90	0.86	0.74	0.95	0.92	0.88		
1033	60	22.94	Brea Canyon Rd	0.75	0.90	0.86	0.77	0.62	1.38	0.94	0.70	am worsened pm improved	
1034	60	R26.57	e/o Route 57 North	0.57	1.26	1.00	0.86	0.75	1.45	1.38	0.91	improved	am improved
1035	91	R10.62	e/o Alameda St	0.48	1.01	1.02	0.52	1.02	1.46	1.39	1.09	improved	improved
1036	91	R13.35	e/o Cherry Ave	0.76	1.07	1.08	0.80	0.77	1.39	1.42	0.70	pm improved	am improved pm worsened
1037	91	R18.77	Norwalk/Pioneer Blvd	0.92	1.26	1.26	0.93	0.66	1.08	1.30	0.76	worsened	pm worsened
1038	101	0.46	n/o Vignes St *	1.36	1.26	0.44	1.36	1.32	0.80	0.80	1.48	pm worsened	improved
1039	101	5.48	Santa Monica Blvd *	0.86	1.26	1.26	1.26	0.75	0.93	1.09	0.79	worsened	worsened
1040	101	13.98	Coldwater Canyon Ave *	1.26	1.46	1.26	1.36	1.39	1.42	1.27	1.23	am improved	pm worsened
1041	101	23.40	Winnetka Ave. *	0.89	0.86	1.26	0.84	1.21	1.21	1.53	1.33	improved	improved
1043	101	36.18	n/o Reyes Adobe Rd. *	0.57	0.79	0.80	0.59	0.48	0.91	0.78	0.58	pm improved	
@	105	R1.00	e/o Sepulveda Blvd (Jct R)	0.31	0.34	1.00	0.62	0.44	0.63	0.69	0.20	improved	worsened
@	105	R5.50	e/o Crenchaw Blvd	1.00	1.26	1.26	1.00	0.92	1.26	1.26	1.00		
@	105	R 12.6	w/o Jct Rte 710, E/O Harr	0.78	0.97	1.26	0.89	0.74	0.91	1.26	0.82		
@	105	R 17.0	e/o Bellflower Blvd	0.66	1.46	1.11	0.83	0.64	1.46	1.01	0.68		worsened
1044	110	2.77	s/o C St	0.57	0.35	0.35	0.56	1.21	0.75	0.65	1.12	improved	improved
1045	110	15.88	Manchester Blvd	1.36	1.01	1.00	1.00	1.05	0.96	0.86	0.96	am worsened	am worsened
1046	110	17.98	Slauson Ave	1.26	1.36	0.94	1.46	1.46	1.28	1.28	0.97	am improved	am improved pm worsened
1047	110	23.50	s/o Route 101	1.26	1.46	1.36	1.46	1.42	1.48	1.48	1.09	am improved	am improved pm worsened
1048	110	23.96	at Alpine St	0.71	1.46	1.36	1.15	0.67	1.52	1.40	0.69		pm worsened
1049	110	26.50	at Pasadena Ave	0.45	1.00	1.36	0.53	0.55	1.00	1.25	0.82	am improved	am worsened pm improved
1050	118	1.87	at LA/Ven County Line	1.00	0.58	0.57	1.10	1.06	0.57	0.46	1.19		am worsened

1992-97 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Station	Fwy Rte	Post Mile	Location	1997 North/Eastbound AM D/C	1997 North/Eastbound PM D/C	1997 South/Westbound AM D/C	1997 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
1051	118	R9.10	e/o Woodley Ave	0.99	0.79	1.26	1.36	0.82	0.68	1.03	1.28	worsened	am worsened
1052	118	R13.44	w/o Route 210	0.47	0.57	0.62	0.48	0.50	0.64	0.57	0.47		
1053	134	1.36	at Foreman Ave.	1.00	0.89	1.36	1.26	0.85	0.85	0.78	1.27	am worsened	am worsened
1054	134	R7.13	e/o Central Ave	0.73	1.00	1.14	0.72	0.87	1.14	1.12	0.73	improved	
1055	134	R12.09	w/o San Rafael Ave	0.90	1.00	1.26	0.88	0.85	0.95	1.26	0.84		
1056	170	R17.62	s/o Sherman Wy	0.59	0.81	0.92	0.63	0.57	0.83	0.90	0.62		
1057	210	R3.57	e/o Polk St	0.65	0.32	0.29	0.60	0.73	0.62	0.24	0.62		
1058	210	R7.19	at Terra Bella St	0.67	0.48	0.47	0.68	0.73	0.44	0.43	0.72		
1059	210	R23.55	w/o Routes 134/710	0.61	0.43	0.43	0.61	0.74	0.45	0.48	0.72	am improved	pm improved
1060	210	R29.72	Rosemead Blvd	0.91	1.26	1.01	0.83	0.71	1.43	1.32	0.72	am worsened pm improved	am improved pm wosened
1061	210	R35.74	w/o Route 605	0.78	1.15	1.06	0.81	0.82	1.28	1.12	0.80	pm improved	
1062	210	R46.45	at San Dimas Ave	0.78	0.78	0.74	0.81	0.75	0.68	0.67	0.82	pm worsened	
1063	405	0.40	n/o Route 22	1.26	0.88	0.71	1.26	1.29	0.92	0.91	1.46		improved
1064	405	8.02	Santa Fe Ave	1.00	1.00	0.95	1.26	1.32	0.72	0.91	1.36	am improved pm worsened	pm improved
1065	405	10.66	s/o Rte 110 at Carson St	0.95	0.88	0.67	1.36	1.21	0.93	0.84	1.46	am improved	improved
1066	405	18.63	at Compton Bl	1.26	1.00	1.00	1.01	1.44	1.18	1.07	1.54	improved	pm improved
1067	405	24.27	n/o La Tijera Bl	1.36	0.77	1.00	1.00	1.44	1.25	1.08	1.27	pm improved	pm 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	0.82	1.46	1.36	0.98	0.86	1.46	1.28	1.01		
1070	405	44.27	n/o Roscoe Blvd.	0.60	1.36	1.26	0.63	0.75	1.02	1.20	0.94	am improved pm worsened	pm improved
1071	605	R2.31	n/o Carson St	1.26	1.00	0.79	1.01	1.02	1.08	1.10	1.14	am worsened	improved
1072	605	5.92	n/o Jct Rte 91, S/O Alondra	1.01	0.77	0.74	1.01	1.39	1.45	0.88	1.38	improved	improved
1073	605	R11.00	n/o Telegraph Rd	1.00	1.36	1.26	1.46		1.27	1.00	0.88	am worsened	worsened
1074	605	R17.75	n/o Jct Rte 60	0.73	1.01	1.26	0.78	0.68	0.99	1.03	0.78		am worsened
1075	605	22.92	at San Gabriel River Bridge	0.56	0.70	0.78	0.61	0.50	0.70	0.80	0.60		pm improved

1992-97 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Station	Fwy Rte	Post Mile	Location	1997 North/Eastbound AM D/C	1997 North/Eastbound PM D/C	1997 South/Westbound AM D/C	1997 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
1076	710	7.60	Willow St	0.94	0.93	0.97	0.84	0.81	0.90	0.99	0.90	am worsened	pm improved
1077	710	10.31	n/o Route 405	0.99	0.98	0.87	0.79	0.65	0.66	0.94	1.01	worsened	am worsened
1078	710	19.10	n/o Route 105	1.26	1.01	0.94	0.97	1.11	0.86	0.72	0.99	worsened	am worsened
1079	710	23.75	s/o Route 60	0.83	1.00	1.00	0.94	0.82	0.82	0.79	1.27	pm worsened	pm improved

@ Base Year is 1995

* Change of 0.10 or more in highest daily D/C ratio

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 BIENNIAL TRANSIT MONITORING

APPENDIX

B

GUIDELINES FOR

BIENNIAL TRANSIT MONITORING

The following instructions were included as part of the Fiscal Year 1998-1902 Short Range Transit Plan (SRTP) guidelines distributed to bus transit operators in February, 1997. The resulting data submitted is included in Exhibit B-6. CMP transit data submitted during the FY 1995-98 SRTP process is presented in Exhibit B-5. CMP transit data submitted during the FY 1994-97 Short Range Transit Plan process is presented in Exhibit B-4.

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. Operators will be notified by the MTA through the SRTP process which Fiscal Year actual line by line analysis data shall be submitted.

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 with the National Transit Database (NTD) 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	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

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

	Numher 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 LINE

Fiscal Year: 1996 Date Prepared: 10/1/96

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

Type of Service (Check One):

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

II. - SERVICE SCHEDULE

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

III. - AVERAGE WEEKDAY STATISTICS	AM Peak	PM Peak	Off Peak	Total
Passenger Miles				79,917
Vehicle Service Hours	23.3	23.3	62.3	108.9
Vehicle Service Miles	427.8	570.4	855.6	1853.8
Number of Vehicle Trips	6	8	12	26
Unlinked Passengers	1029			4,801
Linked Passengers				3,015
Average Headways (Minutes)	30mn	20min	30 min	
One-way Route Miles				27.6
One-way Trip Time (Scheduled)	23min	23min		

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: 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	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	110 PCH	18	48.7	2,429	75	1,909	33,605	25.5	448.7
MTA	*436	1A	Venice 110	6	18	573	15	226	4,433	15.1	295.5
MTA	439	1A	110	14	29	2,634	102	1,736	23,316	17.0	227.9
Santa Monica	10	1A	110	23	19.4	2,372	78	1,171	29,178	15.1	376.0
LADOT	*430	1A	110	2	26	103	5	104	2,038	19.6	384.5
LADOT	*431	1A	110	4	18	236	11	144	3,320	13.1	301.8
LADOT	*437	1A	110	4	22	234	9	176	3,972	18.9	427.1
LADOT	*438	1A	110	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 Bmdo	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	1101	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	15	7	30.3	743	24	531	10,133	22.3	425.8
MTA	420	2	1101	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 15	9	31.7	1,769	43	766	16,374	17.8	380.8
MTA	*427	2	1101	7	30	356	23	540	6,957	23.3	299.9
LADOT	*413	2	15	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	1101	7	42	699	35	879	22,010	25.0	627.1
Metrolink	Ventura C.	3	Commter Rl	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
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

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
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	1110	27	15.6	3,296	84	1,478	27,614	17.7	329.9
MTA	483/485	5	110	32	17.5	6,402	147	2,497	37,682	17.0	257.0
MTA	487/491	5	110	35	23	3,044	115	2,273	22,623	19.8	196.9
Foothill	*690	5	1210	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
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	15	17	35.7	2,664	138	3,640	41,204	26.3	298.1
MTA	462	6	15	15	24.2	2,866	89	1,441	24,106	16.2	270.9
MTA	*466	6	15	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

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
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
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

EXHIBIT B-4
CMP TRANSIT MONITORING DATA - FY 1993

IDENTIFICATION * Indicates Peak Only				FREQ. AVE. PEAK VT	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK		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	11,454	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	I710	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	110 PCH	17	57.3	1,929	69	1,754	27,371	25.5	397.8
MTA	*436	1A	Venice 110	4	18	442	10	161	3,748	15.6	363.9
MTA	439	1A	110	13	29	2,176	95	1,596	19,682	16.9	207.8
Santa Monica	10	1A	110	23	19.4	2,372	78	1,171	29,178	15.1	376.0
LADOT	*430	1A	110	2	26	55	5	104	1,088	19.6	205.3
LADOT	*431	1A	110	4	18	206	11	144	2,898	13.1	263.5
LADOT	*437	1A	110	4	22	179	9	176	3,032	18.9	326.0
LADOT	*438	1A	110	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. PEAK	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	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	(160) 110	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 110	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 AVE.				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. AVE. PEAK	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	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	1101	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	1101	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	1101	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	1101	7	42	616	35	879	19,398	25.0	552.6
Metrolink	Ventura C.	3	Commter Rl	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
CORRIDOR 2 AVERAGE				17	30	5,019	102	1,802	37,966	21	420

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
3 HARBOR FREEWAY CORRIDOR											
MTA	81	3	Figuero	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	1110	6	28.5	346	24	438	5,178	18.5	218.5
MTA	*445	3	1110	3	27.3	170	7	168	3,008	24.0	429.7
MTA	446/447	3	1110	19	30.9	4,407	137	2,336	31,607	17.1	231.0
Torrance	1	3	1110	10	42.1	1,757	70	1,028	14,808	14.7	211.5
Torrance	2	3	1110	6	44.2	987	40	613	8,575	15.3	214.4
Gardena	1	3	1110	18	18.3	4,212	98	1,540	14,416	15.8	147.5
LADOT	*448	3	1110	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. AVE. PEAK VT	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK		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	1110	27	15.6	4,386	84	1,478	29,746	17.7	355.4
MTA	483/485	5	110	26	17.5	5,435	118	2,013	32,028	17.0	271.2
MTA	487/491	5	110	33	23	3,044	106	2,231	22,623	21.1	214.4
Foothill	*690	5	1210	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	15	16	35.7	2,425	132	2,488	33,991	18.9	257.9
MTA	462	6	15	14	24.2	2,836	86	1,374	21,724	16.0	253.5
MTA	*466	6	15	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. PEAK VT	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK		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	15 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	15 Rt 14	8	73	410	36	1,168	26,783	32.4	744.0
AVTA	*787	9	15 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	1710	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 AVE.				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

EXHIBIT B-6

FY '96 CMP TRANSIT MONITORING DATA

EXHIBIT B-6
CMP TRANSIT MONITORING DATA - FY 1996

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	107	20	35,031	600	6,969	131,226	11.6	218.7
MTA	20/21/320	1A	Wilshire	102	22.7	42,846	783	9,158	183,381	11.7	234.2
MTA	27/28/328	1A	Olympic	66	13.6	34,001	616	7,425	77,011	12.1	125.0
MTA	33/333	1A	Venice	51	17.2	21,995	410	5,294	11,135	12.9	27.2
MTA	200	1A	Alvarado	35	7.5	14,394	176	1,542	19,002	8.8	108.0
MTA	212	1A	La Brea	26	11.9	13,539	169	1,779	47,002	10.5	278.1
Santa Monica	1	1A	SM Blvd	37	9	10,732	145	1,602	26,676	11.0	184.0
Santa Monica	2	1A	Wilshire	25	11.4	5,337	114	1,261	14,796	11.1	129.8
Santa Monica	3	1A	Lincoln	23	15	7,506	114	1,380	29,964	12.1	262.8
Culver City	6	1A	Sepulveda	30	10.9	7,210	142	1,552	37,440	10.9	263.7
MTA	434	1A	110 PCH	14	48.7	347	95	2,114	33,099	22.3	348.4
MTA	*436	1A	Venice 110	4	18	347	13	176	2,784	13.5	214.2
MTA	439	1A	110	8	32.5	2,110	116	1,706	18,603	14.7	160.4
Santa Monica	10	1A	110	22	19.4	2,228	63	1,092	28,339	17.3	449.8
LADOT	*430	1A	110	4	24	88	9	101	1,430	11.2	158.9
LADOT	*431	1A	110	5	20	201	9	170	1,919	18.9	213.2
LADOT	*437	1A	110	4	22	167	8	185	3,170	23.1	396.3
LADOT	*438	1A	110	5	24	270	11	253	3,538	23.0	321.6
TOTAL CORRIDOR 1A				566	348	198,349	3,593	43,759	670,515	257	4,094
CORRIDOR 1A AVERAGE				31	19	11,019	200	2,431	37,251	14	227

EXHIBIT B-6
CMP TRANSIT MONITORING DATA - FY 1996

IDENTIFICATION * Indicates Peak Only				FREQ. AVE. PEAK VT	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK		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	53	11.8	24,851	331	3,894	56,184	11.7	169.5
MTA	70	1B	Garvey	31	15.9	13,951	243	2,956	69,698	12.2	287.1
MTA	76	1B	Valley	22	16.3	10,737	201	2,309	32,216	11.5	160.1
Foothill	280	1B	Azusa	11	11.7	3,106	89	1,021	29,507	11.5	331.5
Foothill	480/481	1B	I10	26	41.8	12,360	398	8,164	117,416	20.5	295.0
Foothill	482	1B	(I60) 110	9	47.1	4,883	168	3,172	46,388	18.9	276.1
MTA	484	1B	Valley Blvd.	16	46.4	7,156	224	4,145	65,877	18.5	294.5
Foothill	486	1B	I10	14	27.5	4,627	124	1,960	43,961	15.8	354.5
Foothill	488	1B	I10	8	35.4	3,034	90	1,489	28,824	16.5	320.3
MTA	490	1B	Rt 57 110	12	48.8	3,739	142	2,626	28,662	18.5	201.8
MTA	*497	1B	I10	11	37.8	1,132	90	2,575	33,867	28.8	378.4
Foothill	*495	1B	I60	20	46.8	1,641	61	1,545	15,585	25.3	255.5
Foothill	*498	1B	I10	26	27.3	2,173	69	1,712	20,645	24.8	299.2
Foothill	*492	1B	I10 Arrow	9	43.8	3,281	116	2,296	31,171	19.8	268.7
Foothill	*494	1B	Foothill 110	3	33.8	3,281	12	233	4,290	19.4	357.5
Metrolink	Sn Brndo	1B	Commter Rl	4	56.2	6,660	149	5,604	253,036	37.6	1,698.2
Metrolink	Riverside	1B	Commter Rl	2	58.7	3,685	61	2,897	120,487	47.5	1,975.2
TOTAL CORRIDOR 1B				275	607	110,297	2,568	48,599	997,814	359	7,923
CORRIDOR 1B AVE.				16	36	6,488	151	2,859	58,695	21	466

EXHIBIT B-6
CMP TRANSIT MONITORING DATA - FY 1996

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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	1101	11	19.3	1,300	58	1,048	12,419	18.2	215.6
MTA	165	2	Victory	17	23	13,785	268	4,221	57,077	15.8	213.1
MTA	245	2	Topanga	5	16.1	1,543	51	772	5,601	15.1	109.6
MTA	*418	2	15	5	30.8	755	28	600	8,485	21.3	300.9
MTA	420	2	1101	41	23.6	21,198	441	5,627	115,596	12.7	261.9
MTA	424/425	2	Ventura	30	28.5	11,101	329	5,239	101,062	15.9	307.5
MTA	*426	2	Topanga 15	9	29.6	1,378	49	926	11,303	19.0	231.6
MTA	*427	2	1101	7	30	451	38	924	8,821	24.6	235.2
LADOT	*413	2	15	17	22	520	14	232	5,487	16.6	391.9
LADOT	*419	2	Devonshire	20	33	374	25	607	6,333	24.3	253.3
LADOT	*423	2	1101	9	42	459	37	969	8,063	26.2	217.9
Metrolink	Ventura C.	2	Commter Rl	0	66.1	2,966	53	2,082	78,691	39.3	1,484.7
TOTAL CORRIDOR 2				171	364	55,830	1,390	23,247	418,938	249	4,223
CORRIDOR 2 AVERAGE				14	30	4,653	116	1,937	34,911	21	352

EXHIBIT B-6
CMP TRANSIT MONITORING DATA - FY 1996

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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	Figueroa	36	20.1	17,469	309	3,980	63,249	12.9	204.6
Gardena	2	3	Western	16	22.3	8,237	91	1,354	23,224	14.8	254.4
MTA	*445	3	1110	3	27.3	300	14	383	4,358	27.0	306.9
MTA	446/447	3	1110	15	30.9	4,407	182	2,735	31,607	15.1	174.1
Torrance	1	3	1110	10	41.7	1,815	71	1,028	15,995	14.5	225.6
Torrance	2	3	1110	6	44.2	742	36	619	6,597	17.4	185.8
Gardena	1	3	1110	18	18.3	5,354	98	1,540	15,095	15.8	154.5
LADOT	*448	3	1110	3	32	307	11	270	2,850	24.1	254.5
MTA	Red Line	3	Wilshire/West	93	3	24,585	54	846	36,066	15.7	667.9
TOTAL CORRIDOR 3				199	240	63,216	865	12,755	199,041	157	2,428
CORRIDOR 3 AVERAGE				22	27	7,024	96	1,417	22,116	17	270
4 SAN DIEGO FREEWAY CORRIDOR											
MTA	40/442	4	Hawthorne	59	17.9	26,643	565	6,413	95,407	11.4	168.9
MTA	232	4	PCH	14	24.5	6,038	100	1,450	36,710	14.5	367.5
MTA	234	4	Sepulveda	23	15.3	8,360	181	2,487	32,534	13.7	179.7
Torrance	3	4	PCH	25	35	7,812	180	2,140	37,271	11.9	207.2
Torrance	7	4	Sepulveda	11	20.4	879	40	554	2,688	13.9	67.2
Torrance	8	4	Hawthorne	14	28.4	2,528	92	1,039	10,103	11.3	110.3
Long Beach	90	4	7th Street	42	6.17	6,607	94	1,160	22,530	12.3	239.7
MTA	444	4	Hawthorne	9	33.5	2,176	92	1,799	19,681	19.5	213.5
MTA	560	4	Sepulveda	31	34	13,748	305	4,400	56,900	14.4	186.6
TOTAL CORRIDOR 4				227	215	74,791	1,649	21,441	313,824	123	1,740
CORRIDOR 4 AVERAGE				25	24	8,310	183	2,382	34,869	14	193

EXHIBIT B-6
CMP TRANSIT MONITORING DATA - FY 1996

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
5 VENTURA/FOOTHILL FREEWAY/WEST SAN GABRIEL VALLEY CORRIDOR											
MTA	78/79/379	5	Huntington	33	18.8	11,017	248	3,351	55,192	13.5	222.7
MTA	180/181	5	Colorado	29	18.2	15,004	300	3,718	57,118	12.4	190.7
Foothill	187	5	Foothill	18	33	5,868	184	2,681	55,745	14.6	303.0
MTA	401/402	5	1110	22	15.6	3,629	112	1,753	26,762	15.6	238.1
MTA	483/485	5	110	20	18.9	5,269	156	2,317	29,945	14.8	191.6
MTA	487/491	5	110	25	24.2	2,590	131	2,420	16,711	18.5	128.1
Foothill	*690	5	1210	5	32	203	15	377	1,933	25.1	128.9
TOTAL CORRIDOR 5				152	161	43,580	1,146	16,618	243,406	115	1,403
CORRIDOR 5 AVERAGE				22	23	6,226	164	2,374	34,772	16	200
6 SANTA ANA FREEWAY CORRIDOR											
MTA	66	6	E. Olympic	65	12.8	23,982	347	3,879	68,445	11.2	197.0
Montebello	10	6	Whittier	43	6	5,556	125	1,044	10,501	8.4	84.2
MTA	460	6	15	9	38.7	2,440	151	2,521	34,802	16.7	230.8
MTA	462	6	15	12	24.2	2,836	103	1,747	21,722	16.9	210.5
MTA	*466	6	15	4	21.4	205	24	549	3,311	23.3	140.3
MTA	470/471	6	Whittier	16	29.2	4,692	168	2,822	31,880	16.8	190.1
Metrolink	Orange Co	6	Commter Rl	0	87.2	4,432	63	2,969	181,891	47.1	2,887.2
TOTAL CORRIDOR 6				149	220	44,143	980	15,531	352,552	140	3,940
CORRIDOR 6 AVERAGE				21	31	6,306	140	2,219	50,365	20	563

EXHIBIT B-6
CMP TRANSIT MONITORING DATA - FY 1996

IDENTIFICATION * Indicates Peak Only				FREQ. AVE.	LINE INFORMATION						
OPERATOR	LINE #	CORRIDOR #	CMP NETWORK	PEAK VT	ONE WAY ROUTE MILES	DAILY BOARDINGS	DAILY VSH	DAILY VSM	DAILY PMT	AVE. MPH	ROUTING INDEX
7 SAN GABRIEL RIVER FREEWAY CORRIDOR											
MTA	266	7	Rosemead	8	22.8	4,431	70	1,098	23,270	15.6	331.5
MTA	270	7	Peck/Myrtle	8	30.6	2,523	43	746	12,855	17.2	296.9
TOTAL CORRIDOR 7				15	53	6,954	114	1,844	36,125	33	628
CORRIDOR 7 AVERAGE				8	27	3,477	57	922	18,063	16	314
8 ARTESIA FREEWAY CORRIDOR											
MTA	115	8	Firestone	44	23.3	15,249	275	3,584	48,220	13.0	175.2
MTA	120	8	Imperial	15	11.9	4,741	89	1,193	13,461	13.3	150.6
MTA	Greenline	8	1105	76	19.58	19,000	151	4,360	148,236	28.9	981.7
TOTAL CORRIDOR 8				136	55	38,990	516	9,137	209,917	55	1,307
CORRIDOR 8 AVERAGE				45	18	12,997	172	3,046	69,972	18	436
9 NORTH COUNTY CORRIDOR											
Santa Clarita	*799	9	15 Rt 126	10	39.5	379	27	756	9,775	28.0	362.0
Santa Clarita	50	9	Sierra Hwy	4	42.5	746	33	680	3,566	20.6	108.1
AVTA	*785	9	15 Rt 14	8	73	207	36	1,056	25,754	29.3	715.4
AVTA	*787	9	15 Rt 14	5	67	128	22	710	15,985	32.3	726.6
Metrolink	Snta Clrta	9	Commter Rl	0	76.5	3,691	70	2,938	109,009	42.0	1,557.3
TOTAL CORRIDOR 9				27	299	5,151	188	6,140	164,089	152	3,469
CORRIDOR 9 AVERAGE				5	60	1,030	38	1,228	32,818	30	694

EXHIBIT B-6
CMP TRANSIT MONITORING DATA - FY 1996

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	26	12.7	8,577	190	2,120	24,095	11.2	126.9
MTA	60/360	10	Feeder	53	22.4	26,036	504	6,178	100,891	12.3	200.3
MTA	260	10	Atlantic	20	26.7	14,540	250	3,791	56,143	15.2	224.8
Long Beach	40	10	Feeder	48	4.1	6,455	85	828	33,372	9.8	393.4
Long Beach	50	10	Feeder	25	10.95	5,000	97	1,445	22,200	15.0	230.0
Long Beach	60	10	Atlantic	37	11.54	8,152	151	1,893	42,635	12.6	283.1
MTA	Blue Line	10	Long Bch. Bl.	62	21.04	43,400	231	4,812	299,783	20.8	1,297.8
TOTAL CORRIDOR 10				269	109	112,160	1,506	21,067	579,119	97	2,756
CORRIDOR 10 AVE.				38	16	16,023	215	3,010	82,731	14	394
CMP TRANSIT NETWORK TOTAL				2,186	2,670	753,461	14,514	220,138	4,185,340	1,737	33,914
NETWORK AVERAGE				23	28	7,849	151	2,293	43,597	18	353

APPENDIX

C

CMP TDM ORDINANACE REQUIREMENTS

APPENDIX
C

CMP TDM ORDINANCE REQUIREMENTS

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

C. CMP TDM MINIMUM STANDARDS

C.1 Analysis of Transit Impacts Resulting From New Development.

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

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

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

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

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

Like the Land Use Analysis Program, discussed in Chapter 8, the transit impact analysis requirement relies upon existing CEQA processes. Some local jurisdictions found it convenient to adopt transit analysis requirements as part of the Land Use Analysis Program.

C.2 Requirements for New Non-Residential Development.

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

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

C.2.2 Development Standards: The following standards must be incorporated into the development project based on the gross square footage thresholds listed below. Projects exceeding each threshold must include the elements required at lower thresholds in their design. The standards must be provided to the satisfaction of the city or the County.

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

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

- **New Non-Residential Developments of 50,000 square feet or more must provide the above 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.

- **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.

APPENDIX D

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

APPENDIX
D

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

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

D.1 OBJECTIVE OF GUIDELINES

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

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

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

D.2 GENERAL PROVISIONS

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

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

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 8 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. Refer to Chapter 8, Section 8.2.3 for a complete list of exempted projects.).

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

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

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

D.6 PROPOSED PROJECT TRAFFIC GENERATION

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

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

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and nonwork-related trip purposes in

order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA, should be done in the manner outlined in Chapter 5 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

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

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

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. 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

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

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

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

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

- The Critical Movement Analysis (CMA) / Circular 212 method.

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

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

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

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

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

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

- A summary of existing transit services in the project area. Include local fixed-route services within a 1 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:

  - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;

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

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

  10% primarily Residential within ¼ mile of a CMP transit center
  15% primarily Commercial within ¼ mile of a CMP transit center
  7% primarily Residential within ¼ mile of a CMP multi-modal transportation center
  9% primarily Commercial within ¼ mile of a CMP multi-modal transportation center
  5% primarily Residential within ¼ mile of a CMP transit corridor
  7% primarily Commercial within ¼ mile of a CMP transit corridor
  0% if no fixed route transit services operate within one mile of the project

  Definitions and a listing of CMP transit centers, transit corridors, and multi-modal transportation centers are 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*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings which touch the radius perimeter.

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

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

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

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

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

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is

attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.

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

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

Local jurisdictions should note that project-specific mitigation measures may be eligible for credit in the Countywide Deficiency Plan. See CMP Appendix F and Chapter 11 for a list of eligible improvements and credit values.

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

- Any project contribution to the improvement, and

- The means by which trips generated at the site will access the regional facility.

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

D.10 REFERENCES

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

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

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

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

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

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

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

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

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

EXHIBIT D-1

GENERAL TRAFFIC VOLUME GROWTH FACTORS

Area	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

1995 TRIP DISTRIBUTION PERCENTAGES

12/18/97

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	6.4%	0.2%	0.0%	0.1%	0.0%	48.9%	1.8%	0.9%	11.2%	3.0%	5.0%	0.8%	0.3%
NonWork	43.0%	0.2%	0.0%	0.0%	0.0%	22.6%	0.9%	0.6%	6.0%	2.7%	2.0%	0.9%	0.2%
Non-Residential													
Work	7.3%	3.8%	0.4%	0.6%	0.0%	26.1%	3.0%	3.3%	1.0%	2.2%	3.4%	0.7%	0.4%
NonWork	47.5%	0.2%	0.1%	0.2%	0.0%	13.1%	0.4%	0.3%	6.7%	1.8%	0.3%	0.1%	0.0%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.2%	0.9%	0.2%	1.1%	0.9%	0.7%	0.2%	0.0%	16.9%	0.2%	0.0%	0.0%	0.1%	100.0%
NonWork	0.1%	0.6%	0.1%	0.3%	0.6%	0.4%	0.1%	0.0%	18.4%	0.2%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	0.2%	0.6%	0.2%	0.2%	1.5%	1.0%	0.4%	0.2%	42.8%	0.4%	0.3%	0.1%	0.1%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.1%	0.0%	28.0%	0.3%	0.3%	0.2%	0.1%	100.0%

2020 TRIP DISTRIBUTIDN 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													
7 Work	9.1%	0.1%	0.0%	0.0%	0.0%	54.6%	1.5%	0.6%	7.4%	2.0%	2.7%	0.7%	0.2%
NonWork	45.1%	0.1%	0.0%	0.0%	0.0%	20.1%	0.6%	0.4%	4.3%	2.5%	1.0%	0.6%	0.1%
Non-Residential													
Work	9.8%	3.6%	0.7%	0.9%	0.1%	28.0%	2.6%	3.0%	1.3%	1.5%	2.0%	0.3%	0.1%
NonWork	49.2%	0.8%	0.6%	0.5%	0.0%	12.5%	0.4%	0.5%	6.4%	1.9%	0.3%	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	0.1%	0.6%	0.1%	0.6%	0.6%	0.5%	0.2%	0.0%	17.9%	0.3%	0.1%	0.0%	0.1%	100.0%
NonWork	0.1%	0.3%	0.1%	0.1%	0.3%	0.3%	0.1%	0.0%	23.2%	0.4%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	0.0%	0.2%	0.0%	0.1%	0.9%	0.4%	0.1%	0.0%	43.0%	0.1%	0.3%	1.0%	0.2%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.0%	0.0%	25.3%	0.1%	0.3%	0.4%	0.1%	100.0%

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

1995 TRIP DISTRIBUTION PERCENTAGES

12/18/97

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	1.2%	27.7%	0.3%	1.1%	0.1%	22.6%	6.6%	6.8%	0.2%	2.3%	6.5%	1.3%	3.1%
NonWork	0.1%	78.5%	0.3%	0.8%	0.1%	3.7%	1.8%	4.9%	0.1%	0.9%	2.4%	0.9%	0.2%
Non-Residential													
Work	0.1%	45.5%	12.7%	7.8%	0.0%	9.0%	2.7%	10.5%	0.0%	0.7%	1.6%	0.3%	0.2%
NonWork	0.1%	85.1%	1.4%	1.5%	0.0%	1.7%	0.7%	3.6%	0.0%	0.2%	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	0.4%	3.0%	1.1%	3.6%	3.7%	3.6%	0.8%	0.1%	2.5%	0.7%	0.2%	0.0%	0.5%	100.0%
NonWork	0.1%	0.9%	0.2%	0.5%	1.0%	0.9%	0.2%	0.0%	1.0%	0.3%	0.0%	0.0%	0.4%	100.0%
Non-Residential														
Work	0.1%	0.4%	0.2%	0.1%	1.2%	1.0%	0.3%	0.1%	3.8%	0.4%	0.3%	0.2%	0.8%	100.0%
NonWork	0.1%	0.1%	0.1%	0.1%	0.3%	0.3%	0.2%	0.1%	2.4%	0.4%	0.5%	0.3%	0.4%	100.0%

2020 TRIP DISTRIBUTION PERCENTAGES

Project Type / RSA Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
8 Work	0.5%	41.8%	1.0%	4.7%	0.1%	8.6%	3.0%	2.6%	0.1%	1.7%	3.5%	2.3%	5.2%
NonWork	0.1%	71.9%	0.5%	0.9%	0.1%	2.1%	0.8%	2.0%	0.1%	0.6%	1.3%	1.8%	0.4%
Non-Residential													
Work	0.0%	83.7%	3.7%	5.8%	0.0%	1.6%	0.5%	2.3%	0.0%	0.1%	0.2%	0.0%	0.0%
NonWork	0.0%	92.1%	0.9%	1.3%	0.0%	0.5%	0.2%	1.0%	0.0%	0.1%	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	1.2%	2.4%	1.3%	1.8%	1.4%	1.5%	1.1%	0.2%	2.0%	10.5%	0.7%	0.2%	0.3%	100.0%
NonWork	0.3%	1.0%	0.5%	0.2%	0.6%	0.7%	0.5%	0.1%	5.3%	7.4%	0.4%	0.2%	0.3%	100.0%
Non-Residential														
Work	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.8%	0.0%	0.1%	0.1%	0.6%	100.0%
NonWork	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%	2.2%	0.1%	0.4%	0.4%	0.3%	100.0%

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

1995 TRIP DISTRIBUTION PERCENTAGES

12/18/97

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%	7.9%	38.0%	14.6%	0.2%	12.6%	3.2%	3.4%	0.1%	1.1%	2.3%	0:4%	0.2%
NonWork	0.0%	1.3%	78.7%	10.0%	0.3%	1.3%	0.7%	0.7%	0.0%	0.4%	0.9%	0.4%	0.1%
Non-Residential													
Work	0.0%	0.5%	65.0%	29.5%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
NonWork	0.0%	0.3%	85.5%	9.9%	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	0.2%	0.7%	0.2%	0.8%	1.6%	1.9%	0.7%	0.5%	1.0%	0.6%	3.7%	1.2%	2.6%	100.0%
NonWork	0.1%	0.3%	0.1%	0.2%	0.5%	0.4%	0.1%	0.1%	0.5%	0.2%	0.5%	0.2%	2.0%	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%	0.1%	0.0%	4.4%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.6%	0.1%	0.7%	0.3%	2.2%	100.0%

2020 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%	2.1%	42.1%	23.1%	0.1%	2.2%	0.7%	0.4%	0.1%	1.9%	3.6%	1.9%	1.1%
NonWork	0.1%	0.8%	68.8%	7.8%	0.1%	1.1%	0.5%	0.6%	0.1%	0.6%	1.4%	1.9%	0.3%
Non-Residential													
Work	0.0%	2.0%	71.8%	23.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
NonWork	0.0%	0.8%	90.1%	6.2%	0.1%	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	1.0%	1.9%	0.9%	1.2%	0.6%	0.9%	0.9%	0.1%	0.6%	10.2%	0.7%	0.2%	1.4%	100.0%
NonWork	0.2%	1.0%	0.4%	0.2%	0.5%	0.7%	0.4%	0.1%	2.9%	7.8%	0.5%	0.2%	1.1%	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%	0.0%	0.0%	2.3%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.3%	0.5%	1.4%	100.0%

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

1995 TRIP DISTRIBUTION PERCENTAGES

12/18/97

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%	6.5%	22.9%	14.7%	0.3%	17.2%	4.5%	4.5%	0.1%	1.0%	4.0%	0.6%	0.3%
NonWork	0.1%	1.9%	11.6%	73.8%	0.4%	1.8%	0.9%	1.0%	0.0%	0.6%	1.4%	0.6%	0.2%
Non-Residential													
Work	0.1%	3.2%	41.4%	31.4%	0.2%	4.3%	1.2%	2.2%	0.0%	0.5%	1.2%	0.3%	0.2%
NonWork	0.0%	1.2%	14.0%	81.0%	0.0%	0.1%	0.1%	0.1%	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	0.2%	1.4%	0.3%	1.8%	2.9%	3.9%	1.7%	0.8%	1.2%	1.0%	5.1%	1.6%	1.3%	100.0%
NonWork	0.1%	0.5%	0.2%	0.3%	0.8%	0.8%	0.3%	0.1%	0.6%	0.3%	0.6%	0.2%	1.0%	100.0%
Non-Residential														
Work	0.2%	0.3%	0.2%	0.1%	0.8%	1.0%	0.5%	0.2%	1.8%	0.5%	4.1%	1.2%	2.8%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.7%	0.1%	0.7%	0.4%	1.1%	100.0%

2020 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													
10 Work	0.2%	4.7%	19.4%	27.4%	0.2%	3.6%	1.1%	0.8%	0.2%	2.0%	5.7%	3.0%	1.6%
NonWork	0.1%	1.5%	6.0%	68.9%	0.2%	1.1%	0.4%	0.6%	0.1%	0.6%	1.4%	2.2%	0.3%
Non-Residential													
Work	0.0%	10.4%	43.4%	37.0%	1.5%	1.2%	0.3%	0.8%	0.0%	0.1%	0.2%	0.0%	0.0%
NonWork	0.0%	1.6%	12.2%	83.8%	0.1%	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	1.6%	2.9%	1.3%	1.9%	1.0%	1.4%	1.4%	0.2%	1.1%	15.2%	1.0%	0.3%	0.8%	100.0%
NonWork	0.3%	1.1%	0.5%	0.2%	0.5%	0.7%	0.4%	0.1%	2.8%	8.5%	0.5%	0.2%	0.6%	100.0%
Non-Residential														
Work	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.8%	0.2%	1.3%	1.4%	1.1%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.1%	0.3%	0.5%	0.7%	100.0%

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

1995 TRIP DISTRIBUTION PERCENTAGES

12/18/97

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%	3.4%	5.9%	14.5%	7.6%	8.2%	0.1%	2.1%	8.9%	1.7%	1.2%
NonWork	0.1%	0.8%	0.4%	0.4%	51.4%	3.5%	3.7%	9.1%	0.1%	1.2%	4.4%	1.6%	0.7%
Non-Residential													
Work	0.2%	4.6%	9.5%	12.0%	6.0%	11.0%	5.8%	21.3%	0.1%	0.8%	2.7%	0.4%	0.4%
NonWork	0.2%	1.6%	5.2%	6.4%	31.0%	2.2%	1.7%	13.5%	0.1%	0.3%	0.9%	0.2%	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	0.9%	5.9%	1.9%	6.0%	6.1%	10.5%	5.9%	1.0%	0.8%	3.1%	2.0%	0.5%	0.3%	100.0%
NonWork	0.5%	3.2%	1.2%	1.9%	4.0%	6.0%	1.9%	0.3%	0.5%	1.6%	1.1%	0.2%	0.2%	100.0%
Non-Residential														
Work	0.2%	1.3%	0.5%	0.5%	6.0%	6.1%	1.3%	0.5%	2.2%	1.0%	4.4%	0.7%	0.3%	100.0%
NonWork	0.6%	0.6%	1.1%	0.3%	2.6%	4.6%	2.0%	0.9%	2.8%	3.2%	14.1%	3.5%	0.1%	100.0%

2020 TRIP DISTRIBUTION PERCENTAGES

Project Type RSA / Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
11 Work	0.1%	0.3%	0.1%	11.8%	25.2%	8.3%	4.8%	5.3%	0.1%	1.0%	4.5%	1.4%	1.0%
NonWork	0.1%	0.5%	0.7%	1.2%	48.4%	3.3%	2.7%	9.0%	0.1%	0.6%	2.2%	1.9%	0.5%
Non-Residential													
Work	0.0%	3.2%	3.2%	4.3%	44.1%	7.1%	4.5%	19.7%	0.0%	0.3%	1.4%	0.1%	0.1%
NonWork	0.1%	1.3%	2.6%	2.5%	62.9%	1.6%	1.5%	13.2%	0.0%	0.1%	0.4%	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	1.1%	3.8%	1.8%	3.0%	3.1%	5.6%	6.4%	1.2%	0.8%	6.2%	2.5%	0.3%	0.2%	100.0%
NonWork	0.7%	2.4%	1.4%	0.6%	2.3%	2.9%	2.2%	0.5%	3.5%	10.0%	1.7%	0.4%	0.1%	100.0%
Non-Residential														
Work	0.1%	0.4%	0.2%	0.2%	3.0%	2.0%	0.4%	0.2%	0.8%	0.3%	3.2%	0.8%	0.3%	100.0%
NonWork	0.1%	0.3%	0.2%	0.1%	1.4%	1.3%	0.4%	0.2%	1.7%	0.8%	4.8%	2.2%	0.2%	100.0%

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

1995 TRIP DISTRIBUTION PERCENTAGES

12/18/97

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	1.9%	1.3%	0.0%	0.4%	0.1%	31.2%	8.5%	6.4%	1.6%	5.0%	17.6%	2.3%	1.6%
NonWork	1.0%	0.3%	0.0%	0.0%	0.0%	76.0%	7.6%	6.9%	0.1%	1.4%	2.6%	0.5%	0.1%
Non-Residential													
Work	3.4%	4.4%	2.4%	2.4%	0.1%	25.4%	9.0%	10.2%	0.7%	4.1%	10.6%	1.2%	0.8%
NonWork	1.7%	0.8%	0.3%	0.3%	0.0%	71.4%	6.9%	8.1%	0.1%	1.1%	1.5%	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	0.3%	3.0%	0.4%	3.8%	4.7%	3.0%	0.5%	0.1%	5.5%	0.5%	0.1%	0.0%	0.2%	100.0%
NonWork	0.1%	0.4%	0.1%	0.3%	0.9%	0.4%	0.1%	0.0%	0.9%	0.1%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	0.4%	1.4%	0.5%	0.5%	4.6%	2.6%	0.7%	0.3%	12.6%	0.8%	0.7%	0.3%	0.1%	100.0%
NonWork	0.1%	0.2%	0.1%	0.1%	0.8%	0.5%	0.2%	0.1%	4.1%	0.5%	0.4%	0.2%	0.1%	100.0%

2020 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	2.4%	0.4%	0.0%	0.3%	0.1%	38.5%	10.8%	7.4%	1.1%	3.3%	11.2%	1.9%	1.2%
NonWork	1.0%	0.2%	0.0%	0.0%	0.0%	76.4%	6.8%	7.1%	0.1%	1.0%	1.7%	0.5%	0.1%
Non-Residential													
Work	4.6%	4.5%	1.0%	1.2%	0.2%	35.5%	10.3%	12.4%	0.9%	2.7%	6.7%	0.5%	0.3%
NonWork	1.7%	1.0%	0.5%	0.4%	0.1%	74.0%	6.6%	7.3%	0.1%	0.9%	1.2%	0.1%	0.0%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.3%	2.2%	0.4%	2.4%	3.3%	2.2%	0.7%	0.1%	8.6%	0.7%	0.2%	0.0%	0.2%	100.0%
NonWork	0.1%	0.3%	0.1%	0.2%	0.6%	0.3%	0.1%	0.0%	2.9%	0.3%	0.0%	0.0%	0.2%	100.0%
Non-Residential														
Work	0.1%	0.7%	0.1%	0.3%	3.5%	1.3%	0.2%	0.1%	11.1%	0.3%	0.4%	0.8%	0.2%	100.0%
NonWork	0.0%	0.1%	0.0%	0.1%	0.6%	0.3%	0.1%	0.0%	3.7%	0.2%	0.4%	0.4%	0.2%	100.0%

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

1995 TRIP DISTRIBUTION PERCENTAGES

12/18/97

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	0.5%	0.8%	0.0%	0.2%	0.1%	22.6%	15.7%	6.5%	0.2%	2.8%	19.5%	1.4%	0.9%
NonWork	0.1%	0.3%	0.0%	0.0%	0.0%	15.8%	53.9%	7.0%	0.0%	0.7%	7.3%	0.4%	0.1%
Non-Residential													
Work	0.3%	3.4%	1.6%	1.7%	0.1%	18.5%	16.6%	9.6%	0.1%	3.2%	13.1%	0.9%	0.9%
NonWork	0.1%	0.8%	0.3%	0.3%	0.0%	15.2%	50.2%	8.8%	0.0%	0.5%	6.1%	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	0.4%	5.3%	0.6%	5.9%	8.4%	5.7%	0.8%	0.1%	0.8%	0.6%	0.1%	0.0%	0.2%	100.0%
NonWork	0.1%	1.2%	0.2%	1.0%	9.5%	1.6%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	0.5%	3.3%	0.9%	1.4%	10.4%	6.2%	1.3%	0.5%	2.5%	1.2%	1.0%	0.4%	0.2%	100.0%
NonWork	0.1%	0.7%	0.3%	0.5%	9.9%	2.0%	0.4%	0.1%	1.3%	0.8%	0.7%	0.4%	0.1%	100.0%

2020 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	0.4%	0.3%	0.0%	0.2%	0.2%	22.3%	29.8%	7.0%	0.1%	1.9%	13.2%	1.3%	0.8%
NonWork	0.1%	0.1%	0.0%	0.0%	0.1%	13.9%	61.0%	6.7%	0.0%	0.5%	5.7%	0.5%	0.1%
Non-Residential													
Work	0.3%	3.3%	0.6%	0.7%	0.3%	20.4%	28.1%	10.0%	0.1%	1.9%	10.1%	0.4%	0.4%
NonWork	0.1%	0.8%	0.4%	0.3%	0.1%	13.0%	57.2%	6.7%	0.0%	0.3%	6.2%	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	0.4%	3.7%	0.6%	3.7%	6.4%	4.3%	1.0%	0.1%	1.1%	0.8%	0.3%	0.0%	0.2%	100.0%
NonWork	0.1%	1.0%	0.2%	0.6%	6.5%	1.1%	0.2%	0.0%	0.7%	0.7%	0.1%	0.0%	0.2%	100.0%
Non-Residential														
Work	0.2%	1.8%	0.3%	1.0%	11.6%	4.6%	0.6%	0.2%	1.5%	0.3%	0.5%	0.6%	0.2%	100.0%
NonWork	0.1%	0.4%	0.1%	0.3%	9.2%	1.4%	0.2%	0.1%	1.1%	0.3%	0.7%	0.6%	0.2%	100.0%

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

1995 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	0.6%	3.6%	0.0%	0.4%	0.2%	29.8%	10.6%	9.3%	0.3%	2.9%	11.8%	2.1%	1.3%
NonWork	0.1%	1.9%	0.0%	0.0%	0.4%	22.2%	11.2%	52.2%	0.0%	0.7%	2.1%	0.5%	0.1%
Non-Residential													
Work	0.3%	6.6%	3.2%	3.2%	0.2%	25.9%	12.9%	15.9%	0.1%	1.7%	5.9%	0.6%	0.3%
NonWork	0.1%	2.9%	0.4%	0.5%	0.2%	18.9%	8.9%	56.1%	0.0%	0.3%	0.8%	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	0.3%	3.9%	0.6%	4.9%	6.8%	6.2%	0.9%	0.1%	2.4%	0.6%	0.1%	0.0%	0.2%	100.0%
NonWork	0.1%	0.7%	0.1%	0.7%	3.7%	2.1%	0.2%	0.0%	0.7%	0.2%	0.0%	0.0%	0.2%	100.0%
Non-Residential														
Work	0.3%	1.2%	0.4%	0.5%	7.2%	4.6%	0.9%	0.3%	5.4%	0.7%	0.8%	0.3%	0.4%	100.0%
NonWork	0.1%	0.3%	0.2%	0.2%	3.1%	1.7%	0.3%	0.1%	3.1%	0.5%	0.6%	0.4%	0.2%	100.0%

2020 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	0.6%	1.6%	0.0%	0.5%	0.9%	32.9%	12.9%	14.6%	0.2%	2.0%	7.9%	2.1%	1.2%
NonWork	0.1%	0.9%	0.0%	0.1%	0.7%	18.9%	8.7%	58.0%	0.0%	0.4%	1.4%	0.6%	0.1%
Non-Residential													
Work	0.2%	6.2%	0.9%	1.2%	0.7%	30.9%	14.6%	24.8%	0.1%	1.0%	4.0%	0.2%	0.1%
NonWork	0.1%	2.6%	0.6%	0.5%	0.7%	18.3%	8.4%	59.6%	0.0%	0.2%	0.6%	0.1%	0.0%

Purpose	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendle 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.4%	2.9%	0.6%	3.3%	4.9%	3.5%	1.0%	0.2%	4.4%	0.8%	0.3%	0.0%	0.3%	100.0%
NonWork	0.1%	0.7%	0.2%	0.4%	2.5%	1.2%	0.3%	0.0%	3.3%	0.9%	0.1%	0.0%	0.2%	100.0%
Non-Residential														
Work	0.1%	0.6%	0.1%	0.4%	6.2%	2.4%	0.3%	0.1%	3.5%	0.2%	0.3%	0.4%	0.5%	100.0%
NonWork	0.0%	0.1%	0.1%	0.2%	3.0%	1.0%	0.1%	0.1%	2.3%	0.2%	0.5%	0.5%	0.2%	100.0%

PROJECT RSA: 15 Area Generally Bounded By: Malibu

1995 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	2.2%	0.2%	0.0%	0.1%	0.0%	25.8%	1.4%	0.7%	23.9%	10.0%	10.8%	2.0%	6.4%
NonWork	13.7%	0.1%	0.0%	0.0%	0.0%	4.1%	0.5%	0.3%	57.4%	8.6%	3.4%	1.4%	0.4%
Non-Residential													
Work	15.4%	1.0%	0.3%	0.3%	0.0%	25.9%	1.5%	1.7%	13.2%	8.3%	4.5%	1.3%	0.6%
NonWork	12.5%	0.4%	0.2%	0.2%	0.0%	2.3%	0.3%	0.4%	52.4%	11.3%	1.5%	0.6%	0.5%

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	0.3%	1.7%	0.3%	2.0%	0.9%	0.8%	0.2%	0.0%	9.8%	0.4%	0.1%	0.0%	0.0%	100.0%
NonWork	0.2%	0.9%	0.2%	0.5%	0.5%	0.5%	0.1%	0.0%	6.6%	0.3%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	0.4%	0.9%	0.4%	0.3%	1.0%	0.8%	0.4%	0.2%	20.3%	0.8%	0.4%	0.2%	0.0%	100.0%
NonWork	0.5%	0.5%	0.6%	0.1%	0.4%	0.6%	0.6%	0.2%	9.9%	2.4%	0.9%	0.5%	0.0%	100.0%

2020 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	2.6%	0.1%	0.0%	0.0%	0.0%	23.4%	1.1%	0.5%	33.6%	7.1%	6.9%	1.9%	5.1%
NonWork	13.4%	0.1%	0.0%	0.0%	0.0%	3.3%	0.4%	0.2%	58.8%	5.7%	1.9%	1.3%	0.3%
Non-Residential													
Work	13.0%	1.6%	0.9%	1.1%	0.0%	20.8%	1.2%	1.4%	26.2%	6.2%	2.8%	0.6%	0.3%
NonWork	10.6%	1.1%	0.7%	0.6%	0.0%	1.9%	0.3%	0.4%	63.0%	7.9%	1.0%	0.3%	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%	1.3%	0.3%	1.2%	0.6%	0.6%	0.3%	0.0%	12.3%	0.7%	0.1%	0.0%	0.0%	100.0%
NonWork	0.2%	0.6%	0.2%	0.2%	0.3%	0.3%	0.1%	0.0%	11.8%	0.7%	0.1%	0.0%	0.0%	100.0%
Non-Residential														
Work	0.1%	0.4%	0.1%	0.1%	0.6%	0.4%	0.1%	0.1%	19.3%	0.4%	0.4%	1.8%	0.0%	100.0%
NonWork	0.1%	0.2%	0.1%	0.1%	0.3%	0.3%	0.1%	0.0%	8.8%	0.5%	0.7%	1.1%	0.0%	100.0%

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

1995 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	0.3%	0.2%	0.0%	0.1%	0.0%	9.0%	2.6%	0.7%	0.9%	18.6%	32.7%	10.2%	3.6%
NonWork	0.3%	0.1%	0.0%	0.0%	0.0%	2.3%	0.5%	0.2%	0.8%	60.3%	23.6%	7.9%	0.5%
Non-Residential													
Work	0.4%	0.9%	0.4%	0.3%	0.0%	8.6%	2.3%	2.1%	0.6%	18.0%	27.8%	10.4%	3.3%
NonWork	0.4%	0.4%	0.2%	0.2%	0.0%	2.6%	0.6%	0.5%	0.6%	57.8%	20.1%	5.5%	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	1.1%	6.8%	1.0%	6.5%	2.0%	1.5%	0.4%	0.0%	0.4%	1.0%	0.1%	0.0%	0.1%	100.0%
NonWork	0.1%	1.2%	0.2%	0.9%	0.4%	0.3%	0.1%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	1.8%	5.6%	1.8%	1.7%	3.2%	2.7%	1.4%	0.4%	1.6%	3.0%	1.1%	0.5%	0.0%	100.0%
NonWork	0.6%	1.3%	0.7%	0.5%	0.6%	0.8%	0.6%	0.2%	1.1%	2.5%	0.9%	0.6%	0.0%	100.0%

2020 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													
16 Work	0.2%	0.0%	0.0%	0.0%	0.0%	5.2%	1.8%	0.4%	0.6%	24.3%	31.3%	10.9%	4.0%
NonWork	0.3%	0.0%	0.0%	0.0%	0.0%	1.9%	0.3%	0.2%	0.6%	63.7%	20.1%	8.5%	0.5%
Non-Residential													
Work	0.3%	1.8%	1.8%	1.3%	0.1%	6.3%	1.8%	1.6%	0.5%	25.8%	28.7%	8.9%	2.5%
NonWork	0.4%	0.6%	0.5%	0.4%	0.0%	1.9%	0.5%	0.3%	0.4%	65.4%	18.2%	4.7%	0.5%

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	1.6%	6.9%	1.3%	4.9%	1.5%	1.3%	0.7%	0.1%	0.3%	2.2%	0.2%	0.0%	0.1%	100.0%
NonWork	0.2%	1.1%	0.2%	0.5%	0.3%	0.2%	0.1%	0.0%	0.3%	0.9%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	1.1%	4.3%	1.0%	1.7%	2.5%	1.7%	0.7%	0.2%	0.9%	1.4%	0.8%	2.4%	0.1%	100.0%
NonWork	0.2%	0.7%	0.3%	0.3%	0.4%	0.4%	0.2%	0.1%	0.7%	0.8%	0.7%	1.1%	0.1%	100.0%

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

1995 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	0.2%	0.1%	0.0%	0.1%	0.0%	7.9%	3.7%	0.9%	0.2%	9.8%	33.8%	7.7%	3.2%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	2.0%	0.2%	0.0%	7.2%	65.1%	6.3%	0.5%
Non-Residential													
Work	0.2%	0.8%	0.3%	0.4%	0.0%	9.0%	4.9%	2.5%	0.2%	9.5%	28.5%	6.5%	2.7%
NonWork	0.1%	0.3%	0.1%	0.1%	0.0%	1.6%	2.1%	0.5%	0.1%	7.5%	60.7%	4.6%	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	1.2%	10.7%	1.6%	6.8%	5.8%	3.9%	0.8%	0.1%	0.2%	1.1%	0.1%	0.0%	0.1%	100.0%
NonWork	0.2%	6.0%	0.3%	6.9%	3.2%	0.7%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	1.7%	8.1%	2.2%	2.1%	7.1%	4.8%	1.9%	0.5%	1.3%	2.8%	1.3%	0.6%	0.1%	100.0%
NonWork	0.6%	5.3%	0.9%	3.8%	3.7%	1.5%	0.7%	0.2%	0.8%	2.1%	1.0%	0.7%	0.0%	100.0%

2020 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	0.1%	0.0%	0.0%	0.0%	0.0%	4.4%	3.2%	0.6%	0.1%	9.1%	34.6%	8.9%	3.5%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	2.1%	0.2%	0.0%	6.0%	65.7%	6.5%	0.5%
Non-Residential													
Work	0.1%	1.2%	1.1%	1.2%	0.1%	6.8%	4.0%	1.9%	0.2%	10.6%	34.8%	5.5%	2.0%
NonWork	0.1%	0.4%	0.4%	0.3%	0.0%	1.1%	1.9%	0.4%	0.1%	6.9%	66.5%	4.1%	0.5%

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	1.6%	11.8%	2.0%	6.3%	5.4%	4.0%	1.5%	0.2%	0.2%	2.2%	0.3%	0.0%	0.1%	100.0%
NonWork	0.2%	6.4%	0.4%	6.3%	3.0%	0.6%	0.2%	0.0%	0.2%	0.8%	0.1%	0.0%	0.1%	100.0%
Non-Residential														
Work	1.0%	7.8%	1.4%	2.8%	7.1%	3.6%	1.2%	0.3%	0.7%	1.4%	0.9%	2.3%	0.1%	100.0%
NonWork	0.3%	4.9%	0.4%	4.0%	3.2%	1.0%	0.4%	0.1%	0.4%	0.8%	0.9%	1.0%	0.1%	100.0%

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

1995 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	0.1%	0.0%	0.0%	0.0%	0.0%	1.9%	0.5%	0.2%	0.1%	7.4%	15.6%	31.0%	14.6%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.1%	0.1%	0.0%	3.8%	9.7%	64.4%	11.7%
Non-Residential													
Work	0.1%	0.4%	0.1%	0.1%	0.0%	2.5%	0.8%	1.0%	0.1%	6.5%	14.2%	28.4%	14.4%
NonWork	0.1%	0.2%	0.1%	0.1%	0.0%	0.6%	0.2%	0.2%	0.1%	4.4%	10.2%	53.4%	11.5%

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	4.2%	10.4%	2.5%	6.2%	1.3%	1.1%	0.4%	0.1%	0.1%	2.2%	0.1%	0.0%	0.0%	100.0%
NonWork	1.1%	5.9%	0.8%	0.8%	0.3%	0.3%	0.1%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	5.4%	8.6%	3.9%	0.9%	1.7%	1.7%	1.1%	0.3%	0.5%	5.7%	0.8%	0.8%	0.0%	100.0%
NonWork	2.5%	6.3%	1.9%	0.4%	0.5%	0.6%	0.6%	0.2%	0.5%	3.8%	1.0%	0.9%	0.0%	100.0%

2020 TRIP DISTRIBUTION PERCENTAGES

Project Type / RSA Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
18 Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.3%	0.1%	0.0%	6.3%	12.1%	35.7%	15.1%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	3.1%	8.0%	67.4%	10.9%
Non-Residential													
Work	0.1%	1.4%	1.0%	1.1%	0.1%	2.1%	0.7%	0.9%	0.1%	6.6%	16.1%	29.1%	12.9%
NonWork	0.1%	1.0%	0.9%	0.8%	0.1%	0.5%	0.3%	0.3%	0.1%	4.7%	10.5%	54.8%	10.2%

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	4.9%	10.9%	2.8%	4.7%	0.9%	0.8%	0.5%	0.1%	0.1%	3.8%	0.1%	0.0%	0.1%	100.0%
NonWork	1.1%	6.0%	0.8%	0.6%	0.2%	0.2%	0.1%	0.0%	0.0%	1.1%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	4.2%	8.3%	2.9%	1.2%	1.8%	1.3%	0.7%	0.2%	0.3%	3.3%	0.8%	2.6%	0.1%	100.0%
NonWork	1.6%	5.7%	1.2%	0.4%	0.7%	0.7%	0.4%	0.1%	0.3%	2.1%	1.0%	1.8%	0.1%	100.0%

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

1995 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%	1.6%	0.7%	0.1%	0.1%	3.1%	8.5%	20.5%	32.8%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.8%	2.2%	17.0%	64.1%
Non-Residential													
Work	0.0%	1.0%	0.1%	0.1%	0.0%	2.1%	0.6%	0.7%	0.3%	2.7%	7.1%	15.9%	27.6%
NonWork	0.0%	0.1%	0.0%	0.0%	0.0%	0.2%	0.1%	0.1%	0.0%	0.4%	1.2%	13.6%	60.6%

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	7.9%	9.6%	3.5%	4.2%	1.2%	1.1%	0.5%	0.1%	0.1%	4.3%	0.1%	0.1%	0.0%	100.0%
NonWork	6.1%	5.5%	1.5%	0.5%	0.3%	0.3%	0.1%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	8.8%	8.5%	5.9%	0.6%	1.3%	1.7%	1.3%	0.3%	0.2%	11.2%	0.9%	1.2%	0.0%	100.0%
NonWork	10.2%	4.4%	2.3%	0.2%	0.2%	0.4%	0.3%	0.1%	0.3%	4.0%	0.6%	0.7%	0.0%	100.0%

2020 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%	0.6%	0.3%	0.0%	0.0%	2.2%	5.7%	20.1%	35.6%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.4%	1.4%	15.9%	65.0%
Non-Residential													
Work	0.0%	4.2%	0.7%	0.8%	0.0%	1.7%	0.6%	0.7%	0.3%	3.1%	8.3%	15.8%	29.4%
NonWork	0.0%	0.3%	0.2%	0.2%	0.0%	0.2%	0.1%	0.1%	0.0%	0.4%	1.2%	13.5%	63.3%

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	10.1%	8.9%	3.7%	2.9%	0.7%	0.8%	0.6%	0.1%	0.0%	7.3%	0.1%	0.0%	0.1%	100.0%
NonWork	7.1%	4.8%	1.5%	0.3%	0.2%	0.2%	0.1%	0.0%	0.1%	2.6%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	7.3%	8.5%	4.5%	0.8%	1.4%	1.2%	0.8%	0.2%	0.2%	6.6%	0.7%	2.0%	0.1%	100.0%
NonWork	8.6%	4.1%	1.6%	0.2%	0.3%	0.4%	0.3%	0.1%	0.2%	3.0%	0.7%	1.1%	0.1%	100.0%

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

1995 TRIP DISTRIBUTION PERCENTAGES

12/18/97

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%	0.6%	0.3%	0.1%	0.0%	1.4%	4.6%	6.7%	9.1%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.5%	1.5%	3.6%	10.6%
Non-Residential													
Work	0.0%	0.1%	0.0%	0.0%	0.0%	0.4%	0.2%	0.2%	0.0%	0.9%	2.6%	4.6%	6.7%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	0.4%	1.4%	6.6%

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	34.9%	10.5%	10.7%	3.0%	1.3%	1.8%	1.1%	0.1%	0.0%	13.2%	0.1%	0.1%	0.0%	100.0%
NonWork	55.0%	7.4%	11.5%	0.4%	0.4%	0.6%	0.3%	0.0%	0.0%	7.8%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	34.0%	6.3%	9.6%	0.2%	0.8%	1.6%	1.5%	0.3%	0.1%	27.1%	1.0%	1.5%	0.0%	100.0%
NonWork	60.2%	3.6%	9.6%	0.1%	0.2%	0.4%	0.4%	0.1%	0.1%	15.0%	0.6%	0.8%	0.0%	100.0%

2020 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%	0.2%	0.0%	0.0%	0.9%	2.7%	6.3%	8.4%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.2%	0.6%	2.6%	9.0%
Non-Residential													
Work	0.0%	0.9%	0.7%	0.8%	0.1%	0.5%	0.3%	0.2%	0.0%	1.3%	3.7%	5.2%	8.3%
NonWork	0.0%	0.3%	0.2%	0.2%	0.0%	0.1%	0.1%	0.1%	0.0%	0.2%	0.6%	1.5%	7.5%

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	39.2%	8.7%	10.6%	1.8%	0.7%	1.1%	1.0%	0.1%	0.0%	17.7%	0.2%	0.0%	0.1%	100.0%
NonWork	57.7%	5.7%	11.3%	0.2%	0.2%	0.3%	0.2%	0.0%	0.0%	11.7%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	33.8%	7.2%	9.0%	0.4%	1.0%	1.5%	1.2%	0.2%	0.2%	20.6%	0.9%	2.2%	0.1%	100.0%
NonWork	59.6%	4.0%	9.4%	0.1%	0.2%	0.5%	0.4%	0.1%	0.1%	12.8%	0.8%	1.1%	0.1%	100.0%

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

1995 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%	0.1%	0.0%	0.0%	0.0%	1.8%	1.5%	0.3%	0.1%	3.3%	15.8%	7.7%	6.4%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.4%	0.1%	0.0%	0.7%	8.5%	5.8%	2.9%
Non-Residential													
Work	0.1%	0.5%	0.1%	0.2%	0.0%	2.2%	1.9%	1.2%	0.0%	2.8%	12.8%	6.2%	4.4%
NonWork	0.0%	0.2%	0.1%	0.1%	0.0%	0.3%	0.5%	0.2%	0.0%	0.5%	7.4%	3.8%	2.8%

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	4.7%	26.9%	7.6%	6.1%	5.5%	5.9%	2.3%	0.2%	0.1%	3.5%	0.2%	0.1%	0.1%	100.0%
NonWork	2.1%	56.3%	6.2%	6.3%	4.0%	5.0%	0.7%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	5.5%	19.6%	10.4%	1.6%	5.2%	8.5%	4.7%	0.9%	0.5%	7.2%	2.1%	1.4%	0.0%	100.0%
NonWork	3.9%	46.8%	10.1%	3.4%	4.5%	6.7%	1.7%	0.3%	0.4%	3.9%	1.4%	1.1%	0.0%	100.0%

2020 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%	0.7%	1.0%	0.1%	0.0%	2.3%	12.9%	7.7%	6.1%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.1%	0.0%	0.4%	7.0%	5.1%	2.5%
Non-Residential													
Work	0.0%	1.1%	0.7%	0.8%	0.1%	1.7%	1.4%	0.9%	0.0%	3.0%	15.2%	6.3%	4.0%
NonWork	0.0%	0.4%	0.4%	0.3%	0.1%	0.3%	0.4%	0.2%	0.0%	0.4%	8.0%	3.8%	2.4%

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	5.1%	30.2%	8.2%	5.5%	4.5%	6.3%	3.2%	0.3%	0.0%	5.3%	0.4%	0.0%	0.1%	100.0%
NonWork	2.2%	59.8%	6.4%	5.1%	3.9%	4.5%	0.7%	0.0%	0.0%	1.7%	0.1%	0.0%	0.1%	100.0%
Non-Residential														
Work	4.2%	23.3%	9.2%	2.4%	5.6%	7.7%	3.7%	0.6%	0.3%	4.2%	1.4%	1.9%	0.1%	100.0%
NonWork	2.8%	51.3%	8.2%	3.5%	4.6%	5.8%	1.3%	0.2%	0.2%	2.5%	1.5%	1.3%	0.1%	100.0%

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

1995 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%	0.6%	0.5%	0.1%	0.0%	1.2%	4.8%	3.9%	4.9%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.1%	0.0%	0.4%	1.7%	2.1%	1.7%
Non-Residential													
Work	0.0%	0.3%	0.1%	0.1%	0.0%	0.5%	0.4%	0.3%	0.0%	0.7%	3.2%	2.5%	2.6%
NonWork	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%	0.1%	0.5%	0.7%	1.1%

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	7.9%	15.8%	29.6%	4.3%	2.0%	4.6%	4.6%	0.4%	0.0%	14.0%	0.4%	0.2%	0.0%	100.0%
NonWork	6.6%	14.3%	54.3%	0.7%	0.7%	2.7%	3.4%	0.1%	0.0%	10.8%	0.1%	0.0%	0.0%	100.0%
Non-Residential														
Work	9.3%	9.1%	32.0%	0.4%	1.5%	4.4%	5.7%	0.9%	0.1%	21.7%	2.0%	1.9%	0.1%	100.0%
NonWork	8.6%	7.4%	54.4%	0.2%	0.3%	2.1%	3.5%	0.3%	0.2%	17.8%	1.2%	1.1%	0.0%	100.0%

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Project Type / RSA Purpose	Agoura 7	SClarita 8	Lancstr 9	Palmdle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	SMonica 16	WCntlLA 17	Bch.LAX 18	PVerdes 19
Residential													
22 Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.0%	0.0%	0.7%	2.9%	3.3%	4.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.2%	0.8%	1.4%	1.3%
Non-Residential													
Work	0.0%	1.0%	0.5%	0.6%	0.1%	0.5%	0.4%	0.3%	0.0%	1.0%	4.3%	2.7%	2.9%
NonWork	0.0%	0.3%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	0.2%	0.7%	0.8%	1.1%

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	8.2%	15.1%	32.8%	3.0%	1.2%	3.9%	4.8%	0.4%	0.0%	18.3%	0.6%	0.1%	0.1%	100.0%
NonWork	6.7%	12.6%	54.9%	0.4%	0.3%	2.1%	3.3%	0.1%	0.0%	15.5%	0.1%	0.0%	0.1%	100.0%
Non-Residential														
Work	8.5%	10.7%	33.9%	0.6%	1.7%	4.1%	4.8%	0.7%	0.1%	17.0%	1.5%	1.9%	0.1%	100.0%
NonWork	8.3%	8.4%	54.9%	0.2%	0.4%	2.2%	3.2%	0.3%	0.1%	15.1%	1.5%	1.4%	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	0.1%	0.1%	0.0%	0.0%	0.0%	3.9%	4.0%	0.8%	0.1%	6.3%	26.0%	5.0%	2.8%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	1.1%	0.4%	0.0%	1.3%	28.2%	1.7%	0.6%
Non-Residential													
Work	0.1%	1.2%	0.3%	0.4%	0.0%	5.2%	3.9%	2.8%	0.1%	5.0%	15.2%	6.8%	3.6%
NonWork	0.1%	0.3%	0.1%	0.1%	0.0%	0.8%	1.3%	0.7%	0.0%	1.3%	28.7%	1.8%	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	1.1%	14.0%	2.2%	10.0%	12.2%	8.1%	1.4%	0.1%	0.1%	1.3%	0.1%	0.0%	0.2%	100.0%
NonWork	0.3%	18.8%	0.7%	31.7%	10.3%	3.5%	0.4%	0.0%	0.0%	0.3%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	2.9%	8.3%	5.2%	2.2%	9.8%	11.6%	4.5%	1.1%	1.0%	4.9%	2.6%	1.3%	0.0%	100.0%
NonWork	0.7%	17.7%	1.5%	19.4%	12.3%	5.5%	1.3%	0.3%	0.6%	2.2%	1.4%	0.8%	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													
23 Work	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	2.9%	0.5%	0.0%	4.8%	24.2%	5.6%	3.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.7%	0.3%	0.0%	0.7%	27.0%	1.7%	0.5%
Non-Residential													
Work	0.1%	1.8%	1.0%	1.1%	0.2%	4.2%	3.2%	2.4%	0.1%	4.8%	18.1%	6.1%	3.0%
NonWork	0.0%	0.3%	0.3%	0.3%	0.1%	0.5%	0.9%	0.5%	0.0%	0.8%	30.6%	1.4%	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	1.6%	16.2%	2.4%	11.4%	11.4%	8.3%	2.5%	0.2%	0.1%	2.2%	0.4%	0.0%	0.4%	100.0%
NonWork	0.2%	19.1%	0.5%	34.6%	10.3%	2.6%	0.4%	0.0%	0.1%	0.6%	0.1%	0.0%	0.2%	100.0%
Non-Residential														
Work	2.0%	9.6%	4.2%	3.8%	10.9%	11.4%	3.9%	0.8%	0.6%	2.6%	1.8%	2.4%	0.1%	100.0%
NonWork	0.4%	17.0%	0.9%	24.5%	11.6%	3.8%	0.9%	0.2%	0.4%	1.2%	1.5%	1.1%	0.2%	100.0%

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

1995 TRIP DISTRIBUTION PERCENTAGES

12/18/97

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%	0.1%	0.0%	8.2%	7.1%	2.6%	0.1%	2.7%	20.3%	2.2%	1.4%
NonWork	0.0%	0.1%	0.0%	0.0%	0.0%	1.3%	7.8%	1.8%	0.0%	0.5%	9.6%	0.7%	0.2%
Non-Residential													
Work	0.1%	1.4%	0.6%	0.8%	0.0%	7.5%	6.6%	4.6%	0.1%	1.8%	15.4%	1.7%	1.2%
NonWork	0.1%	0.3%	0.2%	0.2%	0.0%	1.5%	6.9%	2.3%	0.0%	0.3%	7.6%	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	0.9%	10.4%	1.8%	10.6%	15.3%	11.6%	1.9%	0.2%	0.3%	1.2%	0.2%	0.0%	0.1%	100.0%
NonWork	0.2%	8.8%	0.5%	7.2%	47.9%	12.5%	0.4%	0.0%	0.1%	0.2%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	1.5%	8.8%	2.9%	3.1%	16.8%	14.0%	3.5%	0.9%	1.0%	2.7%	1.8%	0.9%	0.1%	100.0%
NonWork	0.4%	6.5%	0.9%	3.6%	47.5%	15.2%	1.1%	0.3%	0.8%	1.5%	1.3%	0.8%	0.1%	100.0%

2020 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	0.1%	0.1%	0.0%	0.1%	0.1%	5.3%	8.6%	2.1%	0.0%	1.9%	16.6%	2.3%	1.4%
NonWork	0.0%	0.1%	0.0%	0.0%	0.0%	0.9%	7.3%	1.8%	0.0%	0.3%	7.3%	0.9%	0.3%
Non-Residential													
Work	0.1%	1.5%	0.6%	0.6%	0.2%	6.0%	5.7%	3.6%	0.0%	1.5%	16.2%	1.2%	0.7%
NonWork	0.0%	0.5%	0.4%	0.3%	0.1%	0.9%	5.1%	1.6%	0.0%	0.2%	7.3%	0.2%	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	1.0%	10.2%	1.8%	8.8%	20.1%	13.0%	3.3%	0.4%	0.3%	2.0%	0.6%	0.0%	0.1%	100.0%
NonWork	0.2%	8.6%	0.5%	5.6%	51.8%	11.5%	0.6%	0.1%	0.4%	1.4%	0.2%	0.0%	0.1%	100.0%
Non-Residential														
Work	0.8%	8.1%	1.8%	3.9%	25.8%	14.6%	2.6%	0.5%	0.6%	1.1%	1.1%	1.1%	0.2%	100.0%
NonWork	0.2%	6.6%	0.4%	3.7%	54.7%	13.4%	0.7%	0.2%	0.5%	0.6%	1.2%	0.9%	0.1%	100.0%

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

1995 TRIP DISTRIBUTION PERCENTAGES

12/18/97

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%	0.1%	0.0%	3.0%	2.7%	1.1%	0.0%	1.5%	8.7%	1.4%	1.2%
NonWork	0.0%	0.1%	0.0%	0.0%	0.0%	0.5%	1.0%	0.6%	0.0%	0.4%	2.4%	0.6%	0.2%
Non-Residential													
Work	0.1%	0.9%	0.5%	0.7%	0.1%	3.1%	2.8%	2.6%	0.0%	0.9%	6.4%	0.9%	0.7%
NonWork	0.0%	0.2%	0.1%	0.1%	0.0%	0.4%	0.7%	0.8%	0.0%	0.1%	1.1%	0.2%	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	1.1%	10.9%	3.4%	8.1%	8.2%	35.3%	9.1%	0.9%	0.2%	2.1%	0.6%	0.1%	0.1%	100.0%
NonWork	0.2%	8.0%	1.8%	1.9%	9.4%	65.4%	6.2%	0.3%	0.1%	0.5%	0.1%	0.0%	0.1%	100.0%
Non-Residential														
Work	1.3%	6.0%	4.1%	1.3%	8.0%	38.0%	10.6%	2.6%	0.6%	3.2%	3.2%	1.4%	0.1%	100.0%
NonWork	0.4%	5.0%	2.3%	0.8%	7.7%	65.8%	8.1%	0.8%	0.4%	1.7%	1.9%	1.1%	0.1%	100.0%

2020 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													
25 Work	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	2.4%	0.6%	0.0%	0.9%	6.0%	1.2%	0.9%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.7%	0.4%	0.0%	0.2%	1.4%	0.6%	0.2%
Non-Residential													
Work	0.0%	0.9%	0.5%	0.5%	0.2%	2.3%	2.3%	1.5%	0.0%	0.8%	7.1%	0.6%	0.5%
NonWork	0.0%	0.3%	0.3%	0.3%	0.1%	0.3%	0.6%	0.5%	0.0%	0.1%	0.9%	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%	9.8%	3.1%	6.5%	8.0%	40.5%	12.2%	1.1%	0.1%	2.7%	1.4%	0.1%	0.2%	100.0%
NonWork	0.3%	7.0%	1.7%	1.2%	8.3%	67.5%	7.3%	0.3%	0.2%	1.8%	0.3%	0.1%	0.1%	100.0%
Non-Residential														
Work	0.7%	6.7%	3.3%	1.7%	9.9%	43.6%	9.4%	1.7%	0.3%	1.6%	2.3%	1.3%	0.2%	100.0%
NonWork	0.2%	4.8%	1.7%	0.6%	7.7%	68.8%	6.8%	0.6%	0.3%	1.0%	2.5%	1.3%	0.1%	100.0%

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

1995 TRIP DISTRIBUTION PERCENTAGES

12/18/97

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%	0.1%	0.0%	0.1%	0.0%	1.2%	0.8%	0.3%	0.0%	1.0%	4.7%	1.3%	1.2%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.3%	0.1%	0.0%	0.4%	1.5%	0.7%	0.3%
Non-Residential													
Work	0.0%	0.2%	0.2%	0.4%	0.0%	0.7%	0.5%	0.5%	0.0%	0.3%	1.7%	0.5%	0.4%
NonWork	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.1%	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	1.4%	8.1%	6.1%	4.2%	2.8%	13.4%	36.4%	4.2%	0.1%	8.4%	3.7%	0.6%	0.1%	100.0%
NonWork	0.3%	2.7%	3.9%	0.6%	0.9%	10.6%	65.2%	5.8%	0.1%	4.4%	1.7%	0.1%	0.0%	100.0%
Non-Residential														
Work	1.0%	2.9%	5.2%	0.3%	1.6%	12.3%	36.2%	9.5%	0.2%	10.3%	11.0%	4.0%	0.1%	100.0%
NonWork	0.3%	0.9%	3.8%	0.1%	0.3%	8.3%	65.6%	7.1%	0.2%	5.6%	5.2%	1.8%	0.0%	100.0%

2020 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%	0.4%	0.1%	0.0%	0.5%	2.8%	0.9%	0.7%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.1%	0.0%	0.1%	0.7%	0.5%	0.2%
Non-Residential													
Work	0.0%	0.8%	0.5%	0.6%	0.3%	0.8%	0.6%	0.5%	0.0%	0.4%	3.0%	0.4%	0.4%
NonWork	0.0%	0.3%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	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	1.1%	6.5%	5.0%	3.0%	1.9%	11.9%	43.3%	5.5%	0.0%	7.4%	7.7%	0.5%	0.1%	100.0%
NonWork	0.3%	2.0%	3.3%	0.4%	0.5%	8.6%	68.4%	6.5%	0.1%	5.4%	2.5%	0.1%	0.1%	100.0%
Non-Residential														
Work	0.7%	3.9%	4.6%	0.6%	2.8%	14.9%	38.6%	7.7%	0.2%	5.5%	8.8%	3.1%	0.1%	100.0%
NonWork	0.2%	0.9%	3.3%	0.1%	0.5%	9.1%	66.0%	6.0%	0.1%	3.4%	6.5%	2.2%	0.1%	100.0%

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

1995 TRIP DISTRIBUTION PERCENTAGES

12/18/97

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%	0.1%	0.0%	0.0%	0.0%	1.2%	0.7%	0.3%	0.0%	0.7%	3.2%	0.9%	0.8%
NonWork	0.0%	0.1%	0.0%	0.0%	0.0%	0.3%	0.3%	0.1%	0.0%	0.4%	1.2%	0.6%	0.2%
Non-Residential													
Work	0.0%	0.2%	0.6%	0.6%	0.0%	0.4%	0.3%	0.3%	0.0%	0.1%	0.7%	0.2%	0.2%
NonWork	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	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	0.9%	4.2%	2.7%	2.8%	2.0%	8.8%	25.9%	17.8%	0.1%	10.9%	14.0%	2.0%	0.1%	100.0%
NonWork	0.2%	1.3%	0.9%	0.4%	0.7%	3.2%	19.9%	49.2%	0.1%	2.8%	17.7%	0.4%	0.0%	100.0%
Non-Residential														
Work	0.4%	0.8%	1.6%	0.1%	0.8%	4.6%	15.6%	24.5%	0.1%	8.1%	32.5%	7.2%	0.1%	100.0%
NonWork	0.1%	0.1%	0.3%	0.0%	0.1%	1.1%	17.0%	50.9%	0.1%	2.2%	25.5%	2.1%	0.0%	100.0%

2020 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%	0.3%	0.1%	0.0%	0.3%	1.4%	0.5%	0.4%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%	0.1%	0.5%	0.4%	0.2%
Non-Residential													
Work	0.0%	0.5%	0.3%	0.3%	0.2%	0.4%	0.3%	0.3%	0.0%	0.2%	1.1%	0.2%	0.2%
NonWork	0.0%	0.2%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	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	0.6%	2.5%	1.6%	1.5%	1.0%	5.1%	21.0%	23.6%	0.0%	6.8%	31.0%	1.8%	0.1%	100.0%
NonWork	0.2%	0.9%	0.7%	0.2%	0.4%	1.9%	16.0%	51.3%	0.1%	3.2%	23.2%	0.3%	0.1%	100.0%
Non-Residential														
Work	0.2%	1.1%	1.3%	0.2%	1.1%	4.8%	17.3%	30.3%	0.1%	3.9%	30.8%	4.7%	0.2%	100.0%
NonWork	0.0%	0.1%	0.2%	0.0%	0.2%	0.9%	17.0%	52.4%	0.0%	1.0%	25.1%	2.2%	0.1%	100.0%

EXHIBIT D-4

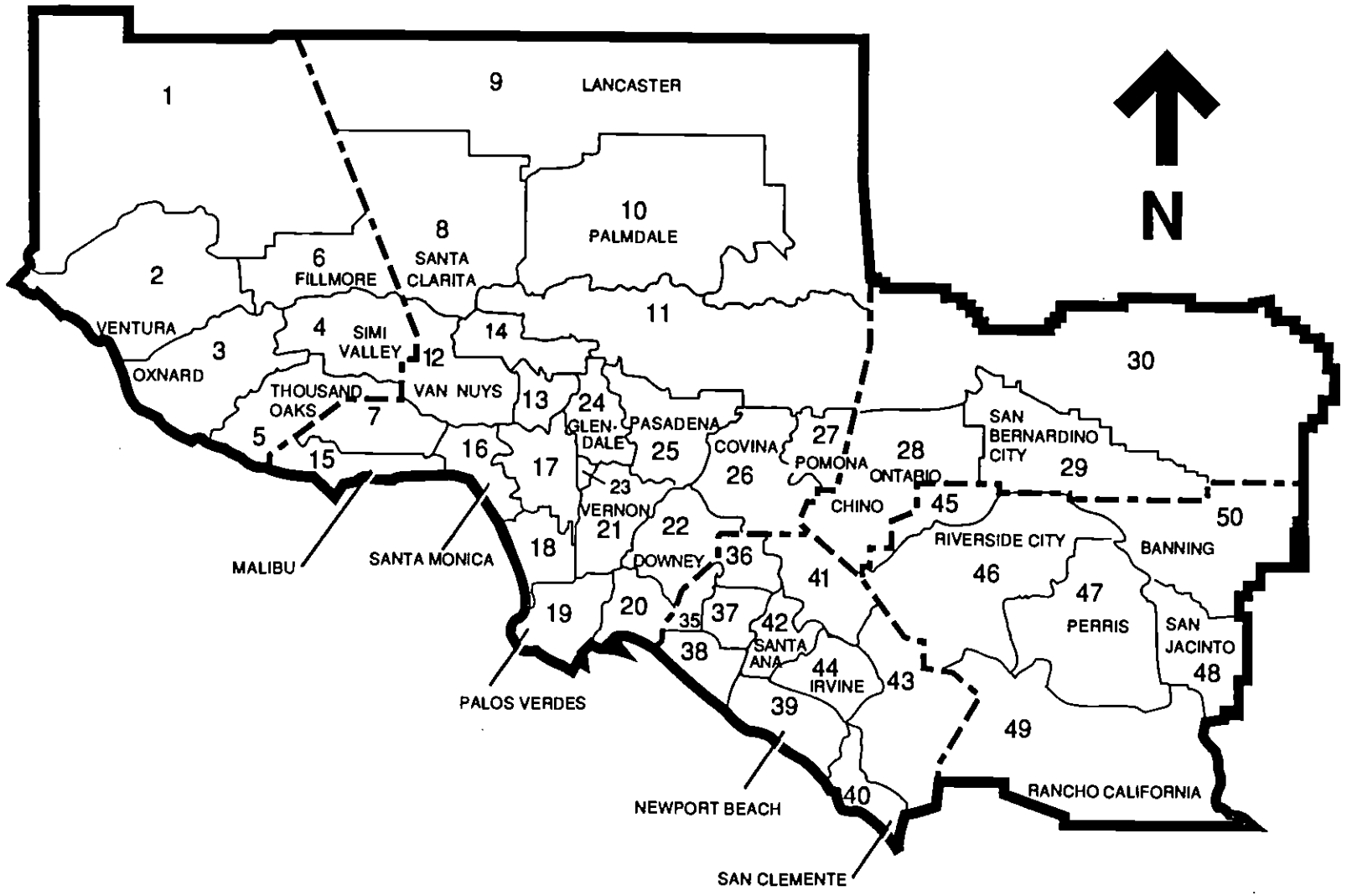
REGIONAL STATISTICAL AREAS

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)

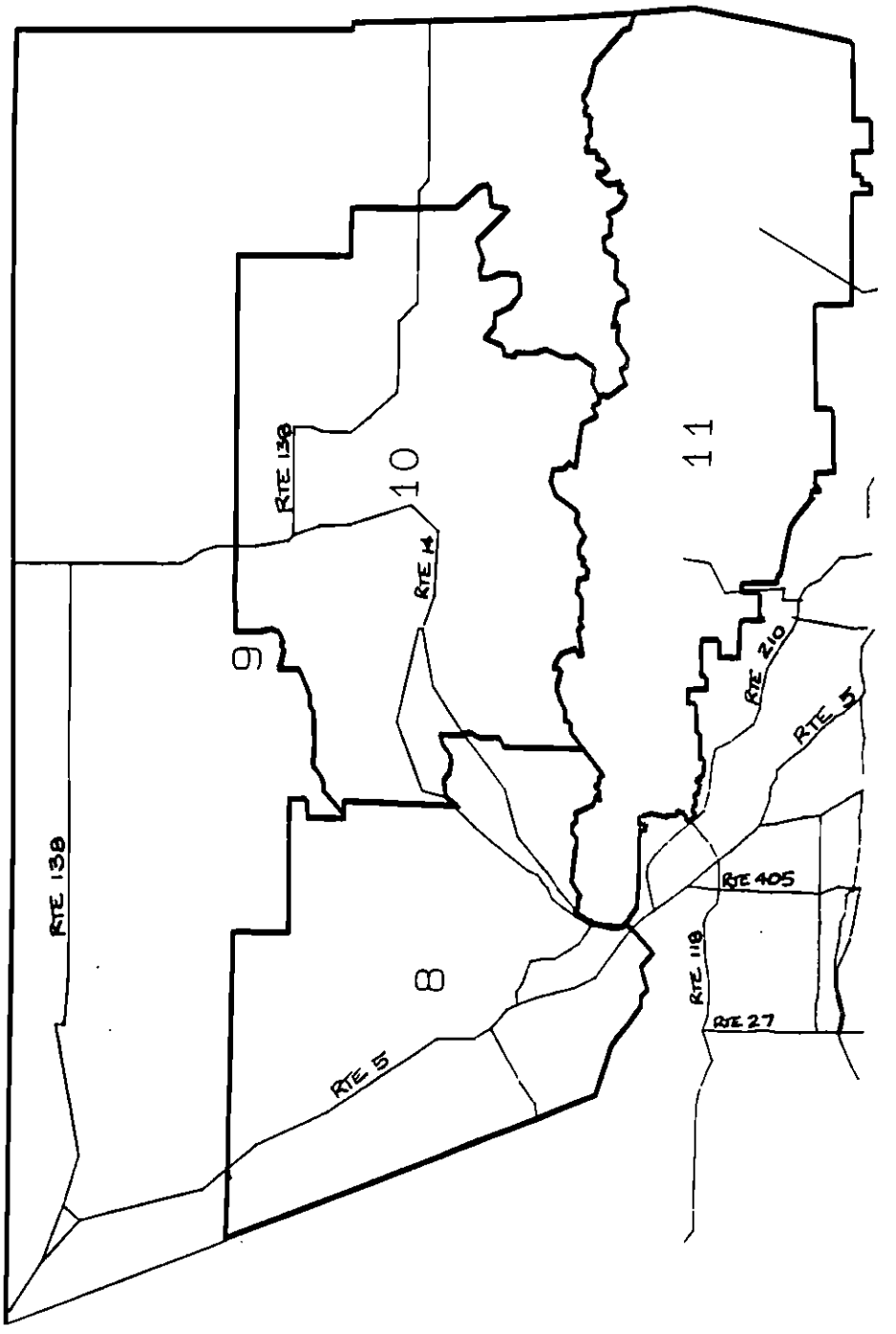
LARTS Modeling Region



Source: Caltrans, 1987 Travel Forecast Summary

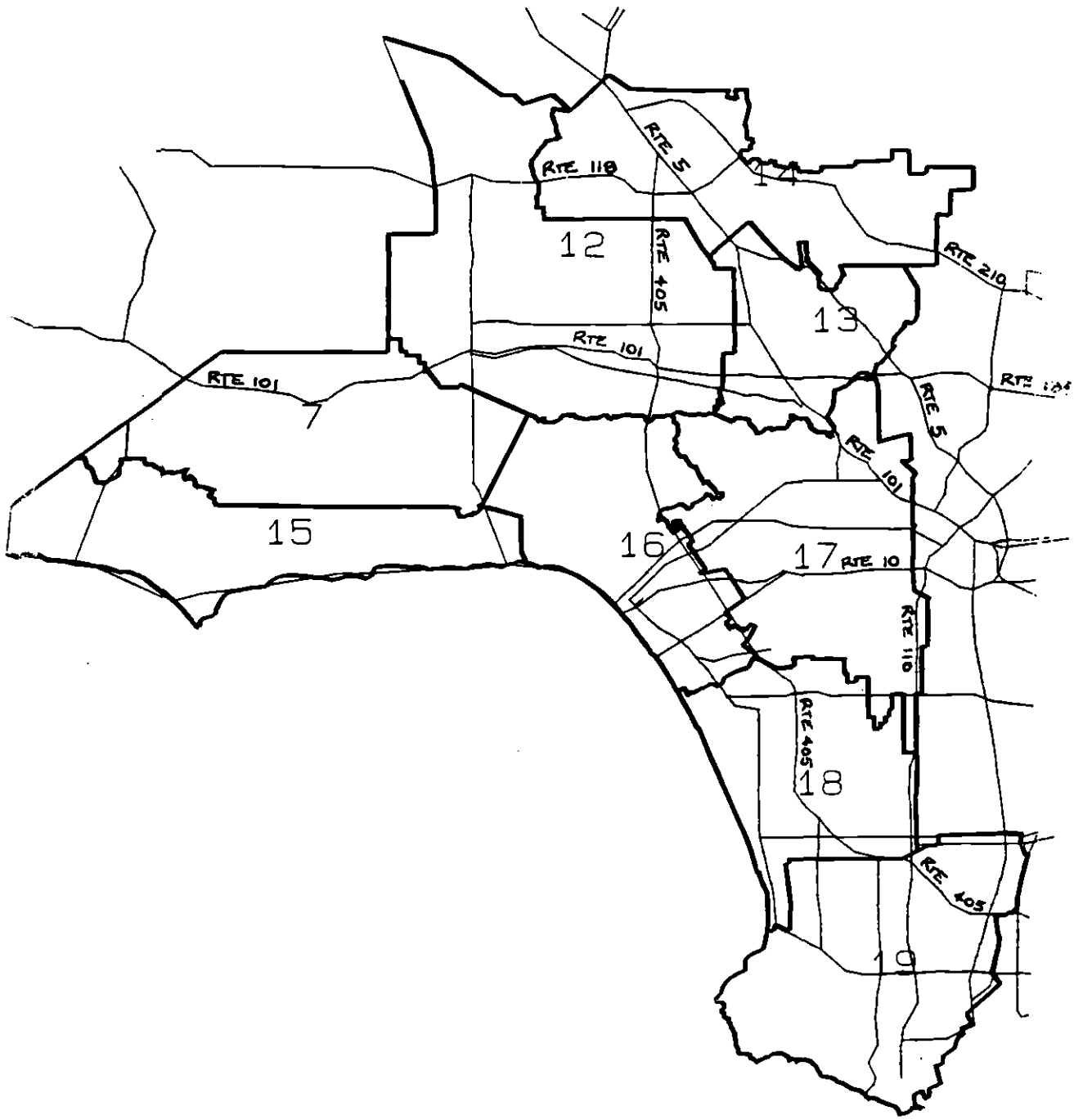
Regional Statistical Areas (RSA's)

North County



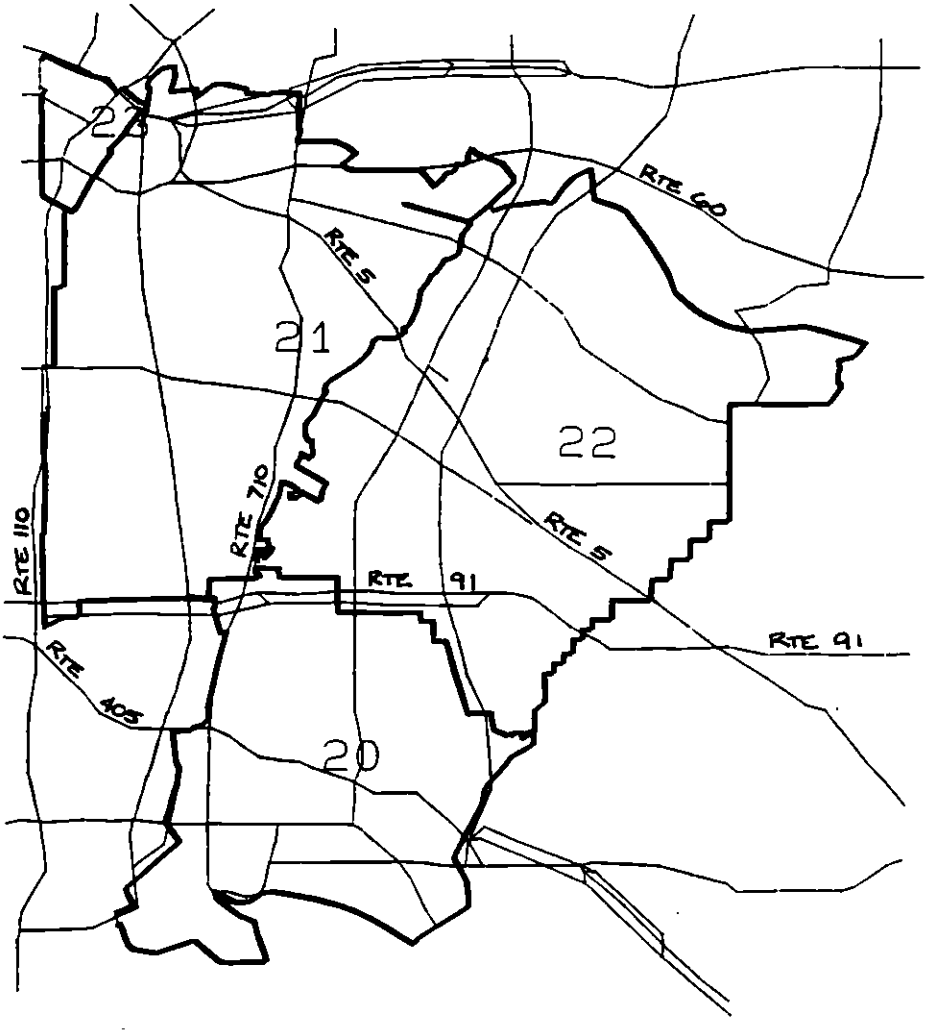
Regional Statistical Areas (RSA's)

San Fernando Valley, Westside, South Bay



Regional Statistical Areas (RSA's)

Central, Southeast



Regional Statistical Areas (RSA's)

San Gabriel Valley

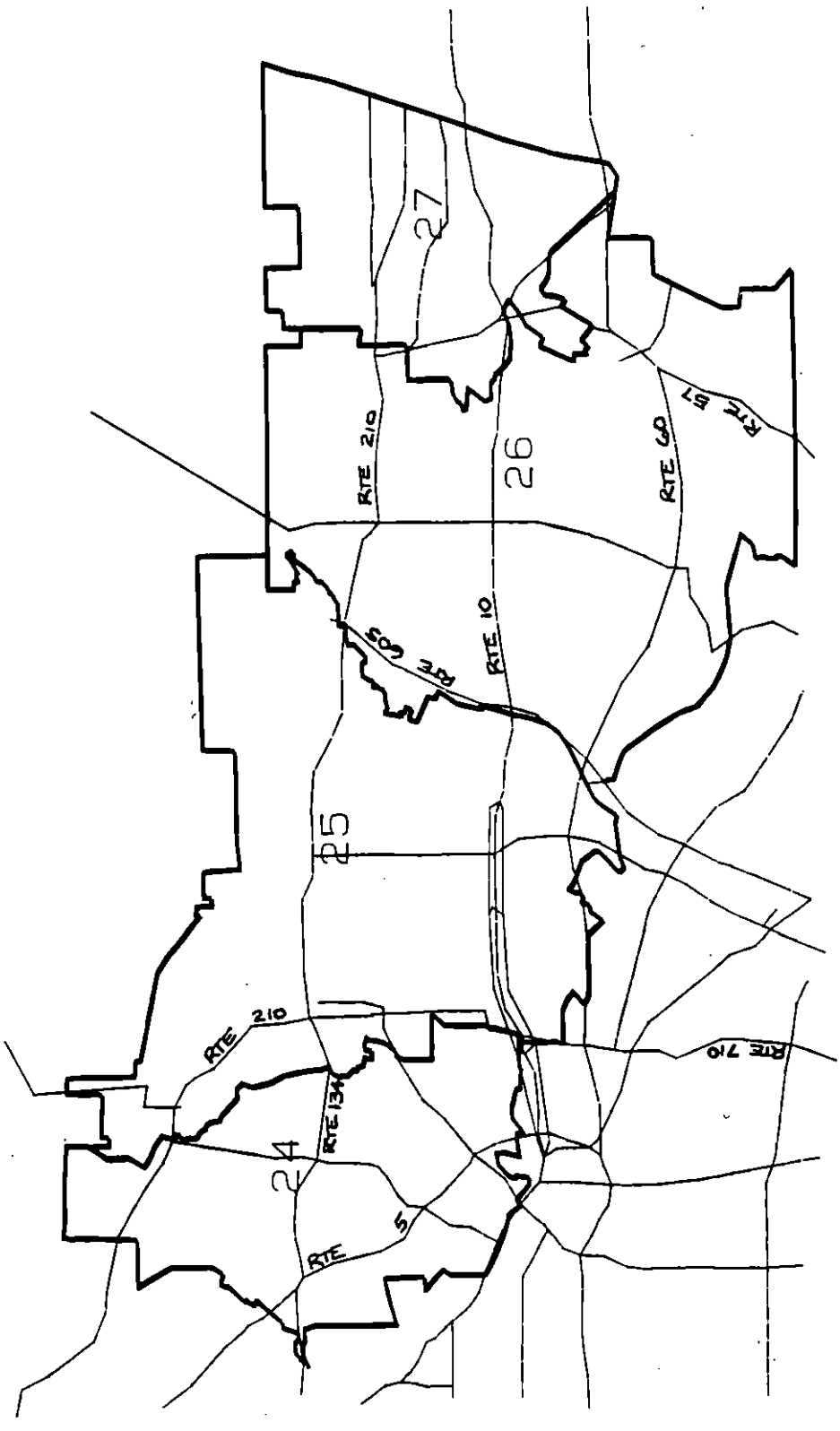


EXHIBIT D-5

GENERAL PROCEDURE FOR CALCULATING TRIP DISTRIBUTION

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

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

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

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

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

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

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

EXHIBIT D-6

GENERAL PROCEDURE FOR FREEWAY SEGMENT (MAINLINE) ANALYSIS

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

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

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

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

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

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

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

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

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

EXHIBIT D-7

LAND USE ANALYSIS PROGRAM
MODEL RESOLUTION

CITY OF _____

RESOLUTION NO.___

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

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

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

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

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

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

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

ADOPTED this ___ day of _____, 1993.

[INSERT APPLICABLE SIGNATURE BLOCKS HERE]

APPENDIX E

GUIDELINES FOR LOCAL IMPLEMENTATION REPORTS & SELF CERTIFICATION

APPENDIX
E

GUIDELINES FOR LOCAL IMPLEMENTATION REPORTS AND SELF-CERTIFICATION

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 totaled 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:

- development permits that were both issued and revoked, expired or withdrawn during the reporting period, and
- 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 11.8 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 111 (focused residential development around transit centers), enter the number of dwelling units expected to be developed. For Strategy 211 (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 11.8 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 Regional Improvements Program ("Regional Choice"). 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 jurisdiction's 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. Previous Year Credit. Enter the amount of approved credits awarded for this project in prior year's LIR based on the earlier milestone.

12. Milestone Factor. Enter the percentage of total project value corresponding to the milestone identified in Entry 10. 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.

13. 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 12].

14. 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 1997 Congestion Management Program in November 1997; 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 1997 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. Previous Year Credit	12. Milestone Factor	13. Net Current Value	
14. Total Credits Claimed for All Projects				

EXHIBIT E-5

SECTION III - FUTURE TRANSPORTATION IMPROVEMENTS

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. Previous Year Credit	12. Milestone Factor	13. Net Current Value	
14. Total Credits Claimed for All Projects				

APPENDIX F

COUNTYWIDE DEFICIENCY PLAN TOOLBOX OF STRATEGIES

APPENDIX
F

COUNTYWIDE DEFICIENCY PLAN TOOLBOX OF STRATEGIES

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

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

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

Several notable changes or additions to the Deficiency Plan Toolbox for the 1997 CMP are:

- 17 of the strategies are new or expanded.
- Multi-modal Transportation Centers have been defined to encourage low and medium density communities to improve pedestrian, transit and bicycle connections to their neighborhoods and business districts. An "MMTC" is as large as Union Station in downtown Los Angeles, or as small as a local arterial intersection served by two transit lines (bus/rail/feeder service)
- Lockable bike storage spaces can receive credit equal to park and ride spaces when placed in park and ride lots or at Multi-Modal Transportation Centers.
- Land use strategies have been added for low, medium and high density communities served by a Multi-Modal Transportation Center.
- Development projects receive credit for employing transit friendly parking design.
- Industrial land uses adjacent to transit centers, rail stations, or the new "MMTC" can now receive credit.
- Local (non-CMP) arterial intersections can be improved now for CMP credit.
- Local jurisdictions which initiate feeder (bus/shuttle) transit service to rail stations can now receive 50% of the increased rail boarding credit value that they generate through operations.

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 special credit process described in Section 11.8.

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

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

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

Retroactive application of new or revised strategies.

17 strategies have been added or expanded in the 1997 CMP. A complete list of all the strategies begins on page F-3. The new or revised strategies are shown in *italics*. Local jurisdictions may receive credit for having implemented these new or revised strategies on or after June 1, 1994. A one-time application process for strategies implemented between June 1, 1994 and May 31, 1997 will be available to local jurisdictions during the month of April 1998. Application materials will be distributed to each local jurisdiction with the adopted 1997 CMP in January, 1998.

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 †

		Page No.
100.	**LAND USE STRATEGIES**	**F-6**
110.	SINGLE USES WITH TRANSIT CENTERS AND CORRIDORS	
111.	Residential development around transit centers	F-7
112.	Commercial development around transit centers	F-8
113.	*Industrial development around transit centers*	F-9
114.	Residential development along transit corridors	F-10
115.	Commercial development along transit corridors	F-11
116.	*Industrial development along transit corridor*	F-12
120.	MIXED-USES WITH TRANSIT CENTERS AND CORRIDORS	
121.	Residential mixed use development around transit centers	F-13
122.	Commercial mixed use development around transit centers	F-14
123.	Residential mixed use development along transit corridors	F-15
124.	Commercial mixed use development along transit corridors	F-16
130.	MULTI-MODAL TRANSPORTATION CENTER STRATEGIES	
131.	*Residential Development*	F-18
132.	*Retail Commercial Development*	F-18
133.	*Non-Retail Commercial Development*	F-18
134.	*Industrial Development*	F-18
135.	*Residential Mixed-Use In-fill Development*	F-18
136.	*Commercial Mixed-Use In-fill Development*	F-18
140.	NON-TRANSIT RELATED MIXED USE	
141.	Residential mixed use development	F-25
142.	Commercial mixed use development	F-26
143.	Childcare facilities integrated with development.	F-27
150.	LAND USE TRANSPORTATION POLICIES	
151.	*Transit Friendly Parking Design*	F-28
200.	**CAPITAL IMPROVEMENTS & TRANSPORTATION SYSTEMS MANAGEMENT**	**F-29**
210.	STREETS AND HIGHWAYS	
211.	High Occupancy Vehicle (HOV) lane	F-30
212.	General use highway lane	F-31
213.	Grade separation	F-32
214.	Freeway on/off ramp addition or modification	F-33
215.	*Arterial Center Medians*	F-34

† Strategies added or modified for the 1997 CMP are shown in *italics*.

COUNTYWIDE DEFICIENCY PLAN TOOLBOX
SUMMARY OF STRATEGIES (continued) †

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220. TRANSIT FACILITIES	
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222. Commuter rail station	F-36
223. *Multi-Modal Transportation Centers*	F-37
230. GOODS MOVEMENT	
231. Freight-to-rail facilities	F-39
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241. Traffic signal synchronization	F-40
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243. Peak period parking restriction	F-42
244. *Intersection modification*	F-43
245. *Bicycle path or lane*	F-44
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312. Alternative work schedules	F-47
313. Transportation Management Association (TMA)	F-48
314. Aggressive vanpool formation program	F-48
315. Informal carpool and vanpool program	F-49
320. RIDESHARING SUPPORT FACILITIES	
321. CMP TDM ordinance	F-49
322. Carpool/vanpool loading areas	F-50
323. Childcare centers at multi-modal transit facilities	F-50
324. Bicycle and pedestrian facilities	F-51
325. Preferential parking for rideshare vehicles	F-51
330. RIDESHARING INCENTIVES	
331. Transit fare subsidy program	F-52
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† Strategies added or modified for the 1997 CMP are shown in *italics*

COUNTYWIDE DEFICIENCY PLAN TOOLBOX
SUMMARY OF STRATEGIES (continued) †

		Page No.
340.	PARKING MANAGEMENT & PRICING	
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350.	TELECOMMUNICATIONS	
351.	Telecommuting program	F-57
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360.	NEW OR IMPROVED TRANSIT SERVICES	
361.	New local or commuter bus service	F-60
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363.	Restructuring of service through route or schedule modifications	F-60
364.	Dial-a-Ride Services	F-60
365.	Local shuttle	F-60
366.	*Feeder Service to Rail Station*	F-63
370.	UNIQUE PROGRAMS OR SERVICES	
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† Strategies added or modified for the 1997 CMP are shown in *italics*

100. LAND USE STRATEGIES - DETAILED DESCRIPTIONS

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

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

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

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

- **DEFINITION OF "TRANSIT CENTER."** "Transit Center" is a fixed facility that consolidates and supports passenger loading. This is a required facility for jurisdictions claiming credit under Toolbox Land Use Strategy Nos. 111, 112, 113, 121, and 122. A list of Transit Centers is shown on page F-65 and includes:

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

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

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

- **DEFINITION OF "TRANSIT CORRIDOR."** "Transit Corridor" consists of a series of transit nodes where frequent transit activity occurs. A transit node is defined as the intersection of two bus lines or fixed route shuttles, each with evening peak hour headways of ten minutes or less. A transit corridor may be made up of several transit nodes, however, jurisdictions will receive credit for focusing applicable development around any single node. A listing of all qualifying CMP transit centers and transit corridors is provided beginning on page F-66. Transit Corridors are required to claim credit under Toolbox Land Use Strategy Nos. 114, 115, 116, 123, and 124.

- **DEFINITION OF "MULTI-MODAL TRANSPORTATION CENTER."** "Multi-modal Transportation Center" (MMTC) is defined under Toolbox Strategy No. 223. It is a required facility under Toolbox Land Use Strategy Nos. 131-136. A list of MMTC's will be added to future updates of the CMP as jurisdictions submit them for credit.

110. SINGLE USES WITH TRANSIT CENTERS AND CORRIDORS

111. RESIDENTIAL DEVELOPMENT AROUND TRANSIT CENTERS

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

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

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

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

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

- **Example Calculation**:

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

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

112. COMMERCIAL DEVELOPMENT AROUND TRANSIT CENTERS

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

- **Qualifying Criteria:**
  - Project must be located within a 1/4 mile radius of an existing or planned transit center
  - Minimum project floor area ratio (FAR) must be 2.0 per gross acre

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

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

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

113. INDUSTRIAL DEVELOPMENT AROUND TRANSIT CENTERS

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

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

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

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

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

114. RESIDENTIAL DEVELOPMENT ALONG TRANSIT CORRIDORS

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

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

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

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

- **References**:

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

115. COMMERCIAL DEVELOPMENT ALONG TRANSIT CORRIDORS

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

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

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

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

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

116. INDUSTRIAL DEVELOPMENT ALONG TRANSIT CORRIDORS

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

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

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

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

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

120. MIXED-USES WITH TRANSIT STATIONS AND CORRIDORS

121. RESIDENTIAL MIXED USE DEVELOPMENT AROUND TRANSIT CENTERS`

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

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

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

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

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

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

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

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

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

122. COMMERCIAL MIXED USE DEVELOPMENT AROUND TRANSIT CENTERS

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

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

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

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

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

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

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

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

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

123. RESIDENTIAL MIXED USE DEVELOPMENT ALONG TRANSIT CORRIDORS

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

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

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

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

- **References:**

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

- **Example Calculation:**

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

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

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

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

124. COMMERCIAL MIXED USE DEVELOPMENT ALONG TRANSIT CORRIDORS

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

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

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

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

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

- **Example Calculation:**

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

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

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

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

130. MULTI-MODAL TRANSPORTATION CENTER (MMTC) STRATEGIES

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

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

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

- Exhibit F-1 is used when the transit service headway at the MMTC for the two qualifying transit lines is 10 minutes or less for both required transit lines; and
- Exhibit F-2 is used for claiming credits when the transit service headway for the two qualifying transit lines from 11 to 20 minutes; and
- Exhibit F-3 covers the land use credits for areas with a transit service headway for the two qualifying transit lines that range from 21 to 30 minutes; and
- Land use credits can not be claimed when the transit service headway exceeds 30 minutes during the periods of peak passenger volume.

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

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

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

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

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

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

- **Example Calculation:**

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

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

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

1	2	3	4	5	6	7
DENSITY RANGES:			*LAND USE CREDIT RATES:*			
Residential (DUs/Acre)	Commercial (Floor Area Ratio)	Industrial (Floor Area Ratio)	Strategy 131 Residential (per DU)	Strategy 132 Retail (per 1000 SF)	Strategy 133 Non-Retail (per 1000 SF)	Strategy 134 Industrial (per 1000 SF)
8-11	0.8-0.9	0.4	1.83	11.69	5.31	2.66
12-13	1.0 - 1.1	0.5	2.03	12.99	5.90	2.95
14-15	1.2 - 1.3	0.6	2.26	14.43	6.56	3.28
16-19	1.4 - 1.5	0.7	2.51	16.04	7.29	3.65
20-29	1.6 - 1.7	0.8	2.79	17.82	8.10	4.05
30-39	1.8 - 1.9	0.9	3.10	19.80	9.00	4.50
40-49	2.0	1.0	3.41	22.00	10.00	5.00
50-69	2.1	1.05	3.75	24.20	11.00	5.50
70-89	2.2 - 2.3	1.1	4.13	26.62	12.10	6.05
90-109	2.4 - 2.5	1.2	4.54	29.28	13.31	6.66
110-129	2.6 - 2.7	1.3	4.99	32.21	14.64	7.32
130-149	2.8 - 2.9	1.4	5.49	35.43	16.11	8.05
150 +	3.0 +	1.5	6.04	38.97	17.72	8.86

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

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

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

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

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

#5: Mixed-Use Residential projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy No. 135 if:
- The floor area of commercial land uses within 500 feet of the site exceeds 15% of residential floor area.

Commercial projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy No. 136 if:
- The floor area of residential land uses within 500 feet of the site exceeds 30% of the commercial floor area.

Exhibit F-1 (continued)

1	2	3	4	5	6	7	8
DENSITY RANGES:		***MIXED-USE STRATEGIES CREDIT SCALE***					
		Strategy 135 (Mixed-Use Residential)			Strategy 136 (Mixed-Use Commercial)		
Residential (DUs/Acre)	Commercial (Floor Area Ratio)	Residential (per DU)	Retail (per 1000 SF)	Non-retail (per 1000 SF)	Residential (per DU)	Retail (per 1000 SF)	Non-retail (per 1000 SF)
8-11	0.8-0.9	2.72	12.93	5.73	3.29	15.52	6.86
12-13	1.0 - 1.1	3.02	14.37	6.36	3.66	17.24	7.62
14-15	1.2 - 1.3	3.35	15.97	7.07	4.07	19.16	8.46
16-19	1.4 - 1.5	3.73	17.74	7.86	4.52	21.29	9.40
20-29	1.6 - 1.7	4.14	19.71	8.73	5.02	23.65	10.45
30-39	1.8 - 1.9	4.60	21.90	9.70	5.58	26.28	11.61
40-49	2.0	5.06	24.09	10.67	6.20	29.20	12.90
50-69	2.1	5.57	26.50	11.74	6.82	32.12	14.19
70-89	2.2 - 2.3	6.12	29.15	12.91	7.50	35.33	15.61
90-109	2.4 - 2.5	6.73	32.06	14.20	8.25	38.87	17.17
110-129	2.6 - 2.7	7.41	35.27	15.62	9.08	42.75	18.89
130-149	2.8 - 2.9	8.15	38.80	17.18	9.99	47.03	20.78
150 +	3.0 +	8.96	42.68	18.90	10.98	51.73	22.85

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

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

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

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

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

#5: Mixed-Use Residential projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy No. 135 if:
- The floor area of commercial land uses within 500 feet of the site exceeds 15% of residential floor area.

Commercial projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy No. 136 if:
- The floor area of residential land uses within 500 feet of the site exceeds 30% of the commercial floor area.

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

1	2	3	4	5	6	7
DENSITY RANGES:			*LAND USE CREDIT RATES:*			
Residential (DUs/Acre)	Commercial (Floor Area Ratio)	Industrial (Floor Area Ratio)	Strategy 131 Residential (per DU)	Strategy 132 Retail (per 1000 SF)	Strategy 133 Non-Retail (per 1000 SF)	Strategy 134 Industrial (per 1000 SF)
8-11	0.8-0.9	0.4	1.83	11.69	5.31	2.66
12-13	1.0 - 1.1	0.5	2.03	12.99	5.90	2.95
14-15	1.2 - 1.3	0.6	2.26	14.43	6.56	3.28
16-19	1.4 - 1.5	0.7	2.51	16.04	7.29	3.65
20-29	1.6 - 1.7	0.8	2.79	17.82	8.10	4.05
30-39	1.8 - 1.9	0.9	3.10	19.80	9.00	4.50
40-49	2.0	1.0	3.10	19.80	9.00	4.50
50-69	2.1	1.05	3.10	19.80	9.00	4.50
70-89	2.2 - 2.3	1.1	3.10	19.80	9.00	4.50
90-109	2.4 - 2.5	1.2	3.10	19.80	9.00	4.50
110-129	2.6 - 2.7	1.3	3.10	19.80	9.00	4.50
130-149	2.8 - 2.9	1.4	3.10	19.80	9.00	4.50
150 +	3.0 +	1.5	3.10	19.80	9.00	4.50

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

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

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

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

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

#5: Mixed-Use Residential projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy No. 135 if:
- The floor area of commercial land uses within 500 feet of the site exceeds 15% of residential floor area.

Commercial projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy No. 136 if:
- The floor area of residential land uses within 500 feet of the site exceeds 30% of the commercial floor area.

Exhibit F-2 (continued)

1	2	3	4	5	6	7	8
DENSITY RANGES:		***MIXED-USE STRATEGIES CREDIT SCALE***					
		Strategy 135 (Mixed-Use Residential)			Strategy 136 (Mixed-Use Commercial)		
Residential (DUs/Acre)	Commercial (Floor Area Ratio)	Residential (per DU)	Retail (per 1000 SF)	Non-retail (per 1000 SF)	Residential (per DU)	Retail (per 1000 SF)	Non-retail (per 1000 SF)
8-11	0.8-0.9	2.72	12.93	5.73	3.29	15.52	6.86
12-13	1.0 - 1.1	3.02	14.37	6.36	3.66	17.24	7.62
14-15	1.2 - 1.3	3.35	15.97	7.07	4.07	19.16	8.46
16-19	1.4 - 1.5	3.73	17.74	7.86	4.52	21.29	9.40
20-29	1.6 - 1.7	4.14	19.71	8.73	5.02	23.65	10.45
30-39	1.8 - 1.9	4.60	21.90	9.70	5.58	26.28	11.61
40-49	2.0	4.60	21.90	9.70	5.58	26.28	11.61
50-69	2.1	4.60	21.90	9.70	5.58	26.28	11.61
70-89	2.2 - 2.3	4.60	21.90	9.70	5.58	26.28	11.61
90-109	2.4 - 2.5	4.60	21.90	9.70	5.58	26.28	11.61
110-129	2.6 - 2.7	4.60	21.90	9.70	5.58	26.28	11.61
130-149	2.8 - 2.9	4.60	21.90	9.70	5.58	26.28	11.61
150 +	3.0 +	4.60	21.90	9.70	5.58	26.28	11.61

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

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

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

#3: Density Determine the project net density using Columns 1-2 for each primary use:
All density factors are based on net site area, which excludes dedicated public rights of way.
Residential density is the number of dwelling units divided by the net site acreage.
Commercial density equals gross building floor area (including dwelling area) divided by net land square footage.

#4: Credit Rate Determine the strategy credit value rate for the project density using colums 3-8.
Industrial land uses exclude warehousing and storage uses.

#5: Mixed-Use Residential projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy No. 135 if:
- The floor area of commercial land uses within 500 feet of the site exceeds 15% of residential floor area.

Commercial projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy No. 136 if:
- The floor area of residential land uses within 500 feet of the site exceeds 30% of the commercial floor area.

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

1	2	3	4	5	6	7
DENSITY RANGES:			*LAND USE CREDIT RATES:*			
Residential (DUs/Acre)	Commercial (Floor Area Ratio)	Industrial (Floor Area Ratio)	Strategy 131 Residential (per DU)	Strategy 132 Retail (per 1000 SF)	Strategy 133 Non-Retail (per 1000 SF)	Strategy 134 Industrial (per 1000 SF)
8-11	0.8-0.9	0.4	1.83	11.69	5.31	2.66
12-13	1.0 - 1.1	0.5	2.03	12.99	5.90	2.95
14-15	1.2 - 1.3	0.6	2.26	14.43	6.56	3.28
16-19	1.4 - 1.5	0.7	2.51	16.04	7.29	3.65
20-29	1.6 - 1.7	0.8	2.79	17.82	8.10	4.05
30-39	1.8 - 1.9	0.9	3.10	19.80	9.00	4.50
40-49	2.0	1.0	3.41	22.00	10.00	5.00
50-69	2.1	1.05	3.75	24.20	11.00	5.50
70-89	2.2 - 2.3	1.1	4.13	26.62	12.10	6.05
90-109	2.4 - 2.5	1.2	4.54	29.28	13.31	6.66
110-129	2.6 - 2.7	1.3	4.99	32.21	14.64	7.32
130-149	2.8 - 2.9	1.4	5.49	35.43	16.11	8.05
150 +	3.0 +	1.5	6.04	38.97	17.72	8.86

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

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

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

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

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

#5: Mixed-Use Residential projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy No. 135 if:
- The floor area of commercial land uses within 500 feet of the site exceeds 15% of residential floor area.

Commercial projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy No. 136 if:
- The floor area of residential land uses within 500 feet of the site exceeds 30% of the commercial floor area.

Exhibit F-3 (continued)

1	2	3	4	5	6	7	8
DENSITY RANGES:		***MIXED-USE STRATEGIES CREDIT SCALE***					
		Strategy 135 (Mixed-Use Residential)			Strategy 136 (Mixed-Use Commercial)		
Residential (DUs/Acre)	Commercial (Floor Area Ratio)	Residential (per DU)	Retail (per 1000 SF)	Non-retail (per 1000 SF)	Residential (per DU)	Retail (per 1000 SF)	Non-retail (per 1000 SF)
8-11	0.8-0.9	2.72	12.93	5.73	3.29	15.52	6.86
12-13	1.0 - 1.1	3.02	14.37	6.36	3.66	17.24	7.62
14-15	1.2 - 1.3	3.35	15.97	7.07	4.07	19.16	8.46
16-19	1.4 - 1.5		15.97	7.07	4.07	19.16	8.46
20-29	1.6 - 1.7	3.35	15.97	7.07	4.07	19.16	8.46
30-39	1.8 - 1.9	3.35	15.97	7.07	4.07	19.16	8.46
40-49	2.0	3.35	15.97	7.07	4.07	19.16	8.46
50-69	2.1	3.35	15.97	7.07	4.07	19.16	8.46
70-89	2.2 - 2.3	3.35	15.97	7.07	4.07	19.16	8.46
90-109	2.4 - 2.5	3.35	15.97	7.07	4.07	19.16	8.46
110-129	2.6 - 2.7	3.35	15.97	7.07	4.07	19.16	8.46
130-149	2.8 - 2.9	3.35	15.97	7.07	4.07	19.16	8.46
150 +	3.0 +	3.35	15.97	7.07	4.07	19.16	8.46

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

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

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

#3: Density Determine the project net density using Columns 1-2 for each primary use:
All density factors are based on net site area, which excludes dedicated public rights of way.
Residential density is the number of dwelling units divided by the net site acreage.
Commercial density equals gross building floor area (including dwelling area) divided by net land square footage.

#4: Credit Rate Determine the strategy credit value rate for the project density using colums 3-8.
Industrial land uses exclude warehousing and storage uses.

#5: Mixed-Use Residential projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy No. 135 if:
- The floor area of commercial land uses within 500 feet of the site exceeds 15% of residential floor area.

Commercial projects that are infilling/recycling can use the higher mixed-use credit rate of Strategy No. 136 if:
- The floor area of residential land uses within 500 feet of the site exceeds 30% of the commercial floor area.

140. NON-TRANSIT RELATED MIXED USE

141. RESIDENTIAL MIXED USE DEVELOPMENT

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

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

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

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

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

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

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

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

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

142. COMMERCIAL MIXED USE DEVELOPMENT

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

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

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

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

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

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

  For a commercial mixed use project containing 24 dwelling units, 3,000 GSF of retail and 68,000 GSF of non-retail, credit is calculated at:

  (24 du's * 2.2 points per unit) + (3,000 GSF retail * 10.2 points per 1000/GSF) + (68,000 GSF non-retail * 4.5 points per 1000/GSF)

  (24 * 2.2) + (3 * 10.2) + (68 * 4.5) = 389 total points

143. CHILD CARE FACILITIES INTEGRATED WITH DEVELOPMENT

- **Credit Factor:** 120 per 1000 Gross Square Feet (GSF) of Child Care Facility

- **Qualifying Criteria:**
  - Child care facilities must be integrated within the primary development
  - Notes on Applying Credit Factor: Point value is per 1000 gross square feet provided within the child care facility
  - The last credit increment may be claimed upon opening of the facility. However, the facility must remain in operation for at least three years or credit will be withdrawn

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

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value: Trip length reduced/Sq. Ft. per child
  - Trip length reduced: 9 miles
  - Square Footage per child: 75

- **References:**
  - *Commuting With Children: Linking Child Care With Transportation Demand Management*, G. William Lundgren, 1992.
  - *Commuting and Child Care*, Commuter Transportation Services, Inc., 1991.
  - *Child Care Feasibility Study for the Proposed Chatsworth and Sylmar Rail Stations*, LACTC, 1991.

- **Example Calculation:**
  Total value is based on the building square footage devoted to child care, NOT the total development square footage. For example:

  For a 100,000 GSF office development containing 2,000 GSF devoted to child care, the credit that may be claimed is:

  2,000 GSF child care * 120 points per 1000 GSF = 240 total points

150. LAND USE TRANSPORTATION POLICIES

151 TRANSIT FRIENDLY PARKING DESIGN

- **Credit Factors:**
  - 151.1 Dwellings: 0.80 per Dwelling Unit (DU)
  - 151.2 Retail Uses: 3.60 per 1000 Gross Square Feet (GSF)
  - 151.3 Non-Retail Uses: 1.60 per 1000 Gross Square Feet (GSF)

- **Qualifying Criteria**
  - Project provides surface or multi-level parking.
  - Project must be located within one-quarter mile of a transit stop having connecting transit service with maximum peak period headway of 30 minutes.
  - No off-street parking lot or parking structure is placed between the adjacent public street or pedestrian way and the face of the building.
  - The pedestrian connection between the main entrance of the building and the public street or pedestrian way must not exceed 100 feet, and must be clearly marked, well lit and offer pedestrians priority over automobiles.

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

- **Value Assignment Methodology [Source]:**
  - Vehicle Trip Reduction Factor: 2.5% (based on literature review of the impacts of walking distance on modal choice).
  - Formula used by MTA to calculate value: Daily VMT per unit * Vehicle Trip Reduction Factor * Vehicle Occupancy.
  - Daily VMT per unit provided by development activity impact analysis contained in Deficiency Plan Background Study Chapter 4, Exhibit 8.
  - Vehicle Occupancy: 1.438 persons per vehicle (CMP Model).

- **References:**
  - *The Transportation Effects of Neo-Traditional Development*, Journal of Planning Literature, Michael Aaron Berman, 1996.
  - *Travel Patterns at Large Scale Suburban Activity Centers*FHWA, 1992.
  - *The Pedestrian Pocket*. Peter Calthorpe, in the City Reader. LeGates and Stout, Editors, London,Routledge, 1996.
  - *TDM Phase II Program, Part III-A, Technical Appendix: Mobility Impacts*, Los Angeles County Metropolitan Transportation Authority, 1994.

- **Example Calculation:**
  A two story commercial building of 12,000 square feet, with 6,000 square feet of retail and 6,000 square feet of non-retail uses. The credit that can be claimed for providing the transit friendly parking design is:

  [6,000 GSF * 3.6 points/1,000 GSF of Retail] + [6,000 GSF * 1.6/1,000 GSF of Non-retail]

  [6 * 3.6] + [6 * 1.6] = 31 credits

200. CAPITAL IMPROVEMENTS AND TRANSPORTATION SYSTEMS MANAGEMENT (TSM) - DETAILED DESCRIPTIONS

■ CREDIT MILESTONES

Deficiency plan credit may be claimed in increments, at specific points in project development. When calculating the credit value for capital improvement and transportation systems management strategies, the following milestones are to be used:

- Milestone 1: Project inclusion in the Regional Transportation Improvement Program (RTIP) - 20%
- Milestone 2: Award of contract to construct or implement the project - 50%
- Milestone 3: Completion of the project and/or opening to the public - 30%

Projects which are not required to be listed in the RTIP may claim seventy percent (70%) upon the award of the project's construction contract.

Improvement projects must remain in operation/use for at least three years or credit will be withdrawn.

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

■ Multi-jurisdictional Capital Improvement Projects

Multi-jurisdictional capital improvement projects are defined as any improvement listed in the CMP Deficiency Plan Toolbox numbered between 200 and 299, in which two or more local jurisdictions are participating in either a jurisdictional or financial capacity. The scope of such projects shall include the proposed improvement, plus any other improvements listed as mitigation measures in the adopted or certified environmental document prepared for the proposed project. For this Congestion Management Program, mitigation measures are as defined by the California Environmental Quality Act (CEQA), and the State of California Guidelines for the Implementation of CEQA.

210. STREETS AND HIGHWAYS

211 HIGH OCCUPANCY VEHICLE (HOV) LANE

- **Credit Factor:**
  - 211.1 CMP Arterial: 20,400 per LANE-MILE
  - 211.2 Other Major Arterial: 16,300 per LANE-MILE
  - 211.3 Freeway Projects: 45,900 per LANE MILE or as based on usage estimate in the Caltrans Project Study Report

- **Qualifying Criteria:**
  - Project must provide additional through capacity restricted to high occupancy vehicles (2+ persons), through either enhancement of existing or construction of new facility.
  - Project must be located on CMP route or Other Major Arterial.
  - Transition length and auxiliary lanes do not count toward project lane-mileage.
  - No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit:
    Facility Capacity * Vehicle Occupancy
  - Freeway HOV Lane Capacity = 18,000 vehicles/lane/day
    CMP Arterial Capacity = 8,000 vehicles/lane/day
    Other Major Arterial Capacity = 6,400 vehicles/lane/day
  - Based on Peak Hour Arterial Capacity = 1,600 vehicles
    Peak Hour Freeway Lane Capacity = 1,800 vehciles (MTA)
    K = 10
    CMP arterial green/cycle= 50%
    Other Major Arterial Green/Cycle = 40%
    Freeway = 0%
    [Consistent with CMP highway monitoring guidelines]
    HOV lane vehicle occupancy = 2.55 persons/vehicle [Caltrans]

- **Example Calculation:**
  A jurisdiction is eliminating on-street parking in order to provide a bus-only lane in each direction on a CMP arterial. The project extends 1 mile.

  The credit which may be claimed is:
  20,400 (Credit Factor) * 1 (mile) * 2 (one lane in each direction) = 40,800 points

212. GENERAL USE HIGHWAY LANE

- **Credit Factor:**
  - 212.1 CMP Arterial: 11,500 per LANE-MILE
  - 212.2 Other Major Arterial: 2,900 per LANE-MILE

- **Qualifying Criteria:**
  - Project must provide additional through lane capacity available to all vehicular traffic, through either enhancement of existing or construction of new facilities. Includes full time parking elimination.
  - Transition length and auxiliary lanes do not count toward project lane-mileage.
  - No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit:
    Facility Capacity * Vehicle Occupancy
  - Facility Capacity: See preceding strategy
  - Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

- **Example Calculation:**
  A jurisdiction seeks additional credit (above the standard value) for construction of a non-CMP major arterial which parallels an existing CMP route.

  - In order to receive credit, the jurisdiction must provide a traffic analysis which demonstrates the project's benefit to the CMP system. The analysis must estimate the reduction in weekday vehicle-miles travelled (VMT) on the CMP route which will result from the project.
  - The analysis must indicate:
    - Total VMT on affected CMP facilities with and without the improvement.
    - The forecast year, not to exceed 2010.
  - The credit which may be claimed is:
    Change in VMT on CMP system * 1.438 (Vehicle Occupancy) = points (person-miles)

213. GRADE SEPARATION

- **Credit Factor:**
  - 213.1 CMP Arterial: 5,750 per GRADE SEPARATION
  - 213.2 Other Major Arterial: 1,440 per GRADE SEPARATION

- **Qualifying Criteria:**
  - Project must provide physical separation of vehicular traffic lanes or separation of vehicular traffic from rail traffic.
  - No credit may be claimed for grade separations which are part of another improvement project for which credit is also being claimed.
  - No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.

- **Credit Milestones:** See Section 200 of this Appendix

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Improvement Factor * Facility Capacity * Area of Influence * Vehicle Occupancy
  - Improvement Factor = 50%. Standard value assumes 0.50 decrease in peak V/C ratio due to improvement.
  - Facility Capacity: See preceding strategy
  - Area of Influence = 1.0 mile. Based on typical spacing between major arterial intersections in urban areas; major arterial intersections represent the primary constraint to arterial traffic movement [CMP estimate]
  - Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

- **Example Calculation:**

A jurisdiction seeks additional credit (above the standard value) for a grade separation on a CMP arterial.

  - In order to receive credit, the jurisdiction must provide a project-specific traffic analysis indicating the reduction in V/C ratio on the CMP route which will result from the project.
  - The analysis must also indicate the project's Area of Influence, defined as the distance to the next major arterial intersection on the CMP route.
  - The credit which may be claimed is:
    Change in V/C * 8,000 (per lane capacity) * Area of Influence * 1.438 (Vehicle Occupancy) = points (person-miles)

214. FREEWAY ON/OFF RAMP ADDITION OR MODIFICATION

- **Credit Factor:** 1,150 per RAMP

- **Qualifying Criteria:**
  - Project must construct or physically modify freeway ramp to improve traffic flow.
  - Note on Applying Credit Factor: Point value is per ramp, up to 4 ramps per interchange. Improvement of a ramp/street intersection must be treated as improvement of one ramp only, whether or not serving both on and off ramps.
  - No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Improvement Factor * Ramp Capacity * Area of Influence * Vehicle Occupancy
  - Improvement Factor = 10%. Standard value based on ramp volumes representing on average 20% of total volume at ramp/street intersection. Using 50% green/cycle devoted to ramp movements, improvement to ramp reduces overall intersection V/C ratio by 0.10.
  - Ramp Capacity: equivalent to CMP arterial.
  - Area of Influence = 1.0 mile. Based on minimum standard spacing between freeway ramps [Caltrans Highway Design Manual] as well as typical spacing between major arterials.
  - Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

- **Example Calculation:**
  - A jurisdiction is widening an existing northbound on-ramp to provide a carpool bypass lane. The credit which may be claimed is:
    1,150 (credit factor) * 1 ramp = 1,150 points
  - A jurisdiction seeks additional credit (above the standard value) for a freeway ramp improvement.
    - The analysis must also indicate the project's Area of Influence, defined as the distance to the next ramp.
    - In order to receive credit, the jurisdiction must provide a project-specific traffic analysis indicating the reduction in V/C ratio at the ramp intersection resulting from the project.
    - The credit which may be claimed is:
      Change in V/C * 8,000 (per lane capacity) * Area of Influence * 1.438 (Vehicle Occupancy) = points (person-miles)

215. ARTERIAL CENTER MEDIANS

- **Credit Factor:**
  - 215.1 CMP Arterial: 575 per LANE-MILE
  - 215.2 Other Major Arterial: 145 per LANE-MILE

- **Qualifying Criteria:**
  - No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.
  - No credit may be claimed if a reduction in travel lanes occurs.
  - Medians shall be of sufficient width to achieve the traffic separation and control benefits intended by this strategy. While one lane width is recommended to accommodate left turn pockets where desired without a loss of through lane capacity, final design of the median is at the discretion of the local jurisdiction's traffic engineer.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:** The strategy value is equal to 5% of the credit value for a general use highway lane (Strategy No. 212), based upon research conducted by the Institute of Traffic Engineers, *Highway Design Manual*, Fourth Edition.

220. TRANSIT FACILITIES

221. URBAN RAIL

- **Credit Factor:** 7.9 per daily boarding

- **Qualifying Criteria:**
  - Includes contribution to construction of Metrorail system (such as Blue Line, Red Line, and Green Line)
  - No credit may be claimed until project is included in RTIP
  - Credit will be determined based on most recent Year 2010 boarding estimate.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Trip length per boarding
  - Trip length = 7.93 miles [CMP model]. Project-specific trip length will be used if available.

- **Example Calculation:**
  A jurisdiction seeks credit for contributing 5% of the construction cost of a 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.

222. COMMUTER RAIL STATION

- **Credit Factor:** 20 per daily boarding

- **Qualifying Criteria:**
  - Includes contribution to construction of Metrolink system.
  - No credit may be claimed until project is included in RTIP.
  - Credit will be determined based on most recent Year 2010 boarding estimate.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Trip length per boarding
  - Trip length = 20 miles [CMP estimate].
  - Project-specific trip length will be used if available.

- **Example Calculation:**
  A jurisdiction seeks credit for contributing 25% to the construction of a Metrolink station forecast to serve 800 boardings per weekday.

  The credit which may be claimed is: 800 boardings * 20 miles per passenger * 0.25 local contribution = 4,000 points

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

223. MULTI-MODAL TRANSPORTATION CENTERS

■ **Credit Factors:**

Deficiency Plan credits for this strategy are dependent upon what facilities and services are included in the design of the center. Centers can be implemented in phases, adding components and receiving additional credits as these components are implemented. In the case of bus transit service, this credit is given annually, and it includes only the net increase in boardings by bus service type (express, local, feeder service shuttle). Each component has the following value:

1. Rail Station:	Urban Rail	7.9 per daily boarding
	Commuter Rail	20.0 per daily boarding
2. Bus Transfers:	Express bus	0.38 per daily boarding
	Local bus	0.17 per daily boarding
	Shuttle	0.05 per daily boarding
3. Park & Ride:	9.6 credits per parking space or lockable bike storage space. (Rail patron parking excluded)	

■ **Qualifying Criteria:**

Note: If the MMTC is located at an intersection that has multiple bus stops separated by the intersecting streets, each bus stop must satisfy all of these criteria with the one exception of the transit service requirement. For transit service, it is understood that the two qualifying transit lines would in most cases use separate stops.

- The center must have dedicated park and ride parking spaces for the exclusive use of the center's transit patrons, and it must have qualifying bus or rail transit service.
- The center must be accessible to persons with disabilities and in full compliance with the ADA.
- Well lit, sheltered waiting areas with benches, and with information regarding vending of fare media and schedules for transit services.
- Convenient access to the center by transit vehicles, automobiles, pedestrians and cyclists using an interconnected roadway linked to adjacent/nearby residential, commercial, and/or industrial land uses.
- Maximum headway of thirty (30) minutes for at least two peak period bus, rail or local feeder shuttle lines.
- Minimum pedestrian facilities include:
  - sidewalks with a minimum unobstructed width of ten (10) feet within bus boarding landing areas and of five (5) feet when connecting land uses to the MMTC that will be seeking credit under Strategy Nos. 131-136.
  - signalized pedestrian crossings of major streets,

- walkway protection/separation from fast vehicular traffic, such as parking lanes, wider than minimum-width sidewalks, or landscaping/structural barriers.

- Minimum bicycle facilities include:
  - Secure, lockable bike storage spaces located for convenient transfers to transit services (These storage spaces can be used to satisfy the Park and Ride component requirement).

■ **Credit Milestones:** See Section 200 of this appendix.

■ **Value Assignment Methodology:**
- Rail Component is based upon Strategy Nos. 221 or 222 (less any prior credits received for the rail station)
- Park and Ride Component is based upon Strategy No 246 (less any prior credits received for the park and ride facility).
- Bus Transfer Component This credit is earned by local jurisdictions for maintaining and improving transfer facilities for another agency's bus lines. This multi-jurisdictional bonus credit is equivalent to 5% of the credit value of the increase in average daily boardings each year, as listed under Strategy Nos. 360-366.

■ **Example Calculation:**

A City claims credit for an MMTC with the following characteristics:
- Three bus lines with weekday peak period headways of 20 minutes.
- An increase of 850 average weekday boardings (400 express, 450 local).
- Four bus stops, each equipped with shelters, lighting, benches, and information kiosks displaying route maps, schedules and nearby locations where fare media can be purchased.
- 20 Park and Ride spaces, including 9 lockable bike storage spaces and 11 car parking spaces in a nearby city-owned lot which are reserved for transit riders.
- Sidewalks with 10 foot minimum clear width at each boarding area.
- Signalized pedestrian crossings.
- Wheelchair ramps at each street corner.

Credit Value of Bus Component	
400 daily express boardings at 0.38 each	152 credits
450 local bus service boardings at 0.17 each	77 credits
Subtotal Bus Component	**229 credits**
Credit Value of Park and Ride Component	
20 park and ride spaces at 9.6 each	192 credits
Total MMTC Credits	**421 credits**

230. GOODS MOVEMENT

231. FREIGHT-TO-RAIL FACILITIES

- **Credit Factor:** 2.88 per TRUCK VMT removed from general use traffic lanes

- **Qualifying Criteria:**
  - Project must be for the movement of freight by rail which would otherwise be moved by truck.
  - No credit may be claimed until project is included in RTIP unless the project is 100% funded by private sector sources.
  - Credit must be determined based on project-specific analysis of weekday truck vehicle-miles traveled (VMT) removed from general use traffic lanes.
  - The amount of credit requested will be evaluated by the CMP Peer Review Panel (Note: Claims for credits under this strategy must be submitted by July 1 of each year as a part of the Special Credit evaluation cycle. Refer to Section 11.8 for more information).

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Truck Passenger Car Equivalent * Vehicle Occupancy [Expresses removal of truck traffic from general use lanes in terms of increased traffic capacity on general use facilities]
  - Truck Passenger Car Equivalent = 2.0 [Highway Capacity Manual Table 9-6] Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

- **Example Calculation:**
  A local jurisdiction contributes 30% toward the implementation of a consolidated goods movement facility which will eliminate the need for 50 trucks to make a 25 mile journey each weekday.

  The credit which may be claimed is: 50 trucks * 25 miles per trip * 2.88 Credit factor * 0.30 local contribution = 1,080 points

240. TRANSPORTATION SYSTEMS MANAGEMENT

241. TRAFFIC SIGNAL SYNCHRONIZATION

- **Credit Factors:**
  - 241.1 CMP Arterial 4-Lane: 1,840 per ROUTE-MILE
  - 241.2 CMP Arterial 6-Lane: 2,760 per ROUTE-MILE
  - 241.3 CMP Arterial 8-Lane: 3,680 per ROUTE-MILE
  - 241.4 Other Major Arterial 2-Lane: 735 per ROUTE-MILE
  - 241.5 Other Major Arterial 4-Lane: 1,470 per ROUTE-MILE
  - 241.6 Other Major Arterial 6-Lane: 2,210 per ROUTE-MILE
  - 241.7 Other Major Arterial 8-Lane: 2,950 per ROUTE MILE

- **Qualifying Criteria:**
  - Project must include installation of permanent hardware for time-based or hard-wired signal coordination along arterial.
  - Project must be located on CMP route or Other Major Arterial, defined as any street designated major or primary arterial on the most recently adopted General Plan of the jurisdiction seeking credit.
  - Note on Applying Credit Factor: route-mileage (centerline mileage) is distance between first and last consecutive synchronized traffic signal.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Improvement Factor * Facility Capacity * No. of Lanes * Vehicle Occupancy
  - Improvement Factor = 4% [CMP estimate based on proration of surveillance & control improvement factor]
  - CMP Arterial Capacity = 8,000 vehicles/lane/day
  - Other Major Arterial Capacity = 6,400 vehicles/lane/day
  - Peak hour capacity=1600 vehicles, K=10, CMP arterial green/cycle=50%, other major arterial green/cycle=40% [Based on CMP highway monitoring guidelines]
  - Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

242. TRAFFIC SIGNAL SURVEILLANCE AND CONTROL (including synchronization)

- **Credit Factors:**
  - 242.1 CMP Arterial 4-Lane: 3,220 per ROUTE-MILE
  - 242.2 CMP Arterial 6-Lane: 4,830 per ROUTE-MILE
  - 242.3 CMP Arterial 8-Lane: 6,440 per ROUTE-MILE
  - 242.4 Other Major Arterial 4-Lane: 2,580 per ROUTE-MILE
  - 242.5 Other Major Arterial 6-Lane: 3,870 per ROUTE-MILE
  - 242.6 Other Major Arterial 8-Lane: 5,150 per ROUTE MILE

- **Qualifying Criteria:**
  - Project must provide real-time control and synchronization of signal operation.
  - Project must be located on CMP route or Other Major Arterial, defined as any street designated major or primary arterial on the most recently adopted General Plan of the jurisdiction seeking credit.
  - Note on Applying Credit Factor: route-mileage (centerline mileage) is distance between first and last consecutive synchronized traffic signal.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Improvement Factor * Facility Capacity * No. of Lanes * Vehicle Occupancy
  - Improvement Factor = 7% [City of Los Angeles ATSAC]
  - Facility Capacity: See preceding strategy
  - Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

243. PEAK PERIOD PARKING RESTRICTION

- **Credit Factors**:
  - 243.1 CMP Arterial (2 Hours/Day): 2,300 per LANE-MILE
  - 243.2 CMP Arterial (3 Hours/Day): 3,450 per LANE-MILE
  - 243.3 CMP Arterial (4+ Hours/Day): 4,140 per LANE-MILE
  - 243.4 Other Major Arterial (2 Hours/Day): 1,840 per LANE-MILE
  - 243.5 Other Major Arterial (3 Hours/Day): 2,760 per LANE-MILE
  - 243.6 Other Major Arterial (4+ Hours/Day): 3,310 per LANE-MILE

- **Qualifying Criteria**:
  - Project must provide additional through lane capacity through prohibition of on-street parking, operating (at minimum) on all weekdays except holidays for at least two hours per day.
  - Project must be located on CMP route or Other Major Arterial, defined as any street designated major or primary arterial on the most recently adopted General Plan of the jurisdiction seeking credit.
  - Transition length and auxiliary lanes do not count toward project lane-mileage.
  - No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.
  - Notes on Applying Credit Factor: Point value is per lane-mile added by the project. Each direction of travel is treated independently.

- **Credit Milestones**: See Introduction to Capital Improvement and Transportation Systems Management Strategies

- **Value Assignment Methodology [Source]**:
  - Formula used by MTA to calculate value per unit: Facility Capacity * Peak Hour Factor * Vehicle Occupancy
  - Facility Capacity: See preceding strategy
  - Peak Hour/ADT = 10%, applied during each of 2-3 highest hours; 6% for 4th highest hour [CMP estimate]
  - Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

- **Example Calculation**:
  A jurisdiction prohibits parking on a CMP arterial 7-9 AM in the northbound direction and 3-6 PM in the southbound direction, for a length of 1.5 miles.

  The credit which may be claimed is: (2300 Credit factor + 3450 Credit factor) * 1.5 miles = 8,625 points

244. INTERSECTION MODIFICATION

- **Credit Factor**:
  - 244.1 CMP Arterial: 575 per INTERSECTION
  - 244.2 Other Major Arterial: 144 per INTERSECTION

- **Qualifying Criteria**:
  - To receive credit under No. 244.1, the project must be located on a CMP route, and the intersecting street must be designated minor arterial, secondary arterial or higher on the most recently adopted General Plan of the jurisdiction seeking credit.
  - Under strategy 244.2, one of the intersecting streets must be designated in the local jurisdiction's General Plan as a major/primary arterial, and the other must be designated as a minor/secondary arterial or higher. Intersections with collector or local streets are not eligible for credit.
  - Project must increase the number of through or turning lanes, or modify traffic signal phasing (such as adding a protected left turn phase). Projects which improve traffic signal timing only are not eligible for credit.
  - No credit may be claimed for intersections modified as part of another improvement project for which credit is also being claimed.
  - No credit may be claimed for any project which eliminates transit, bicycle or pedestrian facilities unless comparable replacements are provided.

- **Credit Milestones**: See Section 200 of this appendix.

- **Value Assignment Methodology [Source]**:
  - Formula used by MTA to calculate value per unit: Improvement Factor * Facility Capacity * Area of Influence * Vehicle Occupancy
  - Improvement Factor = 5%. Intersection improvements in this category generally facilitate turning movements, which typically represent 10% of total intersection volume. Using 50% green/cycle devoted to each approach, intersection improvement reduces overall V/C ratio by 5%
  - Facility Capacity: See preceding strategy
  - Area of Influence = 1.0 mile. Typical spacing between major arterial intersections in urban areas; major intersections represent the primary constraint to arterial traffic movement [CMP estimate]
  - Vehicle Occupancy = 1.438 persons/vehicle [CMP model]

245. BICYCLE PATH OR LANE

- **Credit Factor:**
  - 245.1 Regional Bikeways: 700 per ROUTE-MILE
    for facilities included in an MTA adopted subregional bikeway/non-motorized transportation plan.

  - 245.2 Other Major Bikeways: 560 per ROUTE MILE (80%)
    for facilities not contained in an adopted subregional plan, that are included in a locally adopted bikeway/non-motorized transportation plan, and which connect local residential and/or employment generating land uses to the regional bikeway system.

  - 245.3 Local Bikeways: 175 per ROUTE MILE (25%)
    for bikeways that connect local neighborhoods to local public facilities or employment generating land uses.

- **Qualifying Criteria:**
  - Projects receiving credit under 245.1 or 245.2 above must provide a Class I or II rated bikeway, while projects under 245.3 can be Class I, II or III.
  - Notes on Applying Credit Factor: Point value is per route-mile, assuming accommodation of two-directional travel on routes.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Bicycle Mode Split Increase * Bicycle Trip Length / Regional Bikeway System Expansion
  - Year 2010 bicycle mode split increase = 35.8 million daily person trips * 1% increase = 358,000 person trips.
  - Bicycle Mode Split = 2% in Year 2010 [CMP estimate based on countywide bikeway work in progress]
  - Current bicycle mode split = 1% [Commuter Transportation Services].
  - Average Bicycle Trip Length = 4 miles [CMP estimate]
  - Regional Bikeways Expansion = 2000 miles [CMP estimate based on countywide bikeway work in progress]

246. PARK & RIDE FACILITY

- **Credit Factor:** 9.6 per PARKING SPACE or qualifying LOCKABLE BIKE STORAGE SPACE.

- **Qualifying Criteria:**
  - Site must be purchased or available for minimum five year lease, and signed or publicly promoted as a park & ride facility.
  - No credit may be claimed for parking facilities provided as part of another improvement project for which credit is also being claimed.
  - Notes on Applying Credit Factor: Include marked parking spaces only. Lockable bicycle storage spaces within park and ride facilities or bike stations are counted as park and ride spaces only if the facility is accessible for bikes. With the exception of bike stations and multi-modal transportation centers, no more than ten percent (10%) of the park and ride spaces of a facility can be lockable bike storage spaces unless actual demand supports a higher percentage.

- **Credit Milestones:** See Section 200 of this appendix.

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: (Commute Trip Length - Park & Ride Trip Length) * 2 Direction * Lot Utilization
  - Commute Trip Length = 11.4 miles [CMP Model]
  - Park & Ride Trip Length = 4 miles [Caltrans]
  - Lot Utilization = 65% [LACTC Park & Ride Master Plan survey data]

300. TRANSPORTATION DEMAND MANAGEMENT & TRANSIT SERVICES - DETAILED DESCRIPTIONS

■ CREDIT MILESTONES:

When calculating the credit value for transportation demand management strategies, the following two milestone types are to be used depending on the strategy. Credit factors for some TDM strategies may not be additive if focusing on the same target markets. Local jurisdictions should therefore consult with MTA staff when developing their Local Implementation Reports. In addition, projects implemented in compliance with Rule 2202 are not eligible for CMP credit.

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

- Milestone A-1: Enabling ordinance adopted 40%
- Milestone A-2: Compliance with program requirements 60%

Milestone Type B applies to TDM strategies which are operational in nature and do not require an ordinance-type action to begin service such as transit services or transportation management association (TMA) operations. For projects included in the Short Range Transit Plan (SRTP) or Regional Transportation Improvement Program (RTIP), strategy credit may be claimed incrementally at the following milestones. Projects that are not reported in the SRTP or RTIP, may claim 100% of the credit at commencement of active service.

- Milestone B-1: Project implementation (not study) included in SRTP or RTIP 40%
- Milestone B-2: Commencement of Active Service 60%

The last credit increment may be claimed upon full implementation of the program. However, the program must remain in operation for at least three years or credit will be withdrawn.

310. RIDESHARING OPERATIONS

311. FORMAL TRIP REDUCTION PROGRAM FOR SMALL EMPLOYERS

- **Credit Factor:** 36.3 per 100 EMPLOYEES from companies employing less than 100 employees in target area

- **Qualifying Criteria:**
  - Consists of a basic trip reduction program, to encourage use of transportation modes other than driving alone to reduce trips to the work site. The employer may choose from various incentive strategies such as carpool/vanpool matching, transit routing, guaranteed ride home, promotional incentives, telecommuting and compressed work schedules. The goal of the program is to increase average vehicle ridership (AVR)
  - It is recommended that jurisdictions use the methodology previously utilized under SCAQMD Rule 1501 for calculating AVR, and collecting and reporting employee commute data to encourage data consistency within Los Angeles County
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit
  - Rule 2202 programs implemented at worksites not required to comply with the regulation may be claimed for CMP credit.

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

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

312. ALTERNATIVE WORK SCHEDULES

- **Credit Factor:** 7.3 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - Implementation of 4/40 or 9/80 compressed work week where an employee works fewer days in each week but more hours each working day
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

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

313. TRANSPORTATION MANAGEMENT ASSOCIATION (TMA)

- **Credit Factor:** 46 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - New TMA operation or existing TMAs expand target area
  - TMA services include carpool/vanpool matching, transit fare media (e.g. passes, tokens, tickets, etc.) sales, transit route planning, promotional events, marketing, promotional incentives (such as prize drawings) and guaranteed ride home services for TMA member employers

- **Credit Milestones:** Milestone Type B (See Section 300 of this appendix).

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

314. AGGRESSIVE VANPOOL FORMATION PROGRAM

- **Credit Factor:** 31 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - Program targets employers not currently being reached by current vanpool formation efforts
  - Consists of aggressive promotional campaign, vanpool formation meetings, market analysis, and educational component
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit

- **Credit Milestones:** Milestone Type B (See Section 300 of this appendix).

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

315. INFORMAL CARPOOL AND VANPOOL PROGRAM

- **Credit Factor:** 28 per 100 EMPLOYEES in target area
- **Qualifying Criteria:**
  - Program focuses on forming carpools and vanpools only by providing matchlists and transit information on request
  - Carpool, Vanpool matchlist and transit information may be obtained from Commuter Transportation Services free of charge
  - No average vehicle ridership goal (Distinction from Strategy No. 311)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit
- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).
- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

320. RIDESHARING SUPPORT FACILITIES

321. CMP TDM ORDINANCE

- **Credit Factor:** 0.30 per 1,000 SQUARE FEET of new non-residential development
- **Qualifying Criteria:**
  - Includes: Information area, preferential parking for carpools and vanpools, vanpool access, bicycle parking, loading areas for carpools and vanpools, pedestrian access, transit improvements, bicycle access
  - All jurisdictions adopted CMP TDM requirements through an ordinance
- **Credit Milestones:** Credit claimed using development activity reports
- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]
- **Example Calculation:**
  - City approves 1,000,000 gross square feet of non-residential development (total as reported through new development activity report)
  - City may claim credit = 0.30 * 1000 = 300 points

  Note: The LIR spreadsheet automatically performs this calculation and is displayed as the first Toolbox Strategy listed for credit under Section II of the local jurisdiction's LIR.

322. CARPOOL/VANPOOL LOADING AREAS

- **Credit Factor:** 6.9 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - Provide ridesharing loading areas for carpools and vanpools close to building entrance for safe and convenient access
  - Applies only to carpool and vanpool loading areas at existing development and employment sites. (Jurisdictions already claim credit for loading areas at new development through the CMP TDM Ordinance)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

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

323. CHILDCARE CENTERS AT MULTI-MODAL TRANSIT FACILITIES

- **Credit Factor:** 120 per 1000 Gross Square Feet (GSF) in child care facility

- **Qualifying Criteria:**
  - Provision of childcare services at multi-modal transit facilities or park and ride lots to reduce person miles travelled to children care arrangements, and to encourage transit ridership
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit

- **Credit Milestones:** Milestone Type B (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:** See Strategy 143.

324. BICYCLE AND PEDESTRIAN FACILITIES

- **Credit Factor:** 4.6 per 100 EMPLOYEES in target area
- **Qualifying Criteria:**
  - Facilities include bicycle parking (lockers, racks, locked room, etc.), clothes lockers, and showers
  - Applies only to bicycle and pedestrian facilities at existing development and employment sites. (Jurisdictions already claim credit for these facilities at new development through the CMP TDM Ordinance)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit
- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).
- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

325. PREFERENTIAL PARKING FOR RIDESHARE VEHICLES

- **Credit Factor:** 3.9 per 100 EMPLOYEES in target area
- **Qualifying Criteria:**
  - Spaces reserved for carpool and vanpool parking which provides convenient access to building entrances as compared to parking spaces for single occupant drivers
  - At least 5% of all parking spaces must be reserved
  - Applies only to carpool and vanpool parking at existing development and employment sites. (Jurisdictions already claim credit for these facilities at new development through the CMP TDM Ordinance)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit
- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).
- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

330. RIDESHARING INCENTIVES

331. TRANSIT FARE SUBSIDY PROGRAM

- **Credit Factors**
  - Employee Programs (per 100 employees within target area):

331.11	Subsidy of < = 25%:	64 per 100 EMPLOYEES
331.12	Subsidy of 26-29%:	77.6 per 100 EMPLOYEES
331.13	Subsidy of 30-39%:	94.5 per 100 EMPLOYEES
331.14	Subsidy of 40-49%:	142 per 100 EMPLOYEES
331.15	Subsidy of 50-59%:	213 per 100 EMPLOYEES
331.16	Subsidy of 60-69%:	321 per 100 EMPLOYEES
331.17	Subsidy of 70-79%:	427 per 100 EMPLOYEES
331.18	Subsidy of 80-89%:	612 per 100 EMPLOYEES
331.19	Subsidy of 90-100%:	924 per 100 EMPLOYEES

  - Residential Programs (per 100 Users within target area):

331.21	Subsidy of < = 25%:	0.2 per 100 USERS
331.22	Subsidy of 26-29%:	4.1 per 100 USERS
331.23	Subsidy of 30-39%:	6 per 100 USERS
331.24	Subsidy of 40-49%:	15.6 per 100 USERS
331.25	Subsidy of 50-59%:	37 per 100 USERS
331.26	Subsidy of 60-69%:	59.5 per 100 USERS
331.27	Subsidy of 70-79%:	83 per 100 USERS
331.28	Subsidy of 80-89%:	136 per 100 USERS
331.29	Subsidy of 90-100%:	222 per 100 USERS

- **Qualifying Criteria:**
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit.
  - To define the number of EMPLOYEES for employee fare subsidy programs, calculate the number of employees offered the subsidy. This means the employees must be contacted and made aware of the transit fare subsidy through promotional activities, such as brochures and flyers.
  - To define the number of USERS for residential pass subsidy programs, calculate the average number of passes sold per month to residents.
  - Credit for transit fare subsidies is based on the net increase in the average monthly number of passes sold, or number of employees offered the subsidy, over what was reported in the previous year's LIR.

- **Credit Milestones**: Milestone Type A (See Section 300 of this appendix).

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

332. VANPOOL FARE SUBSIDY PROGRAM

- **Credit Factor:** 206 per 100 EMPLOYEES in target area
- **Qualifying Criteria:**
  - Consists of a vanpool fare allowance equal to $1 per trip (this totals to about $32 per month assuming the commuter vanpools 4 times per week)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit
- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

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

333. CARPOOL ALLOWANCE

- **Credit Factor:** 90 per 100 EMPLOYEES in target area
- **Qualifying Criteria:**
  - Consists of a carpool allowance equal to $1 per trip (this totals to about $24 per month assuming the commuter carpools 3 times per week)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit
- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).
- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

334. BICYCLE ALLOWANCE

- **Credit Factor:** 9.2 per 100 EMPLOYEES in target area
- **Qualifying Criteria:**
  - Consists of a bicycle allowance equal to $1 per trip (this totals to about $24 per month assuming the commuter bicycles 3 times per week)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit
- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).
- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

335. WALKING ALLOWANCE

- **Credit Factor:** 6.2 per 100 EMPLOYEES in target area
- **Qualifying Criteria:**
  - Consists of a walking allowance equal to $1 per trip (this totals to about $24 per month assuming the commuter walks 3 times per week)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit
- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).
- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

336. SUBSCRIPTION BUS OR BUSPOOL SUBSIDY PROGRAM

- **Credit Factor:** 102 per 100 EMPLOYEES in target area
- **Qualifying Criteria:**
  - Consists of a buspool fare allowance equal to $1 per trip (this totals to about $32 per month assuming the commuter buspools 4 times per week)
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit.
- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).
- **Value Assignment Methodology [Source]:** [MTA Phase II TDM Program]

340. PARKING MANAGEMENT & PRICING

341. PARKING SURCHARGES

- **Credit Factor**
  - 341.1 Charge $0.50 per day — 7.2 per 100 EMPLOYEES
  - 341.2 Charge $1.00 per day — 21.0 per 100 EMPLOYEES
  - 341.3 Charge $3.00 per day — 86.0 per 100 EMPLOYEES

- **Qualifying Criteria:**
  - Daily parking charge increased by a level equal to or greater than the amount shown in Credit Factor .1, .2, or .3, **OR** daily on-site parking cost born by employees increased by a level equal to or greater than the amount shown in Credit Factor .1, .2, or .3.
  - Project must not also be accompanied with an increased parking supply.
  - Unrestricted all-day parking is not available on the street within 1,000 feet of the site.

- **Credit Milestone:** Milestone Type A (See Section 300 of this appendix).

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

- **Example Calculation:**
  - City imposes a $0.50 parking tax on off-street parking in an employment area with 15,000 workers. No increase in parking supply accompanies this action.
    - Credit Factor: 7.2 per 100 EMPLOYEES in target area ($0.50 per day)

      The credit which may be claimed is: 15,000/100 * 7.2 = 1,080 credits.
  - An employer eliminated a $4.00 per day parking subsidy. Employees pay for their parking directly. There is no increase in parking supply, and there is no unrestricted all-day parking available within 1,000 of the building. The employer has 400 employees.
    - Credit Factor: 86 per 100 EMPLOYEES in target area ($3.00 per day)

      The credit which may be claimed is: 400/100 * 86 = 344 credits.

342. PARKING CASH OUT

- **Credit Factor:** 249 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - Employers provide employees with a travel allowance that can be used to either buy parking, a transit pass, vanpool fare, a buspool subscription or for any other use. The amount of the allowance is equal to the amount the employer would have paid for the employee's parking
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit.

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

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

343. UNBUNDLED PARKING LEASES

- **Credit Factor:** 10 percent of Credit Factor for Toolbox Strategy No. 341, the applicable Credit Factor being determined by the parking rate paid by the employer.

- **Qualifying Criteria:**
  - The lease for a workplace establishes a lease rate for parking that is separate from that for the building area, OR parking is contracted for separately from the building lease.
  - The tenant has the right to vary the amount of parking leased without penalty.
  - Unrestricted all-day parking is not available on the street within 1,000 feet of the site.

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:**
  - MTA Phase II TDM Program
  - Review of literature on lease structure and pricing.

- **References**
  - *Employer-Paid Parking: a Nationwide Survey of Employers' Parking Subsidy Policy*, Donald Shoup and Mary Jane Breinholt, School of Public Policy and Social Research, University of California, Los Angeles, January 1995.
  - *Parking Pricing Without Tears: How Two Employers Reduced Automobile Trips and Saved Money*, Richard Willson, Transportation Quarterly, Vol. 55 no. 1, Winter 1997, pages 79 to 90.

- **Example Calculation:**
  A city encourages a developer to negotiate unbundled parking leases with tenants in a 100,000 square foot building. At the certificate of occupancy, the developer indicates that 50 percent of the leases are unbundled, and that those tenants pay $1.00 per day for every space they use. Tenant has 800 employees.

  Credit Factor: 10 percent of Strategy No. 341. 2
  21 per 100 EMPLOYEES in target area ($1.00 per day)
  The credit which is claimed is: 0.1 * 21 per 100 employees, or 2.1. per 100 employees

  Calculation: 800/100 * 2.1 = 16.8 credits

350. TELECOMMUNICATIONS

351 TELECOMMUTING PROGRAM

- **Credit Factor:** 3.2 per 100 EMPLOYEES in target area

- **Qualifying Criteria:**
  - An employer telecommuting program which allows employees to work at home, at neighborhood telework centers or at a facilities sharing telework location at least 1 day per week. A facilities sharing telework location is a work space in a participating public or private entity where employees may report to work rather than travelling to a principal work location.
  - If project was implemented pursuant to Rule 2202, it is not eligible for CMP credit.

- **Credit Milestones:** Milestone Type A (See Section 300 of this appendix).

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

352. NEIGHBORHOOD TELEWORK CENTER

- **Credit Factor:** 12.6 per WORK STATION

- **Qualifying Criteria:**
  A remote location, available for general public use, operated by a public or private entity where employees may report to work rather than travelling to a principal work location more distant from the employee's residence

- **Credit Milestones:** Milestone Type B (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit:
  - Commute Trip Length = 11.4 miles [CMP model]
  - Telework Center Trip Length = 3 miles [MTA estimate]
  - Work Station Utilization = 75% [MTA estimate]

- **References:**
  Transportation Control Measure Information Documents, EPA, March 1992.
  Antelope Valley Telebusiness Center Data
  Puget Sound Telecommuting Demonstration Data

353. BUSINESS/EDUCATION VIDEOCONFERENCING CENTER

- **Credit Factor:** 7.8 per AVERAGE DAILY USER

- **Qualifying Criteria:**
  A facility, available for general public use, constructed and operated by a public or private entity in residential or commercial districts utilizing videoconferencing equipment to substitute for regional travel to meetings or classes

- **Credit Milestones:** Milestone Type B (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit:
  - (Non-Commute Trip Length - Videoconference Center Trip Length) *2 Direction
  - Non-Commute Trip Length = 6.9 miles [CMP model]
  - Videoconference Center Trip Length = 3 miles [MTA estimate]

354. REMOTE ACCESS TO GOVERNMENT INFORMATION/TRANSACTIONS

- **Credit Factor:** 1.4 per DAILY LOG-INS

- **Qualifying Criteria:**
  The construction and operation of facilities that allow dial-up modem access and electronic terminal access to government data, transactions and services that serve to eliminate regional trips.

- **Credit Milestones:** Milestone Type B (See Section 300 of this appendix).

- **Value Assignment Methodology [Source]:**
  - Formula used by MTA to calculate value per unit: Non-Commute Trip Length * 2 Direction * Trip Elimination Percentage
  - Non-Commute Trip Length = 6.9 miles [CMP model]
  - Trip Elimination Percentage = 10% [MTA estimate]. Represents proportion of total log-ins that eliminate trips

- **References:**
  City of Santa Monica Public Electronic Network (PEN) System

360. NEW OR IMPROVED TRANSIT SERVICES

361. NEW LOCAL OR COMMUTER BUS SERVICE
362. SHORTENING OF HEADWAYS DUE TO ADDITIONAL BUSES ON A ROUTE
363. RESTRUCTURING OF SERVICE THROUGH ROUTE OR SCHEDULE MODIFICATIONS
364. DIAL-A-RIDE SERVICE
365. LOCAL SHUTTLE
366. FEEDER SERVICES TO RAIL STATION

FOR ALL OF THE STRATEGIES ABOVE:

A. **Credit Factor:** 1 point per NEW PASSENGER MILE CARRIED on an average weekday based on data collection for official statistical reporting such as the National Transit Database (NTD).

i. Credit for transit services is based on the net increase, in NTD system-wide average weekday passenger miles travelled (PMT) during the reporting period. The NTD average weekday PMT is reported on Transit Agency Service Form (406), Line No. 25, Column f. Net decreases in PMT during the period has a value of zero credit and should not be reported.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

B. **Qualifying Criteria:**
   i. The new or expanded service must remain in operation for a minimum of three years or local jurisdiction loses credit
   ii. For services already in operation, credit may be claimed for any 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 Section 300 of this appendix).

D. **Value Assignment Methodology [Source]:** Not Applicable

E. **Example Calculation:**
Operator is proposing to add a new route which will provide 200 vehicle service miles per weekday.
   - Existing productivity reported through NTD reporting is 16 passenger miles travelled (PMT) per revenue vehicle service mile (VSM).
   - The estimate of passenger miles carried by the service improvement would be 200 VSM * (16 PMT/VSM) = 3200 PMT.
   - This calculation can be refined if more detailed analysis on the proposed route is available (example: local vs. express ridership).

366. FEEDER SERVICE TO RAIL STATIONS

- **Credit Factors:**
  - 366.1 1 point per NEW PASSENGER MILE CARRIED on an average weekday based on data collection for official statistical reporting such as the National Transit Database (NTD). (See previous credit tabulation discussion for Strategy Nos. 361-365)
  - 366.2 ½ point per NEW PASSENGER BOARDING at Urban Rail (7.9 Credits) and Commuter Rail Stations (20 Credits).

- **Qualifying Criteria:**
  - The new or expanded service must remain in operation for a minimum of three years or local jurisdiction loses credit.
  - The increased ridership at Rail Stations exceeds the projected 2010 boarding estimates and pertinent environmental documents boarding estimates, used to calculate the credit factors for boardings at rail stations.

- **Credit Milestones:** Milestone Type B (See Section 300 of this appendix).

- **Value Assignment Methodology:** The methodology utilized for the transit credit is based on the net increase in system-wide average weekday passenger miles travelled (PMT), during the reporting period.
  - Formula used by MTA to calculate value per unit for new rail passenger boardings: Rail Component: Trip length per boarding * Boarding increase attributable to Feeder Service * Improvement Factor
  - Trip length per boarding: Urban Rail = 7.9 miles per trip [CMP model] Commuter Rail Station = 20 miles per trip [CMP model]
  - Net increase in projected 2010 boarding estimates [Metrolink SB 1402 Report; 1994 boardings with 20% growth estimate. EIR boarding estimates]
  - Feeder Service Boarding Improvement Factor = 50%

- **Example Calculation:**
  Metrolink Rail Station is located within City A. City B institutes a new feeder service to the Metrolink station located in City A. Feeder Service adds 10 new passengers to Metrolink station:

  The credit which may be claimed is:
  - City A:
    10 boardings from feeder service * 20 Commuter Rail Credits * 0.25 local contribution to Metrolink Station * 0.50 feeder service boarding improvement factor = 25 points
  - City B:
    - 100 % of feeder service PMT credit, plus
    - 10 boardings from feeder service * 20 Commuter Rail Credits * 0.50 feeder service improvement factor = 100 points

370. UNIQUE PROGRAMS OR SERVICES

371. BICYCLE/PEDESTRIAN PATROL

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

- **Qualifying Criteria:**
  - Examples of projects that may be claimed for CMP credit include bicycle or pedestrian police patrols, and bicycle or pedestrian meter maintenance patrols.
  - The non-motorized patrol must have replaced a patrol that was previously performed in a vehicle or would have otherwise been performed in a vehicle.

- **Credit Milestones:** Milestone Type B (See Section 300 of this appendix).

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

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

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

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
PAGE 2 OF 8

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.	Cesar Chavez
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
PAGE 3 OF 8

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.	Venice Bl.
Los Angeles City	Leimert Bl.	Vernon Av.

TRANSIT CORRIDOR INTERSECTIONS BY JURISDICTION
PAGE 5 OF 8

JURISDICTION	INTERSECTION	
Los AngelesCity	Main St.	Sunset Bl.
Los Angeles City	Main St.	Venice Wy.
Los Angeles City	Mission Rd.	Cesar Chavez
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.	Sunset
Los Angeles City	Sepulveda Bl.	Ventura Bl.

TRANSIT CORRIDOR INTERSECTIONS BY JURISDICTION
PAGE 6 OF 8

JURISDICTION	INTERSECTION	
Los Angeles City	Soto St..	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	State 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 Fwy.
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
PAGE 7 OF 8

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 Fwy.
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) Fwy.	
	Santa Monica (10) Fwy.	
	San Pedro St.	
	Sunset Bl./Cesar Chavez	

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	Garfield Av.	Whittier Bl.
Los Angeles County	Rowan Av.	Brooklyn Av.
Monterey Park	Atlantic Bl.	Riggin St.
Monterey Park	College Av.	Brooklyn Av.
Pasadena	Lake Av.	Colorado Bl.
Pasadena	Los Robles Av.	Colorado Bl.
Pomona	Via Verde	San Bernardino Fwy.
Redondo Beach	Hawthorne Bl.	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 Bl.
West Covina	Barranca Av.	Workman Av.
West Covina	Citrus Av.	San Bernardino Fwy.
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

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.

- **Single-Family Residential:** detached residential units on a single lot, including mobile homes.

- **Multi-Family Residential:** two or more dwelling units on a lot, may be attached (duplex) or detached. Includes senior citizen apartments and condominiums and "granny" units.

- **Group Quarters:** examples include Board and Care facilities providing room, board, and minor medical care; Boarding and Rooming Houses providing lodging with or without meals for compensation; Dormitories related to an educational use; Independent Living Centers for ambulatory clients; Military Housing; SRO's; Convalescent Homes; Veterans Administration Hospitals; Homeless Shelters; Prisons and other correctional facilities.

- **Commercial:** any of the following types of commercial uses:

  - Retail Sales: examples include appliances and electronic equipment; bakeries; bookstores; clothing and apparel stores; department stores; drug store and pharmacies; furniture and home furnishings; hobby and sporting goods; home supplies and hardware stores; lumber and other building materials; markets, grocery stores, mini-market or liquor stores; office supplies/stationary; pawnshops and second hand shops; retail nurseries and garden stores.

  - Service Businesses: examples include apparel and shoe repair; barber; beauty salon; coin operated laundry and dry cleaning; film development; photography studios; radio/TV, electronic or appliance repair; reproduction centers; telephone answering service.

  - Automobile/Truck Services: examples include auto parts sales; new or used auto, motorcycle, boat, mobile home, recreational vehicle or camper sales or rental lots and service/repair; service stations; carwashes.

  - Integrated Eating and Drinking: eating and drinking establishments serving prepared food or beverages for consumption on or off the premises that are not in a free-standing structure but are integrated within a multi-use building (i.e. within a shopping center, retail plaza). Examples include fast food, walk-up, sit down, coffee or desert houses, bars, cocktail lounges, nightclubs, and cabarets.

  - Areas devoted to outdoor dining, excluding sidewalk seating, shall be included in the calculation of total gross square footage.

  - Miscellaneous: examples include burial and/or funeral facilities including mortuaries, mausoleums, cemeteries and crematories; game arcades and electronic game centers; health spas, physical fitness centers; motion picture walk-in theaters; pool or billiard centers; private clubs and lodges.

- **Freestanding Eating and Drinking:** any of the following located in a free-standing structure:

  - Eating Establishments: all enclosed or semi-enclosed establishments serving prepared food or beverages for consumption on or off the premises, including all drive-in or drive-through, fast food, walk-up, sit down, coffee or desert houses.

  - Drinking Establishments: examples include bars, cocktail lounges, nightclubs, cabarets.

  - Areas devoted to outdoor dining, excluding sidewalk seating, shall be included in the calculation of total gross square footage.

- **Lodging:** Includes hotels, motels, bed and breakfasts inns, trailer parks for transients.

- **Industrial:** Includes any of the following types of light and heavy industrial uses including manufacturing, wholesale, warehouse, distribution and storage, utilities, agricultural uses and mining operations:

  - Manufacturing: Manufacturing of products, either from raw materials or from finished parts or products. Examples include agricultural and miscellaneous chemical production; apparel or garments; bottling plants or breweries; cabinet or carpentry shops; ceramic, clay or pottery products; commercial printing; communication equipment or components; drug manufacturing; electronic or electromechanical machinery; food products including processing, canning, preserving and freezing; furniture production including reupholsters and refinishing; industrial laundry and dry cleaning plants; machine shops; manufacturing or assembly of aircraft, autos, buses, boats, trailers, mobile homes, etc.; metal smelting; metal, iron or steel foundries; metal working firms including plating, fabrication or welding; packing houses; paint production or mixing; paper mills; plastics; prefabricated buildings; product fabrication; research and testing firms; publishing of newspapers, periodicals, books; railroad equipment manufacturing and repair shop; refineries; rubber and plastics; sawmills; soap; stonework and concrete products manufacturing; textiles; tire manufacturing or rebuilding; wineries.

  - Wholesale Activities: where all sales are to retailers or merchants for the purpose of resale and not open to the general public.

  - Warehouse, Distribution and Storage: examples include bus or railroad yards; equipment rental yard; equipment storage yards including contractors, feed or fuel, lumber, paper, metals or junk, transit, transportation and construction equipment; freight or trucking yard or terminal; lumberyard; recycling/resources recovery transfer facilities; refuse treatment including dumps; self-storage or mini-warehouse facilities; tow truck operations; transfer, moving or storage of furniture and household goods; transportation terminals including bus or train depot/stations; truck, bus or railroad terminal and service facilities; truck/trailer rental and leasing.

  - Miscellaneous: communication services; motion picture production and services; radio or television broadcasting/transmission facilities; research and development labs and facilities.

  - Utilities: examples include cellular telephone facilities; electrical substations; gas production, distribution or conversion plants; pumping plants; telephone exchanges; sewage treatment plants; water storage or treatment plants.

  - Agricultural: all types of agriculture, horticulture and grazing; raising of farm animals and poultry including, but not limited to horses, sheep, goats, cattle, etc.; agricultural experimental facilities.

  - Mining Operations: includes sand, gravel and other nonfuel mineral operations including excavation, processing, storage, wholesaling and distribution.

- **Office:** Any of the following types of offices, firms or organizations providing professional, executive or management services:
  - Business Agencies: examples include advertising, employment, travel, ticket agencies.
  - Business Offices: examples include accounting, data and computer related processing, insurance, law or legal services, real estate.
  - Financial Offices or Institutions: examples include banks, investment services, trust companies, savings and loan associations, security and commodity exchanges.
  - Miscellaneous: examples include offices for business, political, social or membership organizations or agencies.
- **Medical Facilities:** Medical offices for physicians, dentists, chiropractors, optometrists, etc. Medical facilities including: medical and dental laboratories; facilities providing medical, surgical, psychiatric, or emergency services; hospitals including psychiatric, general medical, surgical, and specialty hospitals; birthing centers; hospices; health clinics; veterinarian offices or facilities including animal hospitals and kennels/shelters.
- **Government Facilities:** municipal, county, state, or other governmental buildings such as offices, complexes and research facilities, postal facilities, police and fire facilities, courts, city halls and yards, libraries, community centers.
- **Institutions/Educational:** any of the following types of uses:
  - Educational Facilities: includes public or private - nursery schools, pre-schools, elementary, intermediate, high school, junior college; data processing, business and trade schools; day care centers for children and adults; job training centers; vocational schools.
  - Religious Institutions: includes facilities for religious observation such as churches, convents and monasteries, but not including private schools.
- **Other:** all land uses not referenced elsewhere shall be calculated on a project-by-project basis. The local jurisdiction shall estimate the project trip generation and apply the point rate assigned to the "other" category. Examples of projects requiring individual review include:
  - Commercial Recreation: public and private recreational uses such as amusement parks and theme-type complexes; bowling alleys; convention centers and halls; dance halls, studios and schools; drive-in theaters; equestrian centers or stables; golf courses; ice/roller skating rinks; indoor and outdoor amphitheaters; museums; racetracks; sport stadiums and arenas; sporting and recreational camps; zoos.
  - Airport and Port related projects.
- **Universities/Colleges:** includes private or public four-year colleges and universities.

GUIDANCE NOTES:

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

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

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

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

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

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

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

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

- Parking Structures/ Surface Parking Areas: Not debited.

- Ancillary Structures: Not debited. Examples include 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.

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

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

- High Density Residential Near Rail Stations: Development located within 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.

- 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.

- 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.

- 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.

- Any project of a federal, state, or county agency that is exempt from local jurisdiction zoning regulations and where the local jurisdiction is precluded from exercising any approval/disapproval authority. These locally precluded projects do not have to be reported in the Local Implementation Report.

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

G.3 NEW DEVELOPMENT ADJUSTMENTS

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

EXHIBIT G-1
NEW DEVELOPMENT ACTIVITY

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

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

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

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

ADJUSTMENTS (OPTIONAL) - 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

APPENDIX
H

CMP GOVERNMENT CODE SECTIONS

The following State of California Government Code sections represent the current CMP and CMP related statutes effective January 1, 1998. These Government Code sections provide the framework for development of CMPs throughout the state.

Chapter 2.3 Long-Range Transportation Planning

Section

65070. Integrated state and regional transportation planning process; legislative intent.
65072. Contents of transportation plan.

§ 65070. Integrated state and regional transportation planning process; legislative intent

(a) The Legislature finds and declares, consistent with Section 65088, that it is in the interest of the State of California to have an integrated state and regional transportation planning process. It further finds that federal law mandates the development of a state and regional long-range transportation plan as a prerequisite for receipt of federal transportation funds. It is the intent of the Legislature that the preparation of these plans shall be a cooperative process involving local and regional government, transit operators, congestion management agencies, and the goods movement industry and that the process be a continuation of activities performed by each entity and be performed without any additional cost.

(c) The Legislature further finds and declares that the Transportation Blueprint for the Twenty-First Century (Chapters 105 and 106 of the Statutes of 1989) is a long-range state transportation plan that includes a financial plan and a continuing planning process through the preparation of congestion management plans and regional transportation plans, and identifies major interregional road networks and passenger rail corridors for the State.

§ 65072. Contents of transportation plan

The California Transportation Plan shall include all of the following:

(a) A policy element that describes the state's transportation policies and system performance objectives. These policies and objectives shall be consistent with legislative intent described in Sections 14000, 14000.5, and 65088. For the plan to be submitted in December 1993, the policy element shall address any opportunities for changes or additions to state legislative policy direction or statute.

Chapter 2.5 Transportation Planning and Programming

Section

65080. Contents of plan.
65081.1 Airport and Mass Transit Planning.
65082. Regional transportation improvement program.
65083. Demonstration program.

§ 65080. Contents of plan

(a) Each transportation planning agency designated under Section 29532 or 29532.1 shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. The plan shall be action-oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to local and state officials. The regional transportation plan shall consider factors specified in Section 134 of Title 23 of the United States Code. Each transportation planning agency shall consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies.

(b) The regional transportation plan shall include all of the following:

(1) A policy element that describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, and pragmatic objective policy statements. The objective and policy statements shall be consistent with the funding estimates of the financial element.

(2) An action element that describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. The action element may describe all projects proposed for development during the 20-year life of the plan. The action element shall consider congestion management programming activities carried out within the region.

(3) A financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenue. The financial element shall also contain recommendations for allocation of funds. A county transportation commission created pursuant to Section 130000 of the Public Utilities Code shall be responsible for recommending projects to be funded with regional improvement funds, if the project is consistent with the regional transportation plan. The first four years of the financial element shall be based on the four-year estimate of funds developed pursuant to Section 14524. The financial element may recommend the development of specified new sources of revenue, consistent with the policy element and action element.

(c) Each transportation planning agency shall adopt and submit, biennially, an updated regional transportation plan to the California Transportation Commission and the Department of

Transportation. The plan shall be consistent with federal planning and programming requirements. A transportation planning agency that does not contain an urbanized area may at its option adopt and submit a regional transportation plan once every four years beginning with December 1, 1997. Prior to adoption of the regional transportation plan, a public hearing shall be held, after the giving of notice of the hearing by publication in the affected county or counties pursuant to Section 6061.

§ 65081.1 Airport and Mass Transit Planning

(a) After consultation with other regional and local transportation agencies, each transportation planning agency whose planning area includes a primary air carrier airport shall, in conjunction with its preparation of an updated regional transportation plan, include an airport ground access improvement program.

(b) The program shall address the development and extension of mass transit systems, including passenger rail service, major arterial and highway widening and extension projects, and any other ground access improvement projects the planning agency deems appropriate.

(c) Highest consideration shall be given to mass transit for airport access improvement projects in the program.

(d) If federal funds are not available to a transportation planning agency for the costs of preparing or updating an airport ground access improvement program, the agency may charge the operators of primary air carrier airports within its planning area for the direct costs of preparing and updating the program. An airport operator against whom charges are imposed pursuant to this subdivision shall pay the amount of those charges to the transportation planning agency.

§ 65082. Regional transportation improvement program

(a) A four-year regional transportation improvement program shall be prepared, adopted, and submitted to the California Transportation Commission on or before January 5, 1998, and December 15 of each odd-numbered year thereafter, updated every two years, pursuant to Sections 65080 and 65080.5 and the guidelines adopted pursuant to Section 14530.1, to include regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program.

Major projects shall include current costs updated as of November 1 of the year of submittal and escalated to the appropriate year, and be listed by relative priority, taking into account need, delivery milestone dates, as defined in Section 14525.5, and the availability of funding.

(b) Except for those counties that do not prepare a congestion management program pursuant to Section 65088.3, congestion management programs adopted pursuant to Section 65089 shall be incorporated into the regional transportation improvement program submitted to the commission by December 15 of each odd-numbered year.

(c) Local projects not included in a congestion management program shall not be included in the regional transportation improvement program. Projects and programs adopted pursuant to subdivision (a) shall be consistent with the capital improvement program adopted pursuant to paragraph (5) of subdivision (b) of Section 65089, and the guidelines adopted pursuant to Section 14530.1.

(d) Other projects may be included in the regional transportation improvement program if listed separately.

(f) The requirements for incorporating a congestion management program into a regional choice program specified in this section do not apply in those counties that do not prepare a congestion management program in accordance with Section 65088.3.

§ 65083. Demonstration Program

As part of implementation of the demonstration program established pursuant to Section 14045 of the Government Code, the regional transportation planning agency preparing the four-year regional transportation improvement program pursuant to Section 65082 shall consider those exclusive mass transit guideway projects where the applicant and the local entity responsible for land use decisions have entered into a binding agreement to promote high density residential development within one-half mile of a mass transit guideway station. Any project selected by the agency which is located in a demonstration site shall be considered for inclusion in the regional transportation improvement program. This selection shall not preclude the agency from applying the criteria for making awards which may be required or permitted pursuant to other provisions of law.

Chapter 2.6 Congestion Management

Section

65088. Legislative findings.
65088.1. Definitions.
65088.3. Exemption from chapter; election by local governments.
65088.5. Congestion management system; incorporation of congestion management programs.
65089. Program; contents; level of service standards; performance measures; trip reduction; capitol improvement programs; uniform data base on traffic impacts; parking cash-out program; acceptance of program by federal government.
65089.1. Agency requirements for employer plans; employee comments; plan modification; disincentives; interpretation; application.
65089.2. Program; evaluation by regional agency; resolution of inconsistencies and disputes.
65089.3. Agency monitoring of program.
65089.4. Deficiency plans; preparation and adoption; level of service standards; contents of plan; notice; public hearings; resolution of conflicts and disputes; definitions.
65089.5. Nonconformance to program; withholding funds.
65089.6. Failure to complete or implement a program.

65089.7. Application of chapter to agreements entered prior to July 10, 1989.
65089.9. Study steering committee; demonstration study; funding; report.

§ 65088. Legislative findings

The Legislature finds and declares all of the following:

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

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

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

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

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

§ 65088.1. Definitions

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

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

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

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

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

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

(f) "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that

the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space.

A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.

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

(h) "Interregional travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of any trip is the starting point of that trip. A roundtrip consists of two individual trips.

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

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

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

§ 65088.3. Exemption from chapter; election by local governments

This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.

§ 65088.5. Congestion management system; incorporation of congestion management programs

Congestion management programs, if prepared by county transportation commissions and transportation authorities created pursuant to Division 12 (commencing with Section 130000) of the Public Utilities Code, shall be used by the regional transportation planning agency to meet federal requirements for a congestion management system, and shall be incorporated into the congestion management system.

§ 65089. Program; contents; level of service standards; performance measures; trip reduction; capitol improvement programs; uniform data base on traffic impacts; parking cash-out program; acceptance of program by federal government

(a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.

(b) The program shall contain all of the following elements:

(1)(A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency 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 instead 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 travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

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

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4). The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which 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. Agency requirements for employer plans; employee comments; plan modification; disincentives; interpretation; application

(a) For purposes of this section, "plan" means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption 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 disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.

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

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

§ 65089.2. Program; evaluation by regional agency; resolution of inconsistencies and disputes

(a) Congestion management programs shall be submitted to the regional agency. The regional agency shall evaluate the consistency between the program and the regional transportation plans required pursuant to Section 65080. In the case of a multicounty regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region.

(b) The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program.

(c)(1) The regional agency shall not program any surface transportation program funds and congestion mitigation and air quality funds pursuant to Section 182.6 and 182.7 of the Streets and Highways Code in a county unless a congestion management program has been adopted by December 31, 1992, as required pursuant to Section 65089. No surface transportation program funds or congestion mitigation and air quality funds shall be programmed for a project in a local jurisdiction that has been found to be in nonconformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance.

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

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

(2) It is the further intent of the Legislature that disputes which may arise between regional agencies, or agencies which are not within the boundaries of a multicounty regional transportation planning agency, should be mediated and resolved by the Secretary of Business, Housing and Transportation Agency, or an employee of that agency designated by the secretary, in consultation with the air pollution control district or air quality management district within whose boundaries the regional agency or agencies are located.

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

§ 65089.3. Agency monitoring of program

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

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

(b) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.

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

§ 65089.4. Deficiency plans; preparation and adoption; level of service standards; contents of plan; notice; public hearings; resolution of conflicts and disputes; definitions

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

(b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f) of this section, after consultation with the regional agency, the department, and the local air quality

management district or air pollution control district. If the calculated traffic level of service following exclusion of these impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.

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

(1) An analysis of the cause of 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 nonmotorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list 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 nonconformance for the purposes of Section 65089.5.

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

(1) If, according to the agency's methodology, it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions.

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

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

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

(1) Interregional travel.

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

(3) Freeway ramp metering.

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

(5) Traffic generated by the provision of low and very low income housing.

(6)(A) Traffic generated by high-density residential development located within one-fourth mile of a fixed rail passenger station, and

(B) Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the agency.

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

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

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

§ 65089.5. Nonconformance to program; withholding funds

(a) If, pursuant to the monitoring provided for in Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in writing of the specific areas of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.

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

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

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

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

§ 65089.6. Failure to complete or implement a program

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

§ 65089.7. Application of chapter to agreements entered into prior to July 10, 1989

A proposed development specified in a development agreement entered into prior to July 10, 1989, shall not be subject to any action taken to comply with this chapter, except actions required to be taken with respect to the trip reduction and travel demand element of a congestion management program pursuant to paragraph (3) of subdivision (b) of Section 65089.

§ 65089.9. Study steering committee; demonstration study; funding; report

The study steering committee established pursuant to Section 6 of Chapter 444 of the Statutes of 1992 may designate at least two congestion management agencies to participate in a demonstration study comparing multimodal performance standards to highway level of service standards. The department shall make available, from existing resources, fifty thousand dollars ($50,000) from the Transportation Planning and Development Account in the State Transportation 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

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:

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

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

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

The Evaluation Process

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

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

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

Part 1: Consistency/Conformity

Policies and Programs

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

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

Database

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

Part 2: Modeling Consistency

Model Network

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

- vehicle miles of travel (VMT), average trip length, vehicle hours of travel;
- transit trips, and average vehicle occupancy (AVO);
- 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 TCC action

APPENDIX

J

GLOSSARY

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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. 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 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.

CMP Arterial: As used in this document, any route on the CMP Highway and Roadway System. It includes all freeways, state highways, and selected major arterials. See Chapter 5 for a map and a complete list.

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): A former state funding program for local or regional transportation projects that would reduce congestion. FCR funds have been used for state highway projects, local roads, and rail guideway projects.

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.

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

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.

Other Major Arterial: For purposes of the CMP Deficiency Plan, this is defined as any street designated major or primary arterial on the most recently adopted General Plan of the jurisdiction.

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 Choice: See Regional Improvements Program.

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

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 Choice: See Interregional Improvements Program.

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 former state-wide funding program intended to provide effective traffic management systems in urbanized areas. To be eligible for TSM Program funding, projects had to be designed to increase the number of person-trips which could be carried on the highway system in a peak period without significantly increasing the designed capacity of the highway system.

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.