

**DRAFT**  
**CONGESTION MITIGATION FEE FEASIBILITY**  
**STUDY REPORT**

**A SELF-HELP PROPOSAL FOR CONGESTION RELIEF IN LOS ANGELES COUNTY**



**Metro**

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# Draft Congestion Mitigation Fee Feasibility Study Report: A Self-Help Proposal for Congestion Relief in Los Angeles County

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## 1. PREFACE

As part of its approval of the 2003 Short Range Transportation Plan, the Metro Board authorized work on a nexus study to explore the feasibility of working with local jurisdictions to implement a congestion mitigation fee. Since then, staff has been meeting with sub-regional Councils of Governments (COGs), local jurisdictions (the cities and the county), the private sector, the Congestion Mitigation Fee Policy Advisory Committee (CMF PAC) and other stakeholders to solicit input on “how” and “if” a Congestion Mitigation Fee Program would work in a complex County like Los Angeles. After considerable discussion with the CMF PAC and other stakeholders, Metro staff have concluded that a congestion mitigation fee program in Los Angeles County is feasible. Metro has developed the following congestion mitigation fee program proposal that uses others’ experiences and attempts to address many issues raised over the course of the study effort.

The time has come to face the fact that public resources are not infinite and increasing congestion is facing us if we do not act soon. Los Angeles County is constantly being confronted with significant funding challenges due to uncertainty of funding from both state and federal resources. This type of environment jeopardizes both existing transportation priorities that are needed now, let alone the ever growing demand for both new unmet needs.

The CMP mitigation fee program is not intended to be “the end all solution” for transportation funding needs. Instead, it is only one strategy of a larger and more comprehensive package of strategies for generating new revenue that could help fund new and much needed transportation projects. Some options that Metro is pursuing include opportunities such as tolls/congestion pricing, increasing local sales tax, increasing state or federal gas tax, and others. Furthermore, Metro acknowledges that any new funding proposal will require a broad consensus building period prior to its approval.

While we recognize Los Angeles County is very complex and contains 89 unique jurisdictions, staff has strived to put together a program that is straight forward and can be easily implemented by all of the local jurisdictions in Los Angeles County.

This document serves as the Draft Congestion Mitigation Fee Feasibility Study Report (Draft Study Report) and is the draft product for Step I of the Congestion Mitigation Fee Work Plan outlined in Table 1-1. This work plan shows the milestones and decision points that need to be taken by the Metro Board. In addition, the proposed program can be modified and updated at each step of the Work Plan.

This Draft Study Report is being distributed to stakeholders throughout the County including the CMF PAC, COGs, local jurisdictions, private sector representatives, environmental groups, and other stakeholders for their further review and comment. Metro staff is committed to working with county stakeholders to ensure their concerns and comments are reflected in this report.

**Table 1-1  
Congestion Mitigation Fee Work Plan**

Work Plan Components	Preliminary Schedule	Estimated Dates for Metro Board Action
<b>Step 1: Feasibility Study &amp; Program Guidelines</b> <ul style="list-style-type: none"> <li>• Review with PAC, local jurisdictions, COGs, &amp; Others</li> </ul>	Jan. '08-April. '08	June '08
<b>Step 2: Local Project Identification</b> <ul style="list-style-type: none"> <li>• Work with local jurisdictions to confirm growth forecasts</li> <li>• Work with local jurisdictions to identify local projects with regional benefits</li> </ul>	July '08-Jan. '09	February '09
<b>Step 3: Nexus Study</b> <ul style="list-style-type: none"> <li>• Technical work effort to determine nexus</li> <li>• Final Metro Board action to authorize program</li> </ul>	March '09-June '09	July '09
<b>Step 4: Local Implementation</b> <ul style="list-style-type: none"> <li>• Work with local jurisdictions to adopt Local Ordinance</li> </ul>	August '09 +	

After stakeholder review of the Draft Report, Metro Staff will prepare a revised Study Report, which is anticipated to be presented to the Metro Board for action in April 2008. If the Metro Board adopts this Report, it will establish the guidelines for the proposed program, and establish the framework for proceeding to work with local jurisdictions to identify projects (Step 2), as well as guide the development of the Nexus Study (Step 3). Please note that each step requires Metro Board action to proceed to the next step, with final action to implement the fee being Board approval of the Nexus Study (Step 3). (See Table 1-1.)

## **2. BACKGROUND**

### **2.1 OVERVIEW**

Forecasters predict that Los Angeles County will be home to more than two million new residents by 2030. We will also see more than 250,000 new homes along with nearly 400 million square feet of new retail, office, industrial, or other non-residential development. This kind of growth can enhance our economic future.

Such robust growth, however, will also strain the county's already burdened transportation infrastructure. We could see 39 percent more traffic on our congested roadways during a time when roadway expansion only increases by 3 percent. This could mean that congestion levels could increase by more than 200 percent in the next 25 years. It is critical that we plan for this coming growth by finding new ways to pay for the transportation system we need to keep our region moving.

Due to these growth challenges and on-going transportation funding shortfalls, the Metro Board of Directors authorized work on a Congestion Mitigation Fee Feasibility Study to explore the feasibility of implementing a Congestion Mitigation Fee Program jointly with local jurisdictions in Los Angeles County. This would be a one-time fee applied to all types of new development to fund transportation improvements that mitigate the impact of growth on the regional transportation network. If implemented, a Congestion Mitigation Fee Program would generate new revenue for local governments to build transportation projects that address future congestion. It would also help meet local responsibilities to implement a Countywide Deficiency Plan under the state-mandated Congestion Management Program (CMP). By complying with the CMP, local jurisdictions receive approximately \$95 million annually in State gas tax revenue.

### **2.2 THE NEED FOR A COUNTYWIDE CONGESTION MITIGATION FEE**

Los Angeles County is a large, urbanized county with a diverse and growing population. The population today is nearly 10 million and is projected to grow to over 12 million – a 25% increase – by 2030. Additionally, the county currently contains over 3.3 million housing units and occupies over 4,000 square miles. The county is at the heart of the Southern California regional economy, one of the largest in the world.

Among the effects of this enormous scale of economic activity are serious problems with traffic congestion and air quality. Many of the county's highways and roadways experience heavy congestion lasting many hours daily.

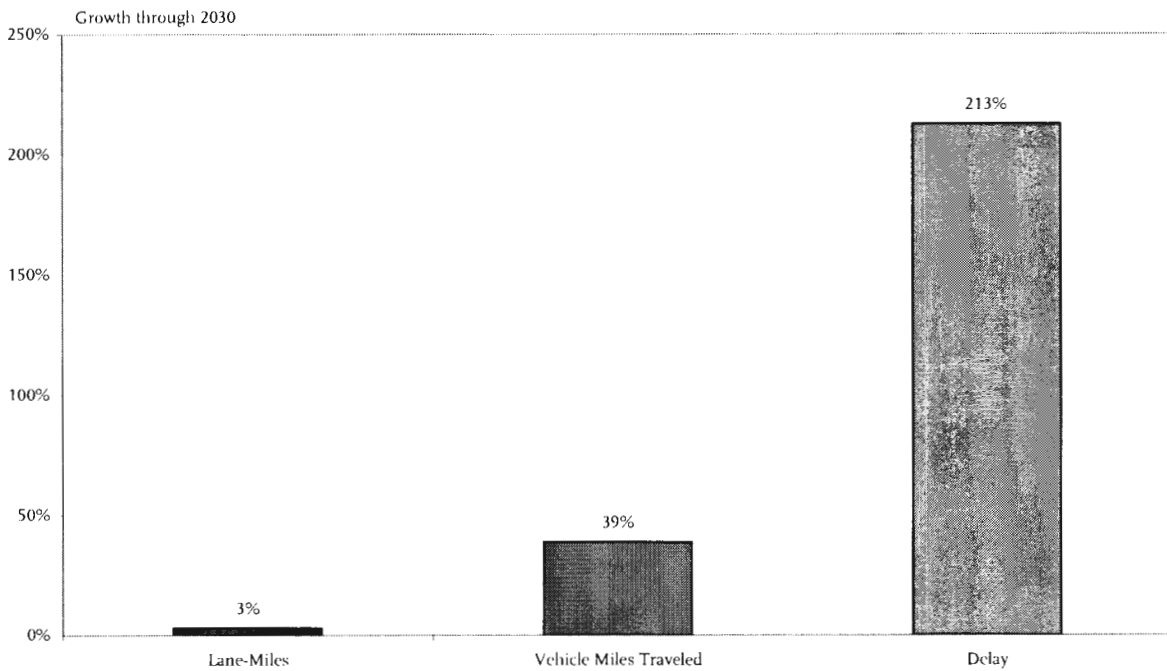
As our region continues to grow, so do the challenges to developing a transportation system that can keep Los Angeles County moving. Without proper mitigation, traffic from new growth could choke our regional roads and transit systems. Providing new transportation facilities is an expensive undertaking. Not providing them, however, will result in a decreased quality of life due to significant increases in traffic congestion, negative impacts on economic prosperity, adverse air quality, and degradation of mobility throughout Los Angeles County.

Four issues have converged that highlight our transportation challenges:

1) Los Angeles County Keeps Growing

Congestion is projected to increase 200 times faster than new roadway capacity. (See Figure-2-1) Over two million more residents are expected in our county by 2030, a 25 percent growth in population. Studies project 257,000 new homes; 382 million square feet of new retail, office, industrial or other non-residential development; almost 9 million new auto trips on the county's congested roadways, and additional strain on the transit system. With new roadways growing by 3 percent during that time, keeping our county moving will get tougher.

**Figure 2-1  
Increases in Countywide Lane Miles, Vehicle Miles Traveled and Delay  
Indexed From 2001 to 2030**



2) Opportunity to Grow Transportation Funds

During the past five years, transportation needs have outstripped the availability to fund congestion-relieving transportation projects. The financial picture today is one in which transportation revenue sources from both the federal and state levels are being threatened. The State Legislature and Governor have adopted a budget which redirects \$1.3 billion in transportation funding to other State programs. This action jeopardizes highway and transit projects throughout the state, including and especially in Los Angeles County. These cuts could have far reaching consequences, if the California Transportation Commission is not able to fully allocate funds to already committed projects in the 2008 State Transportation Improvement Program (STIP). In addition, the State is seriously considering borrowing from GARVEE Bonds for freeway capital management projects.

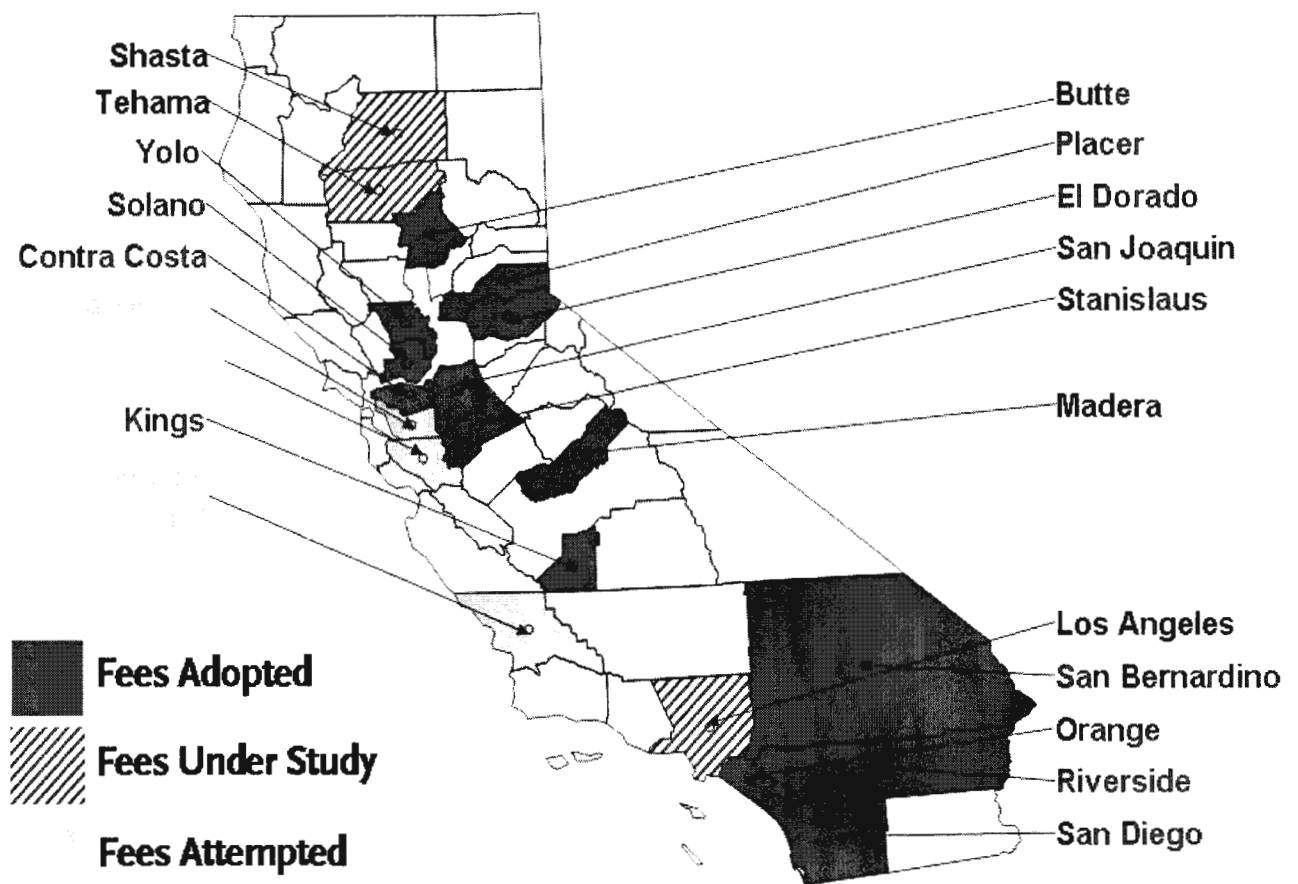
As we advocate for Los Angeles County's share of state and federal funding, we also must look to ourselves for local funding solutions, which will ensure that our future transportation needs are met. In fact, counties that have self-help programs may find themselves in a better position to compete for limited state and federal transportation dollars in the future.

Therefore, the Congestion Mitigation Fee Program proposal provides an opportunity for Los Angeles County to look to itself to grow the transportation funding pie by requiring future development to pay its fair share for transportation infrastructure. A countywide mitigation approach also provides a level playing field, with all jurisdictions having equal mitigation responsibilities.

3) Not a New Idea

Congestion mitigation fees are not a new idea. A number of counties (14) throughout the state have similar programs in place (see figure 2-2). Adjacent counties to Los Angeles County have adopted congestion mitigation fees, including Western Riverside Council of Governments, San Bernardino Associated Governments, Orange County, and San Diego County.

Figure 2-2  
Countywide or Regional Transportation Fees



\* Refers to countywide study completed in early 1990s that resulted in impact fees adopted for the unincorporated area only.



#### 4) Need to Replace CMP Debit and Credit Methodology

As the State-mandated Congestion Management Agency for Los Angeles County, Metro is charged with the responsibility to develop a countywide program to meet its regional congestion mitigation requirements. Conformity with CMP legislation provides \$95 million annually in gas tax revenue (Section 2105) to the 89 jurisdictions in Los Angeles County. However, many local jurisdictions have raised concerns about whether the current debit and credit approach to the Countywide Deficiency Plan requirement of the Congestion Management Program is the best way to mitigate regional traffic impacts from growth.

Given the above circumstances, the Metro Board directed staff to explore whether a congestion mitigation fee in Los Angeles County could help new growth pay its fair share for future transportation improvements.

### **2.3 CONGESTION MANAGEMENT PROGRAM (CMP) STATUTORY REQUIREMENTS**

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.

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

- A system of highways and roadways, with minimum levels of service performance measurements designated for highway segments and key roadway intersections on this system.
- A performance element that includes performance measures to evaluate multimodal system performance.
- A transportation demand management (TDM) element that promotes alternative transportation strategies.
- A land use analysis 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 pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

### **2.4 LOS ANGELES COUNTY'S APPROACH TO THE CMP COUNTYWIDE DEFICIENCY PLAN**

Deficiency plans are required by CMP statute when level of service (LOS) standards are not maintained on portions of the CMP highway and roadway system. A deficiency is defined as an intersection or segment of highway or roadway that has a reduction in LOS that exceeds the minimum standard of LOS "E." In summary, 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;
- Contribute to significant improvements of air quality; and
- An action plan, consisting of identified improvements and including a specific implementation schedule.

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

Several different approaches for satisfying statutory deficiency plan 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 for specific jurisdictions or projects, and (3) local deficiency plans prepared by each jurisdiction when they approve a development project which contributes to a deficiency.

In 1993, Metro adopted a countywide approach to meet deficiency plan requirements of the CMP statute for Los Angeles County. This countywide approach was selected after a two year work program and after consideration of several alternatives by the CMP Policy Advisory Committee, a CMP Technical Forum, and ongoing meetings and input from local jurisdictions, the private sector, and environmental interests. The consensus was that a countywide approach requiring the participation of all local jurisdictions would be best able to address the following issues:

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

#### Congestion Mitigation Fee Retains the CMP Countywide Deficiency Plan Approach

The proposed congestion mitigation fee program discussed in this report retains a CMP countywide approach for all jurisdictions’ participation while at the same time providing substantial new funding for transportation needs related to new development. In addition, the Congestion Mitigation Fee Program proposal would continue to meet Deficiency Plan requirements of the CMP statute for Los Angeles County.

However, this proposal is a departure from the current CMP countywide debit/credit approach since, by design, that program provided no new revenue sources to any agency or

entity required by statute to monitor or implement the CMP Deficiency Plan. The Countywide Deficiency Plan, as it has been implemented since 1993 linked deficiencies on the transportation system to new development activity, and set a uniform point system (based on new trips generated by new development). These points became known as “debits”. The local jurisdiction was responsible for implementing sufficient mitigation measures (with point values or “credits” assigned to the benefit) to equal or exceed its debits on an annual basis.

It is important to note that the 1993 Countywide Deficiency Plan was based on the expected benefits of \$183 billion of regional transportation improvements funded through The 30-Year Integrated Transportation Plan (“30-Year Plan”) as adopted by Metro’s predecessor, the Los Angeles County Transportation Commission (LACTC). Just as Metro’s Long Range Transportation Plan (LRTP), and the emerging 2008 LRTP update with a \$153 billion program of improvements, forecasts what revenues and expenditures are required to deliver a balanced multi-modal program of transportation projects over a 25-year period, the 30-Year Plan performed this function.

The difference between the 30-Year Plan and Metro’s 2008 LRTP update go beyond the differences between the \$183 and \$153 billion dollar package comparison. The differences in the mobility benefits generated through the 30-Year Plan and what Metro has actually been able to fund and deliver by 2010 are sobering. To name a couple examples, the 30-Year Plan proposed to implement 350 miles of Metro rail by 2010. Fast forward to today, and with the opening of the Gold Line Eastside Extension by 2009 and Expo Phase I by 2010, the total will be 86.5 miles of rail countywide. The 30-Year Plan touted 300 miles of express bus service on a projected 300 mile system of carpool lanes to be constructed by 2010 as well. Approximately 20 major freeway bus stations, and 250 smaller on-freeway stations, would allow express buses to operate at much higher speeds.

These differences are relevant today, as the modeling runs conducted for the 1993 countywide program assumed the implementation of the 30-Year Plan by 2010 and were used to forecast countywide congestion levels. Congestion which remained on the CMP system after making these improvements determined local jurisdiction’s mitigation responsibilities under the Countywide Deficiency Plan. In general terms, the original model runs indicated that roughly 15% of the new trips generated by new development within Los Angeles County through 2010 would contribute to CMP deficiencies.

The transportation program in subsequent LRTPs, and the emerging 2008 LRTP update is significantly reduced from what was envisioned in the earlier 30-Year Plan. If Metro were to update the model run with the current and more modest LRTP transportation program, the number of deficiencies attributed to new trips generated by new development would greatly increase, thereby increasing a local jurisdiction’s responsibilities under the debit/credit system. So even if the Congestion Mitigation Fee proposal is not adopted, the CMP Deficiency Plan would likely need to be updated to reflect a greater local share of responsibility for mitigating impacts to the regional transportation system.

The proposed Congestion Mitigation Fee Program represents a move away from an accounting exercise of “debits” and “credits”. Instead, the proposal would continue to link deficiencies on the transportation system to new development activity with a trip fee amount based on new trips generated by new development. The proposal offers substantial new funding for additional transportation capacity, while focusing exclusively on mitigating the impact of new development on the regional transportation system throughout Los Angeles County.

A Congestion Mitigation Fee program would also be consistent with reasons originally cited in 1993 for implementing a countywide approach to the Deficiency Plan:

- “It is able to account for and address the cumulative impacts of all types and sizes of development; and
- Many of the most effective mitigation strategies will require partnerships that combine the resources of multiple jurisdictions and other government agencies, and
- It provides a framework which can be integrated with existing mitigation programs, and avoids delay to development approvals.”

And more currently, one of the Guiding Principles adopted by the Metro Board in April 2007 for the Congestion Mitigation Fee Feasibility Study states that “The program will be developed in a manner to encourage certainty and predictability among local jurisdictions, business, environmental and development communities.” Thus, a countywide congestion mitigation fee would be consistent with the purpose and ongoing practices of the CMP.

## 2.5 STAKEHOLDER OUTREACH AND GUIDING PRINCIPLES

Metro staff has been meeting with sub-regional COGs, local jurisdictions, the private sector, the CMF PAC and other stakeholders to solicit input on how a new program could be developed, address outstanding concerns, and continue to build consensus on the Congestion Mitigation Fee Feasibility Study. Numerous written and verbal comments have been received at all stages thus far in this Feasibility Study. This input has been, and continues to be, critical to developing and implementing a meaningful program that meets the complex needs of Los Angeles. During these extensive outreach efforts, stakeholders expressed a number of questions and concerns that revolved around a number of themes:

1. Equity and trust
2. Economic development and jobs
3. Level playing field and fairness
4. Housing affordability
5. Program flexibility
6. Administrative burden on local jurisdictions
7. Multi-jurisdictional collaboration
8. Transit oriented and smart growth land use initiatives
9. Fee consistency with a countywide approach
10. New development should not pay for existing transportation deficiencies

In an effort to address the concerns that were raised, Metro developed a set of Guiding Principles to establish a common understanding of the Congestion Mitigation Fee Program goals. Nearly 500 copies were distributed to stakeholders for a 45-day public review period. The Metro Board adopted the final set of Guiding Principles on April 25, 2007. This action was intended to provide a significant measure of assurance that Metro is being responsive to local jurisdiction’s needs and concerns. Based on comments received during the review of the Guiding Principles, the final set of Guiding Principles adopted by the Metro Board are as follows:

- **Fees should be structured to mitigate congestion from new development without discouraging economic development.** One of the key elements of this program is to respect the diverse economic development programs and initiatives within each

jurisdiction to ensure the fee program supports economic development to the fullest extent possible.

- **Fees are to augment other regional funds, not replace or redirect them.** The intent of the Congestion Mitigation Fee program is not to shift regional resources or regional responsibility, but rather to help local jurisdictions mitigate the regional impacts of new development by increasing funding options that can generate needed revenue.
- **Local jurisdictions identify local projects with regional benefit consistent with agreed upon guidelines.** Local jurisdictions identify local projects with regional benefit that will conform to agreed upon policies and proposed Program Guidelines.
- **Local jurisdictions adopt, collect, and administer congestion mitigation fees.** Local jurisdictions are responsible for adopting a fee program authorizing them to collect the congestion mitigation fee, and also retaining the congestion mitigation fee revenues in their own accounts. This uses the same local processes that local jurisdictions use to collect other impact fees and minimizes the administrative burden to local staff. In addition, local jurisdictions have the flexibility to administer the program locally or sub-regionally in a manner agreed to by the local jurisdictions that are collecting the funds. Thus, this principle guarantees that all congestion mitigation fee revenue will be returned to the source.
- **Local jurisdictions build projects (or local jurisdictions may choose to participate in multi-jurisdictional or regional projects, if mutually desired).** Local jurisdictions are responsible for building projects that they identify in their local ordinance. Local jurisdictions may also choose to participate in contributing to regional transportation projects that are constructed by others.
- **Local jurisdictions with existing fee programs receive dollar-for-dollar credit for local projects with a regional benefit consistent with agreed upon guidelines.** Local jurisdictions that have existing local traffic mitigation fees would receive credit for transportation projects in their fee program that are also part of the regional mitigation program. This would ensure no double counting. Funds collected by local fee programs would not be affected.
- **Fees should be structured to support transit-oriented development, and to exempt mixed use and high-density residential development within ¼ mile of rail stations consistent with CMP statute.** Per state of California Government Code (Section 65089.4) the fee shall exclude high-density residential and mixed-use development within ¼ mile of a fixed rail passenger station.
- **The program will be developed in a manner to encourage certainty and predictability among local jurisdictions, business, environmental and development communities.** A principle of the Congestion Mitigation Fee program will be to simplify the environmental review process, whenever possible, by promoting a structured approach to dealing with future traffic. This Guiding Principle is not intended to reduce or limit a local jurisdiction's entitlement authority in the project development/approval process.

In developing the proposed Congestion Mitigation Fee Program contained in this Draft Study Report, Metro has attempted to strike a balance between either addressing or incorporating the concerns and Guiding Principles precepts, while ensuring a technically sound approach for the nexus study and ultimate congestion mitigation fee program.

### 3. CONGESTION MITIGATION FEE PROGRAM REQUIREMENTS

The program proposed in this report reflects the experiences of other similar fee programs, incorporating the best and most effective elements of these existing programs that have been successful in helping address the transportation impacts of growth. Details of the program are described below and a summary of program requirements can be found in Table 3-5 at the end of this chapter.

#### 3.1 DESCRIPTION OF PROPOSED FEE PROGRAM

The purpose of the proposed Congestion Mitigation Fee Program is to address the impact of new development on the regional transportation system. This fee is typically different than what many local jurisdictions do to mitigate local impacts of development, as local jurisdictions generally mitigate the local impact of development in close proximity to that development. Addressing the regional impacts of development is an existing local responsibility under the Congestion Management Program, and this requirement would be met by the proposed fee. The proposed fee would be a one time fee applied to all types of new development based on trips generated by different land uses. Local jurisdictions would be responsible for selecting eligible projects that mitigate growth on the regional system, collecting fee revenues, and implementing projects. Local jurisdictions are encouraged to develop a sub-regional or multi-city approach to this program, and are encouraged to coordinate with regional and state transportation providers.

#### 3.2 APPLICABILITY OF FEES

The Congestion Mitigation Fee Program shall apply to all new development in all local jurisdictions. However, local jurisdictions who can demonstrate that the amount of fees to be generated within its jurisdiction is so small that the cost to the jurisdiction of administering the program would exceed the amount of those fees may be exempt.

#### 3.3 ROLES AND RESPONSIBILITIES

The roles and responsibilities for Metro and local jurisdictions are described below.

##### 3.3.1 Metro Responsibilities

**Program Authorization:** As the statutorily designated Congestion Management Agency for Los Angeles County, Metro could authorize a Congestion Mitigation Fee by adopting it as the CMP Deficiency Plan.

**Program Guidelines:** Metro would be responsible for defining local implementation responsibilities. This document, if adopted by the Metro Board, would constitute the Program Guidelines.

**Local Jurisdiction Consultation:** Metro will consult with local jurisdictions to review population forecasts and the proposed regional arterial network, to confirm growth trends and ensure that an appropriate regional arterial network has been defined.

**Program Oversight:** Metro will annually determine local compliance with the fee program through the annual Congestion Management Program local conformance finding process. Local jurisdictions not complying with the program are subject to the loss of funds in accordance with existing CMP requirements (see Section 3.16)

### 3.3.2 Local Jurisdiction Responsibilities

**Review Population Forecast and Regional Transportation Network:** Local jurisdictions have the opportunity to review the study's population forecast and to advise Metro on whether the forecast is consistent with anticipated growth trends. Local jurisdictions also have the opportunity to review the regional transportation network and recommend modifications to the network.

**Adoption of Local Fee Ordinance:** If the fee program is adopted by the Metro Board, local jurisdictions would be responsible for adopting a local fee ordinance. Such an ordinance would be required in order for a local jurisdiction to collect mitigation fees. This is further discussed in Section 3.4 below.

**Sub-regional/Multi-jurisdiction Fee District:** Local jurisdictions may participate with other local jurisdictions in creating a sub-regional or multi-jurisdictional mitigation fee district. Such fee districts are encouraged, as they provide greater opportunities to generate revenues for larger capital improvement projects that may have a greater regional mobility benefit.

**Consultation with Regional/State Transportation Providers and Development Community:** Local jurisdictions are encouraged to consult with transportation providers (Caltrans, Metro, Metrolink, and municipal transit operators) regarding regional needs and transportation mitigation measures as well as to coordinate with developers regarding effective mobility strategies that benefit planned new development. If projects are selected that must be implemented by regional or state transportation providers, local jurisdictions should coordinate with those providers to seek any necessary approvals.

**Project Selection:** Local jurisdictions are responsible for selection of projects consistent with eligibility criteria. Metro will work with local jurisdictions during Step 2 of the Congestion Mitigation Fee work plan in the selection of projects. Local jurisdictions will be asked to identify a program of eligible projects during this step. Such projects would be evaluated in the Nexus Study (Step 3) and would be the projects that would be funded through the local jurisdiction's fee program. As discussed above, sub-regional/multi-jurisdictional programs are encouraged to maximize regional mobility, and consultation with transportation providers and the development community are recommended in the project development process. (See section 3.9 for more information on eligible projects.).

**Revenue Collection, Program Administration and Project Implementation:** Local jurisdictions are responsible for collecting fees at the building permit stage, administering the fee program and managing the local fee account, and for implementing projects. Local jurisdictions may, as appropriate, designate responsibility for constructing projects to another agency at their discretion (i.e., developer, private contractor, local, regional, or state transportation provider).

### 3.4 ADOPTION OF LOCAL FEE ORDINANCES

If the Metro Board adopts the mitigation fee program, each local jurisdiction would be responsible for adopting a Congestion Mitigation Fee local ordinance. Metro will develop a model fee ordinance at a later date, to assist local jurisdictions in meeting this requirement. The Congestion Mitigation Fee local ordinance adopted by each local jurisdiction would

include the list of projects to be funded from the fee revenues. Local jurisdictions with existing development fee ordinances may integrate the provisions of the Congestion Mitigation Fee local ordinance into their existing ordinances.

### **3.5 PROPOSED FEE STRUCTURE**

The proposed Congestion Mitigation Fee Program is a one time fee applied to all types of new development. The proposed program recommends a countywide program comprised of a single, countywide minimum fee applied across all land uses. The actual fee amount will be determined as part of final Metro Board adoption.

Local jurisdictions would be permitted to adopt a fee amount higher than the minimum fee if they have identified growth trends that compel them to build additional transportation projects requiring additional revenues over the countywide minimum amount. In addition, jurisdictions would have the flexibility to collaborate with neighboring local jurisdictions, form groupings of jurisdictions, use the COG process, and/or develop a sub-regional and/or sub-area approach for their program. This flexibility would enable local jurisdictions to pool their resources, identify transportation projects that mitigate impacts that cross jurisdictional boundaries, and thereby effecting mitigation addressing congestion on the sub-regional system. Local jurisdictions may combine mitigation fee dollars with other available funding sources to fully fund mitigation program projects.

### **3.6 HOW THE FEE IS CALCULATED**

Calculating a congestion mitigation fee is a straightforward process consisting of five-steps that convert population and employment forecasts into impacts on the transportation network and then develop a fee amount to pay for transportation improvements that would offset the growth impacts on the transportation network (see section 4.1). These steps are consistent with the regulations in Government Code 66000 *et seq.* (drafted as AB 1600, Mitigation Fee Act), to which all mitigation fee programs in California must conform. The state law requires that local jurisdictions charge new development for no more than the cost of the facilities needed to serve it and the funds collected must be spent exclusively on the capital facilities for which it was specifically earmarked.

### **3.7 REGIONAL GROWTH FORECASTS**

The Congestion Mitigation Fee Feasibility Study process to date has developed a methodology to forecast land-use growth by each jurisdiction by converting the population and employment forecasts provided by SCAG. The SCAG forecasts were then modified to reflect each individual jurisdiction's growth during the planning period for 2005-2030. This information is critical for determining the mitigation improvements, the costs associated with the improvement, and the fee that would need to be assessed to generate the funds to pay for that improvement. Metro will provide each jurisdiction with a mitigation fee revenue calculation tool that will include the forecasts of population, employment and land use by jurisdiction.

### **3.8 ESTIMATES OF REVENUE POTENTIAL**

The amount of the proposed fee has not been determined at this time. In order for local jurisdictions to explore how much revenue could be generated through a fee and what types of projects could be implemented with fee revenues, Appendix A identifies how much revenue could be collected at different fee amounts for each sub-region and each local jurisdiction within Los Angeles County. These tables are provided for illustrative purposes only, to identify how much revenue would be collected on all types of development, using a range from



\$2,000, \$4,000, \$6,000, and \$16,000 fee amount per single family residential home as a proxy for all types of development. For illustrative purposes, Table 3-1 summarizes the range of fees that could be generated for each sub-region at different fee levels.

Table 3-1  
Countywide Congestion Mitigation Fee Methodology—Sub-Regional Level

Subregional Area	Proxy Fee Amount Per Single Family Residence	Cost per new trip	Number of New Trips	Total Revenue
Arroyo Verdugo	\$2,000	\$200 per trip	466,145	\$93,229,000
	\$4,000	\$400 per trip		\$186,458,000
	\$6,000	\$600 per trip		\$279,687,000
	\$16,000	\$1,600 per trip		\$745,832,000
Gateway Cities	\$2,000	\$200 per trip	1,246,064	\$249,212,800
	\$4,000	\$400 per trip		\$498,425,600
	\$6,000	\$600 per trip		\$747,638,400
	\$16,000	\$1,600 per trip		\$1,993,702,400
Las Virgenes-Malibu	\$2,000	\$200 per trip	103,787	\$20,757,400
	\$4,000	\$400 per trip		\$41,514,800
	\$6,000	\$600 per trip		\$62,272,200
	\$16,000	\$1,600 per trip		\$166,059,200
City of Los Angeles	\$2,000	\$200 per trip	3,357,867	\$671,573,400
	\$4,000	\$400 per trip		\$1,343,146,800
	\$6,000	\$600 per trip		\$2,014,720,200
	\$16,000	\$1,600 per trip		\$5,372,587,200
North County	\$2,000	\$200 per trip	1,173,892	\$234,778,400
	\$4,000	\$400 per trip		\$469,556,800
	\$6,000	\$600 per trip		\$704,335,200
	\$16,000	\$1,600 per trip		\$1,878,227,200
San Gabriel Valley	\$2,000	\$200 per trip	1,331,557	\$266,311,400
	\$4,000	\$400 per trip		\$532,622,800
	\$6,000	\$600 per trip		\$798,934,200
	\$16,000	\$1,600 per trip		\$2,130,491,200
South Bay	\$2,000	\$200 per trip	771,557	\$154,311,400
	\$4,000	\$400 per trip		\$308,622,800
	\$6,000	\$600 per trip		\$462,934,200
	\$16,000	\$1,600 per trip		\$1,234,491,200
Westside Cities	\$2,000	\$200 per trip	363,837	\$72,767,400
	\$4,000	\$400 per trip		\$145,534,800
	\$6,000	\$600 per trip		\$218,302,200
	\$16,000	\$1,600 per trip		\$582,139,200
Un-Incorporated Area	\$2,000	\$200 per trip	587,078	\$117,415,600
	\$4,000	\$400 per trip		\$234,831,200
	\$6,000	\$600 per trip		\$352,246,800
	\$16,000	\$1,600 per trip		\$939,324,800
<b>TOTAL</b>	\$2,000	\$200 per trip	9,365,784	\$1,873,156,800
	\$4,000	\$400 per trip		\$3,746,313,600
	\$6,000	\$600 per trip		\$5,619,470,400
	\$16,000	\$1,600 per trip		\$14,985,254,400

### 3.9 ELIGIBLE PROJECTS

#### 3.9.1 Project Eligibility and Selection

Congestion Mitigation Fee revenues would fund local transportation improvements that mitigate the impact of growth on the regional system. As a starting point, the Congestion Mitigation Fee Transportation Network was defined by including all state highways as required by CMP statute, the adopted Countywide Significant Arterial Network (CSAN Network), which includes the statutorily required CMP roadway system, and transit corridors

(Figure 3.1). The Congestion Mitigation Fee Transportation Network will be used as the basis for determining eligibility of projects included in the proposed Congestion Mitigation Fee Program. County stakeholders have developed criteria for assisting decision makers on whether an arterial is eligible for inclusion in the Congestion Mitigation Fee Transportation Network (Table 3.2). Projects included in the Countywide Congestion Mitigation Fee Program must be located on the Congestion Mitigation Fee Transportation Network. Arterials not currently identified on the network may be added through an iterative process between Metro and local jurisdictions during project selection.

Eligible projects would include capacity increasing improvements which benefit the regional system. Local jurisdictions are encouraged to consult with Caltrans, sub-regional COGs, adjacent jurisdictions, transit operators, and developers in preparing the mitigation fee project list. Projects can be selected from the following categories that local jurisdictions throughout the county are already familiar and accustomed to planning and building:

- State Highway improvements such as HOV lane and carpool interchange connector construction.
- Regional surface transportation improvements such as arterial widening, bottleneck intersection improvements, closure of gaps in the arterial system, and grade separations.
- Signal synchronization, bus speed improvements, bottleneck intersection improvements, traffic control and monitoring systems, and Intelligent Transportation System.
- Bus and rail transit capital and/or construction of transit stations and centers, park and ride lots, commuter rail stations, transit stop improvements and transit vehicle purchases.
- Others to be determined on a case-by-case basis

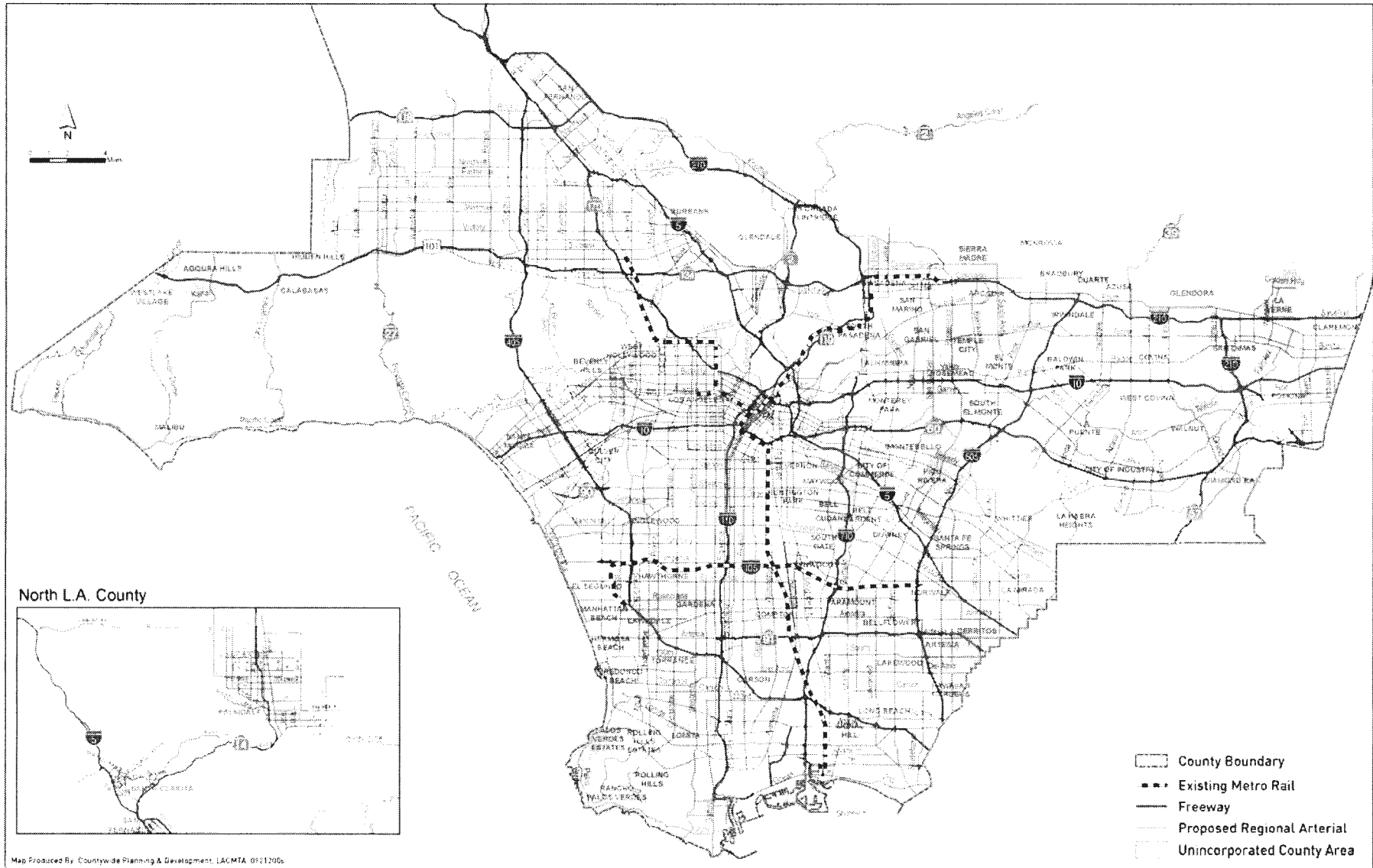
### **3.9.2 Cost Estimates and Constrained Funding Requirements**

Once an initial set of candidate projects have been identified, Metro staff will work with individual jurisdictions, sub-regional COGs, or geographic groupings of local jurisdictions to prepare rough order-of magnitude cost estimates. Costs may include planning, project administration and management, design and engineering, Project Study Reports, environmental documents, right-of-way acquisition, and construction. Projects selected by local jurisdictions should be fully funded.

### **3.9.3 Unit Cost Estimates of Candidate Projects**

Also for illustrative purposes, table 3-3 provides an estimate for the different types of capital projects eligible to be funded in the proposed Congestion Mitigation Fee Program. The dollar amounts provided are rough orders of magnitude of costs using average construction time frames based on practical experience of Metro and its consultant staff. The ultimate list of improvements selected by the local jurisdictions will determine actual project cost estimates.

**Figure 3.1  
Preliminary Congestion Mitigation Fee Transportation Network**



**Table 3-2  
Final Criteria for Selection of Significant Arterials**

#	Baseline Criteria	Data Source	Discussion/Example	Tier
1	FHWA/Caltrans Functional Classification	Caltrans	All Principal (Urban and Rural) Arterials in FHWA System	FINAL SELECTION CRITERIA
2	CMP Roadways	Metro	All non-freeway CMP routes to be included	
3	Regional Transit Routes	Metro	Certain level and above (e.g. 20,000+ boardings)	
4	Traffic Volumes	Local agencies/ HPMS	All arterials with a volume threshold of at least 25,000 ADT	
5	Goods Movement Significance	Metro/Local jurisdictions	Designated truck routes and arterials with heavy duty truck volumes over 1,000 and 4% of total ADT	
6	Number of Lanes	Local agencies	All arterials with a minimum of 3-lanes in each direction	
7	Direct Access to Freeways	Caltrans	All routes with Freeway Interchanges or grade separations	
8	Traffic Operations and Significance in ITS Master Plan	Metro/ City of LA/ LA County	Part of "smart corridor", on ATSAC/ATCS system, above a certain signal density, part of IEN- Information Exchange Network Traffic Forums, etc.	
9	Multi-jurisdictional Connectivity and Continuity	Metro	Number of local jurisdictions crossed and longer than a certain defined length	
10	Use as a Freeway Alternate	Visual	Continuity and proximity, congestion	
11	Multimodal Corridors	Metro	LRT, BRT, Busway, express bus routes, bikeways	
12	Major Activity Centers	GIS/Land Use	Major access route to airports, sea ports, regional employment centers, transit centers, visitor/tourist centers	
13	Network Spacing Needs	Visual	To maintain a certain minimum spacing between designated routes	
14	Gap Closures	Visual	Completes gaps between Other designated routes	
15	Connectivity with Adjacent Counties	Visual	Routes that provide major connections with adjacent counties and their CMP system	

**Table 3-3  
Rough Orders of Magnitude Costs for Regional Projects**

<b>Highway Improvements</b>
Additional Carpool Lane (cost per lane mile): TBD
Additional mixed flow lane (cost per lane mile): TBD
Freeway Interchange Improvement (cost per interchange): TBD
Carpool Connectors (Cost per connector): TBD
On-Ramp/Off-Ramp (Cost per ramp): TBD
Operational Improvements (e.g., Auxiliary lanes): TBD

<b>Arterial Improvements</b>
Arterial Lane Miles (ROW Costs, bikeway, median, etc.: \$6 million per lane mile
Intersection Improvements: \$10 million per intersection
Grade Separation Average Cost: \$50 million
Signal Synchronization (per signal interconnect project) Average Cost: \$20 million
Bus Speed Improvements – Signal Priority: \$50,000 per mile
Traffic Control and Monitoring Systems: \$120,000 - \$140,000 per signalized intersection
Intelligent Transportation System: Regional Integration of Intelligent Transportation System L. A. County: \$5-\$6 million initial investment plus \$1.5 million per year for operational maintenance and enhancement.

<b>Transit Improvements</b>
Light Rail transit capital (construction) per mile: At Grade: \$65 million - \$75 million Below Grade: \$150 million - \$160 million Above Grade: \$125 million - \$135 million
Light Rail Transit Station: At-Grade: \$2 - \$2.5 million Above Grade: \$15 - \$20 million Below Grade: \$35 million
Light Rail Transit Car Cost (per car): \$2.75 - \$3.5 million
Heavy Rail Transit Capital (subway construction) Heavy Rail Line per mile: \$350-\$400 million
Heavy Rail Transit Station: \$75-\$100 million
Heavy Rail Transit Cars Cost (per car): \$2.5 - \$3 million
Bus Rapid Transit (BRT) capital (construction) per mile: \$30 million

## Transit Improvements

### Transit/Bus Stations (BRT Style):

Includes Concrete Pad 6'x38'; Canopy 16'w/lighting; 2 Benches; Lean Bars; Map and Advertising Case; Bus Sign ("flag pole"); Waste Can; Electronic Next Bus Message Sign: \$56,000

Bus Concrete Pad on Street: \$100,000

### Local Transit/Bus Stop Enhancements:

Pre-fabricated Common Shelter with Bench: \$15,000

Bus Concrete Pad on Street: \$100,000

### Local Transit/Bus Stop Enhancements:

Benches: \$2,000

Trash Can: \$2,000

Concrete Pedestrian Pad: \$10,000

Bus Concrete Pad on Street: \$100,000

### Park and Ride Lots:

At Grade: \$12,000 per parking space

Above Grade: \$15,000 per parking. space

Subterranean: \$50,000 per parking space

Commuter Rail Line Track per Mile: \$7 to \$13 million (depending on number of structures (bridges) and grade crossings and excluding ROW costs.

Costs should also include equipment such as one 6-car set which is about \$21 million (2007 \$)

Commuter Rail Stations: \$8 to \$20 million

Commuter Rail Station Parking Lot (500 spaces min grade separated pedestrian access.):

At Grade: \$12,000 per parking space

Above Grade: \$15,000 per parking. space

Subterranean: \$50,000 per parking space

### Bus Transit vehicle purchases:

45' Bus Vehicle: \$368,000

### Bus Transit vehicle purchases:

60 Foot Articulated Buses: \$635,000 - \$735,000

65 Foot Articulated Buses: \$760,000

### 3.10 LAND USE ANALYSIS

#### 3.10.1 Land Use Categories

Simply stated, all land uses would be subject to the Congestion Mitigation Fee based on their trip generation rate by land use type. For convenience, land uses have been categorized under six categories: Single Family Residential, Multi-Family Residential, Commercial Retail, Office, Industrial, and Hotel/Motel.

#### 3.10.2 Trip Generation Rates by Land Use

Table 3-4 summarizes the trip generation rates as set forth by the Institute of Transportation Engineers (ITE). It lists the seven land uses that were chosen as the land use groupings for the Proposed Congestion Mitigation Fee Program, and the corresponding fee amounts per land use category. These are the major land uses for which building permits are issued across the county, and are consistent with the CMP Countywide Deficiency Plan land use categories.

Table 3-4  
Land Use Categories and Corresponding Fee Amounts

Land Use Category	Trip Generation Rate	Cost Per Trip	Fee Amount
Single Family	9.9 (per dwelling unit)	\$200	\$1,980
		\$400	\$3,960
		\$600	\$5,940
		\$1,600	\$15,840
Multi-Family	6.9 (per dwelling unit)	\$200	\$1,380
		\$400	\$2,760
		\$600	\$4,140
		\$1,600	\$11,040
Office	11.4 (per 1,000 sq. ft.)	\$200	\$2,280
		\$400	\$4,560
		\$600	\$6,840
		\$1,600	\$18,240
Retail	31.2 (per 1,000 sq. ft)	\$200	\$6,240
		\$400	\$12,480
		\$600	\$18,720
		\$1,600	\$49,920
Industrial	6.6 (per 1,000 sq. ft.)	\$200	\$1,320
		\$400	\$2,640
		\$600	\$3,960
		\$1,600	\$10,560
High-Cube Warehouse Distribution Center <sup>1</sup>	1.9 (per 1,000 sq. ft.)	\$200	\$382
		\$400	\$763
		\$600	\$1,145
		\$1,600	\$3,045
Hotel/Motel	5.9 (per room)	\$200	\$1,180
		\$400	\$2,360
		\$600	\$3,540
		\$1,600	\$9,440

1. High-Cube Warehouse/Distribution Centers are used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. They are generally greater than 100,000 SF in size with a land coverage ratio of approximately 50% and a dock-high loading door ratio of approximately 1:5,000 – 10,000 SF; they are also characterized by a small employment count due to a high level of automation, truck activities frequently outside of the peak hour of the adjacent street system and good freeway access. ITE Land Use: 152 (High-Cube Warehouse) is similar. The National Association of Industrial and Office Properties (NAIOP) has prepared a report dated January, 2005 entitled *San Bernardino/Riverside County Warehouse/Distribution Center Vehicle Trip Generation Study*.

These rates are illustrative and provide a basis for moving forward with the next step. The CMP program will continue to provide an appeals process for a city who determines their land use trip rates or one of the land use categories deviate from this Draft Study Report. This appeal process is discussed in further detail on page 22, section 3.15 of this Draft Study Report.

### **3.11 PROGRAM EXEMPTIONS**

Per state of California Government Code (Section 65089.4) and Metro's 2004 CMP, the following types of development are exempted from payment of the Congestion Mitigation Fee:

- Low/Very Low-Income Housing: as defined by the California Department of Housing and Community Developments.
- High Density Residential within ¼ mile of a fixed rail passenger
- Mixed-use development located within ¼ mile of a fixed rail passenger station
- Projects that are not subject to approval through the local entitlement process
- 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 that entered into a development agreement (as specified under Sections 65864 through 65869.5 of the California Government Code) with a local jurisdiction prior to July 10, 1989.

### **3.12 CREDIT FOR DEVELOPER-FINANCED MITIGATION PROJECTS**

The approval of a particular development project or subdivision may be conditioned upon a requirement to improve the regional transportation system, including the dedication of right-of-way. In order to avoid double counting, a developer shall receive credit against the fee obligation for the costs of improvements or right-of-way dedications for projects on the local jurisdictions' adopted Project List.

If the cost of qualified improvements exceeds the Congestion Mitigation Fee that would otherwise be due, the developer may request reimbursement of the excess. The developer may enter into an agreement with the local jurisdiction prior to recordation of final tract or parcel maps to identify the difference in the dollar amount between the estimated costs of the improvements, and/or right-of-way, and the calculated fees. Such agreements will establish the amount of reimbursement after acceptance of improvements by the local jurisdiction or other applicable agency, to the extent funds from the local jurisdiction's Congestion Mitigation Fee Program are available for reimbursement after satisfaction of all other obligations of the local jurisdiction for which such fees are required.

### **3.13 PROCESS FOR CREDITING EXISTING MITIGATION FEE PROGRAMS**

Some local jurisdictions have existing fee programs that fund transportation projects. In order to avoid assessing multiple fees to address the same impact, local jurisdictions with existing mitigation fee programs will receive dollar-for-dollar credit for fees from the existing



program that are used to develop transportation projects with a regional benefit consistent with the eligibility requirements established in section 3.9.1.

To qualify for credit, transportation projects must be included on the Congestion Mitigation Fee Program Project List, evaluated in the Nexus Study. This ensures no double counting. Funds collected by local fee programs for other uses would not be affected.

### **3.14 PROGRAM UPDATES**

Periodic mitigation fee updates are essential for the Congestion Mitigation Fee Program to maintain adequate funding for planned transportation projects. Updates will occur in two cycles:

- Annual Inflation Update: as provided in the Model Fee Ordinance, the fee schedule will update each year to account for inflation.
- Five-Year comprehensive mitigation fee updates: each local jurisdiction must conduct a full review and update every five years to reflect any changes in the demographics and project costs to remain in compliance with the congestion mitigation fee program. In conjunction with the five-year update, a local jurisdiction may amend the list of projects to be funded by the Congestion Mitigation Fee Program. A new or updated nexus study may be required.

When conducting its biennial CMP update, Metro will undertake a review of all components of the Congestion Mitigation Fee Program in accordance with AB 1600 and other applicable laws, and, if necessary, recommend Program amendments and/or adjustments. A local jurisdiction may amend the list of projects to be funded by the Congestion Mitigation Fee Program. Such amendments should be done in consultation with Metro for any necessary update to the nexus analysis. Amendments required to the Congestion Mitigation Fee Program Ordinance in each local jurisdiction will be approved by each jurisdiction, acting on recommendations provided by Metro.

### **3.15 CONGESTION MITIGATION FEE APPEALS PANEL**

Since the inception of the CMP, the practice has been to utilize a group of individuals who are representative of the diverse agencies who either have to implement all or parts of the CMP, or who have a vested interest in the intent and spirit of the overall program. It is the intent of the proposed Congestion Mitigation Fee Program to continue this practice; and to utilize the CMP Appeals Panel described in the 2004 CMP as the appeals panel and process for the Congestion Mitigation Fee.

The CMP Appeals Panel would assist Metro by providing a forum to resolve Congestion Mitigation Fee issues, including implementation concerns, appeals, and help make policy recommendations as they arise. The intent of the Panel is to assure a fair and balanced approach with the fee program implementation and administration process. This Panel will serve as an advisory body to Metro, in that CMP statute puts ultimate responsibility for conformance decisions with the Metro Board.

The CMP Appeals Panel will consist of one representative from each of Metro's area team planning areas, as well as one representative each from the County of Los Angeles, CALTRANS, SCAG, AQMD, the private sector, development community, environmental community, and business community. Examples of some of the areas that Panel would be convened to provide recommendations may include:

- Interpretation of Program Requirements:
- Project Eligibility:  
A jurisdiction may wish to select a project that does not meet the criteria as defined in the proposed Study Report.
- Additions to Congestion Mitigation Fee Transportation Network:  
A jurisdiction may wish to add an arterial to the network that does not meet the criteria as defined in the proposed Study Report.

### **3.16 CMP NONCONFORMANCE FINDING**

If the Congestion Mitigation Fee is adopted by the Metro Board, each jurisdiction would be responsible for implementing the fee program, as local responsibility for the CMP Deficiency Plan. As such, local implementation of the fee would be part of Metro's annual conformance finding, as required by CMP statute. As is currently the case under state CMP statute, if a local jurisdiction is found to be in non-conformance with local CMP responsibilities, CMP statute requires that Metro notify the State controller. Upon notification of non-conformance, 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 Metro 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 Metro finds that the project is of regional significance. Finally, local jurisdictions that are not in compliance with the CMP are not eligible to compete in Metro's Call for Projects process.

### **3.17 Opportunities to Accelerate Revenue Collection**

Under the proposed workplan, jurisdictions would be responsible for maintaining accounts where fee revenues are deposited and managing the construction of the projects for which the fees are being collected. The stream of revenues from payment of development impact fees cannot be used directly to issues bonds, so projects are funded only as sufficient funds are accumulated in the accounts. There are four methods for accelerating the accumulation of funding:

- Consolidation of fee accounts among multiple jurisdictions: A single account would accumulate funds more quickly and thus reach a level that would fund projects more quickly. While this method would still be pay-as-you-go, the larger amounts may provide a more competitive match for state or federal funds.
- Encouraging developers to construct projects: Some large development projects may regard turn-key construction of specific fee project as a better alternative to paying fee.

Jurisdictions will work with developers to provide every incentive for them to pursue this in-lieu of payment alternative. Incentives will include reimbursement from future fee revenues for any additional cost above the amount the developer would have paid in fees (see page 21, section 3.12).

- Financing of the development impact fees and forming an assessment district: One or more jurisdictions could work with developers to form assessment districts. These assessment districts convert a one-time fee payment into an annual assessment placed on the Los Angeles County tax roll. Tax-exempt bonds can be issued to finance the development impact fees. Bond proceeds would be available to the jurisdictions for immediate construction of projects.

An example of how to implement an assessment district concept is the Statewide Community Infrastructure Program (SCIP). SCIP is a program offered by the California Statewide Communities Development Authority (California Communities), a joint powers authority sponsored by the League of California Cities and California State Association of Counties. Participating in SCIP offers qualifying property owners the opportunity to obtain low-cost, long-term bond financing for paying congestion mitigation fees in advance. To do this a jurisdiction approves a one-time resolution authorizing California Communities to form an assessment district within its jurisdiction. An assessment district is created and administered by California Communities with an assessment paid on an annual basis by the property owner over a 30 year period. This allows the developer to pay the fee in advance at a low cost with minimal impact to their business operations. SCIP offers jurisdictions an economic development tool to provide an incentive for property owners to pay their congestion mitigation fees in advance, avoiding deferral fee agreements and other delays in paying these fees.

- Use of a bondable revenue source as matching funds: Four counties that have adopted regional transportation impact fees have also adopted new sales taxes dedicated to transportation funding.<sup>1</sup> These counties use their developer impact fees as a match for sales tax funding. This not only leverages the fee revenues, but allows for bonding against the sales tax revenues. In all of these cases, voter support for the sales tax measures increased significantly because the impact fees demonstrated that new development was contributing funds for its share of new transportation capacity.
- Use of other available matching funds: Local jurisdictions may combine mitigation fee dollars with other available funding sources to fully fund mitigation program projects.

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<sup>1</sup> Contra Costa, San Bernardino, Riverside, San Diego

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<sup>1</sup> Contra Costa, San Bernardino, Riverside, San Diego

**Congestion Mitigation Fee Program Summary**  
**Table 3-5**

- Congestion Mitigation Fee could be authorized by Metro Board. Board action would make fee a local implementation requirement of the Congestion Management Program.
- Once authorized by Metro Board, local jurisdictions would be responsible for adopting fee through local ordinance.
- Metro will prepare and adopt Program Guidelines for local implementation (Draft Study Report is proposed guidelines document).
- One time fee applied to all types of new development.
- Fee funds local transportation improvements that mitigate the impact of growth on the regional system.
- Eligible projects would include capacity increasing improvements which benefit regional system, including:
  - State highway improvements;
  - Improvements to designated Regional Arterial System;
  - Transit Capital projects; and
  - Others to be determined on a case-by-case basis.
- Mitigation fee program horizon is through Year 2030.
- Fee is applied based on ITE trip generation rates for land use categories.
- Metro will establish a countywide minimum fee level - the same for all local jurisdictions.
  - Local jurisdictions may choose to exceed minimum.
- Actual fee amount will be determined as part of final Metro Board approval action.
- Program designed to maximize local control (consistent with Guidelines):
  - Population forecast and regional arterial network to be reviewed with local jurisdictions and county;
  - Cities and county adopt local ordinance;
  - Cities and county select projects;
  - Cities and county collect fee at building permit issuance;
  - Cities and county administer fee program and manage fee account; and
  - Cities and county implement project, or designate responsibility to implementing entity (i.e., developer, local, regional, or state transportation implementing agency).
- Cities and county should consider the benefit of pooling funds for sub-regional or multi-jurisdictional programs or projects.

## Congestion Mitigation Fee Program Summary

### Table 3-5 – Cont.

- Cities and county are encouraged to consult with Caltrans, sub-regional COGs, adjacent jurisdictions, transit operators, and developers in preparing mitigation fee project list.
- Cities and county will provide projects lists to Metro. Metro will incorporate projects in Countywide Nexus Study to meet the requirements of the California Mitigation Fee Act (Government Code Section 66000).
- Projects exempt from mitigation fees include the following:
  - Low/Very Low Income Housing as defined by California Department of Housing and Community Development;
  - High Density Residential within ¼ mile of a fixed rail passenger station;
  - Mixed-use development located within ¼ mile of a fixed rail passenger station;
  - Projects that are not subject to approval through the local entitlement process;
  - 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; and
  - Projects that entered into a development agreement (as specified under Sections 65864 through 65869.5 of the California Government Code) with a local jurisdiction prior to July 10, 1989.
- Cities and county that have existing local fee programs that fund “regionally significant” projects as defined in the Program Guidelines may receive dollar-for-dollar credit to avoid double-counting:
  - Nothing in this program is intended to redirect local fee program projects or funds.
- Cities and county may award credit to a developer for developer constructed projects.
- Cities and county may combine mitigation fee dollars with other available funding sources to fully fund mitigation program projects.
- Once Metro adopts Nexus Study/Final Program Guidelines, cities and county will initiate local ordinance adoption and fee implementation.
- Local jurisdictions will annually report to Metro confirming program implementation.
- Metro will annually determine local compliance with Congestion Mitigation Program through existing CMP local conformance process.
- Cities and county that do not implement minimum fee will not be in compliance with CMP, and will be subject to loss of Section 2105 State Gas Tax revenues, are not eligible for federal CMAQ and STP funds, or participate in Metro’s Call for Projects process.
- CMP Appeals Panel will serve to address local issues regarding mitigation fee compliance, interpretation of program requirements, project eligibility and additions to the fee network.
- Cities and county will annually update their fee schedule to account for inflation per Guidelines.
- Metro will conduct a comprehensive Congestion Mitigation Fee program update at least once every five years

## **4 CONGESTION MITIGATION FEE NEXUS STUDY ANALYSIS**

This section describes the nexus analysis required to justify adoption of a countywide congestion mitigation fee by local jurisdictions in Los Angeles County. The purpose of the CMP countywide nexus analysis is to justify the Congestion Mitigation Fee in accordance with state statute. This section describes the guidelines for both the countywide analysis and the potential local/subregional analysis required for fees that are higher than the countywide minimum.

### **4.1 GENERAL DESCRIPTION OF NEXUS TECHNICAL REQUIREMENTS**

The nexus analysis will conform to the provisions of the Mitigation Fee Act (Government Code sections 66000-66025) and CMP Deficiency Plan requirements (Government Code section 65089.4). The Mitigation Fee Act requires that all local agencies in California, including local jurisdictions, counties, and special districts make three basic findings when adopting impact fees as follows:

- A. Establish a nexus or reasonable relationship between the need for the fee (i.e. congestion mitigation) and the type of project for which the fee is required;
- B. Establish a nexus or reasonable relationship between the fee's use (i.e. funded improvements) and the type of project for which the fee is required, recognizing that fees cannot be used to correct current problems (i.e., existing transportation deficiencies) or make improvements that solely benefit existing development; and
- C. Establish that the proposed fee does not exceed a development project's proportional "fair share" of the proposed improvement costs to be funded by the fee.

The nexus analysis required to document these findings follows the following five-part approach:

1. **BASE YEAR:** Using a base year travel model, or actual measurements of roadway use, estimate current systemwide congestion based on average annual vehicle hours of delay (VHD) on the current roadway network.
2. **FUTURE – FINANCIALLY CONSTRAINED SCENARIO:** Using a future year travel model, estimate future systemwide average annual VHD on the future roadway network. The model would include anticipated growth within the County but exclude growth in through trips (trips that start and end outside the County). The future roadway network would include only those improvements likely to be funded with known sources excluding the congestion mitigation fee. (i.e., the future financially constrained roadway and transit networks in the Long Range Transportation Plan (LRTP)).
3. **FUTURE – ADDITIONAL IMPROVEMENTS SCENARIO:** Using the same future year travel model and future year network, add the local jurisdictions' selected improvements to the network that will be funded with countywide congestion mitigation fees and estimate future systemwide average annual VHD.

4. VHD COMPARISON: To justify adoption of a fee sufficient to provide the revenue needed for the additional planned improvements, the change in VHD between steps 1, 2, and 3 must demonstrate all three of the following conditions:
  - a. VHD deteriorates from the *Base Year* to the *Future Financially Constrained Scenario*, and
  - b. VHD improves from the *Future Financially Constrained Scenario* to the *Future Additional Improvements Scenario*, and
  - c. VHD under the *Future Additional Improvements Scenario* is still worse than under the *Base Year* LOS.<sup>2</sup>
  
5. COST ALLOCATION: Divide the cost of the additional improvements to be funded with the fee by the growth in new trips to calculate the cost (\$) per trip.

If all conditions are met, the nexus analysis demonstrates that the improvements added in the *Future Additional Improvements Scenario* mitigate the impacts of growth without improving the roadway system's performance beyond what exists today. In most traffic fee studies, the cost per new trip amount calculated is used to construct a fee schedule to fairly allocate the cost of improvements to new development projects based on trip generation characteristics by land use type. While these general technical requirements for a nexus analysis may be accomplished using alternative methods, Metro will use the method described in the next subsection, below.

## **4.2 COUNTYWIDE NEXUS ANALYSIS – ACTUAL IMPROVEMENTS BASED ON FINAL SELECTED IMPROVEMENTS**

The purpose of the nexus analysis is to justify the minimum countywide congestion mitigation fee established by the Congestion Mitigation Fee program. Local jurisdictions may rely on this nexus analysis to provide the Mitigation Fee Act findings described above to adopt the countywide minimum fee. Local jurisdictions may adopt a fee higher than the countywide minimum.

### **4.2.1 Metro Travel Demand Simulation Model**

Metro will complete the nexus analysis using the Travel Demand Simulation Model maintained by Metro. The Model is a traditional, four-step process, similar to that used by travel forecasting modelers throughout the United States. The four steps are trip generation, trip distribution, mode choice, and network assignment. Each step has been calibrated from observed data for its ability to replicate year 2004 travel patterns and tested for reasonableness for its ability to forecast year 2030 travel patterns.

Inputs to the Model include socioeconomic data and representations of the transportation system such as highway and transit networks. Socioeconomic data for the years 2004 and 2030 were provided by the Southern California Association of Governments (SCAG) as part of

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<sup>2</sup> If VHD under the *Future Additional Improvements Scenario* is better than *Base Year* VHD, then a portion of the costs of the additional improvements must be funded with revenues other than impact fees.



their 2004 Regional Transportation Plan (RTP). The 2004 transportation system represents existing conditions and the highway and transit infrastructure that was in place in the year 2004. The 2030 transportation system represents the future-year highway and transit infrastructure identified in the financially constrained transportation system of the Long Range Transportation Plan (LRTP). SCAG is developing the 2008 RTP which will assume year 2035 as the future year. The Metro Model may be upgraded at some future point to reflect the 2008 RTP and population forecast, once it is adopted by the SCAG Regional Council. The Nexus Study analysis will utilize Metro's most current Model available during the course of the Nexus Study.

The Model will measure level of service (LOS) under the three scenarios (*Base Year*, *Future Financially Constrained Scenario*, and *Future Additional Improvements Scenario*) using countywide vehicle hours of delay (VHD). VHD is a systemwide performance measure that estimates the average amount of delay experienced countywide by automobile drivers. The Model calculates VHD on a link-level by subtracting the amount of time drivers spend in congestion from the amount of time that would be spent in free-flow conditions. The model would be used to quantify VHD on the regional arterial system if only arterial projects are added for *Future Additional Improvements Scenario*. The model could be expanded to include VHD on the freeway and/or transit system if those types of projects are also included in the *Future Additional Improvements Scenario*.

The transportation network modeled for the *Future Financially Constrained Scenario* will include only those projects recommended in the LRTP. These improvements are those likely to be funded with known sources and would exclude improvements to be funded by the Congestion Mitigation Fee.

#### **4.2.2 Projects Included in *Future Additional Improvements Scenario***

The *Future Additional Improvements Scenario* will add to the financially constrained network improvements to be funded by the countywide congestion mitigation fee. Local jurisdictions will select those improvements and submit them to Metro (see Section 3.9.1.) for inclusion in the CMP countywide nexus analysis.

For each local jurisdiction, the total cost (or that portion to be funded by the fee) of improvements submitted must equal a minimum fee per new trip when divided by the estimated growth in new trips generated by that local jurisdiction. Metro will provide a fee revenue calculator tool so that local jurisdictions can estimate the fee required to fund the total cost of their selected improvements.

Local jurisdictions may use the CMP countywide nexus analysis to receive credit for existing transportation impact fee programs. Local jurisdictions should submit projects funded by their respective fee programs that meet the criteria of Section 3.9.1. This approach would enable local jurisdictions to receive credit against the CMP mitigation fee for existing fee programs.

Local jurisdictions will have the flexibility to substitute different projects in the future for those originally included in the CMP countywide nexus analysis. New projects would be integrated into the nexus analysis through updates as described in Section 3.14.

### **4.2.3 Documentation of Nexus Findings**

The Model will evaluate the impact of growth using the five-step approach described in the prior subsection and the assumptions and approach explained above. The analysis is likely to meet all the conditions because projects submitted for the *Future Additional Improvements Scenario* must increase system capacity (see Section 3.9.1), and capacity improvements must reduce VHD. Furthermore, the calculated cost per new trip is likely to be greater than the countywide minimum mitigation fee because each local jurisdiction must submit sufficient projects to meet that threshold when calculated using local growth projections. If the nexus analysis supports these findings then the minimum mitigation fee is justified for adoption by local jurisdictions.

### **4.3 LOCAL/SUBREGIONAL NEXUS ANALYSIS**

As explained above, the countywide nexus is only sufficient to justify adoption of the minimum Congestion Mitigation Fee by a local jurisdiction. A local jurisdiction or group of jurisdictions (i.e., subregion) may elect to impose a higher fee than the countywide minimum amount to provide more funding for selected improvement projects in their jurisdiction/subregion. In this case, a separate nexus analysis will be conducted by Metro to justify adoption of a fee that would be higher than the countywide minimum fee amount. This will be incorporated into Metro's countywide Nexus Study and follow the technical approach described above.

### **4.4 EXISTING LOCAL MITIGATION FEE PROGRAMS AND NEXUS ANALYSIS**

Projects identified in a local jurisdiction's existing transportation impact fee program, having a regional benefit and consistent with the project eligibility requirements established in section 3.9.1 of this Study Report would also be modeled in the nexus study analysis. This approach would enable local jurisdictions to receive credit for existing fee programs in the CMP countywide nexus analysis.

## **5 NEXT STEPS**

### **5.1 REVIEW OF DRAFT STUDY REPORT**

The Draft Study Report will be circulated for the review of interested stakeholders. During the comment/review period, Metro staff will outreach to local jurisdictions through the sub-regional COGs, will meet with individual local jurisdictions upon request, and will coordinate with development community representatives and other stakeholders. Stakeholders will be invited to provide Metro with written comments. (January 2008 – April 2008)

### **5.2 FINAL STUDY REPORT**

A Final Study Report will be prepared which will be revised to reflect the comments received on the Draft Study Report. This will be a decision point for the Metro Board to proceed to the next step of working with local jurisdictions on identifying projects for analysis in the Fee Nexus Study. (June 2008)

### **5.3 COORDINATION WITH LOCAL JURISDICTIONS ON FORECASTS AND PROJECT SELECTION**

If the Board approves the Final Study Report, staff will work with local jurisdictions in identifying local projects with a regional benefit that would be funded through the Fee Program. These projects will ultimately be incorporated into the Fee Program's Nexus Study. (July 2008 - January 2009, with Metro Board action in February 2009)

### **5.4 CONDUCT NEXUS STUDY**

Based on the projects identified by local jurisdictions, Metro will conduct a Nexus Study to address the requirements of the California Mitigation Act (California Government Code Section 66000). (March 2009 – June 2009)

### **5.5 PRESENT NEXUS STUDY TO METRO BOARD – FINAL ACTION FOR FEE PROGRAM APPROVAL AND IMPLEMENTATION**

The Nexus Study will be presented to the Metro Board for action. At this stage, the Metro Board will take final action on whether to adopt the Congestion Mitigation Fee. (July 2009)

### **5.6 LOCAL IMPLEMENTATION**

If the Metro Board adopts the Congestion Mitigation Fee and Nexus Study, Metro will provide local jurisdictions with instructions regarding proceeding with the adoption of a local Congestion Mitigation Fee ordinance and Fee Program implementation. (August 2009 & on)

# Appendix A

**Appendix A**  
**Congestion Mitigation Fee Feasibility Study Report**  
**Countywide and Sub-Regional Hypothetical Fee Scenarios and Maps of Preliminary**  
**Transportation Network**

### **Hypothetical Fee Revenue Scenarios**

This appendix provides summarized pro-forma, or what-if, congestion mitigation fee revenue scenarios at the countywide, sub-regional, and city level that could be generated if a countywide congestion mitigation fee were implemented at the local level.

These fee scenarios were calculated utilizing a fee revenue calculator developed by Metro's contractor, Cambridge Systematics, Inc. The fee revenue calculator utilizes a methodology that forecasts land use growth by converting the population and employment forecasts provided by SCAG and the Department of Finance of the State of California, respectively, over a 25-year time period with base year of 2005 and a time horizon of 2030. The land use forecasts are used to arrive at how many new trips would be generated in each jurisdiction as a result of new growth. The fee revenue calculator utilizes these trip forecasts to estimate fee revenue at the countywide level, sub-regional level, and the city level. This enables local jurisdictions and subregions to observe how much they could theoretically generate for themselves.

Since each jurisdiction has their own customized General Plan to address their demographic and growth trends, Metro will be working with each jurisdiction to obtain consensus on their growth as identified in Step 2 of the Congestion Mitigation Fee Work Plan.

By taking the hypothetical congestion mitigation fee amount and dividing it by the number of average daily new trips generated by a single family residence (approximately 10 new trips), the result is the fee amount per new trip. (For illustrative purposes, a fee amount per single-family residence is used as a proxy for all land uses that the congestion mitigation fee would apply.) The next step is to multiply the fee amount per trip with the total number of new trips that each jurisdiction is expected to generate resulting in an estimated total revenue amount for that jurisdiction.

The congestion mitigation fee scenarios are laid out in easy to read tables that summarize the key variables in a fee program, namely: jurisdiction, hypothetical fee amounts per single family residence and per new trip, and total revenue generated by sub-region and individual jurisdictions. Table A-1 lists jurisdictions in alphabetical order followed by the countywide map of the preliminary transportation network. In addition, A-3 through A-10 and figures A-2 through A-9 group jurisdictions by their respective sub-regional planning areas and a sub-regional map of the preliminary transportation network is provided as well.

### **Countywide and Sub-regional Maps of Preliminary Transportation Network**

There also are maps of the county and its various sub-regions which identify a multi-modal transportation network consisting of highways, arterials, and transit services. These preliminary maps are designed to assist stakeholders in identifying where transportation investments should be made to mitigate the impacts of new growth in their jurisdictions. The transportation network maps should be viewed as a work-in-progress due to the dynamic nature of growth and development decisions made among and between the private and public sectors.

**Table A-1  
Hypothetical Fee Scenarios by Sub-region**

<b>Subregional Area</b>	<b>Proxy Hypothetical Fee Amount Per Single Family Residence</b>	<b>Fee per New Trip (Avg Daily Trips)</b>	<b>Number of New Trips</b>	<b>Hypothetical Total Fee Revenue</b>
Arroyo Verdugo	\$2,000	\$200	466,145	\$93,229,000
	\$4,000	\$400		\$186,458,000
	\$6,000	\$600		\$279,687,000
	\$16,000	\$1,600		\$745,832,000
Gateway Cities	\$2,000	\$200	1,246,064	\$249,212,800
	\$4,000	\$400		\$498,425,600
	\$6,000	\$600		\$747,638,400
	\$16,000	\$1,600		\$1,993,702,400
Las Virgenes-Malibu	\$2,000	\$200	103,787	\$20,757,400
	\$4,000	\$400		\$41,514,800
	\$6,000	\$600		\$62,272,200
	\$16,000	\$1,600		\$166,059,200
City of Los Angeles	\$2,000	\$200	3,357,867	\$671,573,400
	\$4,000	\$400		\$1,343,146,800
	\$6,000	\$600		\$2,014,720,200
	\$16,000	\$1,600		\$5,372,587,200
North County	\$2,000	\$200	1,173,892	\$234,778,400
	\$4,000	\$400		\$469,556,800
	\$6,000	\$600		\$704,335,200
	\$16,000	\$1,600		\$1,878,227,200
San Gabriel Valley	\$2,000	\$200	1,331,557	\$266,311,400
	\$4,000	\$400		\$532,622,800
	\$6,000	\$600		\$798,934,200
	\$16,000	\$1,600		\$2,130,491,200
South Bay	\$2,000	\$200	771,557	\$154,311,400
	\$4,000	\$400		\$308,622,800
	\$6,000	\$600		\$462,934,200
	\$16,000	\$1,600		\$1,234,491,200
Westside Cities	\$2,000	\$200	363,837	\$72,767,400
	\$4,000	\$400		\$145,534,800
	\$6,000	\$600		\$218,302,200
	\$16,000	\$1,600		\$582,139,200
Un-Incorporated Area	\$2,000	\$200	587,078	\$117,415,600
	\$4,000	\$400		\$234,831,200
	\$6,000	\$600		\$352,246,800
	\$16,000	\$1,600		\$939,324,800
<b>TOTAL</b>	\$2,000	\$200	<b>9,365,784</b>	<b>\$1,873,156,800</b>
	\$4,000	\$400		<b>\$3,746,313,600</b>
	\$6,000	\$600		<b>\$5,619,470,400</b>
	\$16,000	\$1,600		<b>\$14,985,250,00</b>

**Table A-2  
Hypothetical Fee Scenarios by Local Jurisdiction**

City	Proxy Hypothetical Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
Agoura Hills	\$2,000	\$200	28,354	\$5,670,8000
	\$4,000	\$400		\$11,341,600
	\$6,000	\$600		\$17,012,400
	\$16,000	\$1,600		\$45,366,400
Alhambra	\$2,000	\$200	84,594	\$16,918,800
	\$4,000	\$400		\$33,837,600
	\$6,000	\$600		\$50,756,400
	\$16,000	\$1,600		\$135,350,400
Arcadia	\$2,000	\$200	46,125	\$9,225,000
	\$4,000	\$400		\$18,450,000
	\$6,000	\$600		\$27,675,000
	\$16,000	\$1,600		\$73,800,000
Artesia	\$2,000	\$200	9,242	\$1,848,400
	\$4,000	\$400		\$3,696,800
	\$6,000	\$600		\$5,545,200
	\$16,000	\$1,600		\$14,787,200
Azusa	\$2,000	\$200	43,132	\$8,626,400
	\$4,000	\$400		\$17,252,800
	\$6,000	\$600		\$25,879,200
	\$16,000	\$1,600		\$69,011,200
Avalon	\$2,000	\$200	6,149	\$1,229,800
	\$4,000	\$400		\$2,459,600
	\$6,000	\$600		\$3,689,400
	\$16,000	\$1,600		\$9,838,400
Baldwin Park	\$2,000	\$200	49,096	\$9,819,200
	\$4,000	\$400		\$19,638,400
	\$6,000	\$600		\$29,457,600
	\$16,000	\$1,600		\$78,553,600
Bell	\$2,000	\$200	49,096	\$9,819,200
	\$4,000	\$400		\$19,638,400
	\$6,000	\$600		\$29,457,600
	\$16,000	\$1,600		\$78,553,600
Bell Gardens	\$2,000	\$200	14,038	\$2,807,600
	\$4,000	\$400		\$5,615,200
	\$6,000	\$600		\$8,422,800
	\$16,000	\$1,600		\$22,460,800
Bellflower	\$2,000	\$200	38,425	\$7,685,000
	\$4,000	\$400		\$15,370,000
	\$6,000	\$600		\$23,055,000
	\$16,000	\$1,600		\$61,480,000
Beverly Hills	\$2,000	\$200	95,856	\$19,171,200
	\$4,000	\$400		\$38,342,400
	\$6,000	\$600		\$57,513,600
	\$16,000	\$1,600		\$153,369,600
Bradbury	\$2,000	\$200	2,184	\$436,800
	\$4,000	\$400		\$873,600
	\$6,000	\$600		\$1,310,400
	\$16,000	\$1,600		\$3,494,400
Burbank	\$2,000	\$200	239,474	\$47,894,800
	\$4,000	\$400		\$95,789,600
	\$6,000	\$600		\$143,684,400
	\$16,000	\$1,600		\$383,158,400

**Table A-2  
Hypothetical Fee Scenarios by Local Jurisdiction**

City	Proxy Hypothetical Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
Calabasas	\$2,000	\$200	30,576	\$6,115,200
	\$4,000	\$400		\$12,230,400
	\$6,000	\$600		\$18,345,600
	\$16,000	\$1,600		\$48,921,600
Carson	\$2,000	\$200	119,100	\$23,820,000
	\$4,000	\$400		\$47,640,000
	\$6,000	\$600		\$71,460,000
	\$16,000	\$1,600		\$190,560,000
Cerritos	\$2,000	\$200	50,360	\$10,072,000
	\$4,000	\$400		\$20,144,000
	\$6,000	\$600		\$30,216,000
	\$16,000	\$1,600		\$80,576,000
Claremont	\$2,000	\$200	59,285	\$11,857,000
	\$4,000	\$400		\$23,714,000
	\$6,000	\$600		\$35,571,000
	\$16,000	\$1,600		\$94,856,000
Commerce	\$2,000	\$200	69,533	\$13,906,600
	\$4,000	\$400		\$27,813,200
	\$6,000	\$600		\$41,719,800
	\$16,000	\$1,600		\$111,252,800
Compton	\$2,000	\$200	46,471	\$9,294,200
	\$4,000	\$400		\$18,588,400
	\$6,000	\$600		\$27,882,600
	\$16,000	\$1,600		\$74,353,600
Covina	\$2,000	\$200	49,420	\$9,884,000
	\$4,000	\$400		\$19,768,000
	\$6,000	\$600		\$29,652,000
	\$16,000	\$1,600		\$79,072,000
Cudahy	\$2,000	\$200	12,251	\$2,450,200
	\$4,000	\$400		\$4,900,400
	\$6,000	\$600		\$7,350,600
	\$16,000	\$1,600		\$19,601,600
Culver City	\$2,000	\$200	96,029	\$19,205,800
	\$4,000	\$400		\$38,411,600
	\$6,000	\$600		\$57,617,400
	\$16,000	\$1,600		\$153,646,400
Diamond Bar	\$2,000	\$200	36,350	\$7,270,000
	\$4,000	\$400		\$14,540,000
	\$6,000	\$600		\$21,810,000
	\$16,000	\$1,600		\$58,160,000
Downey	\$2,000	\$200	43,698	\$8,739,600
	\$4,000	\$400		\$17,479,200
	\$6,000	\$600		\$26,218,800
	\$16,000	\$1,600		\$69,916,800
Duarte	\$2,000	\$200	13,955	\$2,791,000
	\$4,000	\$400		\$5,582,000
	\$6,000	\$600		\$8,373,000
	\$16,000	\$1,600		\$22,328,000
El Monte	\$2,000	\$200	85,189	\$17,037,800
	\$4,000	\$400		\$34,756,000
	\$6,000	\$600		\$51,113,400
	\$16,000	\$1,600		\$136,302,400



**Table A-2  
Hypothetical Fee Scenarios by Local Jurisdiction**

City	Proxy Hypothetical Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
El Segundo	\$2,000	\$200	71,888	\$14,377,600
	\$4,000	\$400		\$28,755,200
	\$6,000	\$600		\$43,132,800
	\$16,000	\$1,600		\$115,020,800
Gardena	\$2,000	\$200	83,211	\$16,642,200
	\$4,000	\$400		\$33,284,400
	\$6,000	\$600		\$49,926,600
	\$16,000	\$1,600		\$133,137,600
Glendale	\$2,000	\$200	206,994	\$41,398,800
	\$4,000	\$400		\$82,797,600
	\$6,000	\$600		\$124,196,400
	\$16,000	\$1,600		\$331,190,400
Glendora	\$2,000	\$200	31,767	\$6,353,400
	\$4,000	\$400		\$12,706,800
	\$6,000	\$600		\$19,060,200
	\$16,000	\$1,600		\$50,827,200
Hawaiian Gardens	\$2,000	\$200	4,350	\$870,000
	\$4,000	\$400		\$1,740,000
	\$6,000	\$600		\$2,610,000
	\$16,000	\$1,600		\$6,960,000
Hawthorne	\$2,000	\$200	52,664	\$10,532,800
	\$4,000	\$400		\$21,065,600
	\$6,000	\$600		\$31,598,400
	\$16,000	\$1,600		\$84,262,400
Hermosa Beach	\$2,000	\$200	3,885	\$777,000
	\$4,000	\$400		\$1,554,000
	\$6,000	\$600		\$2,331,000
	\$16,000	\$1,600		\$6,216,000
Hidden Hills	\$2,000	\$200	1,985	\$397,000
	\$4,000	\$400		\$794,000
	\$6,000	\$600		\$1,191,000
	\$16,000	\$1,600		\$3,176,000
Huntington Park	\$2,000	\$200	37,176	\$7,435,200
	\$4,000	\$400		\$14,870,400
	\$6,000	\$600		\$22,306,600
	\$16,000	\$1,600		\$59,481,600
Industry	\$2,000	\$200	25,438	\$5,087,600
	\$4,000	\$400		\$10,175,200
	\$6,000	\$600		\$15,262,800
	\$16,000	\$1,600		\$40,700,800
Inglewood	\$2,000	\$200	72,421	\$14,484,200
	\$4,000	\$400		\$28,968,400
	\$6,000	\$600		\$43,452,600
	\$16,000	\$1,600		\$115,873,600
Irwindale	\$2,000	\$200	126,924	\$25,384,800
	\$4,000	\$400		\$50,769,600
	\$6,000	\$600		\$76,154,400
	\$16,000	\$1,600		\$203,078,400
La Canada Flintridge	\$2,000	\$200	19,676	\$3,935,200
	\$4,000	\$400		\$7,870,400
	\$6,000	\$600		\$11,805,600
	\$16,000	\$1,600		\$31,481,600

**Table A-2  
Hypothetical Fee Scenarios by Local Jurisdiction**

City	Proxy Hypothetical Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
La Habra Heights	\$2,000	\$200	2,820	\$564,000
	\$4,000	\$400		\$1,128,000
	\$6,000	\$600		\$1,692,000
	\$16,000	\$1,600		\$4,512,000
La Mirada	\$2,000	\$200	54,982	\$10,996,400
	\$4,000	\$400		\$21,992,800
	\$6,000	\$600		\$32,989,200
	\$16,000	\$1,600		\$87,971,200
La Puente	\$2,000	\$200	10,045	\$2,009,000
	\$4,000	\$400		\$4,018,000
	\$6,000	\$600		\$6,027,000
	\$16,000	\$1,600		\$16,072,000
La Verne	\$2,000	\$200	26,268	\$5,253,600
	\$4,000	\$400		\$10,507,200
	\$6,000	\$600		\$15,760,800
	\$16,000	\$1,600		\$42,028,800
Lakewood	\$2,000	\$200	39,162	\$7,832,400
	\$4,000	\$400		\$15,664,800
	\$6,000	\$600		\$23,497,200
	\$16,000	\$1,600		\$62,659,200
Lancaster	\$2,000	\$200	257,498	\$51,499,600
	\$4,000	\$400		\$102,999,200
	\$6,000	\$600		\$154,498,800
	\$16,000	\$1,600		\$411,996,800
Lawndale	\$2,000	\$200	12,534	\$2,506,800
	\$4,000	\$400		\$5,013,600
	\$6,000	\$600		\$7,520,400
	\$16,000	\$1,600		\$20,054,000
Lomita	\$2,000	\$200	21,200	\$4,240,000
	\$4,000	\$400		\$8,480,000
	\$6,000	\$600		\$12,720,000
	\$16,000	\$1,600		\$33,920,000
Long Beach	\$2,000	\$200	376,601	\$75,320,200
	\$4,000	\$400		\$150,640,400
	\$6,000	\$600		\$225,960,600
	\$16,000	\$1,600		\$602,561,600
Los Angeles City	\$2,000	\$200	3,331,768	\$666,353,600
	\$4,000	\$400		\$1,332,707,200
	\$6,000	\$600		\$1,999,060,800
	\$16,000	\$1,600		\$5,330,828,800
Los Angeles County	\$2,000	\$200	587,078	\$117,415,600
	\$4,000	\$400		\$234,831,200
	\$6,000	\$600		\$352,246,800
	\$16,000	\$1,600		\$939,324,800
Lynwood	\$2,000	\$200	21,650	\$4,330,000
	\$4,000	\$400		\$8,660,000
	\$6,000	\$600		\$12,990,000
	\$16,000	\$1,600		\$34,640,000
Malibu	\$2,000	\$200	26,457	\$5,291,400
	\$4,000	\$400		\$10,582,800
	\$6,000	\$600		\$15,874,200
	\$16,000	\$1,600		\$42,331,200

**Table A-2  
Hypothetical Fee Scenarios by Local Jurisdiction**

City	Proxy Hypothetical Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
Manhattan Beach	\$2,000	\$200	30,969	\$6,193,800
	\$4,000	\$400		\$12,397,600
	\$6,000	\$600		\$18,581,400
	\$16,000	\$1,600		\$49,550,400
Maywood	\$2,000	\$200	10,814	\$2,162,800
	\$4,000	\$400		\$3,325,600
	\$6,000	\$600		\$6,488,400
	\$16,000	\$1,600		\$17,302,400
Monrovia	\$2,000	\$200	32,366	\$6,473,200
	\$4,000	\$400		\$12,946,400
	\$6,000	\$600		\$19,419,600
	\$16,000	\$1,600		\$51,785,600
Montebello	\$2,000	\$200	39,540	\$7,908,000
	\$4,000	\$400		\$15,816,000
	\$6,000	\$600		\$23,724,000
	\$16,000	\$1,600		\$63,264,000
Monterey Park	\$2,000	\$200	55,395	\$11,079,000
	\$4,000	\$400		\$22,158,000
	\$6,000	\$600		\$33,237,000
	\$16,000	\$1,600		\$88,632,000
Norwalk	\$2,000	\$200	50,096	\$10,019,200
	\$4,000	\$400		\$20,038,400
	\$6,000	\$600		\$30,057,600
	\$16,000	\$1,600		\$80,153,600
Palmdale	\$2,000	\$200	569,781	\$113,956,200
	\$4,000	\$400		\$227,912,400
	\$6,000	\$600		\$341,868,600
	\$16,000	\$1,600		\$911,649,600
Palos Verdes Estates	\$2,000	\$200	2,266	\$453,200
	\$4,000	\$400		\$906,400
	\$6,000	\$600		\$1,359,600
	\$16,000	\$1,600		\$3,625,600
Paramount	\$2,000	\$200	30,309	\$6,061,800
	\$4,000	\$400		\$12,123,600
	\$6,000	\$600		\$18,185,400
	\$16,000	\$1,600		\$48,494,400
Pasadena	\$2,000	\$200	190,381	\$38,076,200
	\$4,000	\$400		\$76,152,400
	\$6,000	\$600		\$114,228,600
	\$16,000	\$1,600		\$304,609,600
Pico Rivera	\$2,000	\$200	36,200	\$7,240,000
	\$4,000	\$400		\$14,480,000
	\$6,000	\$600		\$21,720,000
	\$16,000	\$1,600		\$57,920,000
Pomona	\$2,000	\$200	112,420	\$22,484,000
	\$4,000	\$400		\$44,968,000
	\$6,000	\$600		\$67,452,000
	\$16,000	\$1,600		\$179,872,000
Rancho Palos Verdes	\$2,000	\$200	8,740	\$1,748,000
	\$4,000	\$400		\$3,496,000
	\$6,000	\$600		\$5,244,000
	\$16,000	\$1,600		\$13,984,000

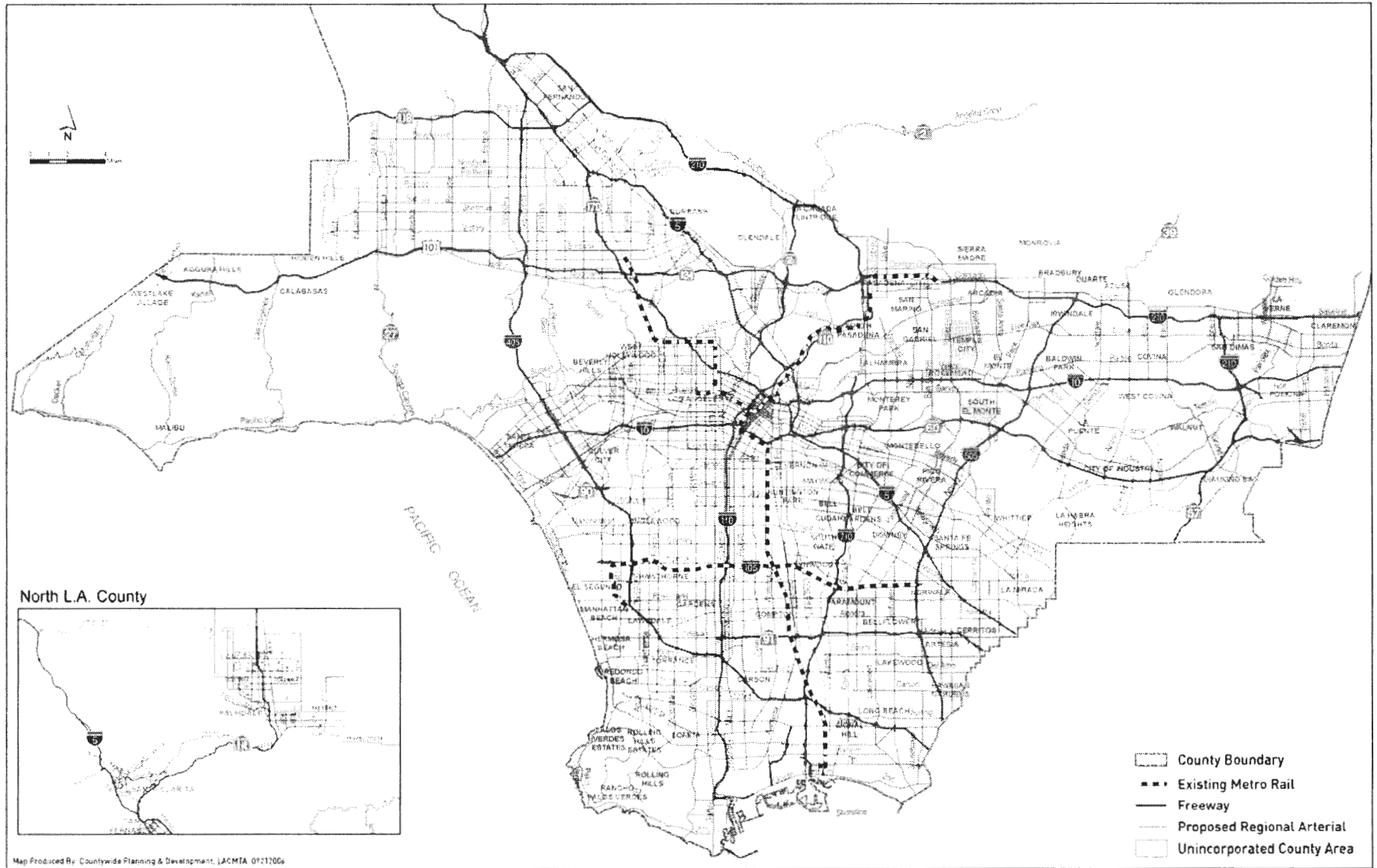
**Table A-2  
Hypothetical Fee Scenarios by Local Jurisdiction**

City	Proxy Hypothetical Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
Redondo Beach	\$2,000	\$200	55,399	\$11,079,800
	\$4,000	\$400		\$22,159,600
	\$6,000	\$600		\$33,239,400
	\$16,000	\$1,600		\$88,638,400
Rolling Hills	\$2,000	\$200	535	\$107,000
	\$4,000	\$400		\$214,000
	\$6,000	\$600		\$321,000
	\$16,000	\$1,600		\$856,000
Rolling Hills Estates	\$2,000	\$200	7,836	\$1,567,200
	\$4,000	\$400		\$3,134,400
	\$6,000	\$600		\$4,701,600
	\$16,000	\$1,600		\$12,537,600
Rosemead	\$2,000	\$200	29,134	\$5,826,800
	\$4,000	\$400		\$11,653,600
	\$6,000	\$600		\$17,480,400
	\$16,000	\$1,600		\$46,614,400
San Dimas	\$2,000	\$200	26,178	\$5,235,600
	\$4,000	\$400		\$10,471,200
	\$6,000	\$600		\$15,706,800
	\$16,000	\$1,600		\$41,884,800
San Fernando	\$2,000	\$200	26,098	\$5,219,600
	\$4,000	\$400		\$10,439,200
	\$6,000	\$600		\$15,658,800
	\$16,000	\$1,600		\$41,756,800
San Gabriel	\$2,000	\$200	16,892	\$3,378,400
	\$4,000	\$400		\$6,756,800
	\$6,000	\$600		\$10,135,200
	\$16,000	\$1,600		\$27,027,200
San Marino	\$2,000	\$200	4,914	\$982,800
	\$4,000	\$400		\$1,965,600
	\$6,000	\$600		\$2,948,400
	\$16,000	\$1,600		\$7,862,400
Santa Clarita	\$2,000	\$200	310,614	\$62,122,800
	\$4,000	\$400		\$124,245,600
	\$6,000	\$600		\$186,368,400
	\$16,000	\$1,600		\$496,982,400
Santa Fe Springs	\$2,000	\$200	34,967	\$6,993,400
	\$4,000	\$400		\$13,986,800
	\$6,000	\$600		\$20,980,200
	\$16,000	\$1,600		\$55,947,200
Santa Monica	\$2,000	\$200	121,287	\$24,257,400
	\$4,000	\$400		\$48,514,800
	\$6,000	\$600		\$72,772,200
	\$16,000	\$1,600		\$194,059,200
Sierra Madre	\$2,000	\$200	5,465	\$1,093,000
	\$4,000	\$400		\$2,186,000
	\$6,000	\$600		\$3,279,000
	\$16,000	\$1,600		\$8,744,000
Signal Hill	\$2,000	\$200	45,927	\$9,185,400
	\$4,000	\$400		\$18,370,800
	\$6,000	\$600		\$27,556,200
	\$16,000	\$1,600		\$73,483,200

**Table A-2  
Hypothetical Fee Scenarios by Local Jurisdiction**

City	Proxy Hypothetical Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
South El Monte	\$2,000	\$200	7,837	\$1,567,400
	\$4,000	\$400		\$3,134,800
	\$6,000	\$600		\$4,702,200
	\$16,000	\$1,600		\$12,539,200
South Gate	\$2,000	\$200	26,747	\$5,349,400
	\$4,000	\$400		\$10,698,800
	\$6,000	\$600		\$16,048,200
	\$16,000	\$1,600		\$42,795,200
South Pasadena	\$2,000	\$200	9,650	\$1,930,000
	\$4,000	\$400		\$3,860,000
	\$6,000	\$600		\$5,790,000
	\$16,000	\$1,600		\$15,440,000
Temple City	\$2,000	\$200	17,460	\$3,492,000
	\$4,000	\$400		\$6,984,000
	\$6,000	\$600		\$10,476,000
	\$16,000	\$1,600		\$27,936,000
Torrance	\$2,000	\$200	228,909	\$45,781,800
	\$4,000	\$400		\$91,563,600
	\$6,000	\$600		\$137,345,400
	\$16,000	\$1,600		\$366,254,400
Vernon	\$2,000	\$200	97,256	\$19,451,200
	\$4,000	\$400		\$38,902,400
	\$6,000	\$600		\$58,353,600
	\$16,000	\$1,600		\$155,609,600
Walnut	\$2,000	\$200	44,055	\$8,811,000
	\$4,000	\$400		\$17,622,000
	\$6,000	\$600		\$26,433,000
	\$16,000	\$1,600		\$70,488,000
West Covina	\$2,000	\$200	50,097	\$10,019,400
	\$4,000	\$400		\$20,038,800
	\$6,000	\$600		\$30,058,200
	\$16,000	\$1,600		\$80,155,200
West Hollywood	\$2,000	\$200	50,664	\$10,132,800
	\$4,000	\$400		\$20,256,600
	\$6,000	\$600		\$30,398,400
	\$16,000	\$1,600		\$81,062,400
Westlake Village	\$2,000	\$200	17,316	\$3,463,200
	\$4,000	\$400		\$6,926,400
	\$6,000	\$600		\$10,389,600
	\$16,000	\$1,600		\$27,705,600
Whittier	\$2,000	\$200	48,102	\$9,620,400
	\$4,000	\$400		\$19,240,800
	\$6,000	\$600		\$28,861,200
	\$16,000	\$1,600		\$76,963,200

Figure A-1  
Preliminary Regional Transportation Network

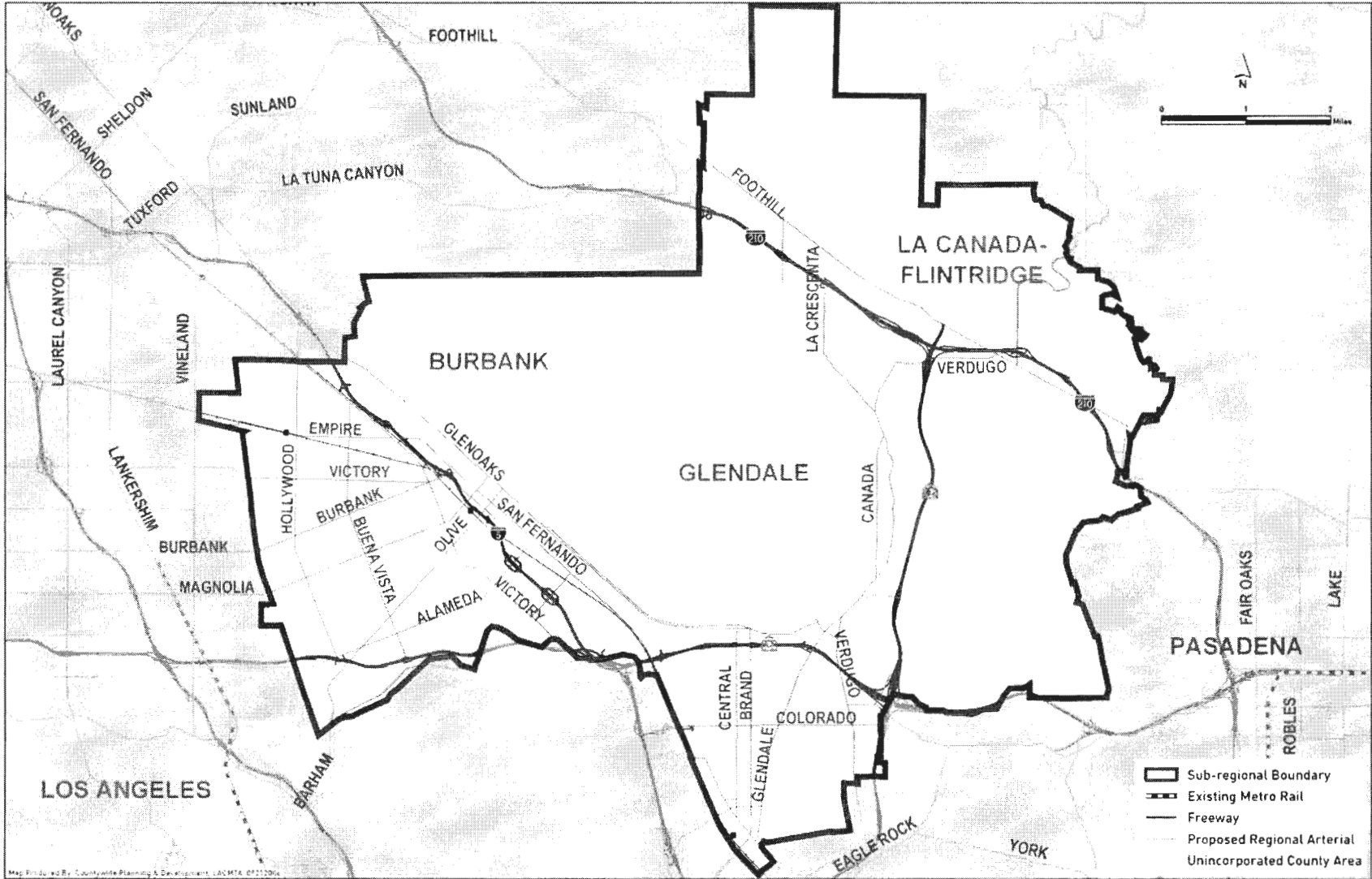


**Table A-3  
Hypothetical Fee Scenarios by Sub-region and Local Jurisdictions within the Sub-region  
Arroyo Verdugo**

Subregional Area	Proxy Fee Amount Per Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
Arroyo Verdugo	\$2,000	\$200	490,588	\$98,117,600
	\$4,000	\$400		\$196,235,200
	\$6,000	\$600		\$294,352,800
	\$16,000	\$1,600		\$784,940,800

City	Proxy Fee Amount Per Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
Burbank	\$2,000	\$200	239,474	\$47,894,800
	\$4,000	\$400		\$95,789,600
	\$6,000	\$600		\$143,684,400
	\$16,000	\$1,600		\$383,158,400
Glendale	\$2,000	\$200	206,994	\$41,398,800
	\$4,000	\$400		\$82,797,600
	\$6,000	\$600		\$124,196,400
	\$16,000	\$1,600		\$331,190,400
La Canada Flintridge	\$2,000	\$200	19,676	\$3,935,200
	\$4,000	\$400		\$7,870,400
	\$6,000	\$600		\$11,805,600
	\$16,000	\$1,600		\$31,481,600
Los Angeles County	\$2,000	\$200	24,443	\$4,888,600
	\$4,000	\$400		\$9,777,200
	\$6,000	\$600		\$14,665,800
	\$16,000	\$1,600		\$39,108,800

Figure A-2  
 Preliminary Regional Transportation Network  
 Arroyo Verdugo





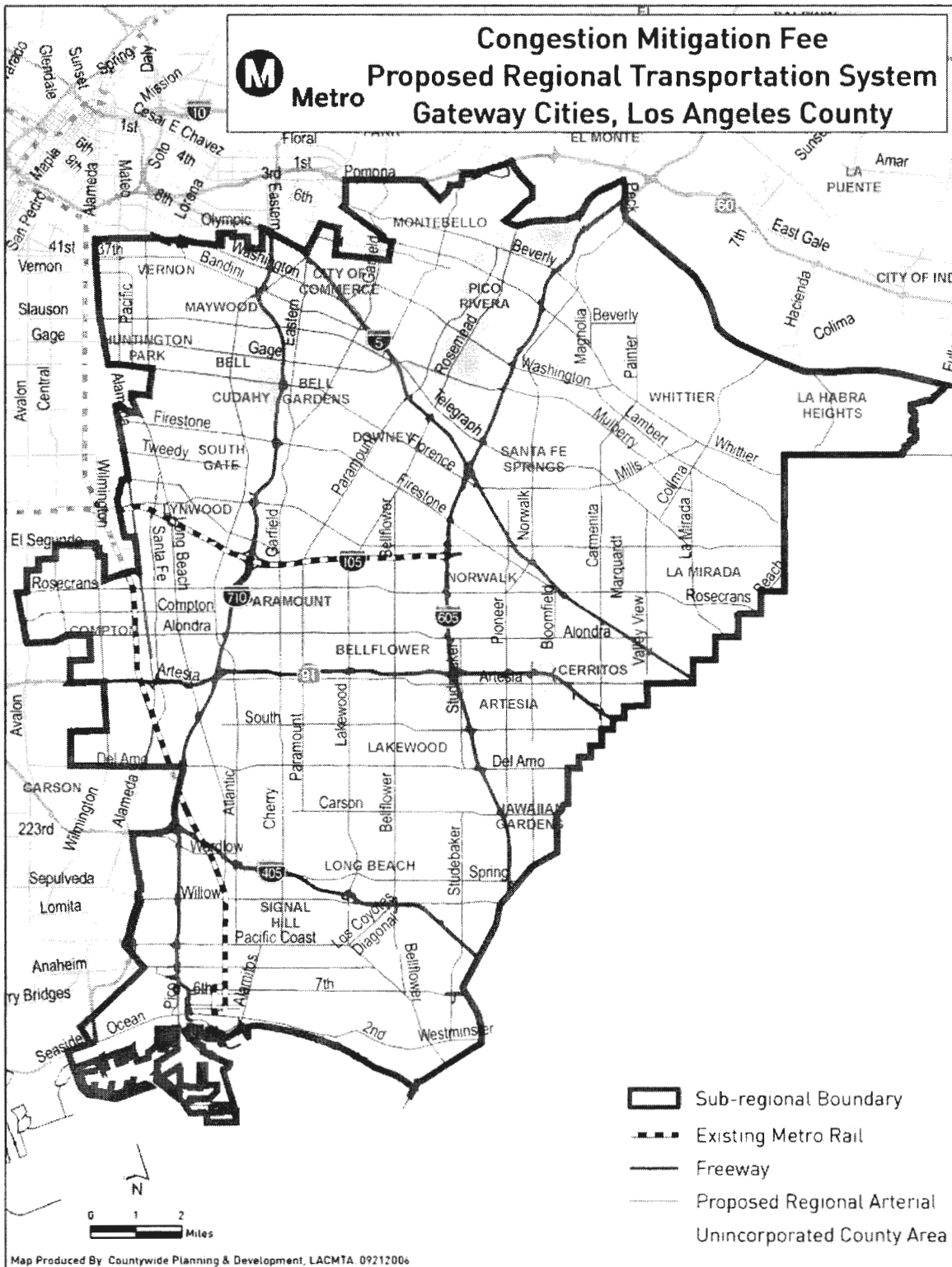
**Table A-4  
Hypothetical Fee Scenarios by Sub-region and Local Jurisdictions within the Sub-region  
Gateway Cities**

Subregional Area	Proxy Hypothetical Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
Gateway Cities	\$2,000	\$200	1,296,774	\$259,354,800
	\$4,000	\$400		\$518,709,600
	\$6,000	\$600		\$778,064,400
	\$16,000	\$1,600		\$2,074,838,400

City	Proxy Hypothetical Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
Artesia	\$2,000	\$200	9,242	\$1,848,400
	\$4,000	\$400		\$3,696,800
	\$6,000	\$600		\$5,545,200
	\$16,000	\$1,600		\$14,787,200
Baldwin Park	\$2,000	\$200	49,096	\$9,819,200
	\$4,000	\$400		\$19,638,400
	\$6,000	\$600		\$29,457,600
	\$16,000	\$1,600		\$78,553,600
Bell	\$2,000	\$200	49,096	\$9,819,200
	\$4,000	\$400		\$19,638,400
	\$6,000	\$600		\$29,457,600
	\$16,000	\$1,600		\$78,553,600
Bell Gardens	\$2,000	\$200	14,038	\$2,807,600
	\$4,000	\$400		\$5,615,200
	\$6,000	\$600		\$8,422,800
	\$16,000	\$1,600		\$22,460,800
Bellflower	\$2,000	\$200	38,425	\$7,685,000
	\$4,000	\$400		\$15,370,000
	\$6,000	\$600		\$23,055,000
	\$16,000	\$1,600		\$61,480,000
Cerritos	\$2,000	\$200	50,360	\$10,072,000
	\$4,000	\$400		\$20,144,000
	\$6,000	\$600		\$30,216,000
	\$16,000	\$1,600		\$80,576,000
Commerce	\$2,000	\$200	69,533	\$13,906,600
	\$4,000	\$400		\$27,813,200
	\$6,000	\$600		\$41,719,800
	\$16,000	\$1,600		\$111,252,800

City	Proxy Hypothetical Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
Compton	\$2,000	\$200	46,471	\$9,294,200
	\$4,000	\$400		\$18,588,400
	\$6,000	\$600		\$27,882,600
	\$16,000	\$1,600		\$74,353,600
Cudahy	\$2,000	\$200	12,251	\$2,450,200
	\$4,000	\$400		\$4,900,400
	\$6,000	\$600		\$7,350,600
	\$16,000	\$1,600		\$19,601,600
Downey	\$2,000	\$200	43,698	\$8,739,600
	\$4,000	\$400		\$17,479,200
	\$6,000	\$600		\$26,218,800
	\$16,000	\$1,600		\$69,916,800
Hawaiian Gardens	\$2,000	\$200	4,350	\$870,000
	\$4,000	\$400		\$1,740,000
	\$6,000	\$600		\$2,610,000
	\$16,000	\$1,600		\$6,960,000
Huntington Park	\$2,000	\$200	37,176	\$7,435,200
	\$4,000	\$400		\$14,870,400
	\$6,000	\$600		\$22,306,600
	\$16,000	\$1,600		\$59,481,600
La Habra Heights	\$2,000	\$200	2,820	\$564,000
	\$4,000	\$400		\$1,128,000
	\$6,000	\$600		\$1,692,000
	\$16,000	\$1,600		\$4,512,000
La Mirada	\$2,000	\$200	54,982	\$10,996,400
	\$4,000	\$400		\$21,992,800
	\$6,000	\$600		\$32,989,200
	\$16,000	\$1,600		\$87,971,200

Figure A-3  
 Preliminary Regional Transportation Network  
 Gateway Cities

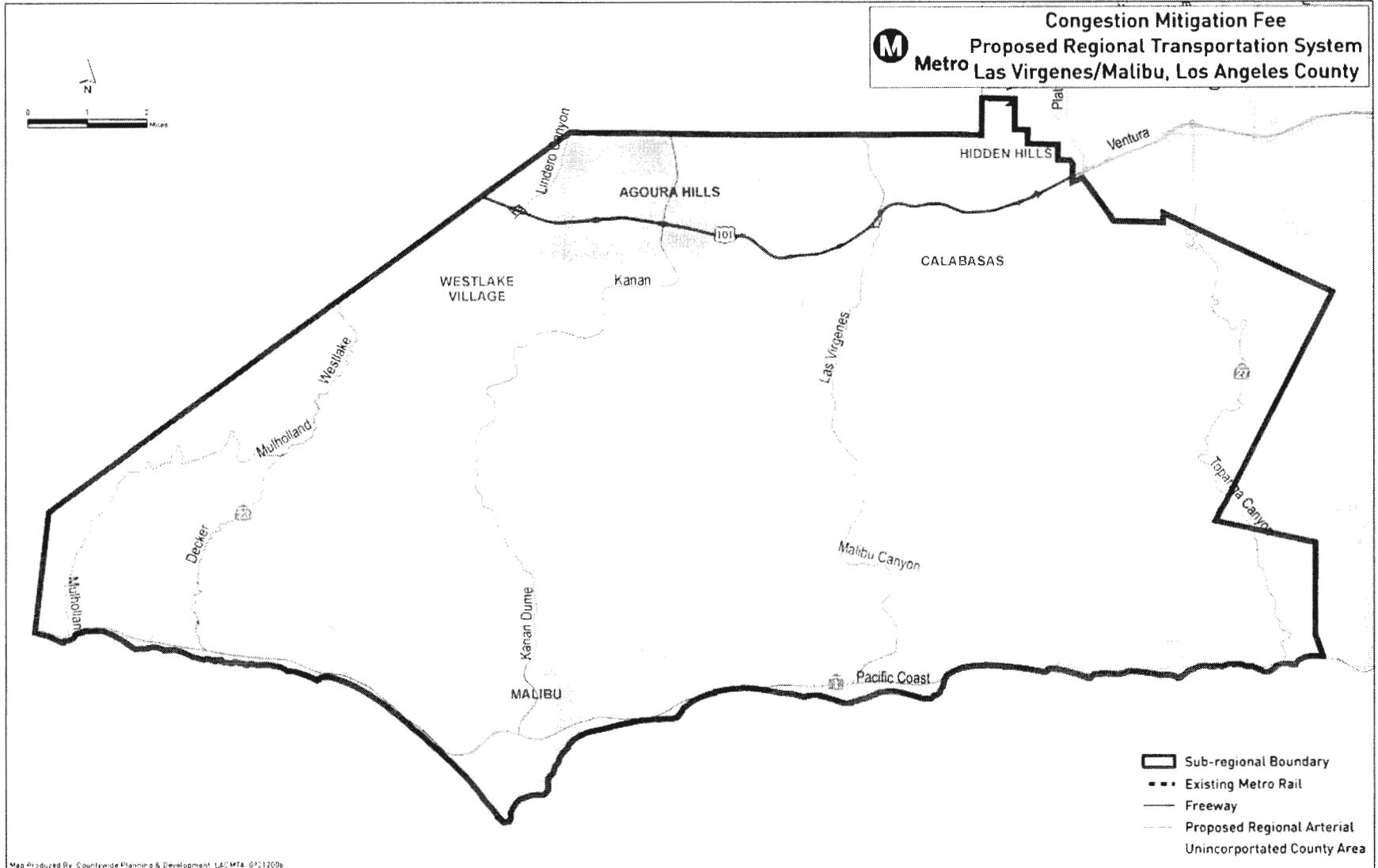


**Table A-5**  
**Hypothetical Fee Scenarios by Sub-region and Local Jurisdictions within the Sub-region**  
**Las Virgenes/Malibu**

Subregional Area	Proxy Hypothetical Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
Las Virgenes-Malibu	\$2,000	\$200	124,265	\$24,853,000
	\$4,000	\$400		\$49,706,000
	\$6,000	\$600		\$74,559,000
	\$16,000	\$1,600		\$198,824,000

City	Proxy Hypothetical Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
Agoura Hills	\$2,000	\$200	28,354	\$5,670,800
	\$4,000	\$400		\$11,341,600
	\$6,000	\$600		\$17,012,400
	\$16,000	\$1,600		\$45,366,400
Calabasas	\$2,000	\$200	30,576	\$6,115,200
	\$4,000	\$400		\$12,230,400
	\$6,000	\$600		\$18,345,600
	\$16,000	\$1,600		\$48,921,600
Hidden Hills	\$2,000	\$200	1,085	\$397,000
	\$4,000	\$400		\$794,000
	\$6,000	\$600		\$1,191,000
	\$16,000	\$1,600		\$3,176,000
Los Angeles County	\$2,000	\$200	20,477	\$4,095,400
	\$4,000	\$400		\$8,190,800
	\$6,000	\$600		\$12,286,200
	\$16,000	\$1,600		\$32,763,200
Malibu	\$2,000	\$200	26,457	\$5,291,400
	\$4,000	\$400		\$10,582,800
	\$6,000	\$600		\$15,874,200
	\$16,000	\$1,600		\$42,331,200
Westlake Village	\$2,000	\$200	17,316	\$3,463,200
	\$4,000	\$400		\$6,926,400
	\$6,000	\$600		\$10,389,600
	\$16,000	\$1,600		\$27,705,600

Figure A-4  
 Preliminary Regional Transportation Network  
 Las Virgenes/Malibu

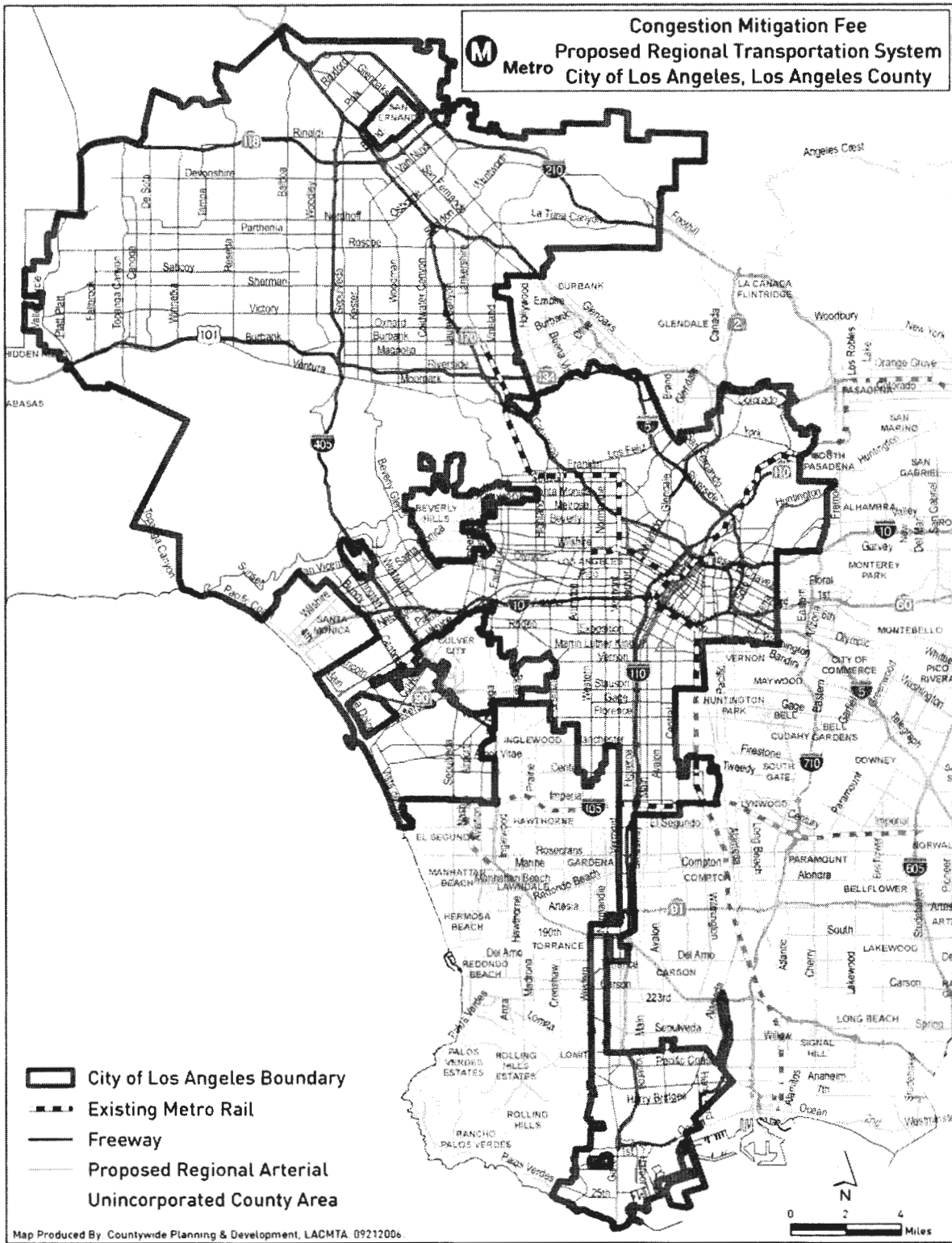


**Table A-6**  
**Hypothetical Fee Scenarios by Sub-region and Local Jurisdictions within the Sub-region**  
**Los Angeles City Area**

Subregional Area	Proxy Hypothetical Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
Los Angeles City Area	\$2,000	\$200	3,380,099	\$676,019,800
	\$4,000	\$400		\$1,352,039,600
	\$6,000	\$600		\$2,028,059,400
	\$16,000	\$1,600		\$5,408,158,400

City	Proxy Hypothetical Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
City of Los Angeles	\$2,000	\$200	3,331,768	\$666,353,600
	\$4,000	\$400		\$1,332,707,200
	\$6,000	\$600		\$1,999,060,800
	\$16,000	\$1,600		\$5,330,828,800
Los Angeles County	\$2,000	\$200	22,233	\$4,446,600
	\$4,000	\$400		\$8,893,200
	\$6,000	\$600		\$13,339,800
	\$16,000	\$1,600		\$35,572,800
San Fernando	\$2,000	\$200	26,098	\$5,219,600
	\$4,000	\$400		\$10,439,200
	\$6,000	\$600		\$15,658,800
	\$16,000	\$1,600		\$41,756,800

Figure A-5  
 Preliminary Regional Transportation Network  
 Los Angeles City Area



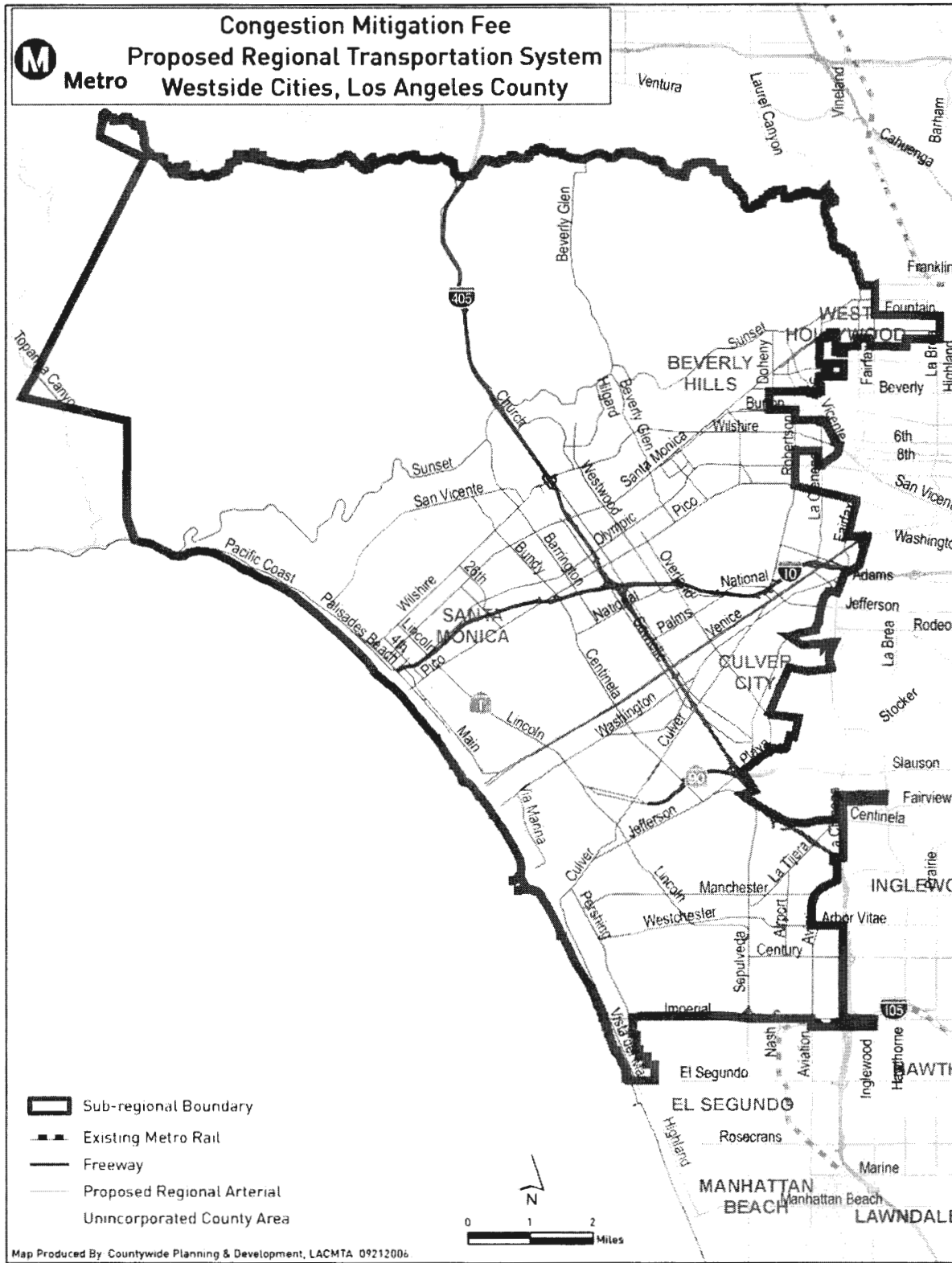
**Table A-7**  
**Hypothetical Fee Scenarios by Sub-region and Local Jurisdictions within the Sub-region**  
**Westside Cities**

Subregional Area	Hypothetical Proxy Fee Amount Per Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips <sup>2</sup>	Hypothetical Total Fee Revenue
Westside Cities	\$2,000	\$200	402,363	\$80,472,600
	\$4,000	\$400		\$160,945,200
	\$6,000	\$600		\$241,417,800
	\$16,000	\$1,600		\$643,780,800

City	Hypothetical Proxy Fee Amount Per Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips <sup>2</sup>	Hypothetical Total Fee Revenue
Beverly Hills	\$2,000	\$200	95,856	\$19,171,200
	\$4,000	\$400		\$38,342,400
	\$6,000	\$600		\$57,513,600
	\$16,000	\$1,600		\$153,369,600
Culver City	\$2,000	\$200	96,029	\$19,205,800
	\$4,000	\$400		\$38,411,600
	\$6,000	\$600		\$57,617,400
	\$16,000	\$1,600		\$153,646,400
Los Angeles County	\$2,000	\$200	38,526	\$7,705,200
	\$4,000	\$400		\$15,410,400
	\$6,000	\$600		\$23,115,600
	\$16,000	\$1,600		\$61,641,600
Santa Monica	\$2,000	\$200	121,287	\$24,257,400
	\$4,000	\$400		\$48,514,800
	\$6,000	\$600		\$72,772,200
	\$16,000	\$1,600		\$194,059,200
West Hollywood	\$2,000	\$200	50,664	\$10,132,800
	\$4,000	\$400		\$20,256,600
	\$6,000	\$600		\$30,398,400
	\$16,000	\$1,600		\$81,062,400



**Figure A-6**  
**Preliminary Regional Transportation Network**  
**Westside Cities**

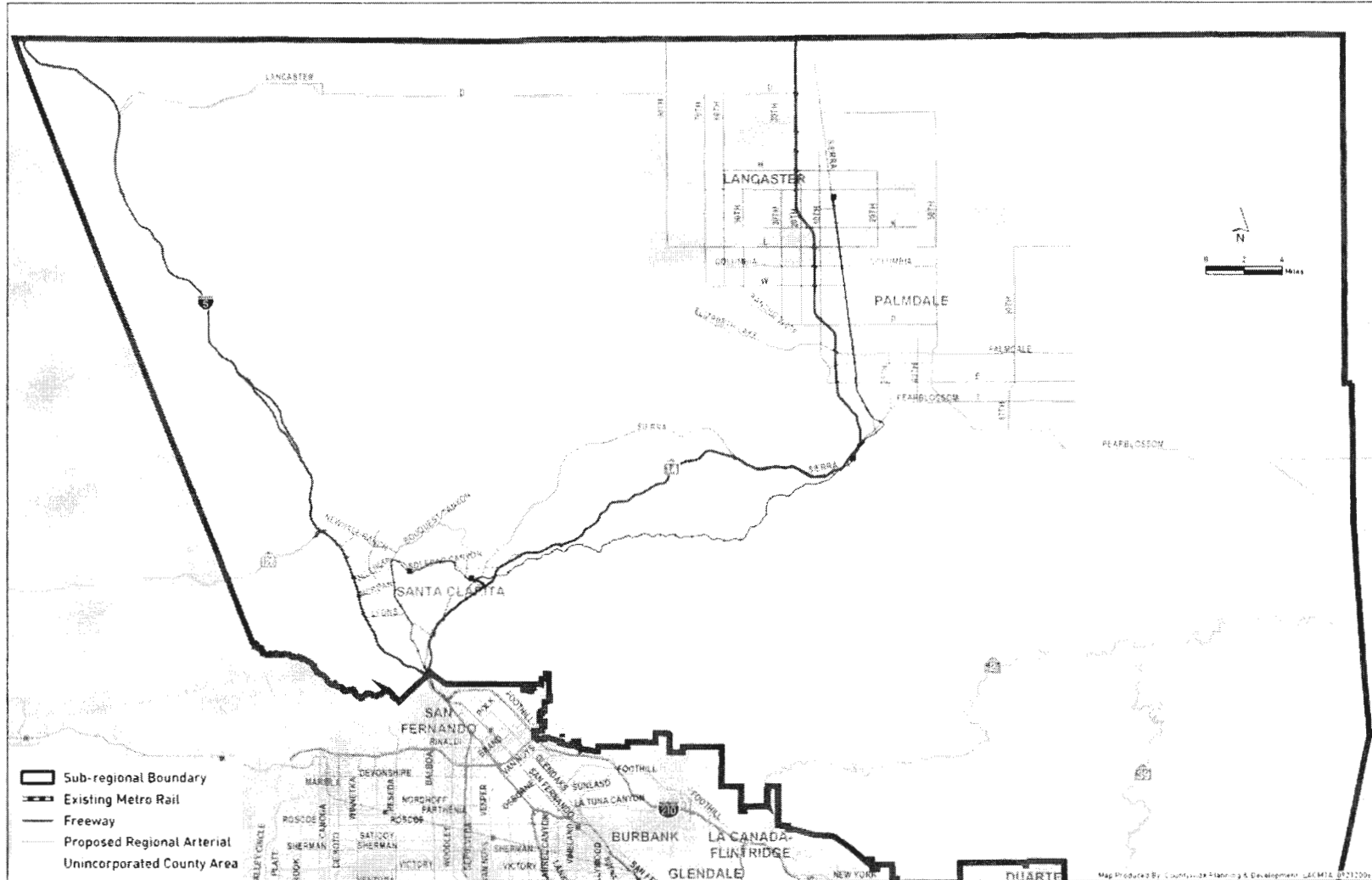


**Table A-8**  
**Hypothetical Fee Scenarios by Sub-region and Local Jurisdictions within the Sub-region**  
**North Los Angeles County**

Subregional Area	Hypothetical Proxy Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
North L. A. County	\$2,000	\$200	1,511,004	\$302,200,800
	\$4,000	\$400		\$604,401,600
	\$6,000	\$600		\$906,602,400
	\$16,000	\$1,600		\$2,417,606,400

City	Proxy Hypothetical Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips	Hypothetical Total Fee Revenue
Lancaster	\$2,000	\$200	257,498	\$51,499,600
	\$4,000	\$400		\$102,999,200
	\$6,000	\$600		\$154,498,800
	\$16,000	\$1,600		\$411,996,800
Los Angeles County	\$2,000	\$200	373,111	\$117,415,600
	\$4,000	\$400		\$234,831,200
	\$6,000	\$600		\$352,246,800
	\$16,000	\$1,600		\$939,324,800
Palmdale	\$2,000	\$200	569,781	\$113,956,200
	\$4,000	\$400		\$227,912,400
	\$6,000	\$600		\$341,868,600
	\$16,000	\$1,600		\$911,649,600
Santa Clarita	\$2,000	\$200	310,614	\$62,122,800
	\$4,000	\$400		\$124,245,600
	\$6,000	\$600		\$186,368,400
	\$16,000	\$1,600		\$496,982,400

Figure A-7  
 Preliminary Regional Transportation Network  
 North Los Angeles County



**Table A-9**  
**Hypothetical Fee Scenarios by Sub-region and Local Jurisdictions within the Sub-region**  
**San Gabriel Valley**

Subregional Area	Hypothetical Proxy Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips <sup>2</sup>	Hypothetical Total Fee Revenue
San Gabriel Valley	\$2,000	\$200	1,389,135	\$277,827,000
	\$4,000	\$400		\$555,654,000
	\$6,000	\$600		\$833,481,000
	\$16,000	\$1,600		\$2,222,616,000

**Table A-9**  
**Hypothetical Fee Scenarios by Sub-region & Local Jurisdictions within the Sub-region**  
**San Gabriel Valley**

City	Hypothetical Proxy Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips <sup>2</sup>	Hypothetical Total Fee Revenue
Alhambra	\$2,000	\$200	84,594	\$16,918,800
	\$4,000	\$400		\$33,837,600
	\$6,000	\$600		\$50,756,400
	\$16,000	\$1,600		\$135,350,400
Arcadia	\$2,000	\$200	46,125	\$9,225,000
	\$4,000	\$400		\$18,450,000
	\$6,000	\$600		\$27,675,000
	\$16,000	\$1,600		\$73,800,000
Azusa	\$2,000	\$200	43,132	\$8,626,400
	\$4,000	\$400		\$17,252,800
	\$6,000	\$600		\$25,879,200
	\$16,000	\$1,600		\$69,011,200
Baldwin Park	\$2,000	\$200	49,096	\$9,819,200
	\$4,000	\$400		\$19,638,400
	\$6,000	\$600		\$29,457,600
	\$16,000	\$1,600		\$78,553,600
Bradbury	\$2,000	\$200	2,184	\$436,800
	\$4,000	\$400		\$873,600
	\$6,000	\$600		\$1,310,400
	\$16,000	\$1,600		\$3,494,400
Claremont	\$2,000	\$200	59,285	\$11,857,000
	\$4,000	\$400		\$23,714,000
	\$6,000	\$600		\$35,571,000
	\$16,000	\$1,600		\$94,856,000

**Table A-9  
Hypothetical Fee Scenarios by Sub-region & Local Jurisdictions within the Sub-region  
San Gabriel Valley**

<b>City</b>	<b>Hypothetical Proxy Fee Amount - Single Family Residence</b>	<b>Fee per New Trip (Avg Daily Trips)</b>	<b>Number of New Trips <sup>2</sup></b>	<b>Hypothetical Total Fee Revenue</b>
Covina	\$2,000	\$200	49,420	\$9,884,000
	\$4,000	\$400		\$19,768,000
	\$6,000	\$600		\$29,652,000
	\$16,000	\$1,600		\$79,072,000
Diamond Bar	\$2,000	\$200	36,350	\$7,270,000
	\$4,000	\$400		\$14,540,000
	\$6,000	\$600		\$21,810,000
	\$16,000	\$1,600		\$58,160,000
Duarte	\$2,000	\$200	13,955	\$2,791,000
	\$4,000	\$400		\$5,582,000
	\$6,000	\$600		\$8,373,000
	\$16,000	\$1,600		\$22,328,000
El Monte	\$2,000	\$200	85,189	\$17,037,800
	\$4,000	\$400		\$34,756,000
	\$6,000	\$600		\$51,113,400
	\$16,000	\$1,600		\$136,302,400
Glendora	\$2,000	\$200	31,767	\$6,353,400
	\$4,000	\$400		\$12,706,800
	\$6,000	\$600		\$19,060,200
	\$16,000	\$1,600		\$50,827,200
Industry	\$2,000	\$200	25,438	\$5,087,600
	\$4,000	\$400		\$10,175,200
	\$6,000	\$600		\$15,262,800
	\$16,000	\$1,600		\$40,700,800
Irwindale	\$2,000	\$200	126,924	\$25,384,800
	\$4,000	\$400		\$50,769,600
	\$6,000	\$600		\$76,154,400
	\$16,000	\$1,600		\$203,078,400
La Puente	\$2,000	\$200	10,045	\$2,009,000
	\$4,000	\$400		\$4,018,000
	\$6,000	\$600		\$6,027,000
	\$16,000	\$1,600		\$16,072,000
La Verne	\$2,000	\$200	26,268	\$5,253,600
	\$4,000	\$400		\$10,507,200
	\$6,000	\$600		\$15,760,800
	\$16,000	\$1,600		\$42,028,800

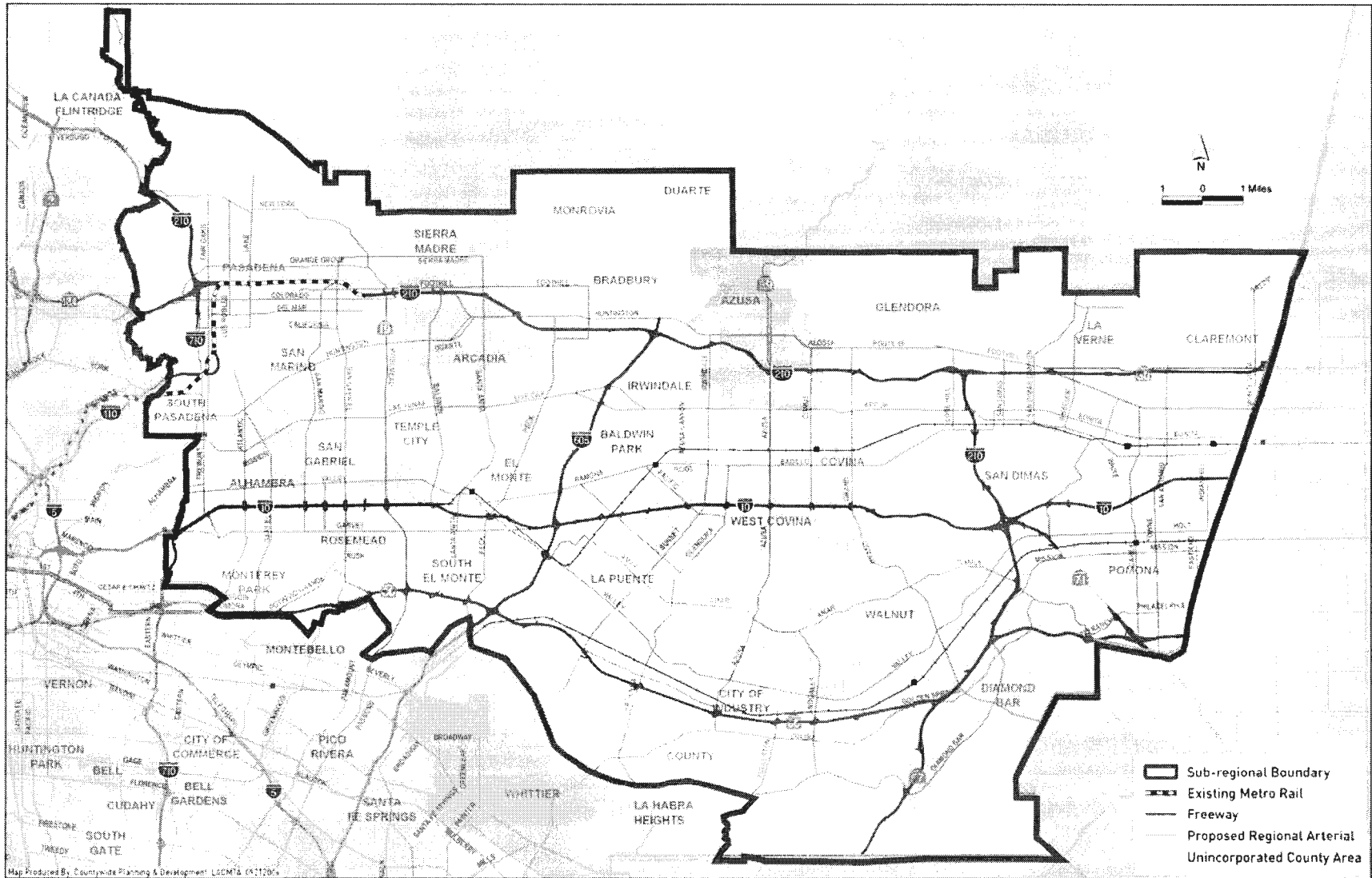
**Table A-9**  
**Hypothetical Fee Scenarios by Sub-region & Local Jurisdictions within the Sub-region**  
**San Gabriel Valley**

City	Hypothetical Proxy Fee Amount - Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips <sup>2</sup>	Hypothetical Total Fee Revenue
Los Angeles County	\$2,000	\$200	57,578	\$11,515,600
	\$4,000	\$400		\$23,031,200
	\$6,000	\$600		\$34,546,800
	\$16,000	\$1,600		\$92,124,800
Monrovia	\$2,000	\$200	32,366	\$6,473,200
	\$4,000	\$400		\$12,946,400
	\$6,000	\$600		\$19,419,600
	\$16,000	\$1,600		\$51,785,600
Monterey Park	\$2,000	\$200	55,395	\$11,079,000
	\$4,000	\$400		\$22,158,000
	\$6,000	\$600		\$33,237,000
	\$16,000	\$1,600		\$88,632,000
Pasadena	\$2,000	\$200	190,381	\$38,076,200
	\$4,000	\$400		\$76,152,400
	\$6,000	\$600		\$114,228,600
	\$16,000	\$1,600		\$304,609,600
Pomona	\$2,000	\$200	112,420	\$22,484,000
	\$4,000	\$400		\$44,968,000
	\$6,000	\$600		\$67,452,000
	\$16,000	\$1,600		\$179,872,000
Rosemead	\$2,000	\$200	29,134	\$5,826,800
	\$4,000	\$400		\$11,653,600
	\$6,000	\$600		\$17,480,400
	\$16,000	\$1,600		\$46,614,400
San Dimas	\$2,000	\$200	26,178	\$5,235,600
	\$4,000	\$400		\$10,471,200
	\$6,000	\$600		\$15,706,800
	\$16,000	\$1,600		\$41,884,800
San Gabriel	\$2,000	\$200	16,892	\$3,378,400
	\$4,000	\$400		\$6,756,800
	\$6,000	\$600		\$10,135,200
	\$16,000	\$1,600		\$27,027,200
San Marino	\$2,000	\$200	4,914	\$982,800
	\$4,000	\$400		\$1,965,600
	\$6,000	\$600		\$2,948,400
	\$16,000	\$1,600		\$7,862,400

**Table A-9  
Hypothetical Fee Scenarios by Sub-region & Local Jurisdictions within the Sub-region  
San Gabriel Valley**

<b>City</b>	<b>Hypothetical Proxy Fee Amount - Single Family Residence</b>	<b>Fee per New Trip (Avg Daily Trips)</b>	<b>Number of New Trips <sup>2</sup></b>	<b>Hypothetical Total Fee Revenue</b>
Sierra Madre	\$2,000	\$200	5,465	\$1,093,000
	\$4,000	\$400		\$2,186,000
	\$6,000	\$600		\$3,279,000
	\$16,000	\$1,600		\$8,744,000
South El Monte	\$2,000	\$200	7,837	\$1,567,400
	\$4,000	\$400		\$3,134,800
	\$6,000	\$600		\$4,702,200
	\$16,000	\$1,600		\$12,539,200
South Pasadena	\$2,000	\$200	9,650	\$1,930,000
	\$4,000	\$400		\$3,860,000
	\$6,000	\$600		\$5,790,000
	\$16,000	\$1,600		\$15,440,000
Temple City	\$2,000	\$200	17,460	\$3,492,000
	\$4,000	\$400		\$6,984,000
	\$6,000	\$600		\$10,476,000
	\$16,000	\$1,600		\$27,936,000
Walnut	\$2,000	\$200	44,055	\$8,811,000
	\$4,000	\$400		\$17,622,000
	\$6,000	\$600		\$26,433,000
	\$16,000	\$1,600		\$70,488,000
West Covina	\$2,000	\$200	50,097	\$10,019,400
	\$4,000	\$400		\$20,038,800
	\$6,000	\$600		\$30,058,200
	\$16,000	\$1,600		\$80,155,200

**Figure A-8  
Preliminary Regional Transportation Network  
San Gabriel Valley**





**Table A-10**  
**Hypothetical Fee Scenarios by Sub-region and Local Jurisdictions within the Sub-region**  
**South Bay Cities**

Subregional Area	Hypothetical Proxy Fee Amount Per Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips <sup>2</sup>	Hypothetical Total Fee Revenue
South Bay	\$2,000	\$200	771,557	\$154,311,400
	\$4,000	\$400		\$308,622,800
	\$6,000	\$600		\$462,934,200
	\$16,000	\$1,600		\$1,234,491,200

**Table A-10**  
**Hypothetical Fee Scenarios by Sub-region & Local Jurisdictions within the Sub region**  
**South Bay Cities**

City	Hypothetical Proxy Fee Amount Per Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips <sup>2</sup>	Hypothetical Total Fee Revenue
Carson	\$2,000	\$200	119,100	\$23,820,000
	\$4,000	\$400		\$47,640,000
	\$6,000	\$600		\$71,460,000
	\$16,000	\$1,600		\$190,560,000
El Segundo	\$2,000	\$200	71,888	\$14,377,600
	\$4,000	\$400		\$28,755,200
	\$6,000	\$600		\$43,132,800
	\$16,000	\$1,600		\$115,020,800
Gardena	\$2,000	\$200	83,211	\$16,642,200
	\$4,000	\$400		\$33,284,400
	\$6,000	\$600		\$49,926,600
	\$16,000	\$1,600		\$133,137,600
Hawthorne	\$2,000	\$200	52,664	\$10,532,800
	\$4,000	\$400		\$21,065,600
	\$6,000	\$600		\$31,598,400
	\$16,000	\$1,600		\$84,262,400
Hermosa Beach	\$2,000	\$200	3,885	\$777,000
	\$4,000	\$400		\$1,554,000
	\$6,000	\$600		\$2,331,000
	\$16,000	\$1,600		\$6,216,000
Inglewood	\$2,000	\$200	72,421	\$14,484,200
	\$4,000	\$400		\$28,968,400
	\$6,000	\$600		\$43,452,600
	\$16,000	\$1,600		\$115,873,600

**Table A-10**  
**Hypothetical Fee Scenarios by Sub-region & Local Jurisdictions within the Sub region**  
**South Bay Cities**

City	Hypothetical Proxy Fee Amount Per Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips <sup>2</sup>	Hypothetical Total Fee Revenue
Lawndale	\$2,000	\$200	12,534	\$2,506,800
	\$4,000	\$400		\$5,013,600
	\$6,000	\$600		\$7,520,400
	\$16,000	\$1,600		\$20,054,000
Lomita	\$2,000	\$200	21,200	\$4,240,000
	\$4,000	\$400		\$8,480,000
	\$6,000	\$600		\$12,720,000
	\$16,000	\$1,600		\$33,920,000
Los Angeles County	\$2,000	\$200	0	\$117,415,600
	\$4,000	\$400		\$234,831,200
	\$6,000	\$600		\$352,246,800
	\$16,000	\$1,600		\$939,324,800
Manhattan Beach	\$2,000	\$200	30,969	\$6,193,800
	\$4,000	\$400		\$12,397,600
	\$6,000	\$600		\$18,581,400
	\$16,000	\$1,600		\$49,550,400
Palos Verdes Estates	\$2,000	\$200	2,266	\$453,200
	\$4,000	\$400		\$906,400
	\$6,000	\$600		\$1,359,600
	\$16,000	\$1,600		\$3,625,600
Rancho Palos Verdes	\$2,000	\$200	8,740	\$1,748,000
	\$4,000	\$400		\$3,496,000
	\$6,000	\$600		\$5,244,000
	\$16,000	\$1,600		\$13,984,000
Redondo Beach	\$2,000	\$200	55,399	\$11,079,800
	\$4,000	\$400		\$22,159,600
	\$6,000	\$600		\$33,239,400
	\$16,000	\$1,600		\$88,638,400
Rolling Hills	\$2,000	\$200	535	\$107,000
	\$4,000	\$400		\$214,000
	\$6,000	\$600		\$321,000
	\$16,000	\$1,600		\$856,000
Rolling Hills Estates	\$2,000	\$200	7,836	\$1,567,200
	\$4,000	\$400		\$3,134,400
	\$6,000	\$600		\$4,701,600
	\$16,000	\$1,600		\$12,537,600

**Table A-10**  
**Hypothetical Fee Scenarios by Sub-region & Local Jurisdictions within the Sub region**  
**South Bay Cities**

City	Hypothetical Proxy Fee Amount Per Single Family Residence	Fee per New Trip (Avg Daily Trips)	Number of New Trips <sup>2</sup>	Hypothetical Total Fee Revenue
Torrance	\$2,000	\$200	228,909	\$45,781,800
	\$4,000	\$400		\$91,563,600
	\$6,000	\$600		\$137,345,400
	\$16,000	\$1,600		\$366,254,400

**Figure A-9**  
**Preliminary Regional Transportation Network**  
**South Bay Cities**

