

2004

CONGESTION
MANAGEMENT
PROGRAM

DRAFT



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CHAPTER

1

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

1.1 INTRODUCTION

The 2004 Congestion Management Program (CMP) marks the twelve-year anniversary since the program became effective with the passage of Proposition 111 in 1990. In 1992, the CMP forged new ground in linking transportation, land use, and air quality decisions for one of the most complex urban areas in the country. The hallmark of the CMP is that it is intended to address the impact of local growth on the regional transportation system. This document represents the seventh CMP adopted for Los Angeles County.

The CMP was created for the following purposes:

- To link local land use decisions with their impacts on regional transportation and air quality;
- To develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel.

The CMP alone does not solve all the mobility issues within Los Angeles County. Many mobility issues are localized traffic concerns and are not addressed through the CMP. Nevertheless, the CMP is an important tool addressing transportation needs throughout Los Angeles County. The CMP also demonstrates the benefits of nine years of highway monitoring, eight years of local growth monitoring, and thirteen years of local transportation improvements.

As the nature of congestion has evolved since 1992, the countywide strategy for tackling deficiencies on our transportation system is also evolving. MTA is working with stakeholders countywide to explore the feasibility of implementing a congestion mitigation fee to meet future CMP Deficiency Plan requirements. The goal is to develop a new and improved CMP Deficiency Plan approach that allows cities to address deficiencies on the regional transportation

“The hallmark of the CMP program is that it is intended to address the impact of local growth on the regional transportation system.”

“The CMP alone does not solve all mobility issues within Los Angeles County.”

network caused by growth. Section 1.5 discusses this further and explains the changes to local governments' CMP reporting requirements, including a new streamlined reporting process.

This document contains specific information about the program and its ongoing requirements. The Appendices contain revised reporting forms, standard material related to the monitoring data, and additional technical guidance and assistance for local jurisdictions.

1.2 CONGESTION MANAGEMENT PROGRAM HIGHLIGHTS

The following points highlight some of the key trends and results of this unique program.

CMP Highway and Roadway System

- The Los Angeles County freeway system is a mature system that is operating at its designed capacity and is not prone to large changes in congestion levels.
- Half of the freeway system operates at LOS E and F, the two most congested levels, in the morning and afternoon rush hours. Almost mimicking this pattern, 40% of the arterial intersections operate at LOS E and F in the morning rush hours, and half of the intersections operate at LOS E and F in the afternoon.
- Freeway monitoring data indicates a highly complex travel pattern for Los Angeles County, with many freeway segments experiencing congestion in both directions during the morning and afternoon rush hours. This differs from the traditional suburb-to-downtown commute pattern.

Land Use Growth Trends

- From 1995 through 2003, building permits were issued for the construction of 101,499 residential dwelling units and 180.6 million square feet of non-residential (commercial, industrial, and office) building space.
- Historically, growth has not been evenly dispersed across Los Angeles County jurisdictions. Sixty percent of the growth occurs in the same top 10 to 15 most active

“MTA will work with stakeholders countywide to meet future CMP Deficiency Plan requirements.”

“The Los Angeles County freeway system is a mature system that is operating at its designed capacity and it is not prone to large changes in congestion levels.”

jurisdictions. The ten fastest growing cities for since 1995 are:

- | | |
|------------------------|--------------|
| 1. City of Los Angeles | 6. Industry |
| 2. Los Angeles County | 7. Carson |
| 3. Long Beach | 8. Burbank |
| 4. Santa Clarita | 9. Torrance |
| 5. Lancaster | 10. Palmdale |
- Conversely, forty-six cities (just over half of all jurisdictions) have very limited growth and account for less than 10% of new development.
 - At a sub-regional level, the percentage of countywide growth is as follows (see Exhibits 3-1 and 3-2 for sub-area definitions):
 - City of Los Angeles 20%
 - Gateway 18%
 - San Gabriel Valley 17%
 - Los Angeles County 16%
 - San Fernando Valley Cities/North County 16%
 - South Bay 10%
 - Westside 3%
 - Sub-areas with the greatest residential growth were the County of Los Angeles, City of Los Angeles, and the San Fernando Valley Cities/North County area.
 - In looking at commercial, industrial and office growth:
 - The Gateway area had significantly more industrial growth than other sub-regions, followed by the San Gabriel Valley and South Bay areas.
 - The greatest commercial growth was in the San Fernando Valley Cities/North County and Los Angeles County areas.
 - The greatest office growth was in the San Fernando Valley Cities/North County and the City of Los Angeles, accounting for 50% for the entire County.

“Historically, growth has not been evenly dispersed across Los Angeles County’s jurisdictions. Sixty percent of the growth occurs in the same top 10 to 15 most active.”

Mobility Improvements

- From 1990 through 2003, local jurisdictions have implemented 5,600 local mitigation strategies that have eliminated or accommodated approximately 5.6 million vehicle miles of travel each day - a \$613 million annual savings to the public in time and fuel costs.
- Following an historical trend, Transportation System Management and Capital Improvement Projects were the most implemented projects and accounted for 79% percent of the mobility benefit.
- Of all the 65 CMP congestion management strategies, land use strategies continue to be implemented the least among local jurisdictions. As a result, between 1990 and 2003, land use strategies have generated only 3% of the total mobility benefit.
- Transit service improvements have doubled since 1997. From 1997 to 2003, transit service increased its role in congestion management, accounting for 6% of all mobility improvements in 1997 to 12% in 2003.

1.3 CMP REQUIREMENTS

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

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

- A system of highways and roadways, with minimum 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

“Local jurisdictions have implemented 5,600 local mitigation strategies that have eliminated or accommodated approximately 5.6 million vehicle miles traveled each day.”

system, including an estimate of the costs of mitigating those impacts.

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

Los Angeles' CMP has also been developed to meet the federal requirements for a Congestion Management System (CMS) initially enacted in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and continued in the Transportation Equity Act for the 21st Century (TEA-21) in 1998. The federal CMS requirement was modeled after California's CMP. Like the CMP, CMS requires monitoring, performance measures, and, in certain cases, mitigation measures. Without the CMP, the Southern California Association of Governments (SCAG) would need to develop a separate CMS for Los Angeles County. This would give SCAG the federal authority to require the implementation of mitigation strategies for capacity enhancing highway and transit projects. The 2004 CMP functions as the Los Angeles County portion of the Congestion Management System.

1.4 LOCAL CMP REQUIREMENTS

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

Jurisdictions are required to conform to local CMP requirements in order to receive their portion of state gas tax revenue allocated by Section 2105 of the California Streets and Highways Code. The 88 cities, plus the County of Los Angeles, collectively receive over \$93 million annually for maintaining compliance. In addition, compliance with the CMP is necessary to preserve their eligibility for state and federal funding for transportation projects.

Since the adoption of the first CMP, MTA has worked closely with Los Angeles County's 89 local jurisdictions and others

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

Individuals identified as CMP contacts at each local jurisdiction receive regular notices explaining approaching CMP deadlines. MTA often contacts local jurisdictions directly in order to monitor implementation progress. Members of the Policy Advisory Committee (PAC) are kept informed of CMP implementation developments and are consulted from time to time. Other mechanisms are used for public outreach and consultation as well. A telephone hotline provides a convenient mechanism for people to request CMP documents (213-922-2830).

1.5 CHANGES TO LOCAL RESPONSIBILITIES FOR 2004

The Countywide Deficiency Plan requires local agencies to offset a portion of the impact that their new development has on the regional transportation system. Historically, each local jurisdiction's responsibilities has been tracked through a point system that reflects the impact of local growth ("debits") and benefits of transportation improvements ("credits"). In recent years, cities have raised concerns regarding this Deficiency Plan approach, citing their difficulty in maintaining conformance and questioning its effectiveness.

As part of its approval of the 2003 Short Range Transportation Plan, the MTA Board authorized a nexus study to evaluate the feasibility of implementing a congestion mitigation fee. A fee would help ensure that new growth directly mitigates its traffic impacts on the regional transportation system by helping fund needed local transportation improvements. Such a fee could mirror mitigation fees implemented in Orange and Riverside counties (and now being studied in San Bernardino County). The purpose of the nexus study will be to identify and justify a mitigation fee that would meet CMP Deficiency Plan requirements.

"...the MTA Board authorized a nexus study to evaluate the feasibility of implementing a congestion mitigation fee."

While this study is underway, CMP Deficiency Plan requirements for maintaining a positive credit balance will be suspended. However, reporting on all new development activity and adopting the self-certification resolution will continue to be annual reporting requirements (please see Chapter 7 and Appendices C and D). The following table summarizes past and current CMP reporting requirements and other responsibilities for local jurisdictions.

CMP Requirement	Previous Requirement	New Requirement
Transportation Mitigation and Improvement Reporting (Credits)	Yes	No
Land Use Reporting (Debits)	Yes	Yes
Land Use Analysis Program	Yes	Yes
TDM Ordinance Program	Yes	Yes
Biennial Highway Monitoring	Yes	Yes
Biennial Transit Monitoring	Yes	Yes

Historically, the CMP for Los Angeles County has been developed with the assistance and input of numerous agencies and individuals representing a wide range of organizations and interests throughout the County. Along with the PAC, MTA uses a consensus approach to updating any element of the CMP. The development and exploration of a congestion mitigation fee through the nexus study will continue this tradition. The PAC will be meeting regularly to assist MTA in identifying challenges and solutions, and to ensure the nexus study provides an equitable and meaningful approach to mitigating deficiencies on the region's transportation network. Recommendations will be brought back to the MTA Board at a future date and will be amended into the CMP at that time if appropriate.

“...MTA uses a consensus approach to updating any element of the CMP. The development and exploration of a congestion mitigation fee through the nexus study will continue this tradition.”

CHAPTER

2

HIGHWAY AND ROADWAY SYSTEM

HIGHWAY AND ROADWAY SYSTEM

2.1 INTRODUCTION

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

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

This chapter discusses:

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

Since the CMP was first adopted in 1992, Los Angeles County has added the Glenn Anderson Freeway (Route 105) and the extension of the Foothill Freeway (Route 210). Due to right-of-way and construction costs, land constraints, and concerns about environmental impacts, no additional freeways are programmed for construction. Instead, the focus has shifted to making more efficient use of our existing freeway system through an extensive program of adding carpool lanes, also known as High Occupancy Vehicle (HOV) lanes. Since 1992, approximately 400 miles of freeway carpool lanes have been added with funding programmed by

“The CMP provides an unprecedented opportunity to track congestion levels across the county and changes over time.”

MTA. With the capacity to move up to three times as many people as a regular lane, carpool lanes make more efficient use of our already over-crowded freeways and are critical to maintaining mobility.

The 88 cities and the County of Los Angeles also play an important role in improving our street system. Since 1990, these local jurisdictions, on their own or in partnership with MTA, have been responsible for adding over 1,500 lane miles of major roads within Los Angeles County. This addition of new roads is responsible for accommodating nearly 1.5 million vehicle miles of travel (VMT) daily and has generated approximately 2.1 million credits for local jurisdictions through the CMP Countywide Deficiency Plan.

Local agencies have also been instrumental in improving traffic flow by participating in projects to synchronize traffic signals on over 3,500 miles of roads since 1990. This effort has tremendous benefits in terms of the travel time saved for motorists and bus riders, as well as reducing air pollutants that we all breathe. Local agencies are responsible for accommodating over 1.9 million VMT each day through these signal synchronization efforts earning more than 2.7 million credits through the CMP Countywide Deficiency Plan.

2.1.1 Statutory Requirement. Statute requires each CMP to include a performance element containing measures that evaluate current and future multimodal system performance for the movement of people and goods. The level of service indicators for the highway and roadway system discussed in this chapter, combined with transit system performance measures, and the Deficiency Plan performance measure of person-miles accommodated or reduced, meet the requirements for this performance element. Chapters 3 and 4 also provide a general analysis of the current trends in Los Angeles County based on CMP data about growth and transportation improvements.

CMP statute requires designation of a system of highways and roadways, including all state highways and principal arterials. Once designated as part of the CMP system, no highway or roadway can be removed from the system. Statute also requires establishment of level of service (LOS) standards to measure congestion on the system. Level of service ranges from A to F, with LOS A representing free-flow conditions and LOS F representing a high level of congestion.

Exhibits 2-1 and 2-2 describe LOS designations for freeway segments and arterial intersections, respectively. Level of service standards can be set no lower than LOS E, or the current level if worse than E.

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

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

Exhibit 2-1

LEVELS OF SERVICE (LOS) FOR FREEWAY SEGMENTS

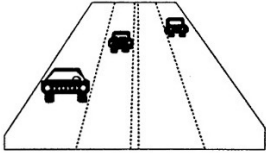
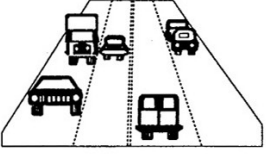
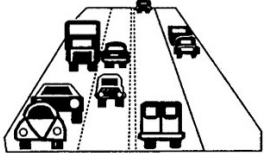



Level of service	Flow conditions	Technical Descriptors			
		Operating speed	Delay	Service rating	
A		Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.	55+	None	Good
B		Stable traffic flow, speed becoming slightly restricted.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

Exhibit 2-2

LEVELS OF SERVICE (LOS) FOR ARTERIAL INTERSECTIONS

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

2.2 NETWORK DEFINITION

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

The CMP Highway and Roadway System has been discussed extensively to determine which city and county roadways should be included, as well as to weigh the benefits and costs of increased network size. This issue is important for the following reasons:

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

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

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

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

“...the CMP Highway and Roadway System for Los Angeles County. This system extends more than 1,000 miles, including approximately 500 miles of freeways, 400 miles of state-maintained arterials, and 100 miles of locally-maintained arterials.”

Exhibit 2-3
2004 CMP HIGHWAY AND ROADWAY SYSTEM



Exhibit 2-4

2004 CMP HIGHWAY AND ROADWAY SYSTEM

State Route	FREEWAY/Arterial Name	State Route	FREEWAY/Arterial Name
1	Pacific Coast Highway, Palisades Beach Road, Lincoln Boulevard, Sepulveda Boulevard	170	Highland Avenue, HOLLYWOOD FREEWAY
2	Santa Monica Boulevard, Alvarado Street, Glendale Boulevard, GLENDALE FREEWAY, Angeles Crest Highway	187	Venice Boulevard
5	SANTA ANA FREEWAY, GOLDEN STATE FREEWAY	210	FOOTHILL FREEWAY
10	SANTA MONICA FREEWAY, SAN BERNARDINO FREEWAY	213	Western Avenue
14	ANTELOPE VALLEY FREEWAY	405	SAN DIEGO FREEWAY
18	Pearblossom Highway	605	SAN GABRIEL RIVER FREEWAY
19/164	Lakewood Boulevard, Rosemead Boulevard	710	LONG BEACH FREEWAY, Pasadena Avenue, St. John Avenue
22	7th Street, GARDEN GROVE FREEWAY		
23	Decker Canyon Road	Principal Arterial	Limits
27	Topanga Canyon Road	Alameda Street	Port of Los Angeles to Route 101
39	Azusa Avenue, San Gabriel Road	Alamitos Avenue	Ocean Boulevard to Pacific Coast Highway
47	Vincent Thomas Bridge, Henry Ford Avenue, Alameda Street	Arrow Highway	Route 210 to San Bernardino County
57	ORANGE FREEWAY	Azusa Avenue	Colima Road to Route 10
60	POMONA FREEWAY	Colima Road	Hacienda Boulevard to Azusa Avenue
66	Foothill Boulevard	Fremont Avenue	Valley Boulevard to Columbia Street
71	Corona Expressway	Grand Avenue	Route 57 to San Bernardino County
72	Whittier Boulevard	Hacienda Boulevard	Orange County to Colima Road
90	Marina Expressway, MARINA FREEWAY	Imperial Highway	Route 5 to Orange County
91	Artesia Boulevard, GARDENA FREEWAY, ARTESIA FREEWAY	La Cienega Boulevard	Route 405 to Route 10
101	SANTA ANA FREEWAY (SPUR) HOLLYWOOD FREEWAY, VENTURA FREEWAY	Manchester/Firestone Boulevard	Route 710 to Lincoln Boulevard
103	TERMINAL ISLAND FREEWAY	7th Street	Alamitos Avenue to Pacific Coast Highway
105	GLENN ANDERSON FREEWAY	Sierra Highway	San Fernando Road to Route 14 (at Red Rover Mine Road)

2.2.2 Interim CMP Routes. New state highways will be added to the CMP Highway and Roadway System when completed and operational. In such cases, CMP route designation will then shift from existing temporary routes to the permanent facility. MTA will review the interim route in consultation with affected jurisdictions and the interim route will no longer be part of the CMP system unless specifically added at that time. The following arterials are interim CMP routes:

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

2.2.3 Process for Adding CMP Highway and Roadway Facilities. As travel conditions throughout the county change and experience is gained through the CMP, additional facilities may be added to the CMP Highway and Roadway System. The following basic process will be applied:

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

The following criteria will be used in evaluating potential additions:

- System Performance Analysis – whether the proposed facility provides information about regional travel necessary to analyze performance of the system that is

“As travel conditions throughout the county change and experience is gained through the CMP, additional facilities may be added to the CMP Highway and Roadway System.”

not currently provided by an existing CMP highway or roadway.

- Gap/Spacing – whether the proposed facility completes a missing component of the CMP Highway and Roadway System not represented by an existing CMP facility.
- System Connectivity – whether the new facility integrates well with the existing CMP system.

2.3 LEVEL OF SERVICE STANDARDS

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

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

Arterial monitoring is accomplished by measuring the LOS at key intersections, which are spaced roughly two miles apart, reflecting the primary capacity constraints on these arterials. Spacing is sometimes greater on rural highways where there are fewer constraining intersections. A total of 164 intersections have been identified for monitoring across the county. This list will be reviewed biennially in consultation with Caltrans and local jurisdictions. Local jurisdictions are responsible for monitoring LOS at these intersections.

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

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

“The level of service (LOS) standard in Los Angeles County is LOS E, except where base year LOS is worse than E.”

2.4 LEVEL OF SERVICE METHODOLOGY

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

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

2.4.2 Arterial Level of Service. A key objective in the development of the arterial LOS calculation methodology was a biennial monitoring process with minimal burden to local jurisdictions. During development of the CMP, available methodologies were discussed with local traffic engineering representatives through a highway working group who confirmed that a variety of methods were used around the county. These included Circular 212, Highway Capacity Manual (HCM), and Intersection Capacity Utilization (ICU) methods. The need for consistent CMP monitoring across the county necessitated the selection of one method. The ICU method was selected with consensus of the highway working group, given its wide usage, straightforwardness, and ease of conversion from other methods. The ICU method has also been determined by SCAG to be consistent with the HCM for CMP purposes. Appendix A provides the format for ICU calculations.

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

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

2.5 CURRENT HIGHWAY PERFORMANCE

Detailed results of the 2003 CMP freeway segment and arterial intersection monitoring effort are provided in Appendix A. Maps depicting the Levels of Service (LOS) in the morning and evening peak hours are shown in Exhibits 2-5 and 2-6, respectively. A depiction of where the system has changed substantially between 1992 and 2003 is shown in Exhibit 2-7. For CMP purposes, a substantial change in freeway and arterial intersection performance is defined as an increase or decrease in demand and/or volume to capacity ratio of at least 0.10 accompanied by a change in the LOS ranking.

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

2.5.1 Freeways

In general, the monitoring results indicate that congestion levels have remained relatively constant between 1992 and 2003. Where the County has experienced fluctuations in congestion, these have generally involved only incremental changes in level of service. This indicates that the Los Angeles County freeway system is a mature system that is not prone to radical fluctuations in congestion levels. Further, on a system-wide basis, Los Angeles County freeways are operating at approximately their designed capacity. However, at specific locations along the system, freeway segments may range from free flow, such as along the Antelope Valley Freeway (Route 14) as it approaches the Kern County border, to extremely congested conditions, such as along the Santa Monica Freeway (Route 10) west of the Harbor Freeway (Route 110), where demand approaches 150% of capacity during rush hours.

System-Wide Performance. As illustrated in Exhibits 2-8 and 2-9, the Los Angeles County freeway system continues to be highly congested. Between 1992 and 2003, about half of the system operated at the two most congested levels, LOS E and F, during both the morning and afternoon rush hours. 2001 marked the first year since monitoring began in 1992 that LOS E and F accounted for greater than fifty percent of the morning peak period LOS. LOS E and F accounted for greater than fifty percent of the afternoon peak period LOS in

“Between 1992 and 2003, about half of the system operated at the two most congested levels, LOS E and F, during both the morning and afternoon rush hours.”

four of the seven monitoring years. The overall trend for Los Angeles County freeways since 1992 was a worsening of congestion, but only moderately worse than the 1992 levels. However, the mid-1990s experienced a general improvement in LOS, when LOS E and F accounted for less than half of the overall LOS during both morning and afternoon rush hours.

Individual Corridor Performance. While the commute patterns for many urban areas often indicate congestion flowing toward a central core in the morning with the reverse flow in the afternoon, Los Angeles County has many activity centers resulting in a highly complex travel pattern as is shown in Exhibits 2-5 and 2-6.

Many freeways experience heavy congestion in both directions during peak periods. These include:

- The Santa Monica Freeway (Route 10) between the East LA Interchange and the San Diego Freeway (Route 405);
- The San Diego Freeway (Route 405) between the South Bay area and the Sepulveda Pass;
- The Ventura/Hollywood Freeway (Route 101) between and through the San Fernando Valley and downtown Los Angeles; and
- Portions of the Harbor Freeway (Route 110) south of and through downtown Los Angeles.

CMP monitoring results indicate more traditional commute patterns for other freeways. This is particularly evident in the San Gabriel Valley where the Foothill (Route 210), San Bernardino (Route 10), and Pomona (Route 60) freeways experience heavier westbound traffic in the morning, and heavier eastbound traffic in the afternoon. Similar differences between the morning and afternoon are also evident along portions of the Antelope Valley Freeway (Route-14) and the Golden State/Santa Ana (Route 5) Freeway.

As stated previously, for purposes of the CMP, substantial changes for freeway segments are defined as an increase or decrease of 0.10 in demand to capacity ratio and a change in LOS. The changes noted on Exhibit 2-7 demark substantial changes between 1992 and 2003 for both the morning and afternoon rush hours. For more detailed information regarding substantial changes, see Appendix A. Consistent with the results discussed regarding the system-wide performance, the changes on individual corridors are

“Many freeways experience heavy congestion in both directions during peak periods.”

often mixed, with the morning improving and the afternoon worsening or the northbound worsening while the southbound is improving, resulting in generally off-setting impacts on system-wide basis. Only a few segments both substantially improved or substantially worsened regardless of travel direction and time of day. The Golden State Freeway (Route 5) has two segments that substantially changed regardless to direction of travel and time of day. These two sections are north of Route 126, which improved under all conditions, and between the Ventura Freeway (Route 134) and the Glendale Freeway (Route 2), which worsened under all conditions. The other freeway segments to substantially change under all conditions was the Hollywood Freeway (Route 101) in proximity to Santa Monica Boulevard (Route 2), which worsened under all conditions, and the Harbor Freeway, which improved under all conditions near its southern end.

Exhibit 2-5

2003 CMP HIGHWAY AND ROADWAY SYSTEM AM PEAK HOUR LEVELS OF SERVICE

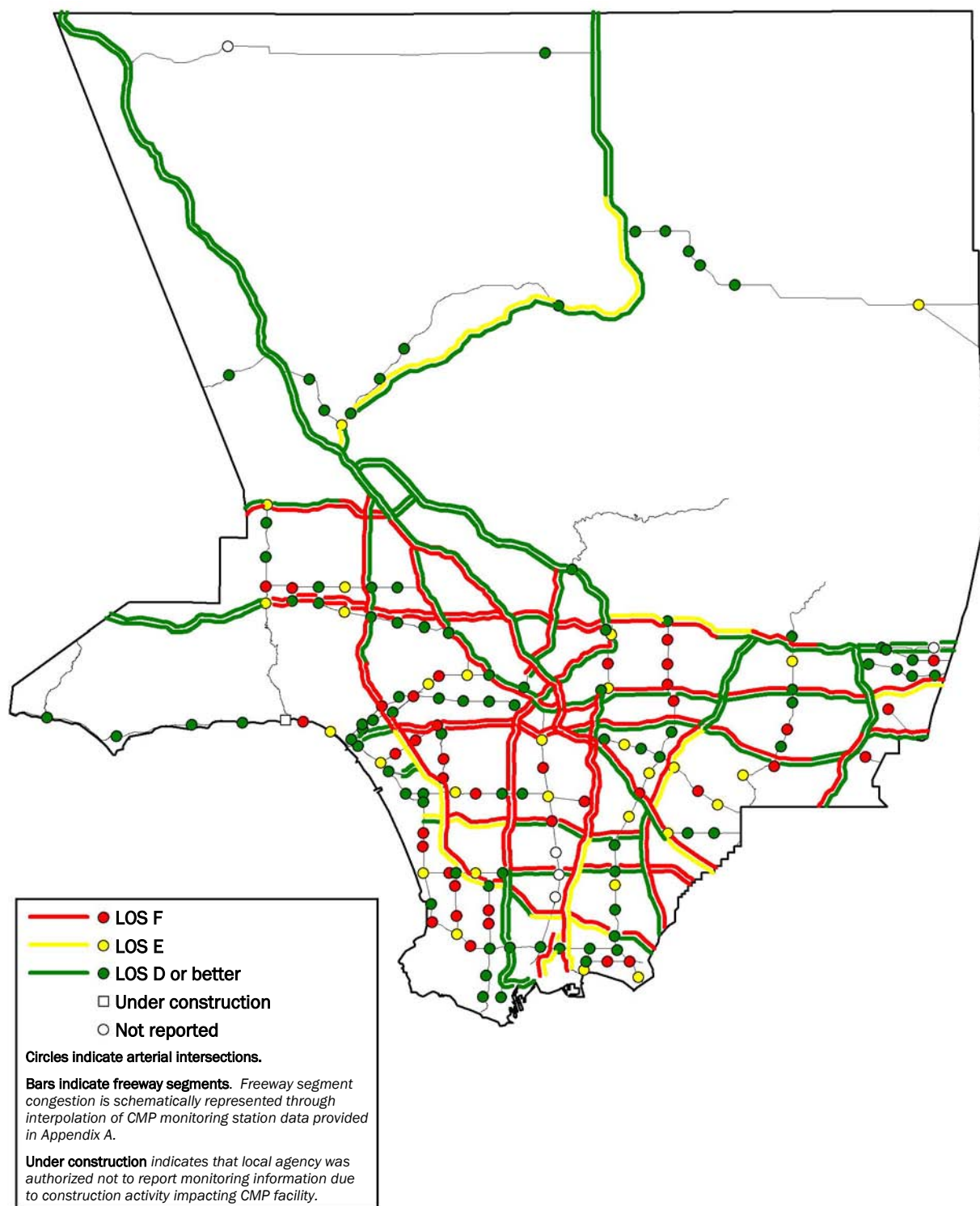


Exhibit 2-6

2003 CMP HIGHWAY AND ROADWAY SYSTEM PM PEAK HOUR LEVELS OF SERVICE

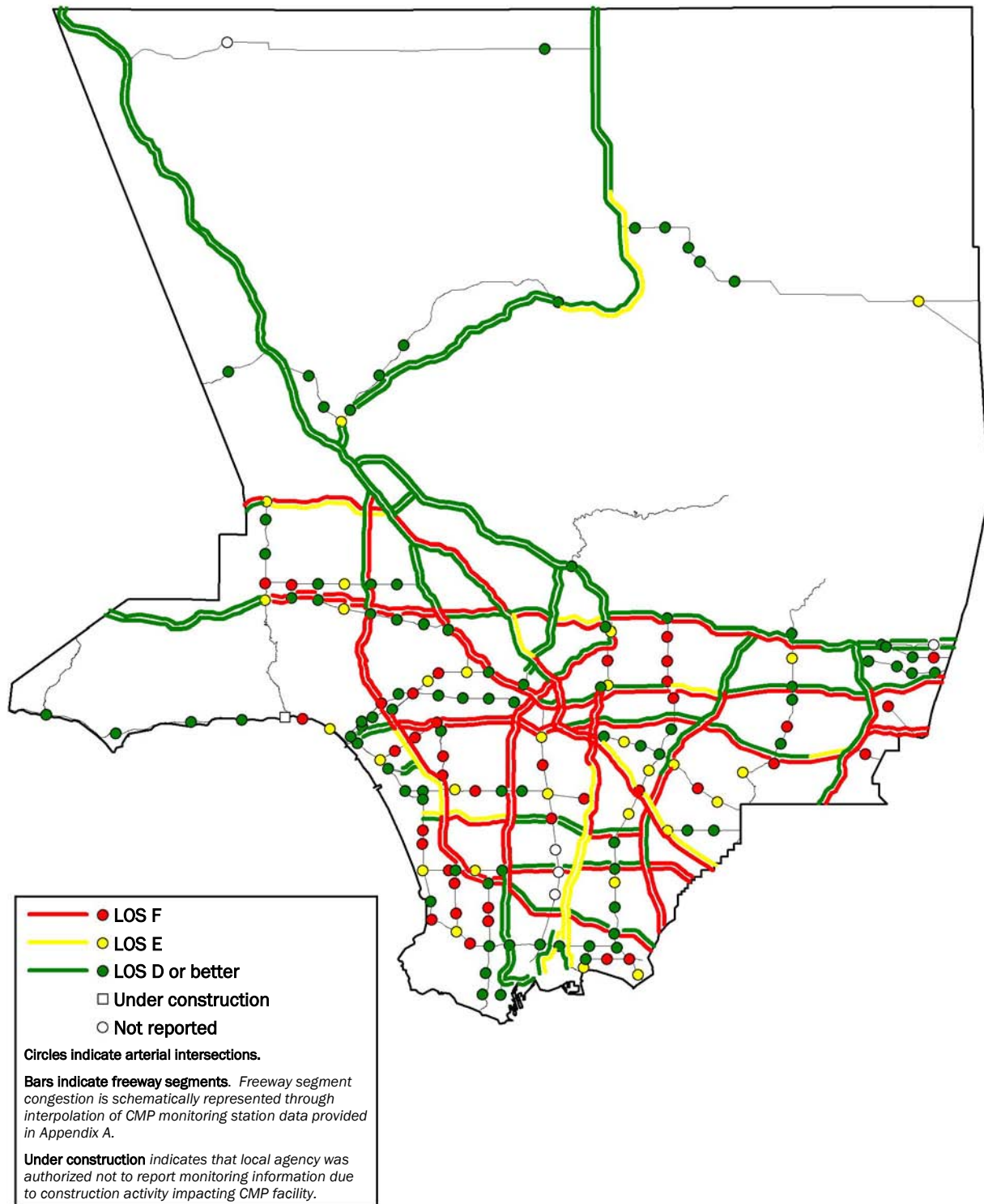


Exhibit 2-7

1992–2003 SUBSTANTIAL CHANGES IN LEVELS OF SERVICE

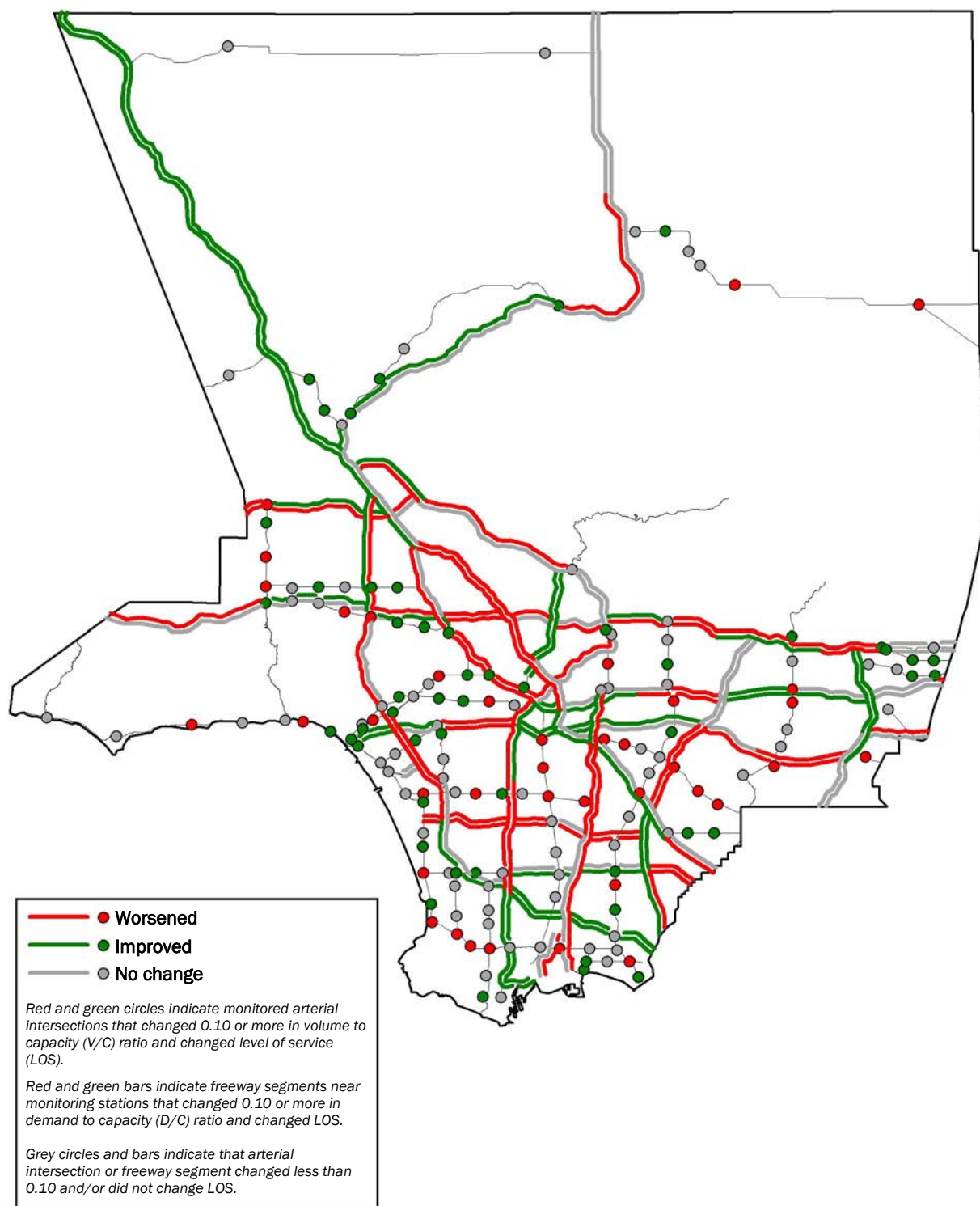


Exhibit 2-8

1992–2003 AM PEAK HOUR FREEWAY LEVELS OF SERVICE

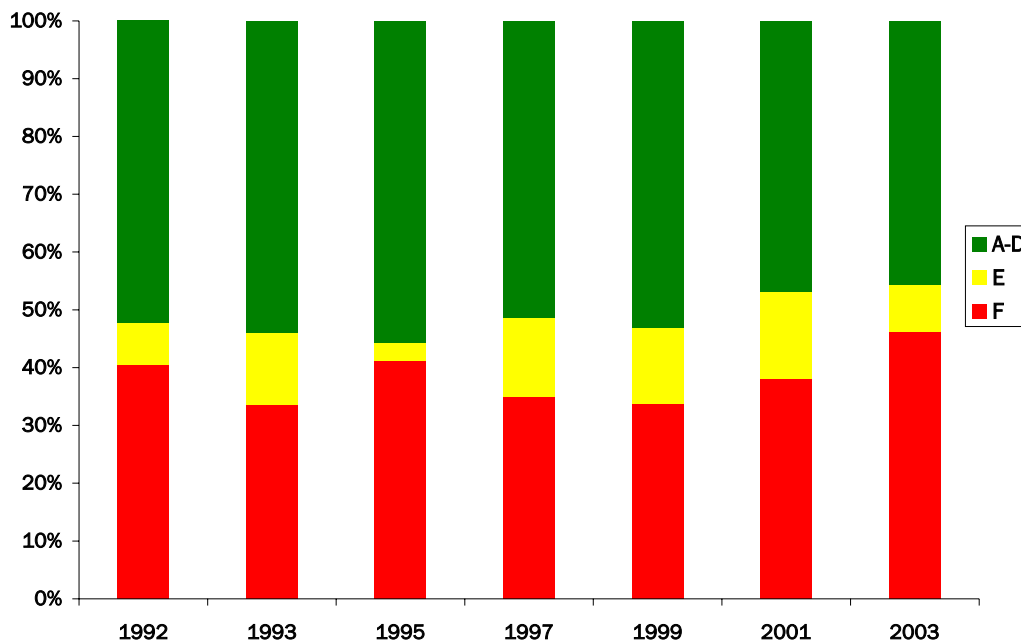
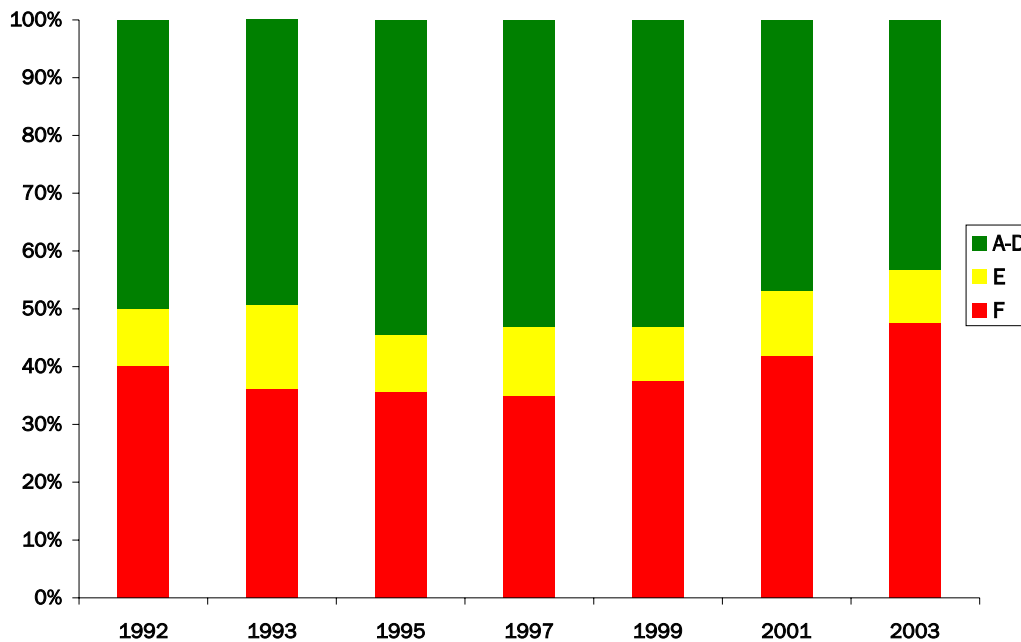


Exhibit 2-9

1992–2003 PM PEAK HOUR FREEWAY LEVELS OF SERVICE



2.5.2 Arterials

CMP arterial intersections generally exhibited characteristics similar to the freeway system between 1992 and 2003. While there were fluctuations in LOS, the changes overall were modest, as in presented in Exhibits 2-10 and 2-11.

CMP monitoring results indicate that arterial intersections as a group are likewise congested, though not as severely as the freeway system. The afternoon rush hours are more congested than the morning rush hours. About half of all the monitored intersections operated at LOS E and F during afternoon rush hours. Morning rush LOS has fared better, with LOS E and F accounting for less than forty percent of the overall LOS for all CMP arterial intersections.

The performance of CMP arterial intersections also demonstrates the complex travel patterns of Los Angeles County, as is depicted in Exhibits 2-5 and 2-6. Congested intersections are not confined to a specific area within the County. Additionally, most CMP arterial segments vary in their operating LOS along their length. Nevertheless, a few CMP arterials are highly congested along much of their length, such as Rosemead Boulevard in the San Gabriel Valley.

In the 2002 CMP, it was noted that most of the CMP monitoring locations along the segments of Base Line Road, Foothill Boulevard and Arrow Highway east of the Foothill Freeway (Route 210) and north of the San Bernardino Freeway (Route 10) were operating at LOS E and F or had experienced substantial worsening since 1992. It was also anticipated that with the completion of the Foothill Freeway (Route 210) extension, the next CMP would see improved LOS along these roadway segments. As is shown in Exhibits 2-5, 2-6, and 2-7, all of these monitoring locations either improved or substantially improved over 1992 conditions.

“About half of all the monitored intersections operated at LOS E and F during afternoon rush hours.”

Exhibit 2-10

1992–2003 AM PEAK HOUR ARTERIAL INTERSECTION LEVELS OF SERVICE

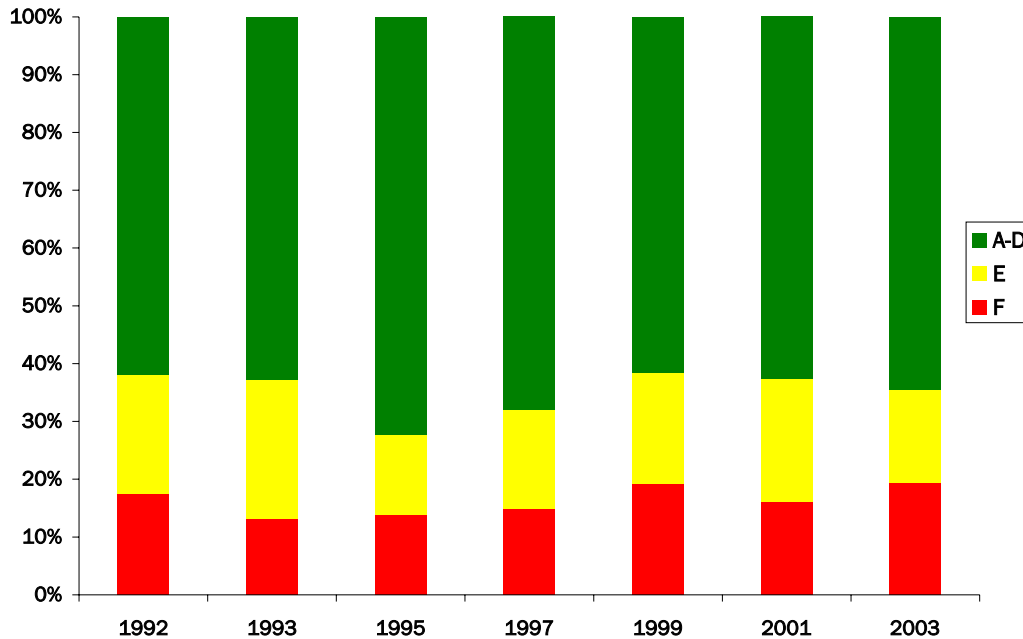
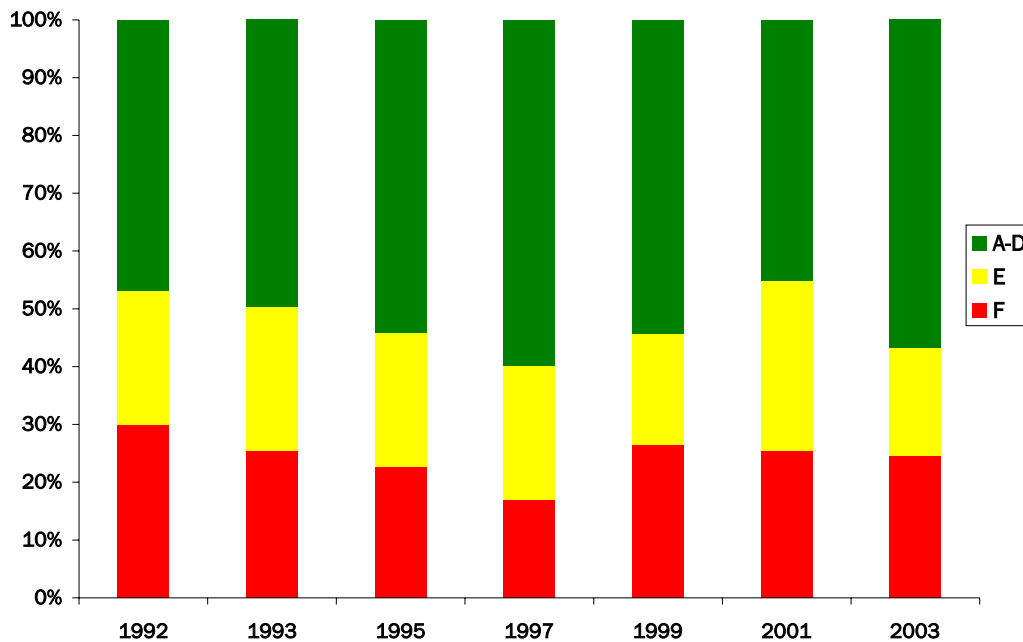


Exhibit 2-11

1992–2003 PM PEAK HOUR ARTERIAL INTERSECTION LEVELS OF SERVICE



CHAPTER

3

GROWTH

3.1 INTRODUCTION

This chapter presents the land use data submitted by the 89 local jurisdictions within Los Angeles County from 1995 through 2003. This information is collected annually by each local jurisdiction through the Congestion Management Program (CMP) on a jurisdiction-wide basis through their Local Development Report (LDR). Each LDR covers the period from June 1st of the proceeding year through May 31st of the reporting year. Examples of land use data collected include number of dwelling units and square footage (in thousands of square feet) of non-residential development by land use category (e.g., commercial, office, and industrial) permitted during the reporting period. Data on demolition activity and development permits that were revoked or expired are also collected, thus enabling determination of net growth.

For purposes of the CMP, the 89 jurisdictions within the county are grouped into seven “sub-areas” as identified in Exhibits 3-1 and 3-2.

3.2 GROWTH

In 1995, local jurisdictions began reporting building permit activity (construction and demolition) through the submittal of their annual Local Development Reports (LDRs), which is part of the Countywide Deficiency Plan process. From 1995 through 2003, jurisdictions within Los Angeles County issued permits for the construction of 101,499 dwelling units and 180.6 million square feet of non-residential (commercial, industrial, and office) building space.

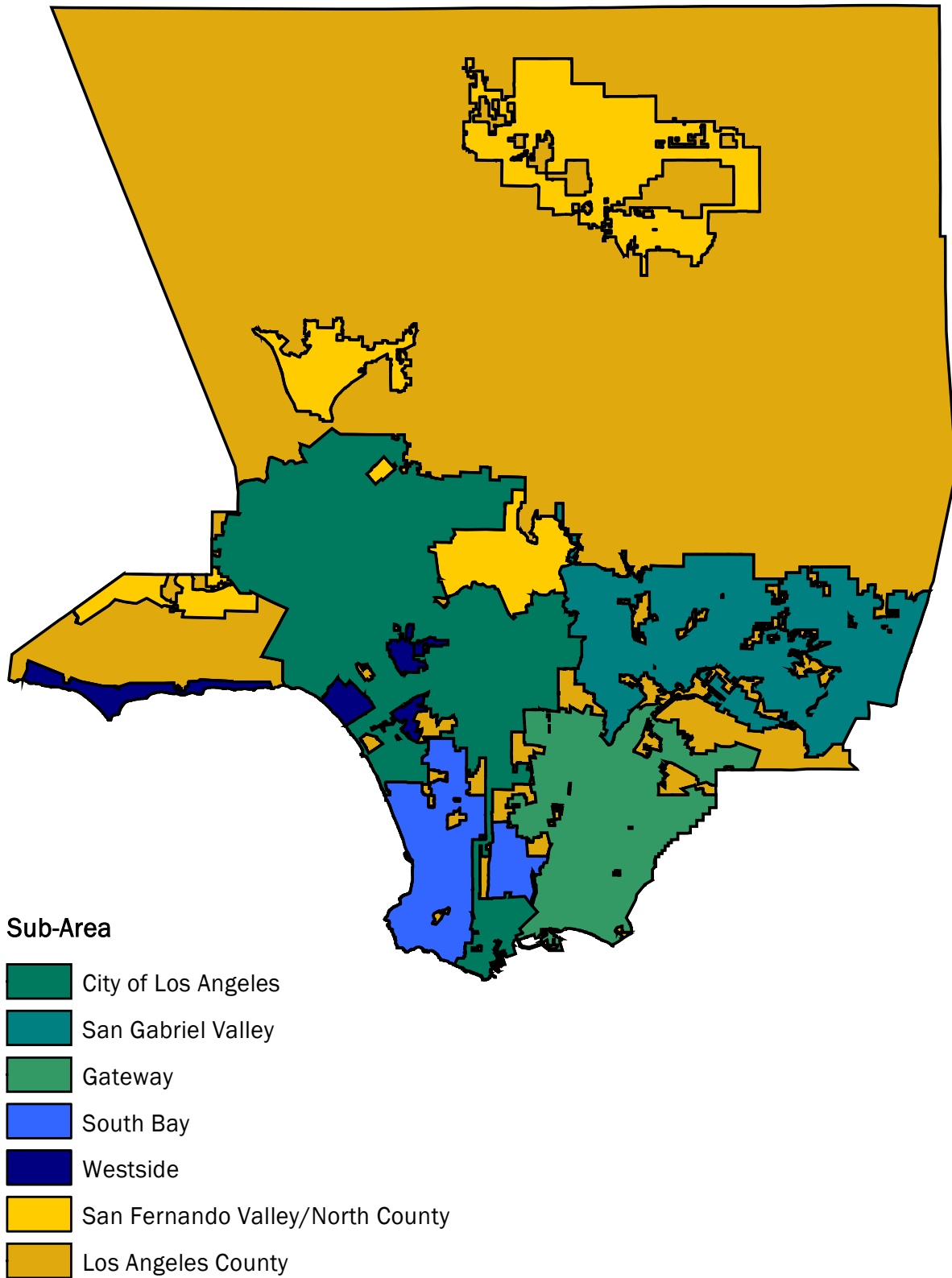
This growth was not evenly distributed across the 89 jurisdictions within Los Angeles County. Forty-six cities, or just over half of the local jurisdictions, account for less than 10% of all new development activity, while over 60% of the total growth occurred in ten (10) jurisdictions. These ten

“From 1995 through 2003, jurisdictions within Los Angeles County issued permits for the construction of 101,499 dwelling units and 180.6 million square feet of non-residential building space.”

Exhibit 3-1
Local Jurisdictions by Sub-Area

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

Exhibit 3-2
Sub-Area Map

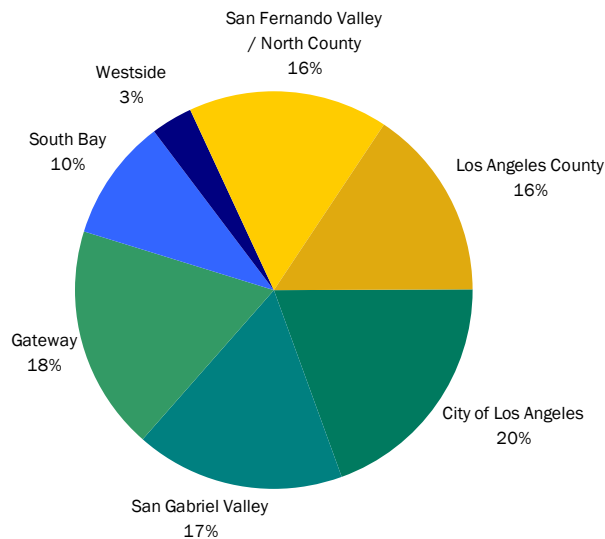


jurisdictions, in order of decreasing development activity, are:

- | | |
|------------------------|--------------|
| 1. City of Los Angeles | 6. Industry |
| 2. Los Angeles County | 7. Carson |
| 3. Long Beach | 8. Burbank |
| 4. Santa Clarita | 9. Torrance |
| 5. Lancaster | 10. Palmdale |

Exhibit 3-3 presents the distribution of new development activity by sub-area.

**Exhibit 3-3:
Total New Development by Sub-Area (1995-2003)**



As indicated earlier, the City of Los Angeles and unincorporated Los Angeles County are both individual jurisdictions and CMP sub-areas. Together they accounted for 36% of the countywide total new development between 1995 and 2003. As individual jurisdictions, they ranked first and second, respectively, in the amount of total new development. However, as two of the seven sub-areas, they ranked first and fifth, respectively.

The Gateway sub-area accounted for the second most new development activity, with 18% of the countywide total. This sub-area also contains the City of Long Beach, which is the third ranked jurisdiction in total new development. While Long Beach accounted for only 5% of the countywide total new development, it generated 26% of the Gateway sub-

“...the City of Los Angeles and unincorporated Los Angeles County account for 36% of the countywide total new development activity between 1995 and 2003.”

area's total. The City of Santa Fe Springs, ranked eleventh out of the 89 jurisdictions, was the second-ranked city within the Gateway sub-area, accounting for 12% of the sub-area's total.

The San Gabriel Valley sub-area was the third-ranked sub-area, accounting for 17% of the countywide total. Three San Gabriel Valley sub-area cities: Industry, Pasadena, and Pomona, ranked in the top twenty jurisdictions with the most new development at the sixth, twelfth, and sixteenth positions, respectively. These three cities account for 6% of the countywide new development and 38% of the San Gabriel Valley sub-area's total.

The San Fernando Valley/North County sub-area was the fourth-ranked sub-area in terms of total new development, accounting for 16% of the countywide total. This sub-area also had four of the ten most active cities: Santa Clarita, Lancaster, Burbank, and Palmdale. These four cities accounted for 12% of the countywide growth and 76% of the sub-area's new development.

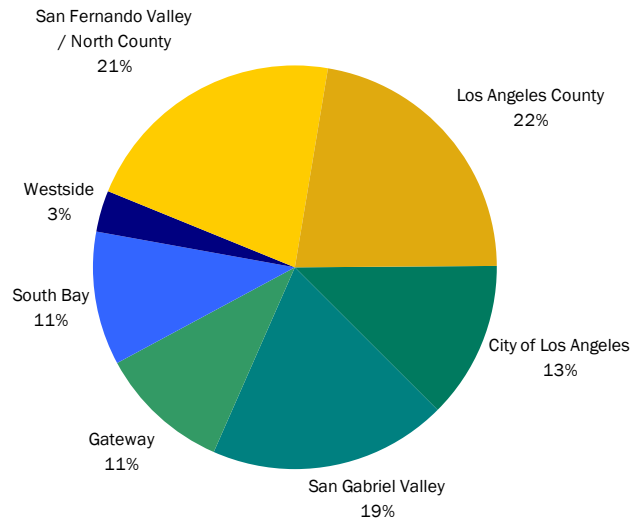
The South Bay sub-area accounts for 10% and the Westside sub-area accounts for 3% of new development in the county. While the South Bay is the sixth ranked sub-area for new development, it includes two of the top ten growing cities: Carson and Torrance. Carson and Torrance account for 6% of the countywide total new development but 56% of the South Bay sub-area's total.

3.3 NET GROWTH

An important variable for the CMP is the net growth or net development that occurs within each jurisdiction. Local responsibility for mitigation of impacts to the regional transportation system is based on the incremental increase in development that occurs each year, or the actual gain in development. Net growth or net development for the CMP subtracts both land uses exempted by statute (such as low income housing) and buildings that are demolished or for which building permits were revoked. Taking these adjustments into account, the distribution of net development activity from 1995 through 2003 is illustrated in Exhibit 3-4.

“Net growth or net development for the CMP subtracts both land uses exempted by statute and buildings that are demolished or for which building permits were revoked.”

**Exhibit 3-4:
Net Development by Sub-Area (1995-2003)**



Net development between 1995 and 2003 was 62% of the total new development due primarily to demolition activity. Much of this demolition represents recycling or reuse of land that is being prepared for redevelopment. As is the case with total new development, the percentage of net to total new development varies across the county. With net development comprising only 36% of the sub-area total, the Southeast sub-area is experiencing substantial recycling of land. The Los Angeles County sub-area, with net development accounting for 89% of total new development, experienced less land recycling than any other sub-area. The percentage of net development to total new development by sub-area is listed below:

Gateway	36%
City of Los Angeles	40%
Westside	64%
South Bay	67%
San Gabriel Valley	69%
San Fernando Valley/North County	82%
Los Angeles County	89%

3.4 RESIDENTIAL DEVELOPMENT

Data supplied through the CMP Local Implementation Reports reveals that 101,499 new dwelling units were permitted countywide between 1995 and 2003. However, only 76,694 net dwelling units were added due to demolition and revocation of permits. The countywide breakdown of total new and net dwelling units by housing type from 1995 to 2003 is provided below:

	Total New	Net
Single Family Dwelling Units	52,131	38,818
Multiple Family Dwelling Units	38,529	27,872
Low/Very Low Income Dwelling Units	6,189	5,782
Group Quarters	4,650	4,222
Total Dwelling Units	101,499	76,694

Net residential dwelling units added from 1995 through 2003 equaled 76% of the total new residential development countywide. While this indicates that the majority of residential development occurred on previously undeveloped land, the extent of land being recycled for residential units varied across the county. Exhibit 3-5 illustrates both the total new and net increases in residential dwelling units between 1995 through 2003 by sub-area.

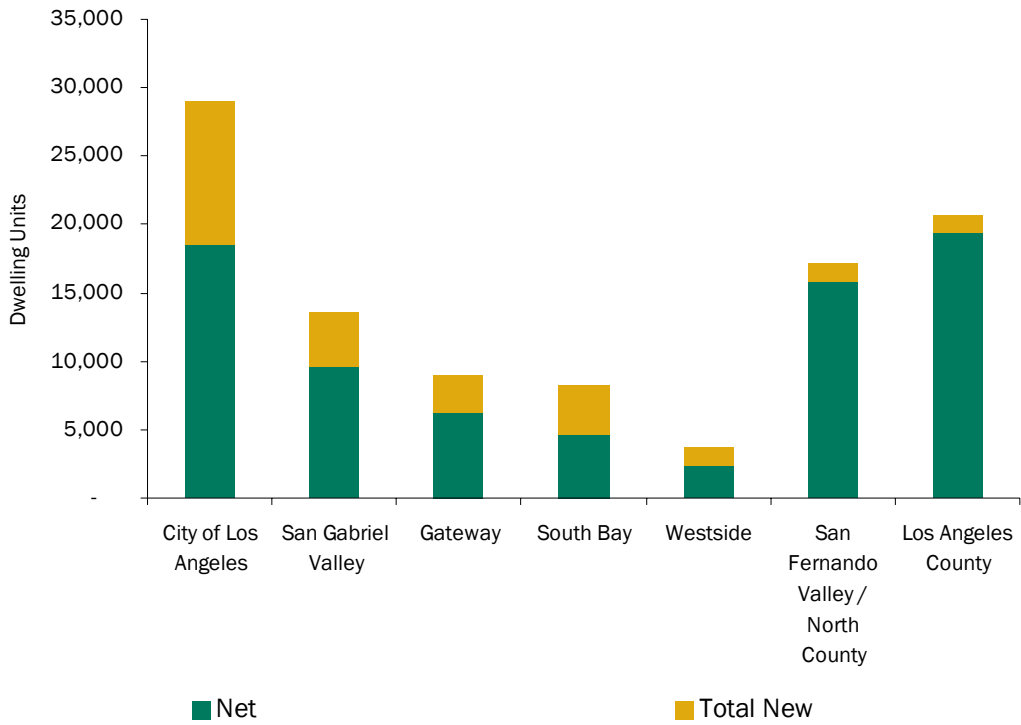
The difference between total new and net residential development indicates land recycling. Sub-areas with the greatest land recycling (i.e., the largest gap between total new and net), such as the South Bay, experienced more demolition or redevelopment activity.

Exhibit 3-6 illustrates the total new and net increase in residential units by year. This exhibit also shows an upward trend in the number of dwelling units added countywide each year.

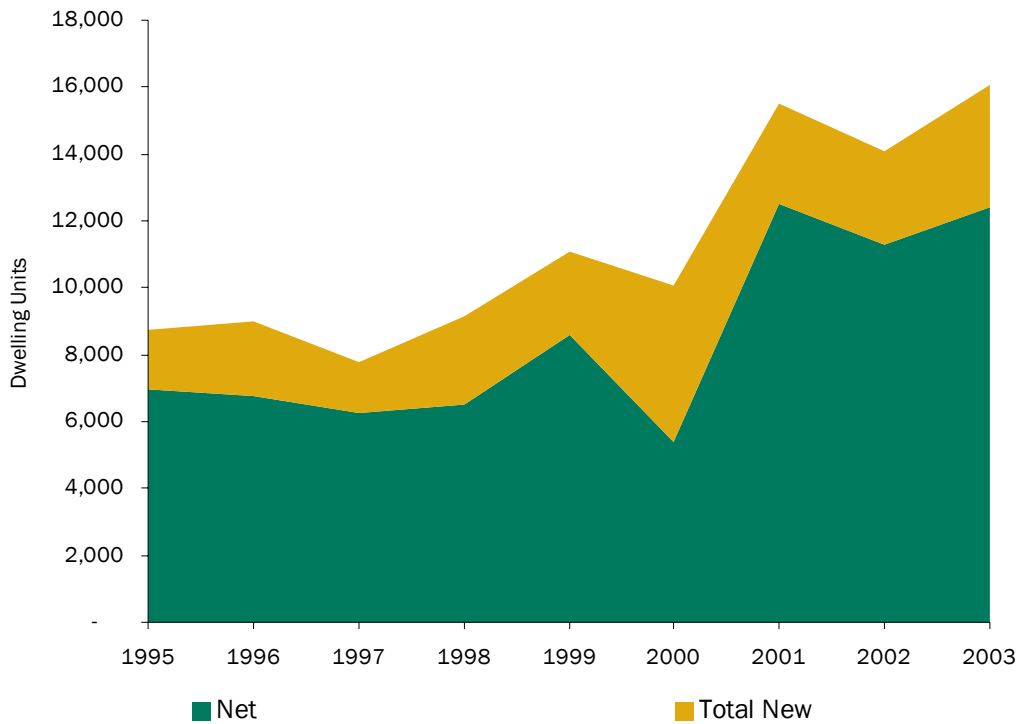
Exhibit 3-7 provides a more detailed breakdown of net residential development by housing type between 1995 and 2003. While the trend for net single family dwelling units is a modest increase over time, the number of net multiple family

“This exhibit also shows an upward trend in the number of dwelling units added countywide each year.”

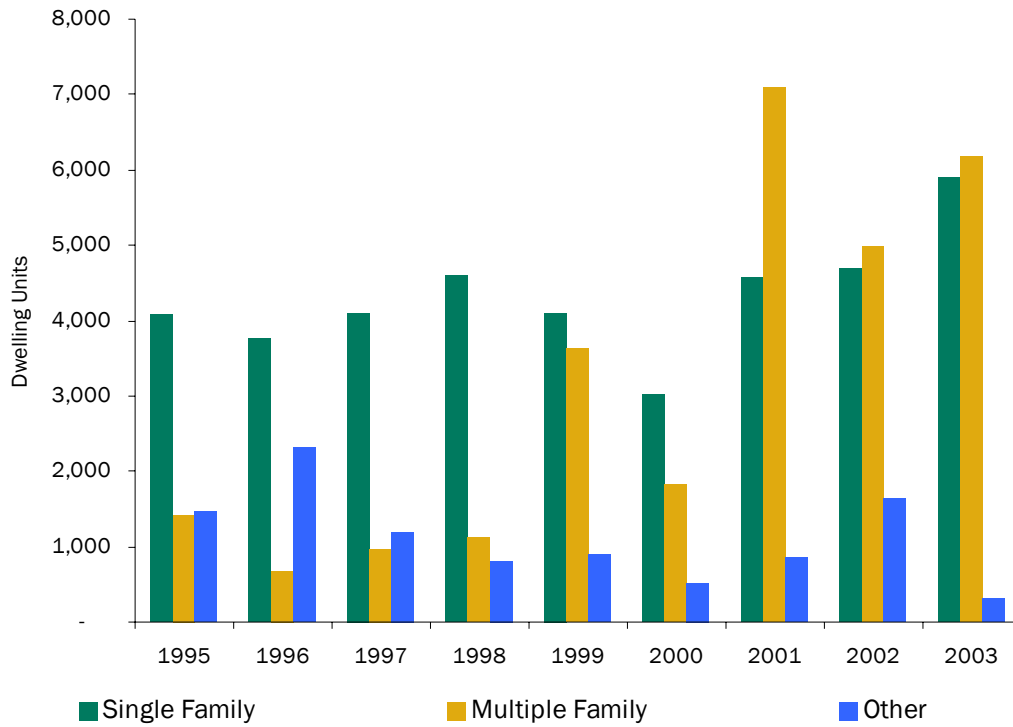
**Exhibit 3-5:
Total vs. Net Residential Development by Sub-Area (1995-2003)**



**Exhibit 3-6:
Total vs. Net Residential Development by Year (1995-2003)**



**Exhibit 3-7:
Net Residential Development by Year (1995-2003)**



**Exhibit 3-8:
Net Residential Development by Sub-Area (1995-2003)**



dwelling units added per year jumped upward in the last few years.

The distribution of net residential dwelling units by housing types added between 1995 and 2003 indicates that while the majority of net dwelling units added countywide were single family, the composition of housing varies substantially by sub-area. Single family dwelling units accounted for 74% of the net dwelling units added between 1995 and 2003 to the San Fernando Valley/North County sub-area but accounted for only 14% of the net dwelling units added in the Westside sub-area. The Westside gained 76% of its net dwelling units in the form of multiple family units. Exhibit 3-8 provides the distribution of housing types in each sub-area for the net dwelling units added from 1995 through 2003.

3.5 NON-RESIDENTIAL DEVELOPMENT

From 1995 through 2003, 180.6 million square feet of non-residential development received building permits. However, due to demolition and revocation of permits, only 108.3 million square of non-residential space was added. The countywide breakdown by land use of total new and net non-residential square footage of space from 1995 to 2003 is provided below:

	Total New	Net
Commercial	63.7	38.3
Industrial	81.1	45
Office	35.8	25
Total Square Footage in Millions	180.6	108.3

Net non-residential development added from 1995 through 2003 equaled 60% of total new non-residential development countywide. This indicates that the a substantial amount of the land area countywide devoted to non-residential uses is undergoing recycling for redevelopment. Exhibit 3-9 illustrates both the total new and net increases in non-residential square footage between 1995 through 2003 by sub-area. The difference between the total new and net non-residential development indicates land recycling. Sub-areas with the greatest land recycling (i.e., the largest gap between total new and net non-residential development), such as the

“From 1995 through 2003, 180.6 million square feet of non-residential development received building permits.”

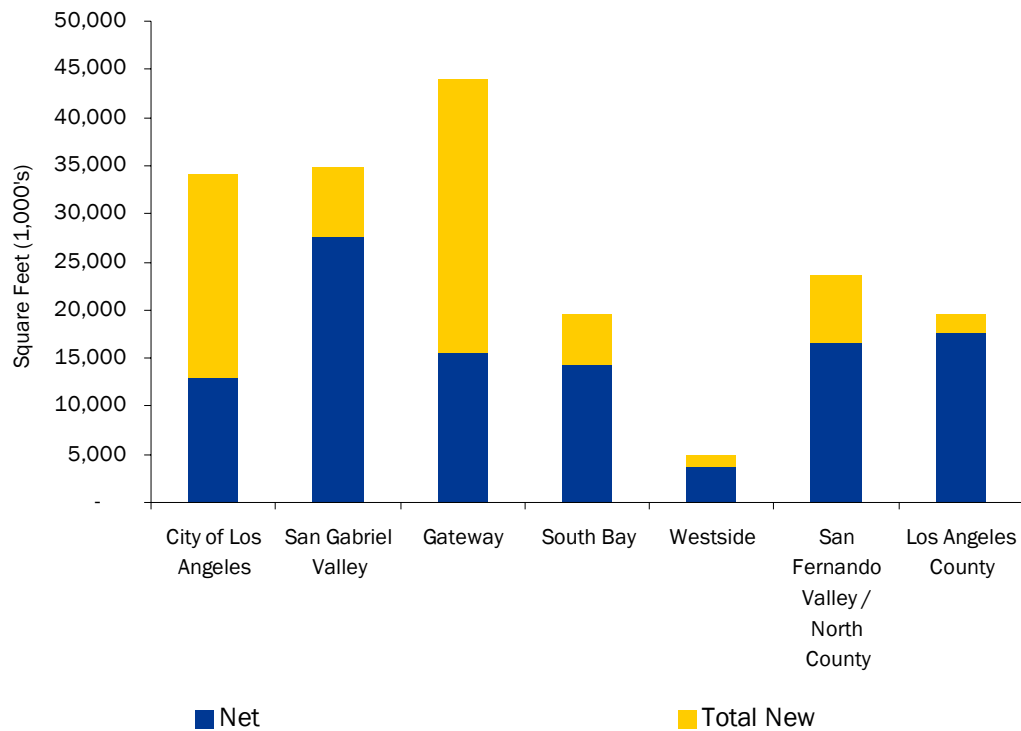
Gateway sub-area, experienced more demolition or redevelopment activity than sub-areas with little difference between their total new and net non-residential development (e.g., the Los Angeles County sub-area).

Exhibit 3-10 illustrates the total new and net increase in non-residential development by year. Net non-residential square footage accounted for a nine year minimum 33% of total new non-residential development in 1995. Net non-residential square footage accounted for a nine year high of 80% of total new non-residential development in 1999.

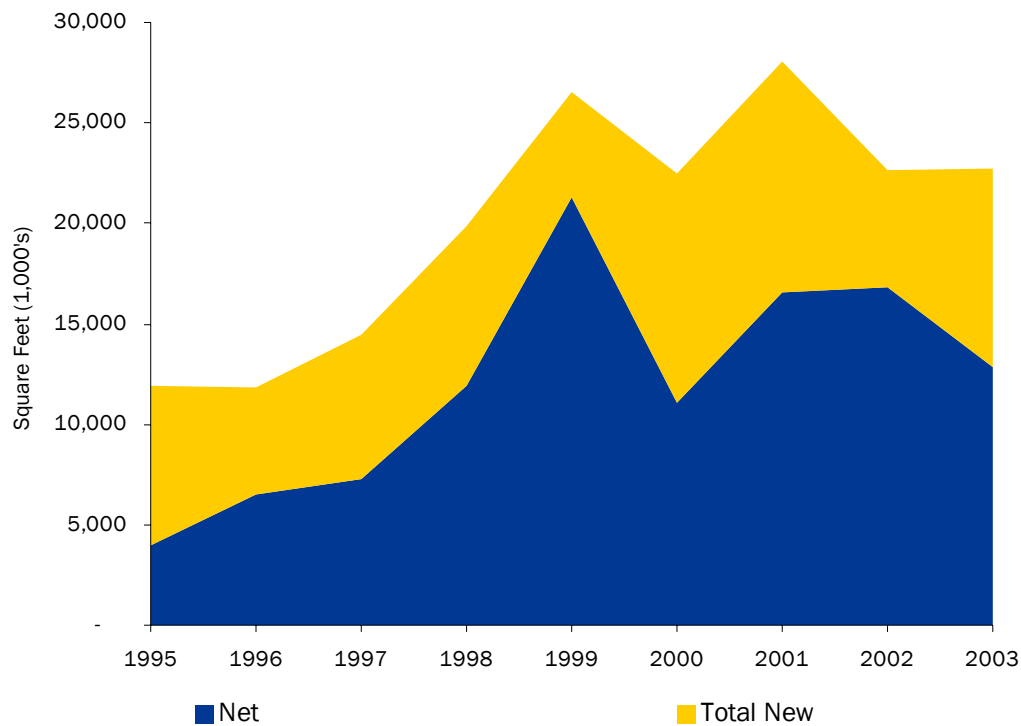
Exhibit 3-11 provides a more detailed breakdown of the net non-residential development, by use, added between 1995 and 2003. Between 1995 and 2003, net commercial development added reached its minimum in 2000 and maximum in 2001. Net industrial space rebounded from a net loss in 1995 to peak in 1999, with this single year accounting for 26% of the nine year net industrial square footage total. Office space added between 1995 and 2003 averaged about 2.8 million square feet per year with a maximum of 5.6 million square feet in 2001.

The distribution of uses of net non-residential space added between 1995 and 2003 demonstrates the substantial variation between sub-area local economies. While the Gateway sub-area attracted the most total new industrial development, the San Gabriel Valley sub-area attracted the most net industrial development with 17.8 million space feet added between 1995 and 2003. The San Fernando Valley/ North County sub-area led the development of net commercial space with over 10 million square feet added between 1995 through 2003. The City of Los Angeles sub-area attracted the most net office space. Exhibit 3-12 provides the distribution of net non-residential square feet added by use in each sub-area from 1995 through 2003.

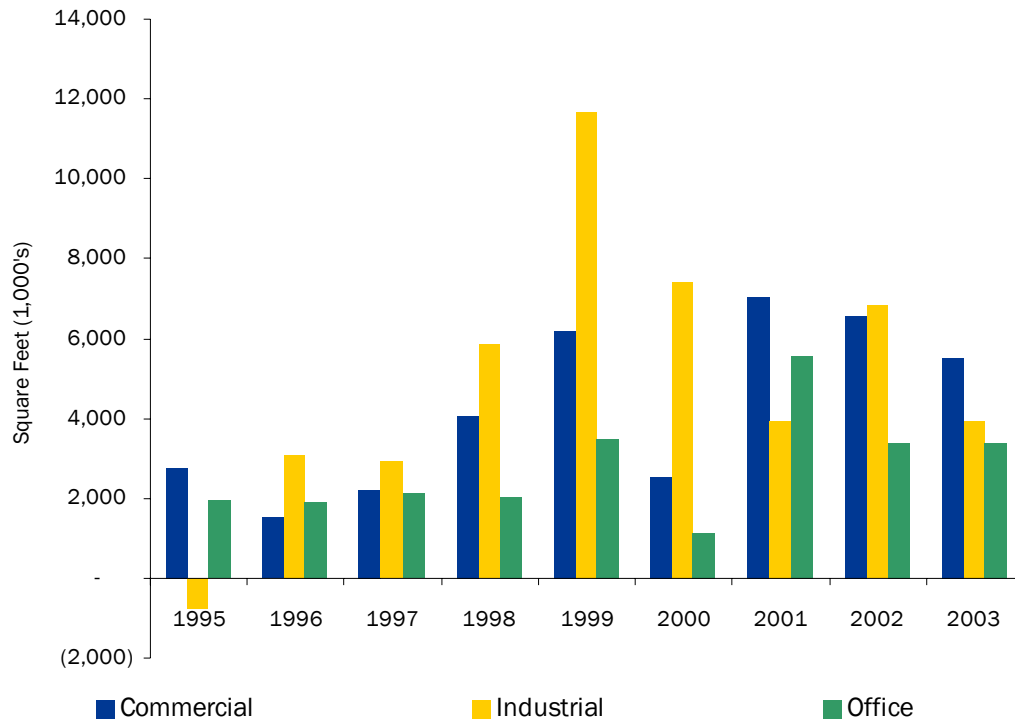
**Exhibit 3-9:
Total vs. Net Non-Residential Development by Sub-Area (1995-2003)**



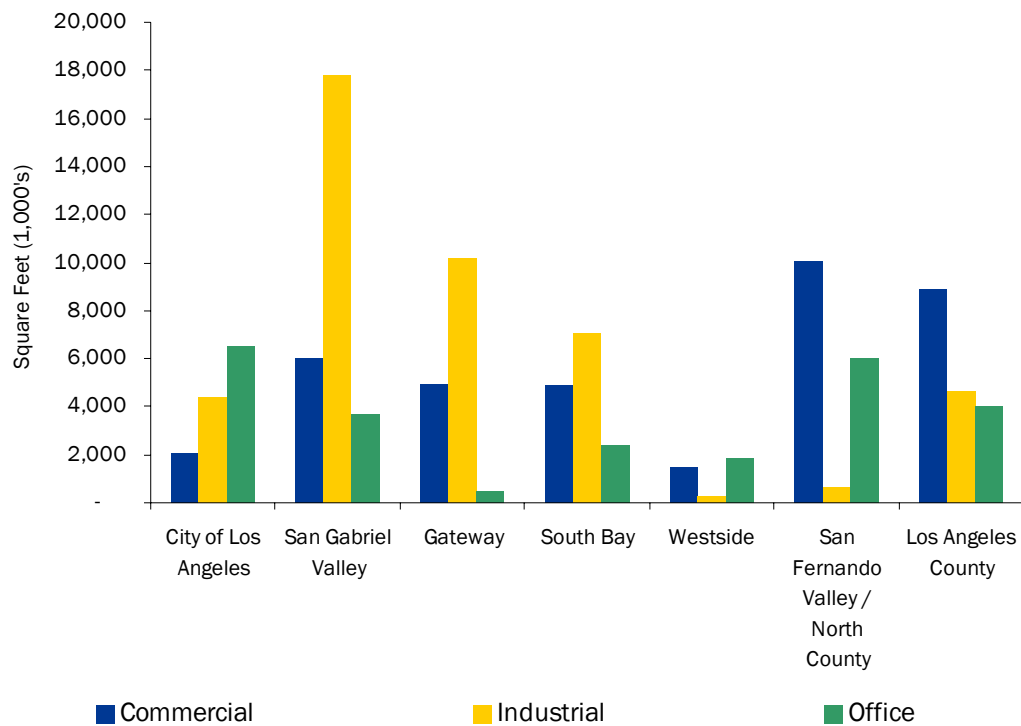
**Exhibit 3-10:
Total vs. Net Non-Residential Development by Year (1995-2003)**



**Exhibit 3-11:
Net Non-Residential Development by Year (1995-2003)**



**Exhibit 3-12:
Net Non-Residential Development by Sub-Area (1995-2003)**



CHAPTER

4

MOBILITY IMPROVEMENTS

4.1 MOBILITY IMPROVEMENTS

This section reviews the accomplishments of local jurisdictions in implementing mitigation strategies that offset the traffic impacts of new development. The strategies are arranged by category and compared by sub-area. These categories are:

- Capital Improvements,
- Transportation Systems Management (TSM),
- Transit Service,
- Transportation Demand Management (TDM), and
- Land Use.

Implemented strategies within each category are expressed by the average weekday vehicle miles traveled (VMT) that were reduced or accommodated, as reported through the CMP Local Implementation Reports (LIRs) filed by cities and the County from 1990 through 2003. For more information, including examples and definitions of strategies, refer to Chapter 6 and Appendix F of the 2002 CMP. For more information about how VMT is calculated for strategies in each category, refer to the "Countywide Deficiency Plan Background Study," published in November 1993.

Local mitigation strategies have reduced or accommodated approximately 5.6 million daily vehicles miles traveled (VMT) from 1990 through 2003. Exhibit 4-1 illustrates the percentage of the total VMT eliminated or accommodated by each category between 1990 and 2003.

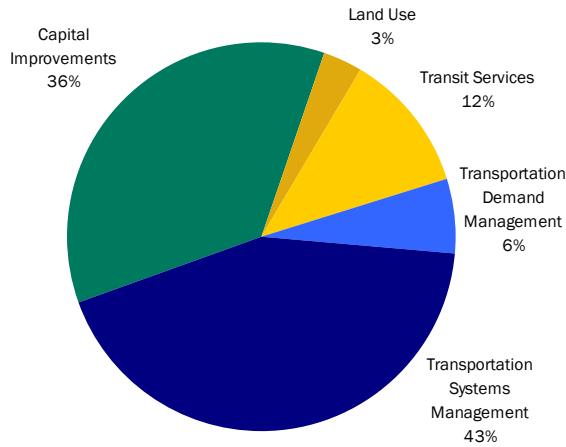
As illustrated, Transportation Systems Management (TSM) and Capital Improvements account for the vast majority of daily VMT reduced from 1990 to 2003, with a combined total of 79% of the total daily VMT reduced or accommodated by all strategies. While TSM and Capital Improvements continue to play a large role in improving mobility in Los Angeles County, Transit Service is improving substantially in

"Local mitigation strategies have eliminated or accommodated approximately 5.6 million daily vehicles miles traveled (VMT) from 1990 through 2003."

congestion mitigation. Transit service continues to increase its contribution to congestion mitigation, moving from 6% of VMT reduced in 1997 to 12% now.

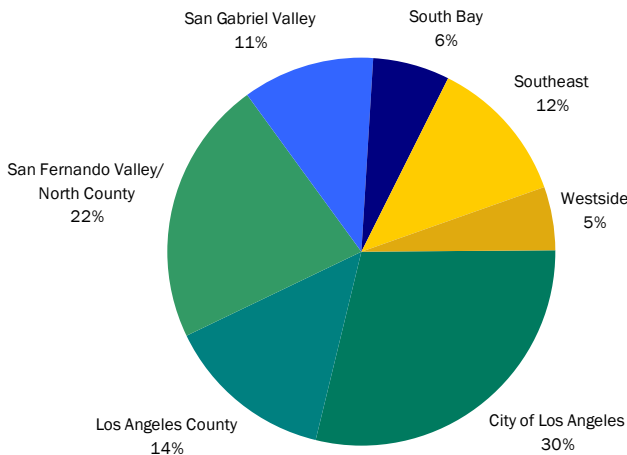
“Transit service continues to increase its contribution to congestion mitigation, moving from 6% of VMT reduced in 1997 to 12% now.”

Exhibit 4-1
PERCENT OF VMT REDUCED BY STRATEGY CATEGORY
1990 - 2003



The regional distribution of daily VMT accommodated or eliminated has not changed significantly since it has been tracked by the CMP. The City of Los Angeles sub-area continues to be the largest overall contributor to daily VMT reduction at 30% of the total daily VMT reduced, followed by the San Fernando Valley / North County Sub-Area, which accounts for 22%. Exhibit 4-2 presents the percentage of total daily VMT eliminated or accommodated by sub-area between 1990 and 2003.

Exhibit 4-2
PERCENT OF VMT REDUCED BY SUB-AREA
1990 - 2003



4.1.1 Capital Improvements. The Capital Improvements category includes the more traditional approaches to increasing system capacity with strategies such as general use highway lanes, freeway on/off ramp additions, urban rail, and commuter rail stations. The daily VMT accommodated with these strategies is listed in the following table:

**Daily VMT Accommodated by Capital Improvement Strategies
1990–2003**

Capital Improvement Strategy	VMT Accommodated	Percent
Goods movement	182,538	10%
Streets and highways	1,652,662	82%
Transit facilities	168,948	8%
Total Daily VMT Accommodated	2,004,148	100%

As illustrated in this table, the streets and highways strategy group accounts for the vast majority of the daily VMT accommodated by the Capital Improvements category. Within the streets and highway strategy group, general use highway lanes (Strategy #212) accounted for the majority of all daily VMT accommodated.

The daily VMT accommodated by sub-area between 1990 and 2003 by the Capital Improvements category is listed in the following table:

Daily VMT Accommodated by Capital Improvement Strategies

Sub-Area	1990-2002	2003	Total	Percent
City of Los Angeles	300,142	837	300,978	15%
Los Angeles County	366,146	29,136	395,282	20%
San Fernando Valley / North County	697,748	26,619	724,367	36%
San Gabriel Valley	194,971	7,098	202,069	10%
South Bay	58,781	12,905	71,686	4%
Southeast	279,677	15,386	295,063	14%
Westside	13,186	1,517	14,704	1%
Total Daily VMT Accommodated	1,910,651	93,497	2,004,148	100%

4.1.2 Transportation Systems Management. The Transportation Systems Management (TSM) category generated the most mobility benefits between 1990 and 2003. Forty-three percent (43%) of the total daily VMT accommodated by local jurisdiction implementation of the Countywide Deficiency Plan came from this category. TSM strategies are relatively inexpensive when compared to the traffic benefits they produce explaining their popularity with local jurisdictions. The distribution of daily VMT accommodated by the TSM category is summarized in the

“The Capital Improvements category includes the more traditional approaches to increasing system capacity...”

following two tables by strategy and by sub-area, respectively.

**Daily VMT Accommodated
by Transportation Systems Management Strategies
1990–2003**

TSM Strategy	VMT Accommodated	Percent
Traffic signal synchronization	1,073,344	45%
Traffic signal surveillance and control	777,483	32%
Peak period parking restrictions	318,592	13%
Intersection modification	99,717	5%
Bicycle path or lane	80,439	3%
Park & ride facility	57,186	2%
Total Daily VMT Accommodated	2,406,762	100%

**Daily VMT Accommodated
by Transportation Systems Management Strategies**

Sub-Area	1990-2002	2003	Total	Percent
City of Los Angeles	1,010,209	71,196	1,081,405	45%
Los Angeles County	268,442	9,129	277,572	12%
San Fernando Valley / North County	231,315	26,617	257,932	11%
San Gabriel Valley	222,848	10,784	233,631	10%
South Bay	202,431	5,808	208,239	9%
Southeast	265,174	9,017	274,191	10%
Westside	70,111	3,682	73,793	3%
Total Daily VMT Accommodated	2,270,529	136,233	2,406,762	100%

4.1.3 Transit Service. The Transit Service category was responsible for 12% of the total daily VMT reduced by local jurisdictions through the CMP Deficiency Plan program between 1990 and 2003. Since many of the local fixed-route bus transit services implemented throughout the county existed prior to 1990, only the new benefits from increased ridership after January 1, 1990 are included in these figures. Nevertheless, new local or commuter bus service implemented by jurisdictions account for 49% of the total daily VMT reduced by all strategies in the Transit Service category. The distribution of daily VMT accommodated by the Transit category is summarized in the following two tables:

**Daily VMT Reduced by Transit Strategies
1990–2003**

Transit Strategy	VMT Reduced	Percent
New local or commuter bus service	324,169	49%
Shortening of headways	42,337	7%
Restructuring of service	153,499	23%
Dial-a-ride services	18,429	3%
Local shuttle	90,476	14%
Feeder service to rail station	26,725	4%
Total Daily VMT Reduced	655,635	100%

“The Transportation Systems Management (TSM) category generated the most mobility benefits between 1990 and 2003.”

“New local or commuter bus service implemented by jurisdictions account for 49% of the total daily VMT reduced by all strategies in the Transit Service category.”

Daily VMT Accommodated by Transit Strategies

Sub-Area	1990-2002	2003	Total	Percent
City of Los Angeles	121,140	10,851	131,991	20%
Los Angeles County	43,175	170	43,345	7%
San Fernando Valley / North County	147,648	12,172	159,821	24%
San Gabriel Valley	75,819	4,265	80,084	12%
South Bay	33,435	6,401	39,837	6%
Southeast	36,234	8,426	44,659	7%
Westside	73,881	82,017	155,898	24%
Total Daily VMT Reduced	531,332	124,303	655,635	100%

“TDM strategies provide low cost travel solutions that reduce or eliminate demand on roads and freeways.”

4.1.4 Transportation Demand Management. Between 1990 and 2003 the Transportation Demand Management (TDM) category was responsible for reducing 6% of the total daily VMT accommodated by local jurisdictions. TDM strategies provide low-cost travel solutions that reduce or eliminate demand on roads and freeways. This strategy is critical to future mobility improvements, as future demand can not be met solely by expanding the transportation supply. The breakdown of daily VMT reduced by particular strategy within the TDM strategy category is provided in following table. As illustrated in the following table, the Ridesharing Operations strategy accounted for 32% of all daily VMT reduced by the TDM category as a whole.

Daily VMT Reduced by Transportation Demand Management Strategies 1990–2003

TDM Strategy	VMT Reduced	Percent
Ridesharing operations	106,094	32%
Ridesharing support facilities	44,293	13%
Ridesharing incentives	30,654	9%
Parking management and pricing	1,579	0%
Telecommunications	145,284	44%
Unique programs or services	6,813	2%
Total Daily VMT Reduced	334,718	100%

The following table presents the distribution by sub-area of daily VMT reduced by TDM strategies.

Daily VMT Reduced by Transportation Demand Management Strategies

Sub-Area	1990-2002	2003	Total	Percent
City of Los Angeles	47,341	1,122	48,462	14%
Los Angeles County	42,464	807	43,271	13%
San Fernando Valley / North County	70,990	9,606	80,596	24%
San Gabriel Valley	47,951	10,862	58,813	18%
South Bay	23,965	1,113	25,078	7%
Southeast	36,332	8,308	44,640	14%
Westside	33,360	497	33,857	10%
Total Daily VMT Reduced	302,403	32,315	334,718	100%

4.1.5 Land Use. While smart growth land use decisions reduce travel demand on the CMP system, the twenty strategies available under the Land Use category were implemented the least among local jurisdictions when applying for CMP credit in their annual Local Implementation Reports (LIRs). As a result, between 1990 and 2003, the Land Use category generated 3% of the total daily VMT reduced by the CMP between 1990 and 2003. Examples of land use strategies include transit-oriented development, mixed-used development and childcare facilities within employment centers.

The breakdown of daily VMT reduced by particular strategy within the Land Use strategy category is provided in the table below.

**Daily VMT Reduced by Land Use Strategies
1990–2003**

Land Use Strategy	VMT Reduced	Percent
Single-use at transit centers	74,000	43%
Mixed-use at transit centers	16,455	11%
Multi-modal transportation center	49,469	28%
Non-transit related mixed-use	28,682	16%
Land use transportation policies	4,494	2%
Total Daily VMT Reduced	173,100	100%

As illustrated in this table, single uses around transit centers and corridors (Strategy #110) accounted for the majority of daily VMT reduced by the Land Use strategy category. Within this strategy, exclusive commercial development around transit centers (Strategy #112) accounted for most of the total daily VMT reduced.

The following table summarizes daily VMT reduced by land use strategies for each sub-area between 1990 and 2003:

Daily VMT Reduced by Land Use Strategies

Sub-Area	1990-2002	2003	Total	Percent
City of Los Angeles	33,353	2,041	35,394	20%
Los Angeles County	21,812	-	21,812	13%
San Fernando Valley / North County	25,009	1,067	26,076	15%
San Gabriel Valley	29,419	8,287	37,706	22%
South Bay	8,031	338	8,369	5%
Southeast	27,177	7,955	35,133	20%
Westside	8,211	400	8,611	5%
Total Daily VMT Reduced	153,013	20,088	173,101	100%

“Smart Growth land use decisions reduce the demand for travel on the CMP system.”

CHAPTER

5

LAND USE ANALYSIS PROGRAM

LAND USE ANALYSIS PROGRAM

5.1 INTRODUCTION

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

5.1.1 Statutory Requirement. Statute requires that the CMP include a program that analyzes the impacts of land use decisions on the regional transportation system, and that cost estimates of the associated mitigation impacts are provided. The cost of mitigating the impact of inter-regional trips (trips with both origin and destination outside the County) is excluded from this analysis. The land use program is also required to provide credit for public and private contributions of improvements to the regional transportation system.

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

The Land Use Analysis Program and the Countywide Deficiency Plan were designed to work together to facilitate

“CMP statute highlights the responsibility of local jurisdictions to consider the impact of new development on the regional system as part of the planning process.”

local control and implementation of these state-mandated requirements. Through the local jurisdiction's existing environmental impact review process (i.e., the CEQA process), the Land Use Analysis Program provides the criteria and methodology for jurisdictions to maintain CMP conformance.

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

The Land Use Analysis Program has the following objectives:

- Reaffirming the responsibility of the lead agency as the decision-making authority;
- Establishing a program that can be integrated into existing local review processes, with minimal additional burden placed on public and private entities;
- Promoting increased inter-jurisdictional coordination in evaluating and mitigating land use impacts; and
- Encouraging consistent analysis of regional impacts and the sharing of this information through the CEQA process.

5.2 LAND USE ANALYSIS PROGRAM

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

“The Land Use Analysis Program is an information sharing process that seeks to improve communication between public agencies, private entities, and the general public regarding the impact of new development on the CMP system.”

Except as modified herein, all procedural requirements of CEQA for projects that are required to prepare an EIR, including notices, consultation with other agencies, scoping the content of the EIR, determinations of significant effect, time limits, and public hearings, shall continue to be the responsibility of the local jurisdiction. While distribution of the Notice of Preparation (NOP) to MTA is both a CMP and a CEQA requirement, the role of MTA will be limited to that of a “responsible agency” as defined by CEQA.

5.2.2 Projects Subject to the Land Use Analysis Program.

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

5.2.3 Exempted Projects. Projects that are exempted from the Land Use Analysis Program include:

- Projects determined not to have a significant effect on the environment, or that receive a Negative Declaration, Mitigated Negative Declaration or Notice of Exemption, are not subject to the CMP Land Use Analysis Program, and preparation of a TIA is unnecessary.
- Projects that entered into a development agreement with a local jurisdiction prior to July 10, 1989. Development agreements are obligations entered into on the part of a developer and a jurisdiction as specified under Sections 65864 through 65869.5 of the California Government Code. Revisions to existing development agreements that do not require an updated EIR are included within this definition.
- Traffic generated by “set-aside” housing units for low and very low income persons. Definitions of low and very low income housing are provided by the California Department of Housing and Community Development as follows:
 - Low-Income: equal to or less than 80% of the median income, with adjustments for family size.

- Very Low-Income: equal to or less than 50% of the median income, with adjustments for family size.
- High density residential development located within one quarter mile of a fixed rail passenger station. State statute defines “high density” residential development as development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre is automatically considered high density.
- Mixed use development located within one quarter mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the lead agency. Mixed use development is defined by statute as development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.
- Buildings or structures damaged or destroyed as a result of the January 1994 earthquake, which received entitlements for reconstruction prior to June, 1997.
- Reconstruction or replacement of any residential or non-residential structure which is damaged or destroyed, to the extent of not less than 50% of its reasonable value, by fire, flood, earthquake or other similar calamity.
- Projects for which an NOP was prepared and distributed pursuant to CEQA prior to the local jurisdiction's adoption of the Land Use Analysis Program.
- Phased development projects, or development projects requiring subsequent approvals, need not repeat this process as long as no significant changes are made to the project, and the lead agency determines that updating the project EIR is unnecessary.

5.2.4 CMP Transportation Impact Analysis. The objective of this process is to identify site-specific impacts and mitigation

for the regional highway, freeway and transit systems within the vicinity of major projects, as defined by the TIA Guidelines contained in Appendix B. This analysis shall be documented within the project EIR. Appendix B contains the specific TIA guidelines required to be followed.

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

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

- A. The steps involved for preparation of the highway and freeway component of the TIA are:
- Following determination that an EIR is necessary for a proposed project, the local jurisdiction notifies MTA and other affected transit operators through preparation and distribution of a NOP required by CEQA.
 - Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented.
 - Traffic generation estimates are made, conforming to the procedures of the current edition of Trip Generation by the Institute of Transportation Engineers (ITE).
 - Trip distribution by manual assignment are made using the generalized trip distribution factors contained in Appendix B.
 - An analysis of the project's traffic impacts is conducted utilizing the guidelines contained in Appendix B.
 - The TIA is conducted examining the following minimum geographic area:

“ The CMP TIA guidelines are largely geared toward the analysis of projects where specific land use types and project design details are known.”

- All CMP arterial monitoring intersections, including monitored freeway on-ramps or off-ramps, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours. Where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- If based on these criteria, no CMP facilities are identified for study, no further highway or freeway system analysis need be conducted, and only the transit component of the TIA is required. If CMP facilities are identified for further study, then:
 - Determine if significant impacts occur on the CMP system as a result of the project. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.
 - Investigate measures which will mitigate significant CMP system impacts identified in the TIA. Such mitigation measures must consider significant impacts of the proposed development on neighboring jurisdictions.
 - Develop cost estimates, including the fair share costs to mitigate impacts of the proposed project, and indicate the responsible agency.

- Develop appropriate mitigation measures. Selection of final mitigation measures is at the discretion of the local jurisdiction. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.
- B. The steps involved for the transit system impact analysis of the TIA are:
- Evidence that affected transit operators received a NOP.
 - A summary of existing transit services in the project area. Include local fixed-route services within a one quarter mile radius of the project; express bus routes within a 2-mile radius of the project, and rail service within a 2-mile radius of the project.
 - Information on trip generation and mode assignment for both AM and PM peak hour periods, as well as daily. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both “peak hour” and “daily” refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
 - Documentation on the assumptions and analyses that were used to determine the number and percent of trips assigned to transit. Appendix B provides calculation guidance on assigning trips to transit.
 - Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction's TDM Ordinance measures, but other project specific measures.
 - Analysis of expected project impacts on current and future transit services and proposed project mitigation measures.
 - Development of appropriate mitigation measures. Selection of final mitigation measures remains at the

discretion of the local jurisdiction. Once a mitigation program is selected the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

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

5.2.6 The EIR As A Credit Opportunity. Local jurisdictions have the lead authority for determining the level of mitigation required and for ensuring that mitigation measures are reasonably related to the impact. Within that context, the EIR process provides local jurisdictions with the opportunity to incorporate traffic mitigation measures that are multi-modal, and that encourage the use of alternative transportation modes. To take advantage of the opportunity to receive CMP credit, the EIR should evaluate the potential for including CMP approved mitigation strategies as project mitigation measures. A full description of the CMP mitigation strategies is contained within Appendix F of the 2002 CMP.

5.3 LOCAL CONFORMANCE

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

“ The Land Use Analysis Program provides for analysis and mitigation of the regional impacts of development; it does not replace the need for localized impact review.”

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

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

CHAPTER

6

CONFORMANCE PROCEDURES

CONFORMANCE PROCEDURES

6.1 INTRODUCTION

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

Because local jurisdictions that don't conform with the CMP risk losing funding, MTA makes every effort to assist local jurisdictions to achieve and maintain CMP conformance. To date, all but one of the 88 local jurisdictions and the County of Los Angeles have maintained their compliance with the CMP and preserved their eligibility to receive these transportation funds. MTA appreciates the cooperation shown by local jurisdictions in implementing the CMP.

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

6.2 ANNUAL LOCAL CONFORMANCE REQUIREMENTS

This section is intended to provide local jurisdictions with the basic information they need to annually maintain CMP conformance and remain eligible for certain gas tax funds. The annual CMP implementation schedule is shown in Exhibit 6-1. Other parts of this document are referenced for more detailed information for each individual requirement.

There are five components required for CMP conformance:

- Reporting traffic counts and Levels of Service at selected intersections (biennial requirement);
- Implementation of the locally-adopted CMP TDM Ordinance;

“MTA is required to monitor and determine that local jurisdictions are in conformance with the CMP.”

- Following CMP transportation impact analysis guidelines for projects requiring an Environmental Impact Report (EIR) as incorporated in the locally-adopted CMP Land Use Analysis Program;
- Adoption of a Local Development Report (LDR), reporting new development activity, development adjustments, and exempted development activity; and
- After holding a noticed public hearing, adoption of a resolution self-certifying CMP conformance which incorporates the LDR mentioned above.

These requirements are summarized in Exhibit 6-1 by their required implementation dates.

**Exhibit 6-1
Congestion Management Program
Annual Implementation Schedule**

June 1 – May 31	Annual CMP Reporting Period. Local jurisdictions track new development activity, development adjustments, and exempted development.
June 15	In Odd-Numbered Years Only: Deadline for local jurisdictions and Caltrans to submit to MTA the results of monitoring levels of service on the CMP highway system.
September 1	Deadline for local jurisdictions to submit to MTA the resolution adopting the CMP Local Development Report (LDR) and certifying CMP conformance. The LDR will include results of development activity for the most recent annual Reporting Period (June 1 – May 31). NOTE: The local jurisdiction's governing body must adopt the resolution and LDR at a noticed public hearing.
November	Annual MTA staff recommendations on local jurisdiction CMP conformance presented for approval by MTA Board of Directors.

6.2.1 Annual CMP Reporting Period - June 1 - May 31.

Local jurisdictions track new development activity annually for the period **June 1 through May 31**. This information is reported to the MTA by September 1 through the LDR. This tracking and reporting is a part of the local implementation of the CMP Countywide Deficiency Plan.

6.2.2 Biennial Highway Monitoring - Results Due To MTA By June 15 Of Odd-Numbered Years. In each odd-numbered year, local jurisdictions are responsible for monitoring levels of service (LOS) on CMP arterials at designated intersections. Caltrans is responsible for monitoring LOS on the freeways. Highway monitoring results are due to MTA by **June 15**. While most jurisdictions conduct their CMP highway monitoring in the spring, monitoring results collected within the prior 12 months are acceptable. Refer to Appendix A for a complete listing of the arterial intersections requiring monitoring, the responsible agencies, and the highway monitoring guidelines. Chapter 2 contains information about the CMP Highway System.

6.2.3 CMP Transportation Demand Management Ordinance And Land Use Analysis Program - Ongoing Responsibilities.

All Los Angeles County local jurisdictions have previously adopted the transportation demand management (TDM) ordinance and the land use analysis program required by the CMP. All jurisdictions must certify their ongoing implementation of these CMP requirements as a part of their annual self-certification resolution/LDR. *Refer to Chapter 4 of the 2002 CMP and Chapter 5 of this CMP for additional information on the requirements of these CMP elements.*

6.2.4 Self Certification And Local Development Report - Due To MTA By September 1. By September 1, each jurisdiction must submit to the MTA a resolution of the City Council/ Board of Supervisors adopting the LDR and self-certifying the jurisdiction's conformance with all local CMP requirements. This action must follow a noticed public hearing. Appendix C contains the sample resolution and reporting forms to be used.

The LDR tracks new development, exempted development, and development adjustments as a result of building permits issued between June 1 and May 31. These tracking statistics are submitted using the spreadsheet available from MTA.

“The Local Development Report tracks new development, exempted development, and development adjustments...”

6.3 MTA CONFORMANCE REVIEW PROCEDURE

Each year, MTA determines conformance with CMP responsibilities for each of the 89 local jurisdictions in Los Angeles County. For this conformance procedure, the MTA uses the self-certification resolution described in Section 6.2 and shown in Appendix C.

6.3.1 Conformance Review Process

For jurisdictions that meet all of the requirements discussed in Section 6.2, the annual conformance is a relatively simple, one-step process. Jurisdictions who do not meet all of the requirements are provided with an opportunity to resolve outstanding problems, return to conformance with the CMP, and thereby avoid the loss of transportation monies.

Listed below is the MTA's review process for making the annual CMP conformance determinations.

- **By September 1:** Local jurisdictions complete and report their conformance responsibilities through their adopted self-certification resolution and LDR.
- **September/October/November:** MTA staff reviews the locally adopted resolution and LDR and makes a conformance recommendation. Staff informs local jurisdictions of the conformance recommendations. In November, MTA holds a public hearing to take testimony regarding CMP local conformance. At its November meeting, the MTA Board will make annual conformance determinations. For jurisdictions found in conformance, this completes the annual conformance review process.

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

- **November/December:** If the MTA Board determines that a jurisdiction is not in conformance, MTA will notify the jurisdiction in writing of the nonconformance determination and the reason for this finding. This notification initiates a ninety-day corrective period provided by statute. MTA staff will immediately schedule a meeting with the local jurisdiction to mutually agree upon a schedule of actions that will enable the jurisdiction to come into conformance within the ninety-

“Each year, MTA determines conformance with CMP responsibilities for each of the 89 local jurisdictions in Los Angeles County.”

day period. This meeting will take place in November. It should be noted that past experience indicates that these meetings generally occur well before November as MTA staff will have informed jurisdictions of its planned recommendation prior to MTA Board action.

- **March:** After the end of the ninety-day period, MTA staff will assess whether a jurisdiction has taken the steps to attain conformance. MTA staff will report their conformance recommendation to the affected jurisdiction. Following notification of the MTA staff recommendation, the jurisdiction has 15 days to notify MTA if it wishes to appeal the staff recommendation.
- **April:** A Conformance Appeal Advisory Panel (“Advisory Panel”) will be convened. The Advisory Panel will review the jurisdiction’s appeal of the staff’s recommendation, and make an independent finding for consideration by the MTA Board.
- **May/June:** The MTA Board of Directors will adopt a finding after consideration of the staff and Advisory Panel recommendations.
- **June/July:** If MTA finds a jurisdiction is in nonconformance with the CMP, then MTA will immediately submit the finding to the jurisdiction and California Transportation Commission, and will direct the State Controller to withhold the jurisdiction's state gas tax (Section 2105) subvention funds.
- **One Year After Withholding of Funds:** If the jurisdiction returns to conformance within a twelve-month period, any withheld gas tax funds will be released to the local jurisdiction by the State Controller. If the jurisdiction remains in nonconformance after twelve months, the gas tax subvention funds withheld from the jurisdiction will be provided to MTA for use on regionally significant transportation projects.
- **Any Time:** The jurisdiction may request reconsideration of the MTA nonconformance finding when the jurisdiction believes it has taken corrective action and is now in conformance. MTA will expedite its review and, if the jurisdiction demonstrates that it is in conformance, will adopt a finding at the next available MTA Board meeting.

If a finding of conformance is made, MTA will notify the State Controller to restore the jurisdiction's gas tax funds.

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

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

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

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

6.4 NONCONFORMANCE FINDING

When a local jurisdiction is found to be in nonconformance with the local CMP responsibilities, CMP statute requires that the MTA notify the State Controller. Upon notification of nonconformance, the Controller will withhold from that jurisdiction its allocation of the state gas tax increase enacted with the passage of Proposition 111 in June 1990 (Streets and Highways Code, Section 2105 funds). In order to receive the withheld gas tax funds, jurisdictions must achieve CMP conformance within twelve months. Otherwise the Controller will reallocate the jurisdiction's withheld funds to MTA for regionally significant projects. Additionally, CMP statute prohibits the programming of federal Surface Transportation Program or Congestion Mitigation and Air

“The Conformance Appeal Advisory Panel is an impartial body established for the review, upon appeal, of MTA staff conformance recommendations.”

Quality funds in jurisdictions in non-conformance with the CMP unless MTA finds that the project is of regional significance. Finally, since the CMP process is the first step in developing the County Transportation Improvement Program (CTIP), local jurisdictions in nonconformance may not compete favorably for funds programmed through the CTIP process.

CHAPTER

7

NEW DIRECTIONS FOR THE CMP

7.1 INTRODUCTION

As the Congestion Management Program matures into its second decade, MTA is working with stakeholders throughout Los Angeles County to evolve the program in new directions.

In particular, many local jurisdictions have raised concerns about the debit/credit approach that is used to implement the CMP's Deficiency Plan. Following extensive discussion, the CMP Policy Advisory Committee (PAC) unanimously voted on July 8, 2003 to recommend that the MTA pursue a study that explores an alternative to the debit/credit system.

As a result, MTA is looking to define a new approach to the CMP's Countywide Deficiency Plan. As directed by the MTA Board in August 2003, a nexus study is underway to study the feasibility of implementing a congestion mitigation fee program that would fund transportation improvements that mitigate new deficiencies in the county.

The study will evaluate the range of issues raised by the CMP PAC. These include crafting subregional fees that reflect local conditions, acknowledging local traffic impact fees, and streamlining the administration of the program. The goal of the nexus study process is to identify a new Deficiency Plan approach that has broad support from stakeholders, and can be considered for amendment into the CMP by the MTA Board.

7.1.1 Changes to Deficiency Plan Requirements. During the development of the nexus study, conformity requirements for local jurisdictions are reduced. In 2004, jurisdictions are still required to track and report new development activity which represents new net development after subtracting for building permit revocations or demolitions. However, reporting of transportation improvements that were historically used to generate credits for Countywide Deficiency Plan purposes will

not be required. As a result, jurisdictions will not be required to maintain a positive credit balance.

Because of this change in reporting requirements, a new reporting form has been created called the Local Development Report (LDR). Based on the Local Implementation Report from previous reporting cycles, the form only calls for information on new net development. The calculation of Countywide Deficiency Plan debits is not included. MTA will work closely with local jurisdictions to ensure that completed LDR forms are submitted by the September 1, 2004 deadline. More detailed information is contained in Appendices C and D.

The following table summarizes past and current CMP reporting requirements and other responsibilities for local jurisdictions.

CMP Requirement	Previous Requirement	New Requirement
Transportation Mitigation and Improvement Reporting (Credits)	Yes	No
Land Use Reporting (Debits)	Yes	Yes
Land Use Analysis Program	Yes	Yes
TDM Ordinance Program	Yes	Yes
Biennial Highway Monitoring	Yes	Yes
Biennial Transit Monitoring	Yes	Yes

APPENDIX

A

GUIDELINES FOR BIENNAL HIGHWAY MONITORING

GUIDELINES FOR BIENNIAL HIGHWAY MONITORING

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

A.1 SUBMITTAL REQUIREMENTS

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

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

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

May 31st Counts of the current year's report must be completed by this date and be less than one year old.

June 15th Deadline for submittal of monitoring results to MTA.

November Local conformance finding by MTA Board.

A.3 MONITORING LOCATIONS AND RESPONSIBLE AGENCIES

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

- Intersections of two (or more) CMP arterials will be monitored.
- Monitoring locations should be capacity-constraining (e.g., "bottleneck") intersections

with major cross streets such as major arterials, secondary arterials or freeway ramps.

- A maximum spacing of roughly two miles must be maintained between stations. For rural highways, spacing may be increased if traffic volumes and capacity are consistent over greater distances.
- Redesignation of the responsible agency will only be accepted if recommended to MTA by the agency assuming responsibility.

A.4 TRAFFIC COUNT REQUIREMENTS

- Traffic counts included in the local jurisdiction's Highway Monitoring Report must be less than one year old as of May 31 of each monitored (odd-numbered) year.
- Traffic counts must be taken on Tuesdays, Wednesdays or Thursdays (these need not be consecutive days).
- Traffic counts must exclude holidays, and the first weekdays before and after the holiday.
- Traffic counts must be taken on days when local schools or colleges are in session.
- Traffic counts must be taken on days of good weather, and avoiding atypical conditions (e.g., road construction, detours, or major traffic incidents).
- Traffic counts must be taken on two days and a third day of counts may be required (see Section A.7 Acceptable Variation in Level of Service).
- Traffic counts must be taken for both the AM and PM peak period.
- Unless demonstrated otherwise by actual local conditions, peak period traffic counts will include the periods 7-9 AM and 4-6 PM.
- The local agency must contact MTA if current conditions prevent the collection of representative count data during the required period (for example, major construction lasting over a year).

Local agencies are encouraged to include counts at CMP stations within the scope of other ongoing studies (see Appendix B, Transportation Impact Analysis Guidelines).

A.5 PHYSICAL DESCRIPTIONS

Existing lane configurations and signal phasing must be diagrammed for each monitoring location. Simple schematic diagrams are adequate. An example is provided in the Exhibit A-1 and a blank diagram form is included in Exhibit A-3. Agencies may use traffic signal plans, signing & striping plans or aerial photographs if desired; however if used, these must clearly indicate the permitted movements for each lane. Submit such plans or diagrams on 8½" x 11" sheets.

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

A.6 INTERSECTION LEVEL OF SERVICE CALCULATIONS

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

Capacity:	1,600 vehicles/lane for all through and turn lanes 2,880 total for dual turn lanes
Clearance:	0.10 (no phasing adjustment)

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

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

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

- For dual turn lanes, calculations should indicate that 55% of the turning volume is assigned to the heavier lane for establishing the critical volume.
- Intersection V/C should be calculated by dividing the Sum of Critical Volumes by 1,600, and adding 0.10.
- Intersection LOS should be determined using the table above.

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

- **INPUT WORKSHEET:** Counted peak hour volumes should be entered; set all peak hour factors (PHF) = 1.00.
- **VOLUME ADJUSTMENT WORKSHEET:** Lane Utilization Factors (Column 9: U) must be set = 1.00.
- **SATURATION FLOW ADJUSTMENT WORKSHEET:** For each lane group, set the Adjusted Saturation Flow Rates (Column 13: s) = 1,600 x No. of Lanes, or 2,880 for dual LT lanes.
- **CAPACITY ANALYSIS WORKSHEET:** Sum CRITICAL Flow Ratios (Column 5: v/s), divide by 1,600 and add 0.10. Intersection LOS should be determined using the table above.

A.7 ACCEPTABLE VARIATION OF RESULTS

Compare the two AM period counts. Do the same for the PM data. The volume to capacity (V/C) computations resulting from the two days of traffic counts should not vary more than 0.08 for either peak hour period. Please note the following:

- Report the average V/C ratio for the two days of counts if the variation in V/C is less than 0.08, and the average V/C ratio is less than or equal to 0.90 (LOS A-E).
- If the V/C ratios vary more than 0.08 and the resulting V/C ratio is at LOS F, **a third day of counts is required for the respective peak period.**
- In reporting LOS using three days of counts, take either the average of the three counts, or exclude the most divergent V/C and take the average of the two remaining days' counts.
- Local agencies are responsible for reviewing the accuracy of the count data and V/C calculations.

**EXHIBIT A-1
EXAMPLE SUBMITTAL**

See following sheets.

April 30, 2003

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

Dear CMP Manager:

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

<u>Intersection</u>	<u>Date</u>	<u>Peak Hour</u>	<u>V/C Ratio</u>	<u>LOS</u>
First Street &	03-06-03	7:45-8:45 AM	0.999	E
Second Avenue	03-13-03	7:45-8:45 AM	<u>0.948</u>	E
		AM Peak Hour Average	0.974	E
	03-06-03	5:00-6:00 PM	1.046	F
	03-13-03	4:45-5:45 PM	<u>1.069</u>	F
		PM Peak Hour Average	1.058	F

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

Lynn Jones

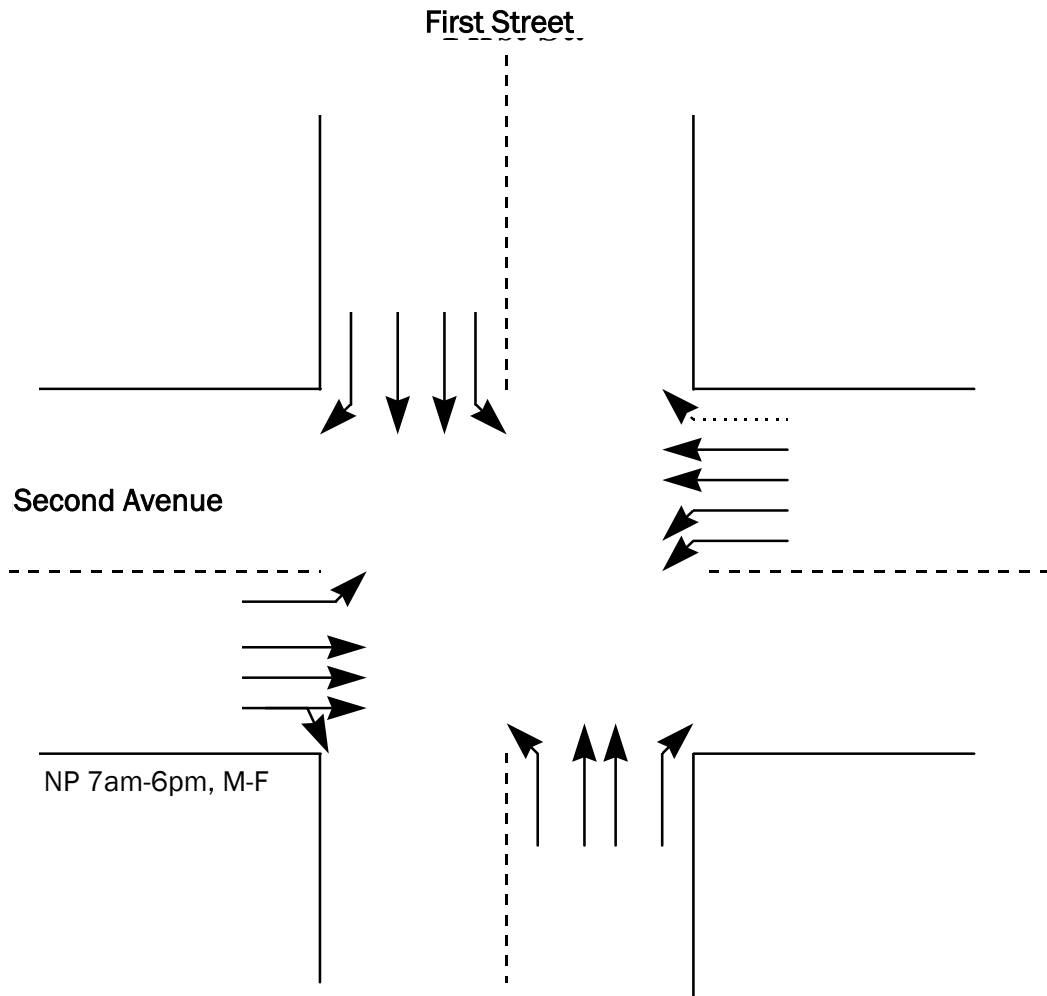
Sincerely,
 Lynn Jones
 Director of Public Works

Enclosure

INTERSECTION LAYOUT

Intersection: First Street & Second Avenue

Date: 03-01-03 **Drawn By:** JS



Signal Phasing Diagram:

1 	2 	3 	4
5 	6 	7 	8



KEY:

- 1. Lane functions as separate turn lane though not striped
- 2. NP "x" am - "y" pm (M-F) No Parking during specific hours (Mon. through Fri.)

**SAMPLE:
MANUAL TRAFFIC COUNT SUMMARY**

AGENCY:	City of Example	DATE:	03/06/03
N/S STREET:	First Street	DAY OF WEEK:	Thursday
E/W STREET:	Second Avenue	TIME OF DAY:	7:00 - 9:00 AM
COUNTED BY:	RT/AS		4:00 - 6:00 PM
WEATHER:	Clear		

Period Begin	Northbound			Southbound			Eastbound			Westbound			TOTAL
	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	
7:00	8	211	26	31	199	0	19	110	9	49	40	17	719
7:15	12	270	46	41	255	6	17	121	15	65	64	30	942
7:30	17	273	24	39	274	4	21	149	10	79	71	57	1018
7:45	16	336	16	62	298	15	47	189	9	131	122	59	1300
8:00	23	365	20	55	241	6	28	157	20	95	116	66	1192
8:15	31	368	33	76	269	12	40	193	13	85	102	53	1275
8:30	35	364	23	45	256	8	33	221	15	69	103	54	1226
8:45	28	340	30	47	266	11	25	163	18	78	108	56	1170
Pk. Hour	105	1433	92	238	1064	41	148	760	57	380	443	232	4993

Peak Hour: 7:45 to 8:45 AM

Period Begin	Northbound			Southbound			Eastbound			Westbound			TOTAL
	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	
16:00	53	344	19	53	346	22	44	206	6	82	118	37	1330
16:15	44	377	27	44	365	15	43	184	12	78	147	73	1409
16:30	64	329	29	64	339	14	34	179	8	122	151	62	1395
16:45	61	348	18	61	341	17	29	173	9	101	180	74	1412
17:00	74	355	20	74	369	15	26	189	19	110	163	44	1458
17:15	42	399	21	42	372	9	28	199	13	129	187	59	1500
17:30	61	375	24	61	367	9	49	155	15	117	162	70	1465
17:45	74	342	33	74	363	21	41	152	13	140	180	40	1473
Pk. Hour	251	1471	98	251	1471	54	144	695	60	496	692	213	5896

Peak Hour: 17:00 to 18:00

**SAMPLE:
MANUAL TRAFFIC COUNT SUMMARY**

AGENCY:	City of Example	DATE:	03/13/03
N/S STREET:	First Street	DAY OF WEEK:	Thursday
E/W STREET:	Second Avenue	TIME OF DAY:	7:00 - 9:00 AM
COUNTED BY:	RT/AS		4:00 - 6:00 PM
WEATHER:	Clear		

Period Begin	Northbound			Southbound			Eastbound			Westbound			TOTAL
	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	
7:00	8	205	25	29	189	0	18	107	9	48	39	16	693
7:15	12	262	43	39	242	6	16	117	15	63	62	29	906
7:30	16	265	23	37	260	4	20	145	10	77	69	55	981
7:45	16	326	16	59	253	14	46	153	9	87	98	57	1134
8:00	22	354	19	52	229	6	27	152	19	92	113	64	1149
8:15	30	357	32	72	256	11	39	187	13	82	99	51	1229
8:30	34	353	22	43	243	8	32	214	15	67	100	52	1183
8:45	27	330	29	45	253	10	24	158	17	76	105	54	1128
Pk. Hour	102	1390	89	226	981	39	144	706	56	328	410	224	4695

Peak Hour: 7:45 to 8:45 AM

Period Begin	Northbound			Southbound			Eastbound			Westbound			TOTAL
	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	
16:00	56	361	20	55	360	23	46	216	6	79	113	36	1371
16:15	46	396	28	46	380	16	45	193	13	75	141	70	1449
16:30	67	345	30	37	353	15	36	188	8	117	145	60	1401
16:45	64	385	19	63	375	18	30	192	9	97	193	71	1516
17:00	78	373	21	77	384	16	27	198	20	106	156	42	1498
17:15	44	419	22	44	387	9	29	209	14	124	180	57	1538
17:30	64	394	25	63	382	9	51	163	16	112	156	67	1502
17:45	78	359	35	77	378	22	43	160	14	134	173	38	1511
Pk. Hour	250	1571	87	247	1528	52	137	762	59	439	685	237	6054

Peak Hour: 16:45 to 17:45

**SAMPLE:
INTERSECTION CAPACITY UTILIZATION WORKSHEET**

Intersection: First Street / Second Avenue
Count Date: 03/06/03 **Peak Hour:** 7:45-8:45 AM
Analyst: ES **Agency:** City of Example
CMP Monitoring Station #: 000

Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical V/C	Total	
NB Left	105	1	1600	0.066			
NB Thru	1433	2	3200	0.448	←		
NB Right	92	1	1600	0.058			
SB Left	238	1	1600	0.149	←		
SB Thru	1064	2	3200	0.333			
SB Right	41	1	1600	0.026			
EB Left	148	1	1600	0.093			
EB Thru	760	3	4800	0.170	←		
EB Right	57	0	0	—			
WB Left	380	2	2880	0.132	←		
WB Thru	443	2	3200	0.138			
WB Right	232	1	1600	0.145			
Sum of Critical V/C Ratios							0.899
Adjustment for Lost Time							0.100
Intersection Capacity Utilization (ICU)							0.999
Level of Service (LOS) - Refer to table below							E

Notes:

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

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

**SAMPLE:
INTERSECTION CAPACITY UTILIZATION WORKSHEET**

Intersection: First Street / Second Avenue
Count Date: 03/13/03 **Peak Hour:** 7:45-8:45 AM
Analyst: ES **Agency:** City of Example
CMP Monitoring Station #: 000

Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical V/C	Total	
NB Left	102	1	1600	0.064			
NB Thru	1390	2	3200	0.434	←		
NB Right	89	1	1600	0.056			
SB Left	226	1	1600	0.141	←		
SB Thru	981	2	3200	0.307			
SB Right	39	1	1600	0.024			
EB Left	144	1	1600	0.090			
EB Thru	706	3	4800	0.159	←		
EB Right	56	0	0	—			
WB Left	328	2	2880	0.114	←		
WB Thru	410	2	3200	0.128			
WB Right	224	1	1600	0.140			
Sum of Critical V/C Ratios							0.848
Adjustment for Lost Time							0.100
Intersection Capacity Utilization (ICU)							0.948
Level of Service (LOS) - Refer to table below						E	

Notes:

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

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

**SAMPLE:
INTERSECTION CAPACITY UTILIZATION WORKSHEET**

Intersection: First Street / Second Avenue
Count Date: 03/06/03 **Peak Hour:** 5:00-6:00 PM
Analyst: ES **Agency:** City of Example
CMP Monitoring Station #: 000

Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical V/C	Total	
NB Left	251	1	1600	0.157	←		
NB Thru	1471	2	3200	0.460			
NB Right	98	1	1600	0.061			
SB Left	251	1	1600	0.157			
SB Thru	1471	2	3200	0.460	←		
SB Right	98	1	1600	0.061			
EB Left	144	1	1600	0.090			
EB Thru	695	3	4800	0.157	←		
EB Right	60	0	0	---			
WB Left	496	2	2880	0.172	←		
WB Thru	692	2	3200	0.216			
WB Right	213	1	1600	0.133			
Sum of Critical V/C Ratios							0.946
Adjustment for Lost Time							0.100
Intersection Capacity Utilization (ICU)							1.046
Level of Service (LOS) - Refer to table below						F	

Notes:

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

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

**SAMPLE:
INTERSECTION CAPACITY UTILIZATION WORKSHEET**

Intersection: First Street / Second Avenue
Count Date: 03/13/03 **Peak Hour:** 4:45-5:45 PM
Analyst: ES **Agency:** City of Example
CMP Monitoring Station #: 000

Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical V/C	Total	
NB Left	250	1	1600	0.156			
NB Thru	1571	2	3200	0.491	←		
NB Right	87	1	1600	0.054			
SB Left	247	1	1600	0.154	←		
SB Thru	1528	2	3200	0.478			
SB Right	52	1	1600	0.033			
EB Left	137	1	1600	0.086			
EB Thru	762	3	4800	0.171	←		
EB Right	59	0	0	—			
WB Left	439	2	2880	0.152	←		
WB Thru	685	2	3200	0.214			
WB Right	237	1	1600	0.148			
Sum of Critical V/C Ratios							0.969
Adjustment for Lost Time							0.100
Intersection Capacity Utilization (ICU)							1.069
Level of Service (LOS) - Refer to table below							F

Notes:

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

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

**EXHIBIT A-2
MONITORING STATIONS BY RESPONSIBLE AGENCY
AND 2003 LEVEL OF SERVICE RESULTS**

See following sheets.

2003 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE: COMPARISONS OF 1992 AND 2003

CMP Int.	Responsible Agency	CMP Route	Cross Street	2003 Level of Service			1992 Level of Service			Substantial Changes from 1992 to 2003**		
				AM Peak Hour V/C	LOS	PM Peak Hour V/C	LOS	AM Peak Hour V/C	LOS		PM Peak Hour V/C	LOS
1	Alhambra	+ Fremont Av	Valley Bl	1.03	F	0.94	E	1.18	F	1.01	F	
2	Azusa	Azusa Av/San Gabriel Av	Foothill Bl	0.60	B	0.55	A	0.63	B	0.92	E	pm improved
3	Bellflower	Lakewood Bl	Artesia Bl	0.68	B	0.87	D	0.97	E	0.95	E	am improved
4	Bellflower	Lakewood Bl	Rosecrans Av	0.81	D	0.82	D	0.79	C	0.81	D	
5	Beverly Hills	+ Santa Monica Bl	Wilshire Bl	1.09	F	1.01	F	1.20	F	1.10	F	
6	Beverly Hills	Wilshire Bl	La Cienega Bl	0.86	D	0.87	D	1.09	F	1.18	F	improved
7	Carson	Alameda St	Del Amo Bl (Carson St)					0.40	A	0.55	A	
8	Claremont	Arrow Hwy	Indian Hill Bl	0.52	A	0.66	B	0.88	D	1.03	F	improved
9	Claremont	Base Line Rd	Indian Hill Bl					0.77	C	0.71	C	
10	Claremont	College Wy	Williams Av					0.95	E	0.91	E	
11	Claremont	Foothill Bl	Indian Hill Bl	0.75	C	1.21	F	1.10	F	1.05	F	am improved
12	Compton	Alameda St	Compton Bl					0.78	C	0.96	E	
13	Compton	Alameda St	Rte 91 EB Ramps					0.47	A	0.61	B	
14	Covina	Azusa Av	Arrow Hwy	0.80	D	0.96	E	0.73	C	0.95	E	
15	Culver City	Venice Bl	Overland Av	0.97	E	1.01	F	1.31	F	1.25	F	am improved
16	Diamond Bar	Grand Av	Diamond Bar Bl	1.02	F	1.21	F	0.90	D	1.08	F	am worsened
17	Downey	Firestone Bl	Old Rivers School Rd					0.86	D	0.93	E	
18	Downey	Lakewood Bl	Firestone Bl	0.88	D	0.91	E	0.84	D	0.98	E	
19	Downey	Rosemead Bl	Telegraph Rd	0.92	E	1.11	F	0.77	C	1.07	F	am worsened
20	El Segundo	Sepulveda Bl	El Segundo Bl	0.96	E	1.39	F	1.03	F	1.07	F	
21	Gardena	Artesia Bl	Vermont Av	0.90	D	0.80	C	0.99	E	0.86	D	
22	Hermosa Beach	+ Pacific Coast Hwy	Artesia Bl/Gould Av	1.18	F	0.97	E	1.00	E	0.89	D	am worsened
23	Huntington Park	Alameda St	Slauson Av	0.27	A	1.31	F	0.62	B	0.69	B	am improve/pm worse
24	Inglewood	Manchester Av	Crenshaw Bl	1.12	F	1.08	F	0.96	E	1.09	F	am worsened
25	Inglewood	Manchester Av	La Brea Av	0.98	E	0.94	E	0.95	E	0.94	E	
26	La Canada-Flintridge	Angeles Crest Hwy	Rte 210 WB Off Ramp	0.59	A	0.54	A	0.64	B	0.60	A	
27	La Mirada	Imperial Hwy	La Mirada Bl	0.88	D	0.88	D	0.99	E	0.94	E	am improved
28	La Puente	Azusa Av	Main St	0.76	C	0.78	C	0.79	C	0.80	C	
29	La Verne	Arrow Hwy	E St	0.58	A	0.62	B	0.62	B	0.68	B	
30	La Verne	+ Base Line Rd	Foothill Bl	0.53	A	0.70	C	0.65	B	1.06	F	improved
31	La Verne	Foothill Bl	Damien Av	0.57	A	0.55	A	0.84	D	1.04	F	improved
32	Lakewood	Lakewood Bl	South St	0.80	D	0.94	E	0.68	B	0.94	E	am worsened
33	Long Beach	+ Alamitos Bl	Ocean Bl	0.82	D	0.91	E	0.97	E	0.99	E	am improved

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

2003 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE: COMPARISONS OF 1992 AND 2003

CMP Int.	Responsible Agency	CMP Route	Cross Street	2003 Level of Service			1992 Level of Service			Substantial Changes from 1992 to 2003**		
				AM Peak Hour V/C	LOS	PM Peak Hour V/C	LOS	AM Peak Hour V/C	LOS		PM Peak Hour V/C	LOS
34	Long Beach	Lakewood Bl	Carson St	0.49	A	0.63	B	0.71	C	0.83	D	improved
35	Long Beach	Lakewood Bl	Willow St	0.90	D	0.88	D	0.89	D	0.96	E	pm worsened
36	Long Beach	+ Pacific Coast Hwy	7th St	1.04	F	1.13	F	1.07	F	1.00	E	pm worsened
37	Long Beach	+ Pacific Coast Hwy	Alamitos Av	0.74	C	0.74	C	0.78	C	0.83	D	pm worsened
38	Long Beach	Pacific Coast Hwy	Sante Fe Av	0.65	B	0.79	C	0.64	B	0.68	B	am improved
39	Long Beach	Pacific Coast Hwy	Westminister Av	0.78	C	0.98	E	1.00	E	1.07	F	am improved
40	Long Beach	Pacific Coast Hwy	Ximeno Av	0.73	C	0.84	D	0.69	B	0.77	C	improved
41	Long Beach	+ 7th St	Alamitos Av	0.90	E	0.71	C	1.14	F	0.86	D	improved
42	Long Beach	7th St	Redondo Av	1.17	F	1.05	F	1.01	F	0.99	E	improved
43	Los Angeles City	Alameda St	Washington Bl	0.59	A	0.99	E	0.63	B	0.72	C	pm worsened
44	Los Angeles City	Alvarado St	Sunset Bl	0.67	B	0.68	B	0.99	E	0.99	E	improved
45	Los Angeles City	Gaffey St	9th St	0.69	B	0.68	B	0.93	E	0.91	E	improved
46	Los Angeles City	* La Cienega Bl	Jefferson Bl	0.87	D	0.90	D	1.09	F	1.06	F	improved
47	Los Angeles City	* La Cienega Bl	Centinela Bl	1.08	F	1.07	F	1.21	F	1.14	F	improved
48	Los Angeles City	+ Lincoln Bl	Manchester Av	0.89	D	0.84	D	0.85	D	0.79	C	improved
49	Los Angeles City	+ Lincoln Bl	Marina Expy	0.77	C	0.74	C	0.70	B	0.69	B	improved
50	Los Angeles City	+ Lincoln Bl	Venice Bl	0.96	E	0.92	E	0.89	D	0.99	E	improved
51	Los Angeles City	Manchester Av	Avalon Bl	0.60	B	0.64	B	0.65	B	0.72	C	improved
52	Los Angeles City	Manchester Av	Sepulveda Bl	1.00	F	0.89	D	0.90	D	0.87	D	am worsened
53	Los Angeles City	Manchester Av	Vermont Av	0.58	A	0.62	B	0.75	C	0.77	C	improved
54	Los Angeles City	+ Pacific Coast Hwy	Alameda St	0.40	A	0.61	B	0.56	A	0.65	B	improved
55	Los Angeles City	Pacific Coast Hwy	Chautauqua Bl	1.08	F	0.94	E	1.09	F	1.41	F	pm improved
56	Los Angeles City	Pacific Coast Hwy	Figueroa Bl	0.79	C	0.75	C	0.80	C	0.72	C	improved
57	Los Angeles City	Pacific Coast Hwy	Sunset Bl	1.03	F	1.29	F	0.91	E	0.88	D	worsened
58	Los Angeles City	+ Pacific Coast Hwy	Western Av	1.07	F	0.87	D	0.77	C	0.83	D	am worsened
59	Los Angeles City	Santa Monica Bl	Bundy Dr	0.64	B	0.82	D	0.54	A	0.67	B	pm worsened
60	Los Angeles City	+ Santa Monica Bl	Highland Av	0.87	D	0.92	E	1.01	F	1.09	F	improved
61	Los Angeles City	Santa Monica Bl	Western Av	0.70	C	0.72	C	0.86	D	0.96	E	improved
62	Los Angeles City	Santa Monica Bl	Westwood Bl	0.69	B	0.81	D	0.82	D	0.88	D	am improved
63	Los Angeles City	Sepulveda Bl	Lincoln Bl	0.49	A	0.56	A	0.86	D	0.97	E	improved
64	Los Angeles City	Topanga Cyn Bl	Devonshire St	0.66	B	0.80	D	0.81	D	0.91	E	improved
65	Los Angeles City	Topanga Cyn Bl	Roscoe Bl	0.96	E	0.90	D	0.83	D	0.82	D	am worsened
66	Los Angeles City	Topanga Cyn Bl	Rte 118 WB Ramps	0.90	D	1.00	E	0.80	C	0.88	D	pm worsened

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2003 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE: COMPARISONS OF 1992 AND 2003

CMP Int.	Responsible Agency	CMP Route	Cross Street	2003 Level of Service			1992 Level of Service			Substantial Changes from 1992 to 2003**		
				AM Peak Hour V/C	LOS	PM Peak Hour V/C	LOS	AM Peak Hour V/C	LOS		PM Peak Hour V/C	LOS
67	Los Angeles City	+ Topanga Cyn Bl	Ventura Bl	0.72	C	0.97	E	0.88	D	0.87	D	am improved
68	Los Angeles City	+ Topanga Cyn Bl	Victory Bl	0.93	E	1.08	F	0.81	D	0.89	D	worsened
69	Los Angeles City	Valley Bl	Rte 710 NB Off Ramp	0.61	B	0.75	C	0.68	B	0.71	C	
70	Los Angeles City	Venice Bl	Centinel Bl	1.07	F	1.05	F	1.05	F	1.07	F	
71	Los Angeles City	Venice Bl	La Cienega Bl	1.07	F	1.05	F	1.01	F	1.03	F	
72	Los Angeles City	Ventura Bl	Balboa Bl	0.73	C	0.91	E	0.85	D	0.74	C	am improve/pm worse
73	Los Angeles City	Ventura Bl	Lankershim Bl	0.70	B	0.73	C	1.06	F	0.93	E	improved
74	Los Angeles City	Ventura Bl	Laurel Cyn Bl	0.54	A	0.64	B	0.95	E	1.03	F	improved
75	Los Angeles City	Ventura Bl	Reseda Bl	0.64	B	0.84	D	0.72	C	0.81	D	
76	Los Angeles City	Ventura Bl	Sepulveda Bl	0.99	E	0.84	D	0.88	D	0.85	D	am worsened
77	Los Angeles City	Ventura Bl	Winnetka Av	0.76	C	0.82	C	0.77	C	0.76	C	
78	Los Angeles City	Ventura Bl	Woodman Av	0.60	B	0.73	C	0.78	C	0.87	D	improved
79	Los Angeles City	Victory Bl	Balboa Bl	0.97	E	0.92	E	1.01	F	0.98	E	
80	Los Angeles City	Victory Bl	Reseda Bl	0.69	B	0.80	D	0.88	D	1.18	F	improved
81	Los Angeles City	Victory Bl	Sepulveda Bl	0.84	D	0.89	D	1.02	F	1.04	F	improved
82	Los Angeles City	Victory Bl	Winnetka Av	1.08	F	1.04	F	0.99	E	1.03	F	
83	Los Angeles City	Victory Bl	Woodman Av	0.95	E	0.84	D	0.97	E	1.02	F	pm improved
84	Los Angeles City	Western Av	9th St	0.43	A	0.61	B	0.59	A	0.72	C	pm improved
85	Los Angeles City	Wilshire Bl	Alvarado Bl	0.54	A	0.60	A	0.53	A	0.68	B	
86	Los Angeles City	Wilshire Bl	Beverly Glen Bl	0.78	C	0.74	C	0.84	D	0.87	D	pm improved
87	Los Angeles City	Wilshire Bl	La Brea Av	0.84	D	0.73	C	0.82	D	0.83	D	pm improved
88	Los Angeles City	Wilshire Bl	Sepulveda Bl	0.94	E	1.07	F	0.95	E	1.01	F	
89	Los Angeles City	Wilshire Bl	Western Av	0.76	C	0.82	D	0.65	B	0.81	D	am worsened
90	Los Angeles County	Avenue D	60th St West	0.30	A	0.32	A	0.22	A	0.23	A	
91	Los Angeles County	+ Azusa Av	Colima Rd	0.82	D	1.10	F	0.76	C	0.91	E	pm worsened
92	Los Angeles County	+ Colima Rd	Hacienda Bl	0.88	D	0.91	E	0.89	D	0.84	D	
93	Los Angeles County	Henry Mayo Dr	Chiquito Cyn Rd	0.42	A	0.48	A	0.51	A	0.49	A	
94	Los Angeles County	Imperial Hwy	Carmenita Rd	0.85	D	0.85	D	0.95	E	1.31	F	improved
95	Los Angeles County	* La Cienega Bl	Stocker St	1.07	F	1.27	F	1.47	F	1.49	F	
96	Los Angeles County	Lancaster Rd	300th St West	not reported this cycle				0.17	A	0.18	A	
97	Los Angeles County	+ Pacific Coast Hwy	Topanga Cyn Bl	construction		construction		0.96	E	0.75	C	
98	Los Angeles County	Pearblossom Hwy	82nd St East	0.44	A	0.75	C	0.46	A	0.52	A	pm worsened
99	Los Angeles County	+ Pearblossom Hwy	Antelope Hwy	0.71	C	0.92	E	0.33	A	0.32	A	worsened

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2003 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE: COMPARISONS OF 1992 AND 2003

CMP Int.	Responsible Agency	CMP Route	Cross Street	2003 Level of Service			1992 Level of Service			Substantial Changes from 1992 to 2003**			
				AM Peak Hour V/C	LOS	PM Peak Hour V/C	LOS	AM Peak Hour V/C	LOS		PM Peak Hour V/C	LOS	
100	Los Angeles County	Rosemead Bl	Huntington Dr	0.91	E	1.06	F	0.96	E	1.07	F		
101	Los Angeles County	Rosemead Bl	San Gabriel Bl	0.85	D	0.67	B	1.02	F	1.05	F	improved	
102	Los Angeles County	Sierra Hwy	Rte 14 (Red Rover Rd)	0.54	A	0.43	A	0.69	B	0.71	C	improved	
103	Los Angeles County	Sierra Hwy	Sand Cyn Rd	0.49	A	0.39	A	0.86	D	1.04	F	improved	
104	Los Angeles County	Whittier Bl	Atlantic Av	0.68	B	0.90	D	0.68	B	0.77	C	pm worsened	
105	Lynwood	Alameda St	Imperial Hwy	1.04	F	1.38	F	1.02	F	1.04	F		
106	Malibu	+ Pacific Coast Hwy	Decker Rd	0.32	A	0.34	A	0.29	A	0.35	A		
107	Malibu	Pacific Coast Hwy	Kanan Dume Rd	0.54	A	0.57	A	0.50	A	0.48	A		
108	Malibu	Pacific Coast Hwy	Las Flores Cyn Rd	0.67	B	0.80	C	0.74	C	0.79	C		
109	Malibu	Pacific Coast Hwy	Malibu Cyn Rd	0.73	C	0.72	C	0.57	A	0.65	B	am worsened	
110	Manhattan Beach	Sepulveda Bl	Rosecrans Av	0.96	E	1.12	F	1.22	F	1.22	F	am improved	
111	Montebello	* Whittier Bl	Garfield Av	0.81	D	0.97	E	0.81	D	0.86	D	pm worsened	
112	Montebello	Whittier Bl	Montebello Bl	0.75	C	0.77	C	0.75	C	0.79	C		
113	Norwalk	Firestone Bl	Imperial Hwy	no longer CMP arterial				0.92	E	0.86	D	D	
114	Norwalk	Imperial Hwy	Norwalk Bl	0.91	E	0.98	E	0.84	D	0.95	E		
115	Palmdale	Fort Tejon Rd	Pearblossom Hwy	0.52	A	0.58	A	0.52	A	0.57	A		
116	Palmdale	Palmdale Bl	30th St East	0.48	A	0.59	A	0.42	A	0.69	B	pm improved	
117	Palmdale	Palmdale Bl	Sierra Hwy	0.52	A	0.71	C	0.48	A	0.72	C		
118	Palmdale	* 47th St East	Avenue S	0.41	A	0.43	A	0.45	A	0.53	A		
119	Pasadena	Arroyo Pkwy	California Bl	0.86	D	0.91	E	0.81	D	0.92	E	improved	
120	Pasadena	Pasadena Av/St. John Av	California Bl	0.85	D	0.73	C	0.95	E	0.95	E		
121	Pasadena	Rosemead Bl	Foothill Bl	0.69	B	0.81	D	0.70	B	0.87	D		
122	Pico Rivera	Rosemead Bl	Washington Bl	0.89	D	0.93	E	0.88	D	0.94	E		
123	Pico Rivera	+ Rosemead Bl	Whittier Bl	0.74	C	0.86	D	0.77	C	0.89	D		
124	Pomona	Arrow Hwy	Garey Av	0.55	A	0.61	B	0.63	B	0.85	D	pm improved	
125	Pomona	Corona Expy	Garey Av	no longer CMP arterial				1.10	F	1.10	F	F	
126	Pomona	Corona Expy	Mission Bl	1.02	F	1.31	F	1.10	F	1.10	F		
127	Pomona	Foothill Bl	Garey Av	0.51	A	0.59	A	0.80	C	1.06	F	improved	
128	Rancho Palos Verdes	Western Av	Toscanini Dr	0.76	C	0.70	C	0.69	B	0.73	C		
129	Redondo Beach	Artesia Bl	Inglewood Av	1.04	F	1.24	F	0.98	E	1.16	F		
130	Redondo Beach	Pacific Coast Hwy	Torrance Bl	0.90	E	0.90	D	0.94	E	1.09	F	pm improved	
131	Rosemead	Rosemead Bl	Valley Bl	1.26	F	1.25	F	1.02	F	1.05	F		
132	San Dimas	Arrow Hwy	San Dimas Av	0.50	A	0.62	B	0.47	A	0.67	B		

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2003 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE: COMPARISONS OF 1992 AND 2003

CMP Int.	Responsible Agency	CMP Route	Cross Street	2003 Level of Service			1992 Level of Service			Substantial Changes from 1992 to 2003**		
				AM Peak Hour V/C	LOS	PM Peak Hour V/C	LOS	AM Peak Hour V/C	LOS		PM Peak Hour V/C	LOS
133	Santa Clarita	Magic Mtn Pkwy	Valencia Bl	0.64	B	0.82	D	0.77	C	0.91	E	am improved
134	Santa Clarita	San Fernando Rd	Lyons Av	0.66	B	0.70	B	0.85	D	1.06	F	improved
135	Santa Clarita	+ San Fernando Rd	Sierra Hwy	1.05	F	0.95	E	1.04	F	0.88	D	
136	Santa Clarita	Sierra Hwy	Placerita Cyn Rd	0.72	C	0.53	A	0.69	B	0.67	B	pm improved
137	Santa Clarita	Sierra Hwy	Soledad Cyn Rd	0.75	C	0.90	D	1.06	F	1.13	F	improved
138	Santa Monica	Lincoln Bl	Pico Bl	0.68	B	0.77	C	0.93	E	0.91	E	improved
139	Santa Monica	Santa Monica Bl	Cloverfield Bl	0.61	B	0.67	B	0.68	B	0.80	C	pm improved
140	Santa Monica	+ Santa Monica Bl	Lincoln Bl	0.58	A	0.64	B	0.63	B	0.86	D	pm improved
141	Santa Monica	Wilshire Bl	26th St	0.75	C	0.90	D	0.81	D	0.95	E	
142	South El Monte	Rosemead Bl	Garvey Av	1.10	F	1.36	F	0.85	D	0.97	E	worsened
143	South Gate	+ Alameda St	Firestone Bl	0.82	D	0.96	E	0.69	B	0.86	D	am worsened
144	South Gate	Firestone Bl	Atlantic Av	1.05	F	1.12	F	0.91	E	1.11	F	am worsened
145	South Pasadena	Fremont Av	Huntington Dr	0.98	E	1.27	F	0.86	D	0.96	E	worsened
146	Temple City	Rosemead Bl	Las Tunas Dr	0.91	E	1.03	F	1.05	F	1.05	F	am improved
147	Torrance	Artesia Bl	Crenshaw Bl	0.98	E	0.96	E	1.11	F	1.11	F	improved
148	Torrance	+ Artesia Bl	Hawthorne Bl	1.00	E	0.89	D	1.09	F	1.04	F	pm improved
149	Torrance	Hawthorne Bl	190th St	0.95	E	1.02	F	0.99	E	0.94	E	
150	Torrance	Hawthorne Bl	Sepulveda Bl	0.86	D	1.06	F	0.83	D	1.05	F	
151	Torrance	Pacific Coast Hwy	Crenshaw Bl	1.15	F	1.14	F	0.99	E	1.09	F	am worsened
152	Torrance	+ Pacific Coast Hwy	Hawthorne Bl	1.13	F	1.00	E	1.00	E	1.03	F	am worsened
153	Torrance	Pacific Coast Hwy	Palos Verdes Bl	0.90	D	1.03	F	0.76	C	0.96	E	am worsened
154	Torrance	Western Av	190th St	0.88	D	0.87	D	0.86	D	0.95	E	
155	Torrance	Western Av	Carson St	0.90	E	1.05	F	0.95	E	1.04	F	
156	Torrance	Western Av	Sepulveda Bl	0.93	E	1.00	F	0.99	E	1.10	F	
157	West Covina	Azusa Av	Amar Rd	1.00	E	1.13	F	0.96	E	1.25	F	
158	West Covina	Azusa Av	Cameron Av	0.85	D	0.88	D	0.69	B	0.77	C	worsened
159	West Covina	Azusa Av	Workman Av	0.68	B	0.82	D	0.62	B	0.71	C	pm worsened
160	West Hollywood	Santa Monica Bl	Doheny Dr	1.27	F	1.46	F	0.96	E	0.82	D	worsened
161	West Hollywood	Santa Monica Bl	La Cienega Bl	0.99	E	0.91	E	1.09	F	0.94	E	
162	Whittier	Whittier Bl	Colima Rd	1.18	F	0.95	E	0.85	D	0.96	E	am worsened
163	Whittier	Whittier Bl	Norwalk Bl	1.06	F	0.96	E	0.92	E	0.81	D	worsened
164	Whittier	Whittier Bl	Painter Av	1.10	F	1.08	F	0.84	D	1.14	F	am worsened

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2003 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP Stn	Fwy Rte	Post Mile	Location	Northbound/Eastbound						Southbound/Westbound									
				AM Peak Hour			PM Peak			AM Peak Hour			PM Peak						
				Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS				
1001	2	R17.78	at Round Top Rd.	4,641	10,000	0.46	B	8,608	10,000	0.86	D	10,151	10,000	1.02	F(0)	4,837	10,000	0.48	B
1002	5	7.83	at Lemoran Ave.	11,206	8,000	1.40	F(2)	7,950	8,000	0.99	E	7,830	8,000	0.98	E	11,206	8,000	1.40	F(2)
1003	5	13.35	Ferris Ave.	10,080	8,000	1.26	F(1)	7,772	8,000	0.97	E	6,529	8,000	0.82	D	10,880	8,000	1.36	F(2)
1004	5	21.80	Stadium Way	9,206	10,000	0.92	D	12,600	10,000	1.26	F(1)	13,600	10,000	1.36	F(2)	10,353	10,000	1.04	F(0)
1005	5	25.50	s/o Colorado Blvd Ext.	8,806	10,000	0.88	D	9,605	10,000	0.96	E	13,600	10,000	1.36	F(2)	9,226	10,000	0.92	D
1006	5	29.97	Burbank Blvd.	6,542	8,000	0.82	D	8,197	8,000	1.02	F(0)	8,106	8,000	1.01	F(0)	6,968	8,000	0.87	D
1007	5	36.90	n/o Jct Rte 170, Osborne St.	9,585	12,000	0.80	D	15,120	12,000	1.26	F(1)	13,492	12,000	1.12	F(0)	9,126	12,000	0.76	C
1008	5	R46.55	n/o Rte 14	6,910	10,000	0.69	C	8,950	10,000	0.90	D	9,125	10,000	0.91	D	6,913	10,000	0.69	C
1009	5	R55.48	n/o Jct Rte 126 West	1,569	8,000	0.20	A	2,942	8,000	0.37	B	2,743	8,000	0.34	A	2,495	8,000	0.31	A
1010	10	R2.17	Lincoln Blvd.	5,508	6,000	0.92	D	3,708	6,000	0.62	C	3,996	6,000	0.67	C	3,948	6,000	0.66	C
1011	10	R6.75	e/o Overland Ave.	12,600	10,000	1.26	F(1)	13,600	10,000	1.36	F(2)	8,325	8,000	1.04	F(0)	8,293	8,000	1.04	F(0)
1012	10	R10.71	e/o La Brea Ave. UC	12,920	9,500	1.36	F(2)	13,870	9,500	1.46	F(3)	11,680	8,000	1.46	F(3)	11,680	8,000	1.46	F(3)
1013	10	13.53	Budlong Ave.	17,000	12,500	1.36	F(2)	18,250	12,500	1.46	F(3)	18,250	12,500	1.46	F(3)	18,250	12,500	1.46	F(3)
1014	10	19.67	at East LA City Limit	6,618	12,000	0.55	C	12,120	12,000	1.01	F(0)	11,100	12,000	0.93	D	8,879	12,000	0.74	C
1015	10	23.28	Atlantic Blvd.	5,340	8,000	0.67	C	10,880	8,000	1.36	F(2)	10,880	8,000	1.36	F(2)	6,167	8,000	0.77	D
1016	10	26.79	Rosemead Blvd.	6,402	8,000	0.80	D	10,880	8,000	1.36	F(2)	10,880	8,000	1.36	F(2)	6,510	8,000	0.81	D
1017	10	30.30	e/o Peck Rd.	7,264	8,000	0.91	D	10,880	8,000	1.36	F(2)	10,880	8,000	1.36	F(2)	7,840	8,000	0.98	E
1018	10	34.28	e/o Puente Ave.	6,270	10,000	0.63	C	13,600	10,000	1.36	F(2)	13,600	10,000	1.36	F(2)	6,667	10,000	0.67	C
1019	10	38.48	Grand Ave.	7,290	10,000	0.73	C	8,092	10,000	0.81	D	8,080	8,000	1.01	F(0)	7,182	8,000	0.90	D
1020	10	44.13	Dudley St.	7,369	8,000	0.92	D	10,967	8,000	1.37	F(2)	8,421	8,000	1.05	F(0)	7,299	8,000	0.91	D
1021	10	47.11	w/o Indian Hill Blvd.	7,744	8,000	0.97	E	10,241	8,000	1.28	F(1)	11,054	8,000	1.38	F(2)	8,109	8,000	1.01	F(0)
1022	14	R26.00	n/o Jct Rte 5	2,639	10,000	0.26	A	8,363	10,000	0.84	D	9,386	10,000	0.94	E	3,547	10,000	0.35	B
1023	14	R54.20	s/o Angeles Forest Hwy	1,816	4,000	0.45	B	4,000	4,000	1.00	E	4,000	4,000	1.00	E	2,101	4,000	0.53	B
1024	14	R73.00	s/o Jct Rte 48	1,379	4,000	0.34	A	1,267	4,000	0.32	A	1,022	4,000	0.26	A	1,602	4,000	0.40	B
1025	57	R2.60	s/o Pathfinder Rd.	6,333	8,000	0.79	D	10,080	8,000	1.26	F(1)	10,080	8,000	1.26	F(1)	6,758	8,000	0.84	D
1026	57	R6.85	s/o Jct Rtes 10/71/210	6,298	10,000	0.63	C	5,454	10,000	0.55	C	5,790	10,000	0.58	C	6,489	10,000	0.65	C

Stn = station; Cap = Capacity; D/C = demand/capacity

2003 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP Stn	Fwy Rte	Post Mile	Location	Northbound/Eastbound						Southbound/Westbound									
				AM Peak Hour			PM Peak			AM Peak Hour			PM Peak						
				Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS				
1027	60	R2.22	e/o Indiana St.	4,989	12,000	0.42	B	15,120	12,000	1.26	F(1)	16,320	12,000	1.36	F(2)	6,317	12,000	0.53	B
1028	60	10.60	w/o Peck Rd.	6,820	10,000	0.68	C	13,600	10,000	1.36	F(2)	12,600	10,000	1.26	F(1)	7,485	10,000	0.75	C
1029	60	12.20	e/o Jct 605	7,626	12,000	0.64	C	17,520	12,000	1.46	F(3)	12,600	10,000	1.26	F(1)	8,156	10,000	0.82	D
1030	60	20.92	e/o Nogales St.	6,642	8,000	0.83	D	10,080	8,000	1.26	F(1)	10,880	8,000	1.36	F(2)	7,180	8,000	0.90	D
1031	60	22.94	Brea Canyon Rd.	6,960	8,000	0.87	D	10,080	8,000	1.26	F(1)	7,301	8,000	0.91	D	7,441	8,000	0.93	E
1032	60	R26.57	e/o Jct Rte 57 North	6,522	8,000	0.82	D	11,680	8,000	1.46	F(3)	6,904	6,000	1.15	F(0)	7,023	6,000	1.17	F(0)
1033	91	R10.62	e/o Alameda St./Santa Fe Ave.	6,781	12,000	0.57	C	16,320	12,000	1.36	F(2)	12,120	12,000	1.01	F(0)	6,886	12,000	0.57	C
1034	91	R13.35	e/o Cherry Ave.	8,585	10,000	0.86	D	12,600	10,000	1.26	F(1)	10,312	10,000	1.03	F(0)	8,518	10,000	0.85	D
1035	91	R18.21	Nonwalk/Pioner Blvd.	9,385	8,000	1.17	F(0)	10,439	8,000	1.30	F(1)	11,098	8,000	1.39	F(2)	9,120	8,000	1.14	F(0)
1036	101	0.46	n/o Vignes St.	13,600	10,000	1.36	F(2)	6,561	10,000	0.66	C	5,228	8,000	0.65	C	10,880	8,000	1.36	F(2)
1037	101	5.20	s/o Santa Monica Blvd.	7,005	8,000	0.88	D	10,880	8,000	1.36	F(2)	10,880	8,000	1.36	F(2)	10,080	8,000	1.26	F(1)
1038	101	13.98	Coldwater Canyon Ave.	13,872	10,000	1.39	F(2)	10,188	10,000	1.02	F(0)	13,872	10,000	1.39	F(2)	13,872	10,000	1.39	F(2)
1039	101	23.40	Winnetka Ave.	10,056	10,000	1.01	F(0)	10,302	10,000	1.03	F(0)	13,872	10,000	1.39	F(2)	10,302	10,000	1.03	F(0)
1040	101	36.18	n/o Reyes Adobe Rd.	6,418	10,000	0.64	C	8,793	10,000	0.88	D	8,206	10,000	0.82	D	6,197	10,000	0.62	C
1041	105	R1.00	e/o Sepulveda Blvd. (Jct Rte 1)	3,409	6,000	0.57	C	3,900	6,000	0.65	C	6,000	6,000	1.00	E	5,924	6,000	0.99	E
1042	105	R5.50	e/o Crenshaw Blvd., w/o Vermont	7,895	8,000	0.99	E	11,680	8,000	1.46	F(3)	10,880	8,000	1.36	F(2)	7,992	8,000	1.00	E
1043	105	R12.60	w/o Jct Rte 710, e/o Harris Ave.	6,894	8,000	0.86	D	7,251	8,000	0.91	D	10,181	8,000	1.27	F(1)	7,084	8,000	0.89	D
1044	105	R17.00	e/o Bellflower Blvd., w/o Rte 605	6,328	8,000	0.79	D	11,797	8,000	1.47	F(3)	10,181	8,000	1.27	F(1)	6,337	8,000	0.79	D
1045	110	2.77	Wilmington, s/o "C" St.	4,446	8,000	0.56	C	3,257	8,000	0.41	B	3,159	8,000	0.39	B	4,141	8,000	0.52	B
1046	110	15.86	Manchester Blvd.	10,924	8,000	1.37	F(2)	8,297	8,000	1.04	F(0)	9,342	8,000	1.17	F(0)	9,084	8,000	1.14	F(0)
1047	110	17.95	Slauson Ave.	11,098	8,000	1.39	F(2)	8,384	8,000	1.05	F(0)	9,091	8,000	1.14	F(0)	11,914	8,000	1.49	F(3)
1048	110	23.50	s/o Rte 101	8,121	8,000	1.02	F(0)	11,771	8,000	1.47	F(3)	10,913	8,000	1.36	F(2)	10,913	8,000	1.36	F(2)
1049	110	23.96	at Alpine St.	4,618	6,000	0.77	C	8,848	6,000	1.47	F(3)	8,242	6,000	1.37	F(2)	8,242	6,000	1.37	F(2)
1050	110	26.50	at Pasadena Ave.	3,194	6,000	0.53	B	6,012	6,000	1.00	F(0)	8,176	6,000	1.36	F(2)	3,814	6,000	0.64	C
1051	118	R1.19	at LA/Ven County Line	7,058	6,000	1.18	F(0)	5,564	6,000	0.93	D	4,881	6,000	0.81	D	6,391	6,000	1.07	F(0)
1052	118	R9.10	e/o Woodley Ave.	10,237	10,000	1.02	F(0)	9,721	10,000	0.97	E	11,121	10,000	1.11	F(0)	10,149	10,000	1.01	F(0)
1053	118	R13.44	w/o Jct Rte 210	4,420	8,000	0.55	C	5,596	8,000	0.70	C	5,978	8,000	0.75	C	4,736	8,000	0.59	C

Stn = station; Cap = Capacity; D/C = demand/capacity

2003 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP Stn	Fwy Rte	Post Mile	Location	Northbound/Eastbound						Southbound/Westbound									
				AM Peak Hour			PM Peak			AM Peak Hour			PM Peak						
				Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1054	134	1.26	at Forman Ave.	8,184	8,000	1.02	F(0)	7,074	8,000	0.88	D	11,089	8,000	1.39	F(2)	10,282	8,000	1.29	F(1)
1055	134	R7.13	e/o Central Ave.	6,605	8,000	0.83	D	8,381	8,000	1.05	F(0)	10,282	8,000	1.29	F(1)	6,513	8,000	0.81	D
1056	134	R12.09	w/o San Rafael Ave.	8,525	8,000	1.07	F(0)	8,661	8,000	1.08	F(0)	8,818	8,000	1.10	F(0)	7,739	8,000	0.97	E
1057	170	R17.62	s/o Sherman Way	5,523	8,000	0.69	C	6,844	8,000	0.86	D	8,574	8,000	1.07	F(0)	5,817	8,000	0.73	C
1058	210	R3.57	e/o Polk St.	4,724	6,000	0.79	D	2,359	6,000	0.39	B	2,115	6,000	0.35	B	4,699	6,000	0.78	D
1059	210	R7.19	at Terra Bella St.	6,268	8,000	0.78	D	4,342	8,000	0.54	C	4,193	8,000	0.52	B	6,433	8,000	0.80	D
1060	210	R23.55	w/o Rtes 134/710	6,531	10,000	0.65	C	4,566	10,000	0.46	B	4,557	10,000	0.46	B	6,655	10,000	0.67	C
1061	210	R29.72	Rosemead Blvd.	8,568	8,000	1.07	F(0)	10,880	8,000	1.36	F(2)	10,000	10,000	1.00	E	8,602	10,000	0.86	D
1062	210	R35.74	w/o Rte 605	7,894	10,000	0.79	D	10,201	10,000	1.02	F(0)	12,726	10,000	1.27	F(1)	8,025	10,000	0.80	D
1063	210	R46.45	at San Dimas Ave.	6,564	8,000	0.82	D	6,298	8,000	0.79	D	6,872	8,000	0.86	D	6,775	8,000	0.85	D
1064	210	R50.94	e/o Indian Hills Blvd.	2,858	10,000	0.29	A	6,538	10,000	0.65	C	6,218	8,000	0.78	D	3,431	8,000	0.43	B
1065	405	0.40	n/o Rte 22	8,558	8,000	1.07	F(0)	7,435	8,000	0.93	D	7,305	10,000	0.73	C	12,726	10,000	1.27	F(1)
1066	405	8.02	Santa Fe Ave.	8,223	8,000	1.03	F(0)	7,347	8,000	0.92	D	7,773	8,000	0.97	E	8,116	8,000	1.01	F(0)
1067	405	11.90	s/o Rte 110 @ Carson Scales	10,201	10,000	1.02	F(0)	8,735	10,000	0.87	D	8,818	10,000	0.88	D	10,201	10,000	1.02	F(0)
1068	405	18.63	n/o Inglewood Ave, at Compton Blvd.	10,989	8,000	1.37	F(2)	8,080	8,000	1.01	F(0)	7,910	8,000	0.99	E	8,186	8,000	1.02	F(0)
1069	405	24.27	n/o La Tijera Blvd.	13,872	10,000	1.39	F(2)	12,852	10,000	1.29	F(1)	9,481	10,000	0.95	E	9,557	10,000	0.96	E
1070	405	28.30	n/o Venice Blvd.	13,736	10,000	1.37	F(2)	14,746	10,000	1.47	F(3)	9,003	10,000	0.90	D	13,736	10,000	1.37	F(2)
1071	405	35.81	s/o Mulholland Dr.	8,614	10,000	0.86	D	14,746	10,000	1.47	F(3)	11,797	8,000	1.47	F(3)	8,161	8,000	1.02	F(0)
1072	405	44.27	n/o Roscoe Blvd.	6,549	10,000	0.65	C	12,726	10,000	1.27	F(1)	8,161	8,000	1.02	F(0)	6,409	8,000	0.80	D
1073	605	R2.31	n/o Carson St.	10,181	8,000	1.27	F(1)	8,161	8,000	1.02	F(0)	6,968	8,000	0.87	D	8,020	8,000	1.00	F(0)
1074	605	R5.58	n/o Jct Rte 91, s/o Alondra	12,241	12,000	1.02	F(0)	8,912	12,000	0.74	C	9,708	12,000	0.81	D	12,241	12,000	1.02	F(0)
1075	605	R11.00	n/o Telegraph Rd.	7,591	8,000	0.95	E	10,181	8,000	1.27	F(1)	10,989	8,000	1.37	F(2)	11,797	8,000	1.47	F(3)
1076	605	R17.75	n/o Jct Rte 60	6,117	8,000	0.76	C	10,989	8,000	1.37	F(2)	8,186	8,000	1.02	F(0)	6,134	8,000	0.77	C
1077	605	22.92	at San Gabriel River Bridge	4,568	8,000	0.57	C	5,982	8,000	0.75	C	6,704	8,000	0.84	D	5,197	8,000	0.65	C
1078	710	7.60	n/o Jct Rte 1 (PCH), Willow St.	5,992	6,000	1.00	E	5,708	6,000	0.95	E	6,033	6,000	1.01	F(0)	5,288	6,000	0.88	D
1079	710	10.31	n/o Jct Rte 405, s/o Del Amo	7,991	8,000	1.00	E	7,925	8,000	0.99	E	8,067	8,000	1.01	F(0)	7,492	8,000	0.94	E
1080	710	19.10	n/o Rte 105, n/o Firestone	10,181	8,000	1.27	F(1)	10,989	8,000	1.37	F(2)	8,028	8,000	1.00	F(0)	7,975	8,000	1.00	E
1081	710	23.75	s/o Rte 60	7,306	8,000	0.91	D	8,161	8,000	1.02	F(0)	8,048	8,000	1.01	F(0)	8,161	8,000	1.02	F(0)

Stn = station; Cap = Capacity; D/C = demand/capacity

1992-2003 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Statin	Fwy Rte	Post Mile	Location	2003						1992*						Substantial Changes from 1992 to 2003**	
				North/East Bound			South/West Bound			North/East Bound			South/West Bound			Northbound/ Eastbound	Southbound/ Westbound
				AM D/C	PH	D/C	AM D/C	PH	D/C	AM D/C	PH	D/C	AM D/C	PH	D/C		
1001	2	R17.78	at Round Top Rd.	0.46	0.86	1.02	0.48	0.49	0.98	1.26	0.46	pm improved	am improved				
1002	5	7.834	at Lemoran Ave.	1.40	0.99	0.98	1.40	1.40	0.93	0.86	1.29	worsened	worsened				
1003	5	13.35	Ferris Ave.	1.26	0.97	0.82	1.36	1.26	0.92	0.96	1.33	am improved	am improved				
1004	5	21.8	Stadium Way	0.92	1.26	1.36	1.04	0.89	1.27	1.04	0.90	worsened	worsened				
1005	5	25.5	s/o Colorado Blvd Ext.	0.88	0.96	1.36	0.92	0.62	0.80	0.79	0.66	worsened	worsened				
1006	5	29.97	Burbank Blvd.	0.82	1.02	1.01	0.87	0.64	0.87	0.98	0.63	pm worsened	pm worsened				
1007	5	36.9	n/o Jct Rte 170, Osborne St.	0.80	1.26	1.12	0.76	0.79	1.29	1.31	0.81	am improved	am improved				
1008	5	R46.55	n/o Rte 14	0.69	0.90	0.91	0.69	0.72	1.18	1.12	0.77	am improved	am improved				
1009	5	R55.48	n/o Jct Rte 126 West	0.20	0.37	0.34	0.31	0.75	0.99	0.91	0.76	improved	improved				
1010	10	R2.17	Lincoln Blvd.	0.92	0.62	0.67	0.66	0.88	0.78	0.84	0.79	pm improved	pm improved				
1011	10	R6.75	e/o Overland Ave.	1.26	1.36	1.04	1.04	1.27	1.37	1.18	1.29	pm improved	pm improved				
1012	10	R10.71	e/o La Brea Ave. UC	1.36	1.46	1.46	1.46	1.30	1.22	1.30	1.49	pm worsened	pm worsened				
1013	10	13.53	Budlong Ave.	1.36	1.46	1.46	1.46	0.96	1.42	1.13	1.38	am worsened	am worsened				
1014	10	19.67	at East LA City Limit	0.55	1.01	0.93	0.74	0.79	1.17	1.29	0.85	am improved	improved				
1015	10	23.28	Atlantic Blvd.	0.67	1.36	1.36	0.77	0.74	1.53	1.43	0.90	pm improved	pm improved				
1016	10	26.79	Rosemead Blvd.	0.80	1.36	1.36	0.81	0.70	1.37	1.36	0.73	am worsened	am worsened				
1017	10	30.3	e/o Peck Rd.	0.91	1.36	1.36	0.98	0.66	1.36	1.26	0.73	am worsened	worsened				
1018	10	34.28	e/o Puente Ave.	0.63	1.36	1.36	0.67	0.81	1.36	1.36	0.82	am improved	pm improved				
1019	10	38.48	Grand Ave.	0.73	0.81	1.01	0.90	0.78	0.97	0.97	0.78	pm improved	pm improved				
1020	10	44.13	Dudley St.	0.92	1.37	1.05	0.91	0.82	1.31	1.00	0.78	am improved	am improved				
1021	10	47.11	w/o Indian Hill Blvd.	0.97	1.28	1.38	1.01	0.95	1.26	1.26	1.00	am worsened	am worsened				
1022	14	R26.00	n/o Jct Rte 5	0.26	0.84	0.94	0.35	0.33	0.92	1.04	0.44	am improved	am improved				
1023	14	R54.20	s/o Angeles Forest Hwy	0.45	1.00	1.00	0.53	0.37	0.95	0.79	0.40	am worsened	am worsened				
1024	14	R73.00	s/o Jct Rte 48	0.34	0.32	0.26	0.40	0.29	0.27	0.21	0.31	pm improved	pm improved				
1025	57	R2.60	s/o Pathfinder Rd.	0.79	1.26	1.26	0.84	0.80	1.28	1.20	0.88	pm improved	pm improved				
1026	57	R6.85	s/o Jct Rtes 10/71/210	0.63	0.55	0.58	0.65	0.71	0.88	0.95	0.78	improved	improved				

* 1995 was the first year that the Century Freeway (I-105) was included in the CMP and monitored for CMP purposes.

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

*** 2003 was the first year that this segment of the Foothill Freeway was monitored for CMP purposes.

Statin = station; PH = peak hour; improved = am and pm improved; worsened = am and pm worsened

1992-2003 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Statn	Fwy Rte	Post Mile	Location	2003						1992*						Substantial Changes from 1992 to 2003**	
				North/East Bound			South/West Bound			North/East Bound			South/West Bound			Northbound/ Eastbound	Southbound/ Westbound
				AM PH	PM PH	D/C	AM PH	PM PH	D/C	AM PH	PM PH	D/C	AM PH	PM PH	D/C	AM PH	PM PH
1027	60	R2.22	e/o Indiana St.	0.42	1.26	1.36	0.53	0.75	1.12	1.30	0.68	0.65	1.46	1.38	0.64	am imp/pm worse	pm improved
1028	60	10.6	w/o Peck Rd.	0.68	1.36	1.26	0.75	0.65	1.46	1.38	0.64	0.64	1.46	1.38	0.64	pm worsened	am improved
1029	60	12.2	e/o Jct 605	0.64	1.46	1.26	0.82	0.64	0.94	1.27	0.81	0.74	0.95	0.92	0.88	pm worsened	am worsened
1030	60	20.92	e/o Nogales St.	0.83	1.26	1.36	0.90	0.74	0.95	0.92	0.88	0.87	1.26	0.91	0.93	am worse/pm imp	pm worsened
1031	60	22.94	Brea Canyon Rd.	0.87	1.26	0.91	0.93	0.62	1.38	0.94	0.70	0.75	1.45	1.38	0.91	am imp/pm worse	am imp/pm worse
1032	60	R26.57	e/o Jct Rte 57 North	0.82	1.46	1.15	1.17	0.75	1.45	1.38	0.91	1.02	1.46	1.39	1.09	am improved	improved
1033	91	R10.62	e/o Alameda St./Santa Fe Ave.	0.57	1.36	1.01	0.57	1.02	1.46	1.39	1.09	0.86	1.26	1.03	0.85	pm improved	am imp/pm worse
1034	91	R13.35	e/o Cherry Ave.	0.86	1.26	1.03	0.85	0.77	1.39	1.42	0.70	0.66	1.08	1.30	0.76	worsened	pm worsened
1035	91	R18.21	Norwalk/Pioneer Blvd.	1.17	1.30	1.39	1.14	0.66	1.08	1.30	0.76	1.36	0.66	1.03	0.62	pm improved	improved
1036	101	0.46	n/o Vignes St.	1.36	0.66	0.65	1.36	1.32	0.80	0.80	1.48	0.88	1.36	1.26	0.79	pm improved	improved
1037	101	5.2	s/o Santa Monica Blvd.	0.88	1.36	1.36	1.26	0.75	0.93	1.09	0.79	1.39	1.02	1.39	1.23	worsened	worsened
1038	101	13.98	Coldwater Canyon Ave.	1.39	1.02	1.39	1.39	1.39	1.42	1.27	1.23	1.01	1.03	1.39	1.03	pm improved	worsened
1039	101	23.4	Winnetka Ave.	1.01	1.03	1.39	1.03	1.21	1.21	1.53	1.33	0.64	0.88	0.82	0.58	am worsened	improved
1040	101	36.18	n/o Reyes Adobe Rd.	0.64	0.88	0.82	0.62	0.48	0.91	0.78	0.58	0.57	1.00	0.99	am worsened	worsened	
1041	105	R1.00	e/o Sepulveda Blvd. (Jct Rte 1)	0.57	0.65	1.00	0.99	0.44	0.63	0.69	0.20	0.99	1.46	1.36	1.00	am worsened	am worsened
1042	105	R5.50	e/o Crenshaw Blvd., w/o Vermont	0.99	1.46	1.36	1.00	0.92	1.26	1.26	1.00	0.86	0.91	1.27	0.89	pm worsened	am worsened
1043	105	R12.60	w/o Jct Rte 710, e/o Harris Ave.	0.86	0.91	1.27	0.89	0.74	0.91	1.26	0.82	0.79	1.47	1.27	0.79	am worsened	worsened
1044	105	R17.00	e/o Bellflower Blvd., w/o Rte 605	0.79	1.47	1.27	0.79	0.64	1.46	1.01	0.68	0.56	0.41	0.39	0.52	am worsened	worsened
1045	110	2.77	Wilmington, s/o "C" St.	0.56	0.41	0.39	0.52	1.21	0.75	0.65	1.12	1.39	1.05	1.46	1.49	improved	improved
1046	110	15.86	Manchester Blvd.	1.37	1.04	1.17	1.14	1.05	0.96	0.86	0.96	1.39	1.05	1.46	1.49	am worsened	worsened
1047	110	17.95	Slauson Ave.	1.39	1.05	1.14	1.49	1.46	1.28	1.28	0.97	1.02	1.47	1.36	1.09	pm improved	am imp/pm worse
1048	110	23.5	s/o Rte 101	1.02	1.47	1.36	1.49	1.42	1.48	1.48	1.09	0.77	1.47	1.37	1.37	am improved	am imp/pm worse
1049	110	23.96	at Alpine St.	0.77	1.47	1.37	1.37	0.67	1.52	1.40	0.69	0.53	1.00	1.36	0.64	pm worsened	pm worsened
1050	110	26.5	at Pasadena Ave.	0.53	1.00	1.36	0.64	0.55	1.00	1.25	0.82	1.18	0.93	1.07	1.19	am worse/pm imp	am worse/pm imp
1051	118	R1.19	at LA/Ven County Line	1.18	0.93	0.81	1.07	1.06	0.57	0.46	1.19	1.02	0.97	1.11	1.01	pm worsened	am worsened
1052	118	R9.10	e/o Woodley Ave.	1.02	0.97	1.11	1.01	0.82	0.68	1.03	1.28	0.55	0.70	0.75	0.59	worsened	pm improved
1053	118	R13.44	w/o Jct Rte 210	0.55	0.70	0.75	0.59	0.50	0.64	0.57	0.47					pm worsened	pm worsened

* 1995 was the first year that the Century Freeway (I-105) was included in the CMP and monitored for CMP purposes.

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

*** 2003 was the first year that this segment of the Foothill Freeway was monitored for CMP purposes.

Statn = station; PH = peak hour; improved = am and pm improved; worsened = am and pm worsened

1992-2003 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Statn	Fwy Rte	Post Mile	Location	2003						1992*						Substantial Changes from 1992 to 2003**	
				North/East Bound			South/West Bound			North/East Bound			South/West Bound			Northbound/ Eastbound	Southbound/ Westbound
				AM PH D/C	PM PH D/C	D/C	AM PH D/C	PM PH D/C	D/C	AM PH D/C	PM PH D/C	D/C	AM PH D/C	PM PH D/C	D/C	AM PH D/C	PM PH D/C
1054	134	1.26	at Forman Ave.	1.02	0.88	1.39	1.29	0.85	0.85	0.78	1.27	am worsened	am worsened				
1055	134	R7.13	e/o Central Ave.	0.83	1.05	1.29	0.81	0.87	1.14	1.12	0.73	am worsened	am worsened				
1056	134	R12.09	w/o San Rafael Ave.	1.07	1.08	1.10	0.97	0.85	0.95	1.26	0.84	worsened	am imp/pm worse				
1057	170	R17.62	s/o Sherman Way	0.69	0.86	1.07	0.73	0.57	0.83	0.90	0.62	am worsened	am worsened				
1058	210	R3.57	e/o Polk St.	0.79	0.39	0.35	0.78	0.73	0.62	0.24	0.62	pm improved	worsened				
1059	210	R7.19	at Terra Bella St.	0.78	0.54	0.52	0.80	0.73	0.44	0.43	0.72	pm worsened					
1060	210	R23.55	w/o Rtes 134/710	0.65	0.46	0.46	0.67	0.74	0.45	0.48	0.72						
1061	210	R29.72	Rosemead Blvd.	1.07	1.36	1.00	0.86	0.71	1.43	1.32	0.72	am worsened	am imp/pm worse				
1062	210	R35.74	w/o Rte 605	0.79	1.02	1.27	0.80	0.82	1.28	1.12	0.80	pm improved	am worsened				
1063	210	R46.45	at San Dimas Ave.	0.82	0.79	0.86	0.85	0.75	0.68	0.67	0.82	pm worsened	am worsened				
1064	210	R50.94	e/o Indian Hills Blvd.	0.29	0.65	0.78	0.43	***	***	***	***						
1065	405	0.4	n/o Rte 22	1.07	0.93	0.73	1.27	1.29	0.92	0.91	1.46	am improved	improved				
1066	405	8.02	Santa Fe Ave.	1.03	0.92	0.97	1.01	1.32	0.72	0.91	1.36	pm improved	pm improved				
1067	405	11.9	s/o Rte 110 @ Carson Scales	1.02	0.87	0.88	1.02	1.21	0.93	0.84	1.46	am imp/pm worse	pm improved				
1068	405	18.63	n/o Inglewood Ave, at Compton Blvd.	1.37	1.01	0.99	1.02	1.44	1.18	10.70	1.54	improved	improved				
1069	405	24.27	n/o La Tijera Blvd.	1.39	1.29	0.95	0.96	1.44	1.25	1.08	1.27	improved	improved				
1070	405	28.3	n/o Venice Blvd.	1.37	1.47	0.90	1.37	1.26	1.26	1.03	1.03	worsened	am imp/pm worse				
1071	405	35.81	s/o Mulholland Dr.	0.86	1.47	1.47	1.02	0.86	1.46	1.28	1.01	am worsened	am worsened				
1072	405	44.27	n/o Roscoe Blvd.	0.65	1.27	1.02	0.80	0.75	1.02	1.20	0.94	pm worsened	pm improved				
1073	605	R2.31	n/o Carson St.	1.27	1.02	0.87	1.00	1.02	1.08	1.10	1.14	am worsened	am improved				
1074	605	R5.58	n/o Jct Rte 91, s/o Alondra	1.02	0.74	0.81	1.02	1.39	1.45	0.88	1.38	improved	pm improved				
1075	605	R11.00	n/o Telegraph Rd.	0.95	1.27	1.37	1.47	0.63	1.27	1.00	0.88	am worsened	worsened				
1076	605	R17.75	n/o Jct Rte 60	0.76	1.37	1.02	0.77	0.68	0.99	1.03	0.78	pm worsened					
1077	605	22.92	at San Gabriel River Bridge	0.57	0.75	0.84	0.65	0.50	0.70	0.80	0.60						
1078	710	7.6	n/o Jct Rte 1 (PCH), Willow St.	1.00	0.95	1.01	0.88	0.81	0.90	0.99	0.90	am worsened					
1079	710	10.31	n/o Jct Rte 405, s/o Del Amo	1.00	0.99	1.01	0.94	0.65	0.66	0.94	1.01	worsened					
1080	710	19.1	n/o Rte 105, n/o Firestone	1.27	1.37	1.00	1.00	1.11	0.86	0.72	0.99	worsened	am worsened				
1081	710	23.75	s/o Rte 60	0.91	1.02	1.01	1.02	0.82	0.82	0.79	1.27	pm worsened	am worse/pm imp				

* 1995 was the first year that the Century Freeway (I-105) was included in the CMP and monitored for CMP purposes.

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

*** 2003 was the first year that this segment of the Foothill Freeway was monitored for CMP purposes.

Statn = station; PH = peak hour; improved = am and pm improved; worsened = am and pm worsened

**EXHIBIT A-3
SUBMITTAL FORMS (OPTIONAL)**

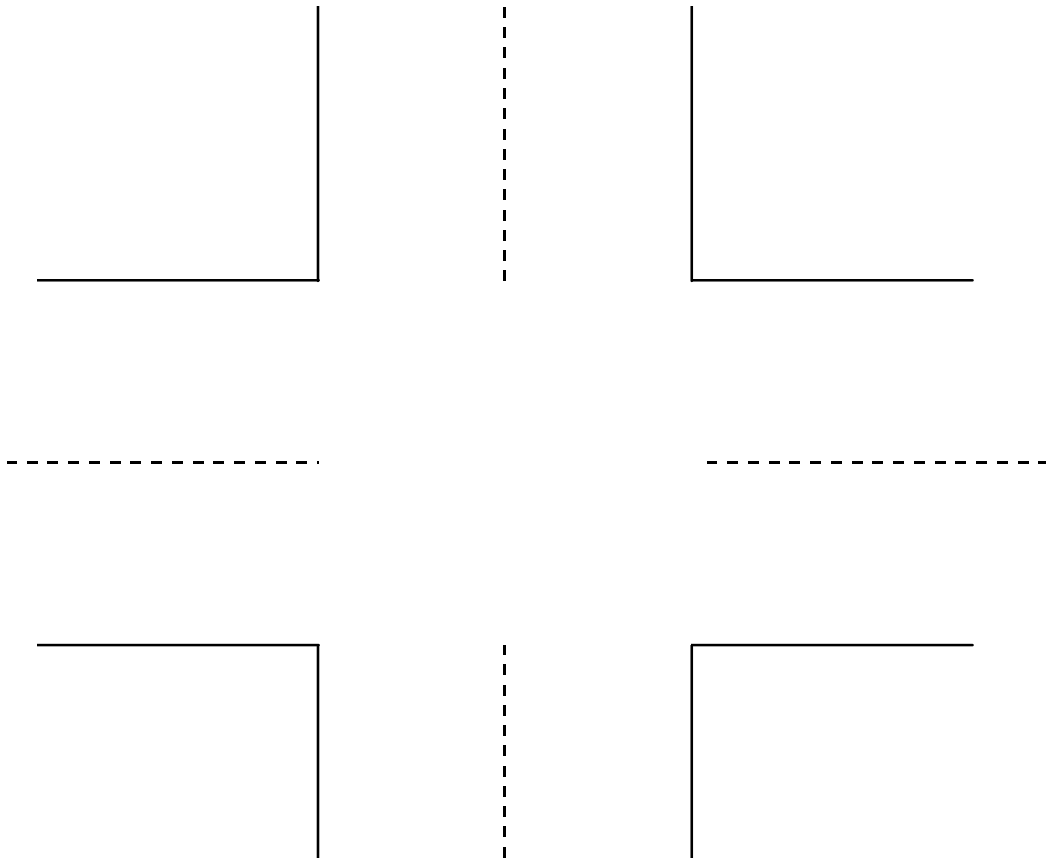
See following sheets.

INTERSECTION LAYOUT

Intersection: _____

Date: _____ **Drawn By:** _____

CMP Monitoring Station No.: _____



Signal Phasing Diagram:



1	2	3	4
5	6	7	8

KEY:

- 1.
- 2.

INTERSECTION CAPACITY UTILIZATION WORKSHEET FORM

Intersection: _____
 Count Date: _____ Peak Hour: _____
 Analyst: _____ Agency: _____
 CMP Monitoring Station #: _____

Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical V/C	Total
NB Left						
NB Thru						
NB Right						
SB Left						
SB Thru						
SB Right						
EB Left						
EB Thru						
EB Right						
WB Left						
WB Thru						
WB Right						
Sum of Critical V/C Ratios						
Adjustment for Lost Time						0.100
Intersection Capacity Utilization (ICU)						
Level of Service (LOS) - Refer to table below						

Notes:

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

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

APPENDIX

B

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

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

B.1 OBJECTIVE OF GUIDELINES

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

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

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

B.2 GENERAL PROVISIONS

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

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

B.3 PROJECTS SUBJECT TO ANALYSIS

In general, a CMP TIA is required for all projects required to prepare an Environmental Impact Report based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

B.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hours (of adjacent street traffic).
- If CMP arterial segments are being analyzed rather than intersections (see Section B.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hours.
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section B.8.4).

B.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related, traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects.).

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

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

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

B.6 PROPOSED PROJECT TRAFFIC GENERATION

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

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

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

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

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

B.7 TRIP DISTRIBUTION

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

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

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

B.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Sections B.8.1— B.8.3 cover required roadway analysis while Section B.8.4 covers the required transit impact analysis. Sections B.9.1— B.9.4 define the requirements for discussion and evaluation of alternative mitigation measures.

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

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

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

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

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

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

B.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C— LOS equivalency specified for arterial intersections. A capacity of 1,600 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

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

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

- Evidence that affected transit operators received the Notice of Preparation.
- A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project, express bus routes within a 2 mile radius of the project, and rail service within a 2 mile radius of the project.
- Estimate project trip generation and mode assignment for both a.m and p.m peak hour periods, as well as daily. Trips assigned to transit must also be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 a.m. and 4:30-5:30 p.m. Both “peak hour” and “daily” refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
 - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
 - For each time period, multiply the result by one of the following factors:
 - 3.5% of Total Person Trips Generated for most cases, except:
 - 10% primarily Residential within 1/4 mile of a CMP transit center
 - 15% primarily Commercial within 1/4 mile of a CMP transit center

7%	primarily Residential within 1/4 mile of a CMP multi-modal transportation center
9%	primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
5%	primarily Residential within 1/4 mile of a CMP transit corridor
7%	primarily Commercial within 1/4 mile of a CMP transit corridor
0%	if no fixed route transit services operate within one mile of the project

Definitions of CMP transit centers, transit corridors, and multi-modal transportation centers are provided on page F-5 of Appendix F of the 2002 CMP, *Countywide Deficiency Plan Toolbox of Strategies*. To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix D, *Guidelines for New Development Activity Tracking*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction's TDM Ordinance measures, but other project specific measures.
- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures.
- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

B.9 IDENTIFICATION AND EVALUATION OF MITIGATION

B.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$). If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

B.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.

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

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

Local jurisdictions should note that project-specific mitigation measures may be eligible for credit in the Countywide Deficiency Plan. See CMP Appendix F and Chapter 6 of the 2002 CMP for a list of eligible improvements and credit values.

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

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

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

B.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.

7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.

EXHIBIT B-1**GENERAL TRAFFIC VOLUME GROWTH FACTORS**

<u>Area</u>	<u>2001</u>	<u>2005</u>	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>
Central	1.000	1.050	1.112	1.174	1.234	1.297
San Gabriel Valley	1.000	1.033	1.074	1.115	1.156	1.197
Gateway	1.000	1.028	1.063	1.099	1.134	1.169
South Bay	1.000	1.026	1.058	1.091	1.123	1.155
Westside	1.000	1.036	1.082	1.127	1.173	1.219
Malibu	1.000	1.091	1.204	1.318	1.431	1.545
San Fernando Valley	1.000	1.035	1.079	1.123	1.167	1.211
Arroyo Verdugo	1.000	1.037	1.083	1.129	1.176	1.222
North County	1.000	1.196	1.441	1.686	1.930	2.175

Exhibit B-2

Daily Trip Purpose Breakdown by Land Use Type

Land Use	Work	Non-Work	Total
Single-family Residential	25%	75%	100%
Multi-family Residential	30%	70%	100%
Shopping Center	20%	80%	100%
Office	65%	35%	100%
Government Office	37%	63%	100%
Medical Office	30%	70%	100%
Hotel	25%	75%	100%
Industrial/Manufacturing	75%	25%	100%
College	30%	70%	100%
Restaurant	15%	85%	100%

Exhibit B-3

Regional Daily Trip Distribution Factors

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

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntnLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	11.4%	0.1%	0.0%	0.1%	0.0%	49.5%	1.6%	0.8%	3.8%	3.1%	3.7%	0.6%	0.2%	
NonWork	50.2%	0.1%	0.0%	0.0%	0.0%	20.4%	0.7%	0.5%	3.5%	3.8%	2.1%	0.5%	0.2%	
Non-Residential														
Work	12.8%	3.2%	0.8%	1.1%	0.0%	21.3%	2.0%	2.6%	0.9%	1.9%	2.0%	0.2%	0.1%	
NonWork	55.8%	0.2%	0.2%	0.3%	0.0%	7.4%	0.2%	0.2%	3.1%	1.8%	0.1%	0.0%	0.0%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.1%	0.8%	0.1%	1.1%	0.7%	0.5%	0.1%	0.0%	0.2%	0.0%	0.0%	21.5%	0.1%	100.0%
NonWork	0.1%	0.6%	0.1%	0.3%	0.6%	0.4%	0.1%	0.0%	0.1%	0.0%	0.0%	15.7%	0.1%	100.0%
Non-Residential														
Work	0.0%	0.0%	0.0%	0.1%	0.8%	0.4%	0.0%	0.0%	0.2%	1.7%	0.5%	47.2%	0.1%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.6%	0.5%	28.8%	0.1%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntnLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
7 Work	16.3%	0.0%	0.0%	0.1%	0.0%	38.5%	1.3%	0.5%	4.6%	6.0%	4.7%	1.1%	0.3%	
NonWork	54.4%	0.1%	0.0%	0.0%	0.0%	13.4%	0.5%	0.3%	3.4%	3.3%	1.5%	0.6%	0.2%	
Non-Residential														
Work	17.1%	4.1%	0.9%	0.8%	0.0%	20.4%	2.1%	2.8%	1.4%	3.5%	2.9%	0.3%	0.1%	
NonWork	58.6%	1.1%	0.3%	0.2%	0.0%	7.7%	0.3%	0.5%	3.5%	2.3%	0.3%	0.0%	0.0%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.1%	1.0%	0.2%	1.0%	0.5%	0.4%	0.1%	0.0%	22.3%	0.6%	0.0%	0.0%	0.1%	100.0%
NonWork	0.1%	0.5%	0.1%	0.2%	0.3%	0.3%	0.1%	0.0%	20.1%	0.5%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	0.0%	0.2%	0.0%	0.1%	1.0%	0.4%	0.0%	0.0%	40.4%	0.0%	0.4%	0.9%	0.1%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	24.2%	0.1%	0.2%	0.2%	0.1%	100.0%

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

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	1.0%	37.5%	0.3%	3.0%	0.1%	17.8%	5.6%	6.1%	0.1%	2.0%	5.2%	1.0%	2.6%	
NonWork	0.1%	79.6%	0.2%	0.7%	0.1%	3.4%	1.3%	3.8%	0.1%	1.2%	3.2%	0.5%	0.2%	
Non-Residential														
Work	0.1%	54.4%	11.0%	12.8%	0.0%	5.8%	1.5%	7.8%	0.0%	0.3%	0.6%	0.1%	0.1%	
NonWork	0.0%	87.8%	2.2%	2.8%	0.0%	0.6%	0.2%	1.5%	0.0%	0.1%	0.1%	0.0%	0.0%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.2%	2.7%	1.1%	3.6%	2.8%	2.6%	0.6%	0.1%	0.7%	0.0%	0.1%	2.7%	0.5%	100.0%
NonWork	0.1%	1.2%	0.2%	0.6%	1.3%	1.1%	0.2%	0.0%	0.1%	0.0%	0.0%	0.6%	0.3%	100.0%
Non-Residential														
Work	0.0%	0.1%	0.0%	0.0%	0.6%	0.4%	0.2%	0.0%	0.1%	0.5%	0.2%	2.8%	0.7%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%	0.3%	0.5%	0.5%	2.6%	0.4%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.6%	36.5%	1.0%	5.4%	0.0%	6.1%	2.4%	2.4%	0.1%	1.5%	3.1%	2.3%	6.6%	
NonWork	0.2%	71.6%	0.4%	0.9%	0.0%	2.1%	0.7%	2.3%	0.1%	0.6%	1.5%	0.9%	0.4%	
Non-Residential														
Work	0.0%	78.5%	6.4%	6.2%	0.0%	1.9%	0.4%	4.4%	0.0%	0.1%	0.2%	0.0%	0.0%	
NonWork	0.0%	92.3%	2.0%	1.6%	0.0%	0.3%	0.1%	0.9%	0.0%	0.0%	0.1%	0.0%	0.0%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.1%	3.3%	1.9%	2.2%	1.3%	1.9%	1.1%	0.2%	1.6%	16.0%	0.8%	0.3%	0.3%	100.0%
NonWork	0.3%	1.3%	0.5%	0.3%	0.7%	1.0%	0.6%	0.1%	5.8%	6.8%	0.4%	0.2%	0.2%	100.0%
Non-Residential														
Work	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.6%	0.0%	0.0%	0.1%	0.6%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	2.0%	0.0%	0.1%	0.1%	0.3%	100.0%

PROJECT RSA: 9 Area Generally Bounded B Lancaster, Gorman

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.2%	7.1%	33.3%	22.7%	0.1%	4.1%	1.2%	1.3%	0.1%	3.5%	5.4%	1.7%	1.1%	
NonWork	0.0%	1.9%	77.0%	9.5%	0.3%	1.9%	0.8%	1.3%	0.0%	0.6%	1.5%	0.3%	0.1%	
Non-Residential														
Work	0.0%	0.5%	57.9%	37.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
NonWork	0.0%	0.2%	86.7%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.6%	2.9%	0.8%	3.2%	1.1%	1.5%	0.6%	0.1%	3.4%	0.3%	0.7%	1.0%	2.2%	100.0%
NonWork	0.0%	0.5%	0.1%	0.3%	0.8%	0.6%	0.1%	0.0%	0.1%	0.0%	0.1%	0.3%	1.6%	100.0%
Non-Residential														
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.9%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.4%	0.4%	0.3%	1.8%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.1%	3.6%	36.0%	20.1%	0.2%	3.1%	1.0%	1.1%	0.0%	1.2%	1.9%	1.8%	1.2%	
NonWork	0.1%	1.8%	70.1%	7.4%	0.3%	1.9%	0.8%	1.5%	0.0%	0.3%	0.7%	0.4%	0.1%	
Non-Residential														
Work	0.0%	2.3%	70.8%	24.3%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
NonWork	0.0%	0.6%	90.8%	6.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.1%	2.4%	1.1%	1.4%	0.6%	1.0%	0.8%	0.2%	0.7%	17.0%	0.9%	0.3%	1.2%	100.0%
NonWork	0.1%	0.5%	0.2%	0.1%	0.5%	0.5%	0.3%	0.1%	2.3%	8.4%	0.5%	0.2%	1.0%	100.0%
Non-Residential														
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.3%	0.1%	1.2%	100.0%

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

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.3%	8.8%	22.9%	18.8%	0.2%	8.0%	2.8%	2.9%	0.1%	2.9%	7.0%	2.0%	1.3%	
NonWork	0.1%	2.5%	9.4%	70.3%	0.4%	3.2%	1.6%	1.9%	0.1%	1.0%	2.5%	0.5%	0.2%	
Non-Residential														
Work	0.1%	5.3%	42.7%	33.4%	0.2%	3.5%	0.9%	2.2%	0.0%	0.2%	0.5%	0.1%	0.0%	
NonWork	0.0%	0.8%	12.0%	84.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.6%	3.6%	0.9%	4.0%	2.1%	2.6%	0.8%	0.2%	3.7%	0.3%	1.0%	1.3%	0.9%	100.0%
NonWork	0.0%	0.9%	0.1%	0.5%	1.9%	1.4%	0.2%	0.0%	0.1%	0.0%	0.1%	0.4%	0.7%	100.0%
Non-Residential														
Work	0.0%	0.1%	0.1%	0.0%	0.4%	0.4%	0.2%	0.1%	0.5%	2.9%	3.0%	1.5%	1.6%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.5%	0.4%	0.4%	0.8%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
10 Work	0.2%	4.8%	17.3%	22.6%	0.2%	5.4%	1.8%	1.7%	0.0%	1.4%	3.6%	2.2%	1.5%	
NonWork	0.1%	1.9%	6.5%	71.7%	0.4%	2.1%	0.9%	1.3%	0.0%	0.4%	1.2%	0.3%	0.1%	
Non-Residential														
Work	0.0%	12.8%	40.3%	32.3%	0.9%	2.6%	0.6%	2.9%	0.0%	0.2%	0.5%	0.0%	0.0%	
NonWork	0.0%	1.5%	11.3%	85.4%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.3%	3.2%	1.4%	2.1%	1.2%	1.9%	1.0%	0.2%	1.0%	21.3%	1.3%	0.4%	0.7%	100.0%
NonWork	0.1%	0.5%	0.2%	0.2%	0.9%	0.8%	0.2%	0.1%	2.2%	6.5%	0.5%	0.2%	0.5%	100.0%
Non-Residential														
Work	0.0%	0.1%	0.0%	0.0%	0.4%	0.4%	0.1%	0.0%	0.7%	0.0%	2.5%	1.4%	1.0%	100.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.5%	0.1%	0.6%	100.0%

PROJECT RSA: 11 Area Generally Bounded B Angeles National Forest

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCnttLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.1%	0.6%	0.0%	8.5%	5.6%	9.0%	7.4%	7.2%	0.1%	1.3%	6.1%	1.1%	0.7%	
NonWork	0.0%	0.6%	0.2%	0.3%	38.8%	3.9%	4.1%	13.3%	0.0%	1.2%	5.2%	1.1%	0.6%	
Non-Residential														
Work	0.1%	4.0%	7.2%	13.6%	6.9%	10.4%	7.3%	25.9%	0.1%	0.4%	2.3%	0.3%	0.2%	
NonWork	0.1%	1.8%	7.2%	8.7%	21.1%	2.2%	2.0%	20.5%	0.0%	0.2%	0.7%	0.2%	0.2%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.7%	6.4%	2.0%	7.1%	6.0%	13.5%	8.1%	1.8%	3.5%	0.4%	2.1%	0.4%	0.4%	100.0%
NonWork	0.5%	4.6%	1.3%	2.2%	5.9%	11.2%	2.8%	0.4%	0.9%	0.1%	0.6%	0.2%	0.2%	100.0%
Non-Residential														
Work	0.1%	0.9%	0.3%	0.3%	6.1%	5.9%	0.8%	0.4%	0.9%	1.2%	2.5%	1.3%	0.5%	100.0%
NonWork	0.2%	0.3%	0.4%	0.2%	2.7%	7.7%	1.2%	0.4%	5.0%	4.4%	9.1%	3.2%	0.1%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCnttLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
11 Work	0.1%	0.1%	0.1%	11.5%	11.6%	2.9%	2.5%	1.7%	0.1%	0.7%	3.4%	1.4%	1.2%	
NonWork	0.1%	0.2%	0.9%	2.0%	33.2%	2.1%	1.7%	3.1%	0.0%	0.6%	2.9%	1.3%	0.8%	
Non-Residential														
Work	0.1%	2.7%	9.1%	9.2%	23.9%	5.7%	3.9%	19.2%	0.0%	0.4%	3.1%	0.1%	0.1%	
NonWork	0.1%	1.6%	10.6%	10.2%	42.7%	0.9%	0.9%	8.6%	0.0%	0.1%	0.4%	0.1%	0.1%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.3%	6.5%	3.6%	4.2%	3.2%	14.2%	11.6%	2.3%	0.3%	11.2%	3.7%	0.4%	0.3%	100.0%
NonWork	1.2%	5.7%	3.5%	1.2%	3.6%	9.6%	6.4%	1.1%	2.0%	13.9%	2.4%	0.5%	0.2%	100.0%
Non-Residential														
Work	0.1%	1.0%	0.2%	0.6%	6.7%	7.5%	0.7%	0.3%	0.4%	0.1%	3.4%	0.8%	0.6%	100.0%
NonWork	0.1%	0.2%	0.2%	0.1%	2.0%	5.6%	0.7%	0.4%	1.2%	0.8%	10.1%	1.9%	0.3%	100.0%

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

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCnttLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	1.7%	1.0%	0.0%	0.5%	0.0%	37.6%	10.1%	7.8%	0.5%	4.9%	14.6%	1.4%	1.0%	
NonWork	0.6%	0.1%	0.0%	0.0%	0.0%	80.7%	6.6%	6.6%	0.1%	1.0%	1.9%	0.2%	0.1%	
Non-Residential														
Work	4.0%	4.2%	1.0%	1.9%	0.0%	35.0%	9.2%	12.5%	0.6%	3.6%	8.2%	0.5%	0.3%	
NonWork	1.5%	0.7%	0.4%	0.7%	0.0%	72.5%	6.2%	7.9%	0.1%	0.9%	1.0%	0.1%	0.0%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.2%	2.4%	0.3%	3.9%	4.1%	2.2%	0.4%	0.1%	0.4%	0.0%	0.1%	4.7%	0.2%	100.0%
NonWork	0.0%	0.3%	0.0%	0.2%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.1%	100.0%
Non-Residential														
Work	0.1%	0.7%	0.2%	0.3%	3.4%	1.5%	0.3%	0.1%	0.3%	1.2%	0.4%	10.1%	0.2%	100.0%
NonWork	0.0%	0.1%	0.1%	0.0%	0.4%	0.2%	0.1%	0.1%	1.0%	0.7%	0.7%	4.2%	0.1%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCnttLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
12 Work	1.8%	0.5%	0.0%	0.7%	0.1%	34.8%	9.6%	7.7%	0.4%	6.5%	16.1%	2.2%	1.2%	
NonWork	0.7%	0.1%	0.0%	0.0%	0.0%	79.4%	6.1%	6.4%	0.1%	1.0%	1.9%	0.3%	0.1%	
Non-Residential														
Work	3.6%	3.8%	1.6%	2.0%	0.1%	34.8%	9.0%	12.7%	0.7%	5.8%	11.7%	0.6%	0.3%	
NonWork	1.2%	1.1%	0.8%	0.7%	0.0%	75.2%	6.4%	7.4%	0.1%	1.1%	1.3%	0.1%	0.0%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.2%	2.6%	0.4%	3.0%	3.5%	2.0%	0.4%	0.1%	5.1%	0.8%	0.1%	0.0%	0.2%	100.0%
NonWork	0.1%	0.4%	0.1%	0.2%	0.5%	0.3%	0.1%	0.0%	1.8%	0.3%	0.0%	0.0%	0.2%	100.0%
Non-Residential														
Work	0.1%	0.7%	0.1%	0.5%	4.0%	1.3%	0.2%	0.1%	5.4%	0.1%	0.3%	0.5%	0.2%	100.0%
NonWork	0.0%	0.1%	0.0%	0.0%	0.4%	0.2%	0.1%	0.0%	3.1%	0.1%	0.3%	0.1%	0.1%	100.0%

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

2001 TRIP DISTRIBUTION PERCENTAGES

10/31/03

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.3%	0.5%	0.0%	0.3%	0.0%	20.6%	24.7%	7.7%	0.0%	2.5%	17.1%	1.0%	0.6%	
NonWork	0.0%	0.1%	0.0%	0.0%	0.0%	15.2%	59.8%	7.1%	0.0%	0.5%	5.7%	0.2%	0.1%	
Non-Residential														
Work	0.3%	2.9%	0.7%	1.4%	0.1%	20.4%	24.1%	11.2%	0.1%	2.5%	12.7%	0.5%	0.4%	
NonWork	0.1%	0.6%	0.4%	0.8%	0.1%	14.0%	56.9%	8.6%	0.0%	0.3%	4.4%	0.1%	0.1%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.2%	4.1%	0.4%	5.7%	7.9%	4.4%	0.6%	0.1%	0.4%	0.0%	0.1%	0.5%	0.2%	100.0%
NonWork	0.0%	0.7%	0.1%	0.6%	8.4%	1.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	100.0%
Non-Residential														
Work	0.2%	1.7%	0.3%	1.1%	10.7%	4.7%	0.6%	0.1%	0.4%	0.7%	0.3%	1.6%	0.2%	100.0%
NonWork	0.1%	0.3%	0.1%	0.2%	7.4%	1.1%	0.2%	0.1%	1.0%	0.8%	0.9%	1.3%	0.1%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.4%	0.3%	0.0%	0.3%	0.1%	19.0%	26.2%	7.0%	0.0%	3.0%	18.9%	1.5%	0.7%	
NonWork	0.1%	0.1%	0.0%	0.0%	0.0%	14.7%	60.0%	7.2%	0.0%	0.5%	5.5%	0.4%	0.1%	
Non-Residential														
Work	0.2%	2.7%	1.0%	1.3%	0.1%	17.8%	22.9%	8.4%	0.1%	3.5%	17.8%	0.4%	0.2%	
NonWork	0.1%	0.7%	0.8%	0.7%	0.1%	13.1%	58.3%	6.9%	0.0%	0.4%	6.1%	0.1%	0.0%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.2%	4.2%	0.5%	4.5%	7.1%	3.8%	0.6%	0.1%	0.6%	0.7%	0.1%	0.0%	0.2%	100.0%
NonWork	0.1%	0.9%	0.2%	0.5%	7.2%	1.0%	0.2%	0.0%	0.5%	0.6%	0.1%	0.0%	0.2%	100.0%
Non-Residential														
Work	0.1%	1.9%	0.2%	1.9%	12.7%	4.5%	0.4%	0.1%	0.7%	0.1%	0.4%	0.3%	0.2%	100.0%
NonWork	0.0%	0.3%	0.1%	0.3%	8.5%	1.1%	0.2%	0.1%	1.0%	0.2%	0.7%	0.2%	0.2%	100.0%

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

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCnttLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.5%	3.1%	0.0%	0.7%	0.2%	30.4%	12.5%	13.1%	0.1%	2.7%	10.6%	1.4%	0.9%	
NonWork	0.0%	0.8%	0.0%	0.0%	0.6%	21.4%	9.9%	57.3%	0.0%	0.5%	2.4%	0.2%	0.1%	
Non-Residential														
Work	0.3%	6.0%	1.4%	2.9%	0.1%	29.7%	14.1%	22.1%	0.1%	1.3%	5.3%	0.2%	0.1%	
NonWork	0.1%	2.3%	0.8%	1.1%	0.2%	16.9%	8.1%	60.2%	0.0%	0.2%	0.9%	0.1%	0.0%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.2%	3.3%	0.4%	5.0%	6.9%	4.5%	0.6%	0.1%	0.5%	0.0%	0.1%	2.0%	0.2%	100.0%
NonWork	0.0%	0.7%	0.1%	0.5%	3.4%	1.4%	0.1%	0.0%	0.1%	0.0%	0.0%	0.3%	0.2%	100.0%
Non-Residential														
Work	0.1%	0.6%	0.2%	0.4%	6.3%	3.0%	0.4%	0.1%	0.2%	0.6%	0.3%	4.0%	0.4%	100.0%
NonWork	0.0%	0.1%	0.1%	0.1%	2.4%	0.9%	0.2%	0.1%	0.7%	0.6%	0.7%	3.0%	0.2%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCnttLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
14 Work	0.6%	2.9%	0.0%	1.7%	0.4%	29.0%	10.3%	16.5%	0.1%	3.3%	10.4%	2.4%	1.0%	
NonWork	0.1%	0.9%	0.0%	0.1%	0.3%	18.3%	7.6%	59.3%	0.0%	0.5%	2.2%	0.5%	0.2%	
Non-Residential														
Work	0.2%	5.4%	2.2%	2.3%	0.1%	28.2%	12.1%	26.6%	0.1%	1.8%	6.5%	0.2%	0.1%	
NonWork	0.1%	3.0%	1.7%	1.2%	0.1%	15.8%	8.1%	61.8%	0.0%	0.2%	1.1%	0.0%	0.0%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.3%	3.4%	0.5%	3.8%	5.0%	3.3%	0.7%	0.1%	3.0%	1.2%	0.2%	0.0%	0.3%	100.0%
NonWork	0.1%	1.1%	0.3%	0.4%	2.5%	1.2%	0.3%	0.1%	2.7%	1.1%	0.1%	0.0%	0.2%	100.0%
Non-Residential														
Work	0.0%	0.5%	0.1%	0.6%	7.0%	2.9%	0.2%	0.1%	2.0%	0.1%	0.2%	0.2%	0.4%	100.0%
NonWork	0.0%	0.1%	0.0%	0.1%	2.6%	0.9%	0.1%	0.1%	2.0%	0.1%	0.5%	0.2%	0.2%	100.0%

PROJECT RSA: 15 Area Generally Bounded B Malibu

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	2.6%	0.1%	0.0%	0.1%	0.0%	25.3%	1.3%	0.6%	18.2%	12.3%	10.0%	1.9%	7.2%	
NonWork	8.6%	0.1%	0.0%	0.0%	0.0%	4.6%	0.6%	0.4%	62.5%	8.4%	4.1%	1.0%	0.4%	
Non-Residential														
Work	13.0%	0.8%	1.0%	1.1%	0.0%	17.8%	0.9%	1.2%	19.2%	10.5%	3.9%	0.8%	0.3%	
NonWork	9.9%	0.6%	0.3%	0.6%	0.0%	1.9%	0.2%	0.3%	57.3%	5.5%	0.8%	0.3%	0.2%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.2%	1.7%	0.3%	2.4%	0.7%	0.6%	0.2%	0.0%	0.3%	0.0%	0.0%	14.2%	0.0%	100.0%
NonWork	0.1%	1.0%	0.2%	0.5%	0.6%	0.5%	0.1%	0.0%	0.1%	0.0%	0.0%	6.0%	0.0%	100.0%
Non-Residential														
Work	0.1%	0.5%	0.1%	0.2%	0.6%	0.3%	0.1%	0.0%	0.5%	2.4%	0.8%	23.7%	0.0%	100.0%
NonWork	0.2%	0.2%	0.2%	0.0%	0.2%	0.2%	0.3%	0.1%	2.9%	1.9%	1.7%	14.1%	0.0%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
15 Work	3.3%	0.0%	0.0%	0.1%	0.0%	17.6%	1.1%	0.5%	20.2%	14.9%	9.8%	2.4%	5.9%	
NonWork	8.4%	0.1%	0.0%	0.0%	0.0%	2.6%	0.4%	0.3%	60.3%	7.3%	2.9%	1.1%	0.3%	
Non-Residential														
Work	15.9%	1.7%	0.7%	0.6%	0.0%	15.3%	0.8%	1.2%	28.1%	11.7%	3.7%	0.5%	0.1%	
NonWork	9.1%	1.5%	0.5%	0.3%	0.0%	1.9%	0.3%	0.6%	63.8%	7.5%	0.9%	0.2%	0.1%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.3%	1.8%	0.3%	1.9%	0.6%	0.5%	0.2%	0.0%	17.3%	1.2%	0.1%	0.0%	0.0%	100.0%
NonWork	0.1%	0.9%	0.2%	0.3%	0.3%	0.3%	0.1%	0.0%	13.3%	0.7%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	0.1%	0.3%	0.1%	0.2%	0.5%	0.3%	0.0%	0.0%	16.7%	0.1%	0.3%	0.9%	0.0%	100.0%
NonWork	0.1%	0.1%	0.1%	0.0%	0.2%	0.2%	0.1%	0.0%	10.9%	0.4%	0.4%	0.6%	0.0%	100.0%

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

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.3%	0.1%	0.0%	0.0%	0.0%	6.8%	2.2%	0.6%	0.5%	26.1%	33.1%	9.9%	3.0%	
NonWork	0.3%	0.0%	0.0%	0.0%	0.0%	2.0%	0.3%	0.1%	0.3%	67.5%	22.4%	4.7%	0.3%	
Non-Residential														
Work	0.5%	1.0%	1.8%	1.4%	0.0%	9.0%	2.2%	2.2%	0.6%	27.3%	27.7%	7.0%	2.1%	
NonWork	0.6%	0.5%	0.3%	0.4%	0.0%	1.8%	0.4%	0.4%	0.4%	62.7%	17.1%	4.2%	0.5%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.7%	6.2%	0.7%	6.0%	1.3%	1.1%	0.3%	0.0%	0.7%	0.0%	0.0%	0.2%	0.1%	100.0%
NonWork	0.1%	0.8%	0.1%	0.5%	0.2%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	0.9%	3.4%	0.8%	1.2%	2.2%	1.4%	0.6%	0.1%	1.3%	2.9%	0.9%	1.4%	0.1%	100.0%
NonWork	0.3%	0.6%	0.4%	0.2%	0.3%	0.4%	0.3%	0.1%	3.3%	1.7%	1.5%	1.5%	0.0%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.6%	0.0%	0.0%	0.1%	0.0%	10.4%	3.4%	0.9%	0.6%	27.4%	28.8%	8.8%	2.5%	
NonWork	0.4%	0.0%	0.0%	0.0%	0.0%	2.3%	0.3%	0.2%	0.5%	67.1%	20.3%	5.3%	0.3%	
Non-Residential														
Work	1.1%	1.8%	1.2%	1.0%	0.0%	12.4%	2.7%	2.7%	1.1%	29.3%	27.4%	6.5%	1.5%	
NonWork	0.6%	0.7%	0.2%	0.3%	0.0%	2.0%	0.4%	0.4%	0.5%	69.0%	16.9%	4.5%	0.3%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.8%	6.2%	0.8%	4.5%	1.2%	1.0%	0.3%	0.0%	0.3%	1.2%	0.1%	0.0%	0.1%	100.0%
NonWork	0.1%	1.0%	0.2%	0.4%	0.2%	0.2%	0.1%	0.0%	0.3%	0.6%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	0.5%	2.9%	0.4%	1.3%	2.0%	0.9%	0.2%	0.1%	0.9%	0.3%	0.5%	0.9%	0.1%	100.0%
NonWork	0.1%	0.5%	0.1%	0.2%	0.3%	0.3%	0.1%	0.1%	1.1%	0.5%	0.4%	0.3%	0.1%	100.0%

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

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.1%	0.1%	0.0%	0.0%	0.0%	5.5%	3.9%	0.9%	0.1%	9.3%	35.7%	9.0%	3.1%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	1.4%	0.2%	0.0%	6.4%	70.4%	5.1%	0.3%	
Non-Residential														
Work	0.2%	0.8%	0.9%	1.1%	0.0%	8.9%	5.0%	2.9%	0.2%	11.3%	34.9%	5.6%	1.9%	
NonWork	0.1%	0.5%	0.2%	0.4%	0.0%	1.1%	1.5%	0.6%	0.1%	7.0%	62.9%	4.6%	0.6%	
	LongBch	Vernon	Downey	DntnLA	Glendale	Pasadena	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.8%	11.6%	1.5%	8.1%	5.1%	3.5%	0.7%	0.1%	0.9%	0.0%	0.1%	0.1%	0.1%	100.0%
NonWork	0.1%	5.2%	0.2%	6.3%	2.9%	0.4%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	1.0%	6.2%	1.1%	2.2%	6.7%	3.1%	0.9%	0.2%	1.2%	2.2%	0.8%	0.9%	0.1%	100.0%
NonWork	0.4%	4.2%	0.6%	3.3%	3.3%	0.9%	0.5%	0.1%	3.2%	1.6%	1.4%	1.0%	0.0%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
17 Work	0.2%	0.0%	0.0%	0.1%	0.0%	7.2%	5.9%	1.1%	0.1%	8.8%	33.1%	9.6%	3.1%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	1.9%	0.3%	0.0%	5.7%	69.6%	5.3%	0.4%	
Non-Residential														
Work	0.3%	1.3%	0.7%	0.9%	0.0%	10.9%	6.0%	3.1%	0.3%	11.0%	36.6%	4.8%	1.3%	
NonWork	0.1%	0.6%	0.2%	0.3%	0.0%	1.3%	1.7%	0.6%	0.1%	6.9%	69.0%	4.2%	0.4%	
	LongBch	Vernon	Downey	DntnLA	Glendale	Pasadena	WCovina	Pomona						
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.0%	11.5%	1.5%	6.4%	4.9%	3.0%	0.7%	0.1%	0.2%	1.4%	0.1%	0.0%	0.1%	100.0%
NonWork	0.1%	5.6%	0.2%	5.9%	2.8%	0.4%	0.1%	0.0%	0.1%	0.5%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	0.5%	6.0%	0.6%	2.9%	7.5%	2.5%	0.5%	0.1%	0.5%	0.3%	0.5%	0.8%	0.1%	100.0%
NonWork	0.2%	4.1%	0.3%	3.8%	3.3%	0.7%	0.2%	0.1%	0.5%	0.5%	0.6%	0.3%	0.1%	100.0%

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

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	7	8	9	10	11	12	13	14	15	16	17	18	19	
Purpose	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Residential	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.3%	0.1%	0.0%	4.8%	11.6%	38.3%	16.3%	
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	3.1%	10.1%	65.0%	12.2%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Non-Residential	0.1%	0.3%	0.5%	0.6%	0.0%	1.6%	0.6%	0.7%	0.1%	6.3%	16.3%	34.4%	14.7%	
Work	0.0%	0.1%	0.1%	0.2%	0.0%	0.2%	0.1%	0.1%	0.0%	2.9%	9.0%	59.1%	11.0%	
NonWork	0.0%	0.1%	0.1%	0.2%	0.0%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential	3.1%	12.4%	2.3%	6.4%	0.8%	0.7%	0.3%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	100.0%
Work	0.7%	6.7%	0.5%	0.7%	0.2%	0.2%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%
NonWork	0.7%	6.7%	0.5%	0.7%	0.2%	0.2%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%
Non-Residential	4.1%	8.6%	2.5%	0.8%	1.3%	1.0%	0.6%	0.1%	2.4%	1.5%	0.5%	0.3%	0.0%	100.0%
Work	1.6%	5.7%	1.3%	0.2%	0.2%	0.3%	0.3%	0.1%	4.6%	1.4%	1.0%	0.5%	0.0%	100.0%
NonWork	1.6%	5.7%	1.3%	0.2%	0.2%	0.3%	0.3%	0.1%	4.6%	1.4%	1.0%	0.5%	0.0%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	7	8	9	10	11	12	13	14	15	16	17	18	19	
Purpose	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Residential	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.3%	0.1%	0.0%	4.8%	10.1%	41.5%	15.7%	
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	3.1%	8.7%	67.6%	11.0%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Non-Residential	0.1%	1.6%	1.0%	0.9%	0.0%	2.5%	0.8%	1.2%	0.1%	5.5%	17.5%	32.7%	13.5%	
Work	0.1%	0.6%	0.2%	0.2%	0.0%	0.4%	0.2%	0.3%	0.0%	3.4%	9.9%	61.5%	10.8%	
NonWork	0.1%	0.6%	0.2%	0.2%	0.0%	0.4%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential	3.0%	12.6%	2.2%	5.0%	0.6%	0.6%	0.2%	0.0%	0.0%	2.3%	0.0%	0.0%	0.1%	100.0%
Work	0.7%	6.5%	0.6%	0.5%	0.1%	0.1%	0.1%	0.0%	0.0%	0.7%	0.0%	0.0%	0.1%	100.0%
NonWork	0.7%	6.5%	0.6%	0.5%	0.1%	0.1%	0.1%	0.0%	0.0%	0.7%	0.0%	0.0%	0.1%	100.0%
Non-Residential	3.3%	9.0%	2.1%	1.2%	1.7%	1.0%	0.4%	0.1%	0.4%	1.3%	0.7%	1.3%	0.1%	100.0%
Work	1.1%	5.9%	0.9%	0.3%	0.4%	0.4%	0.2%	0.1%	0.2%	1.6%	0.6%	0.4%	0.1%	100.0%
NonWork	1.1%	5.9%	0.9%	0.3%	0.4%	0.4%	0.2%	0.1%	0.2%	1.6%	0.6%	0.4%	0.1%	100.0%

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

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.3%	0.1%	0.0%	1.8%	4.9%	20.8%	41.0%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.4%	1.5%	14.8%	70.0%	
Non-Residential														
Work	0.0%	0.9%	0.4%	0.5%	0.0%	1.5%	0.4%	0.5%	0.3%	2.4%	7.0%	18.3%	36.3%	
NonWork	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.2%	0.7%	13.5%	63.5%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	7.4%	9.9%	3.0%	4.0%	0.6%	0.7%	0.4%	0.0%	4.3%	0.0%	0.1%	0.0%	0.0%	100.0%
NonWork	5.9%	4.9%	0.9%	0.4%	0.2%	0.2%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	8.4%	8.2%	3.9%	0.5%	1.0%	1.0%	0.6%	0.1%	5.6%	1.4%	0.5%	0.2%	0.0%	100.0%
NonWork	8.7%	3.5%	1.5%	0.1%	0.1%	0.2%	0.2%	0.1%	5.0%	1.2%	0.8%	0.3%	0.0%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.2%	0.0%	0.0%	1.4%	3.4%	21.2%	43.3%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.3%	1.0%	14.7%	69.9%	
Non-Residential														
Work	0.0%	6.0%	0.9%	0.8%	0.0%	1.7%	0.5%	0.6%	0.3%	2.0%	7.3%	15.9%	35.5%	
NonWork	0.0%	0.3%	0.1%	0.1%	0.0%	0.2%	0.1%	0.1%	0.0%	0.3%	0.9%	13.1%	66.9%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	8.1%	9.6%	2.9%	2.8%	0.4%	0.6%	0.3%	0.0%	0.0%	4.9%	0.1%	0.0%	0.1%	100.0%
NonWork	5.9%	4.7%	1.0%	0.3%	0.1%	0.1%	0.1%	0.0%	0.1%	1.7%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	7.6%	8.4%	3.5%	0.7%	1.2%	1.0%	0.5%	0.1%	0.3%	3.2%	0.7%	1.2%	0.1%	100.0%
NonWork	8.2%	3.8%	1.4%	0.1%	0.2%	0.3%	0.2%	0.1%	0.1%	2.5%	0.5%	0.4%	0.0%	100.0%

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

2001 TRIP DISTRIBUTION PERCENTAGES

10/31/03

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.7%	2.2%	5.2%	8.4%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.3%	1.0%	2.1%	9.4%	
Non-Residential														
Work	0.0%	0.1%	0.3%	0.3%	0.0%	0.3%	0.1%	0.1%	0.0%	0.7%	2.2%	4.2%	7.9%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.9%	5.9%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	39.1%	9.6%	11.7%	2.6%	0.5%	1.3%	0.9%	0.1%	17.1%	0.1%	0.1%	0.0%	0.0%	100.0%
NonWork	63.5%	6.5%	10.6%	0.3%	0.2%	0.5%	0.2%	0.0%	5.1%	0.0%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	46.9%	6.9%	9.7%	0.2%	0.6%	1.1%	0.9%	0.1%	15.9%	1.0%	0.4%	0.1%	0.1%	100.0%
NonWork	63.9%	2.8%	8.8%	0.0%	0.1%	0.2%	0.3%	0.1%	15.0%	0.9%	0.5%	0.1%	0.0%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.5%	1.3%	5.0%	8.7%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.4%	1.6%	8.8%	
Non-Residential														
Work	0.0%	1.2%	0.9%	0.8%	0.0%	0.4%	0.2%	0.2%	0.0%	0.7%	2.7%	3.5%	7.6%	
NonWork	0.0%	0.2%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.1%	0.4%	0.9%	6.1%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	45.5%	9.5%	10.8%	1.5%	0.3%	0.9%	0.6%	0.1%	0.0%	14.8%	0.1%	0.0%	0.1%	100.0%
NonWork	65.0%	5.5%	10.0%	0.1%	0.1%	0.2%	0.1%	0.0%	0.0%	7.8%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	45.2%	7.6%	9.9%	0.3%	0.8%	1.4%	0.9%	0.2%	0.2%	13.0%	0.8%	1.3%	0.1%	100.0%
NonWork	65.9%	3.2%	9.3%	0.1%	0.2%	0.4%	0.3%	0.1%	0.0%	11.1%	0.7%	0.5%	0.1%	100.0%

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

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.9%	0.2%	0.0%	1.9%	10.6%	8.0%	6.0%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.3%	7.0%	4.9%	2.5%	
Non-Residential														
Work	0.1%	0.5%	0.6%	0.7%	0.0%	1.8%	1.5%	1.1%	0.0%	2.6%	14.0%	7.4%	4.6%	
NonWork	0.0%	0.2%	0.1%	0.2%	0.0%	0.2%	0.3%	0.2%	0.0%	0.3%	6.2%	4.1%	2.4%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	4.2%	35.2%	9.3%	7.0%	3.5%	6.4%	2.1%	0.1%	3.5%	0.0%	0.1%	0.0%	0.1%	100.0%
NonWork	1.8%	63.6%	5.7%	5.3%	3.3%	4.6%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	5.1%	25.2%	9.2%	1.8%	5.8%	7.7%	3.0%	0.4%	3.9%	1.8%	0.8%	0.3%	0.0%	100.0%
NonWork	3.3%	50.4%	9.0%	2.8%	3.6%	5.3%	1.2%	0.2%	6.2%	1.7%	1.5%	0.5%	0.0%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	1.0%	0.1%	0.0%	1.5%	9.0%	8.1%	5.9%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.2%	6.0%	4.6%	2.3%	
Non-Residential														
Work	0.1%	1.5%	0.9%	0.9%	0.1%	1.9%	1.5%	1.1%	0.1%	2.6%	13.8%	6.5%	4.0%	
NonWork	0.0%	0.6%	0.2%	0.1%	0.1%	0.3%	0.3%	0.4%	0.0%	0.4%	6.8%	3.9%	2.2%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	4.6%	37.9%	8.6%	6.3%	3.8%	5.9%	1.9%	0.1%	0.0%	4.1%	0.2%	0.0%	0.1%	100.0%
NonWork	1.8%	65.3%	5.5%	5.2%	3.5%	3.8%	0.3%	0.0%	0.0%	1.0%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	4.2%	27.4%	9.0%	2.4%	6.0%	7.7%	2.5%	0.5%	0.3%	2.4%	1.3%	1.4%	0.1%	100.0%
NonWork	2.6%	55.3%	8.1%	3.2%	4.1%	5.3%	1.0%	0.2%	0.1%	2.2%	1.5%	0.7%	0.1%	100.0%

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

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	7	8	9	10	11	12	13	14	15	16	17	18	19
Purpose	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes
Residential	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.0%	0.0%	0.5%	2.1%	2.7%	3.3%
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.3%	1.2%	1.3%	1.2%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	0.3%	0.5%	0.7%
Non-Residential	0.0%	0.3%	0.3%	0.3%	0.0%	0.4%	0.3%	0.2%	0.0%	0.5%	2.9%	2.3%	2.4%
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.3%	0.5%	0.7%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.3%	0.5%	0.7%

LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona

Purpose	20	21	22	23	24	25	26	27	28	29	30	31	32
Purpose	LongBch	Vernon	Downey	DntnLA	Glendale	Pasadena	WCovina	Pomona					TOTAL
Residential	6.7%	14.6%	38.1%	3.6%	0.8%	4.4%	4.6%	0.3%	17.3%	0.1%	0.3%	0.0%	0.1%
Work	6.7%	13.5%	61.0%	0.5%	0.5%	2.6%	3.5%	0.1%	7.4%	0.0%	0.0%	0.0%	0.0%
NonWork	6.7%	13.5%	61.0%	0.5%	0.5%	2.6%	3.5%	0.1%	7.4%	0.0%	0.0%	0.0%	0.0%
Non-Residential	10.2%	11.1%	39.9%	0.4%	1.5%	4.1%	4.5%	0.4%	16.3%	1.1%	0.7%	0.1%	0.1%
Work	7.7%	6.4%	57.8%	0.1%	0.2%	1.4%	2.4%	0.2%	19.7%	1.2%	1.0%	0.1%	0.0%
NonWork	7.7%	6.4%	57.8%	0.1%	0.2%	1.4%	2.4%	0.2%	19.7%	1.2%	1.0%	0.1%	0.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	7	8	9	10	11	12	13	14	15	16	17	18	19
Purpose	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes
Residential	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.3%	1.2%	2.4%	3.1%
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.5%	0.9%	1.1%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.5%	0.9%	1.1%
Non-Residential	0.0%	1.6%	0.8%	0.7%	0.1%	0.5%	0.3%	0.3%	0.0%	0.6%	3.1%	2.0%	2.2%
Work	0.0%	0.4%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	0.5%	0.5%	0.7%
NonWork	0.0%	0.4%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	0.5%	0.5%	0.7%

LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona

Purpose	20	21	22	23	24	25	26	27	28	29	30	31	32
Purpose	LongBch	Vernon	Downey	DntnLA	Glendale	Pasadena	WCovina	Pomona					TOTAL
Residential	7.9%	16.0%	40.3%	2.3%	0.6%	4.1%	4.1%	0.3%	16.6%	0.4%	0.4%	0.0%	0.1%
Work	6.8%	12.8%	60.1%	0.3%	0.2%	1.9%	2.8%	0.0%	11.9%	0.1%	0.1%	0.0%	0.1%
NonWork	6.8%	12.8%	60.1%	0.3%	0.2%	1.9%	2.8%	0.0%	11.9%	0.1%	0.1%	0.0%	0.1%
Non-Residential	8.4%	11.0%	39.8%	0.5%	1.5%	4.4%	5.2%	0.7%	13.2%	1.7%	1.7%	1.4%	0.1%
Work	7.4%	7.3%	59.7%	0.1%	0.3%	1.8%	2.8%	0.3%	14.4%	1.7%	1.7%	1.2%	0.1%
NonWork	7.4%	7.3%	59.7%	0.1%	0.3%	1.8%	2.8%	0.3%	14.4%	1.7%	1.7%	1.2%	0.1%

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

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.0%	0.1%	0.0%	0.0%	0.0%	2.3%	3.7%	0.7%	0.0%	4.4%	25.0%	5.0%	2.5%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.4%	0.2%	0.0%	0.6%	27.0%	1.0%	0.3%	
Non-Residential														
Work	0.1%	1.2%	1.1%	1.4%	0.0%	5.1%	3.6%	2.9%	0.1%	4.5%	17.2%	6.7%	3.3%	
NonWork	0.1%	0.4%	0.2%	0.3%	0.0%	0.6%	0.8%	0.6%	0.0%	0.8%	27.5%	1.5%	0.7%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.8%	16.3%	2.0%	15.0%	10.9%	8.3%	1.2%	0.1%	1.1%	0.0%	0.1%	0.1%	0.2%	100.0%
NonWork	0.1%	17.1%	0.4%	39.9%	9.9%	2.3%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	100.0%
Non-Residential														
Work	2.4%	8.9%	4.0%	2.9%	11.4%	11.4%	3.3%	0.5%	2.7%	3.1%	1.3%	0.8%	0.0%	100.0%
NonWork	0.6%	15.4%	1.2%	23.8%	11.6%	3.7%	1.1%	0.3%	4.4%	1.8%	1.7%	0.8%	0.1%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.1%	0.0%	0.0%	0.1%	0.0%	2.8%	5.4%	0.9%	0.0%	3.6%	22.1%	5.7%	2.6%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.6%	0.2%	0.0%	0.5%	25.3%	1.0%	0.3%	
Non-Residential														
Work	0.2%	2.4%	1.2%	1.4%	0.1%	5.1%	3.6%	2.8%	0.1%	4.3%	17.6%	6.0%	2.7%	
NonWork	0.1%	0.5%	0.2%	0.2%	0.1%	0.5%	0.8%	0.6%	0.0%	0.7%	27.8%	1.1%	0.5%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.0%	16.7%	1.9%	15.3%	11.3%	6.9%	1.2%	0.1%	0.1%	1.6%	0.2%	0.0%	0.3%	100.0%
NonWork	0.1%	17.3%	0.3%	41.5%	10.1%	1.6%	0.2%	0.0%	0.1%	0.4%	0.0%	0.0%	0.2%	100.0%
Non-Residential														
Work	1.5%	10.5%	3.0%	5.0%	13.7%	11.3%	2.2%	0.5%	0.5%	1.2%	1.5%	1.7%	0.1%	100.0%
NonWork	0.3%	17.0%	0.7%	29.5%	12.1%	3.0%	0.7%	0.2%	0.3%	1.0%	1.4%	0.5%	0.1%	100.0%

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

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.1%	0.1%	0.0%	0.1%	0.0%	5.3%	7.7%	2.4%	0.0%	1.7%	15.9%	1.7%	1.0%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	5.5%	1.5%	0.0%	0.3%	8.6%	0.3%	0.1%	
Non-Residential														
Work	0.1%	1.4%	0.6%	1.0%	0.0%	7.9%	7.3%	5.8%	0.0%	1.4%	15.7%	1.1%	0.7%	
NonWork	0.1%	0.5%	0.3%	0.7%	0.1%	0.9%	5.7%	2.1%	0.0%	0.2%	6.4%	0.3%	0.2%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.5%	11.2%	1.7%	12.6%	20.6%	13.8%	1.9%	0.2%	1.0%	0.0%	0.2%	0.2%	0.1%	100.0%
NonWork	0.1%	7.2%	0.2%	6.2%	57.1%	11.6%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	0.7%	6.4%	1.2%	3.1%	27.3%	12.6%	1.9%	0.3%	0.9%	1.0%	0.6%	0.7%	0.1%	100.0%
NonWork	0.2%	4.9%	0.6%	3.0%	54.3%	12.6%	0.8%	0.2%	2.3%	1.3%	1.5%	0.9%	0.0%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
24 Work	0.1%	0.1%	0.0%	0.2%	0.1%	5.6%	9.6%	2.7%	0.0%	1.4%	15.4%	2.1%	1.2%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	6.1%	1.7%	0.0%	0.2%	7.7%	0.5%	0.2%	
Non-Residential														
Work	0.1%	1.6%	0.6%	0.9%	0.1%	7.2%	6.8%	4.4%	0.0%	1.4%	16.3%	0.9%	0.5%	
NonWork	0.0%	0.6%	0.4%	0.5%	0.1%	0.8%	5.2%	1.7%	0.0%	0.2%	6.5%	0.2%	0.1%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.7%	11.4%	1.6%	11.3%	20.1%	12.1%	1.9%	0.2%	0.2%	1.5%	0.3%	0.0%	0.1%	100.0%
NonWork	0.2%	7.7%	0.4%	5.9%	56.1%	10.5%	0.4%	0.0%	0.4%	1.1%	0.1%	0.0%	0.1%	100.0%
Non-Residential														
Work	0.4%	7.5%	1.0%	4.4%	29.0%	12.6%	1.3%	0.4%	0.4%	0.4%	0.8%	0.6%	0.2%	100.0%
NonWork	0.1%	5.7%	0.3%	3.6%	57.9%	12.5%	0.5%	0.2%	0.4%	0.5%	1.3%	0.6%	0.1%	100.0%

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

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.0%	0.1%	0.0%	0.1%	0.0%	1.5%	2.2%	0.8%	0.0%	0.7%	4.9%	0.8%	0.7%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.1%	0.3%	0.5%	0.3%	0.0%	0.2%	1.4%	0.2%	0.1%	
Non-Residential														
Work	0.0%	0.7%	0.4%	0.7%	0.1%	2.3%	2.2%	2.0%	0.0%	0.6%	5.7%	0.6%	0.5%	
NonWork	0.0%	0.2%	0.2%	0.3%	0.1%	0.3%	0.4%	0.5%	0.0%	0.1%	0.6%	0.1%	0.1%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.6%	9.9%	3.2%	8.4%	6.3%	46.2%	10.4%	0.8%	1.7%	0.1%	0.5%	0.1%	0.1%	100.0%
NonWork	0.1%	6.6%	1.2%	1.3%	8.4%	73.6%	5.1%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%
Non-Residential														
Work	0.9%	6.2%	3.8%	1.2%	9.6%	48.4%	9.2%	1.1%	1.7%	1.0%	0.9%	0.3%	0.1%	100.0%
NonWork	0.3%	4.4%	2.1%	0.4%	6.9%	70.0%	5.8%	0.5%	2.7%	1.4%	2.0%	0.5%	0.0%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrst	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
25 Work	0.0%	0.0%	0.0%	0.1%	0.1%	1.3%	2.4%	0.8%	0.0%	0.5%	3.7%	0.9%	0.7%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.5%	0.4%	0.0%	0.1%	1.0%	0.3%	0.2%	
Non-Residential														
Work	0.0%	1.2%	0.6%	0.7%	0.3%	2.1%	1.9%	1.5%	0.0%	0.6%	5.2%	0.4%	0.3%	
NonWork	0.0%	0.5%	0.2%	0.3%	0.2%	0.3%	0.5%	0.5%	0.0%	0.1%	0.6%	0.1%	0.1%	
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.8%	10.6%	3.4%	6.7%	6.3%	46.6%	10.3%	0.8%	0.1%	2.5%	0.8%	0.1%	0.2%	100.0%
NonWork	0.2%	6.6%	1.4%	1.0%	8.1%	72.3%	5.5%	0.1%	0.2%	1.3%	0.2%	0.0%	0.1%	100.0%
Non-Residential														
Work	0.6%	6.1%	3.3%	1.4%	9.1%	48.6%	9.4%	1.8%	0.2%	0.9%	2.4%	1.0%	0.2%	100.0%
NonWork	0.1%	4.0%	1.5%	0.4%	7.0%	71.7%	6.0%	0.6%	0.2%	0.8%	3.0%	1.4%	0.1%	100.0%

PROJECT RSA: 26 Area Generally Bounded B Azusa, Glendora, Diamond Bar, Hacienda Heights

10/31/03

2001 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.4%	0.1%	0.0%	0.4%	1.9%	0.6%	0.6%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%	0.1%	0.0%	0.2%	1.0%	0.3%	0.2%	
Non-Residential														
Work	0.0%	0.2%	0.2%	0.3%	0.0%	0.5%	0.4%	0.4%	0.0%	0.2%	1.5%	0.3%	0.3%	
NonWork	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%	0.1%	
LongBch Vernon Downey DntnLA Glendle Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.6%	5.2%	4.6%	3.2%	1.2%	11.7%	48.6%	7.0%	7.3%	0.7%	5.2%	0.0%	0.1%	100.0%
NonWork	0.2%	2.0%	2.7%	0.5%	0.6%	7.9%	75.7%	5.3%	1.8%	0.1%	0.9%	0.0%	0.0%	100.0%
Non-Residential														
Work	0.9%	2.8%	5.4%	0.2%	1.8%	15.0%	52.8%	5.5%	6.5%	1.3%	3.1%	0.1%	0.1%	100.0%
NonWork	0.2%	0.5%	3.5%	0.0%	0.2%	6.2%	71.2%	4.9%	6.6%	1.7%	4.2%	0.1%	0.0%	100.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCntLLA	Bch.LAX	PVerdes	
Purpose	7	8	9	10	11	12	13	14	15	16	17	18	19	
Residential														
26 Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.3%	0.1%	0.0%	0.2%	0.9%	0.5%	0.5%	
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%	0.1%	0.4%	0.3%	0.2%	
Non-Residential														
Work	0.0%	1.0%	0.6%	0.5%	0.3%	0.6%	0.4%	0.4%	0.0%	0.2%	1.5%	0.2%	0.2%	
NonWork	0.0%	0.4%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.0%	0.1%	0.2%	0.1%	0.1%	
LongBch Vernon Downey DntnLA Glendle Pasadena WCovina Pomona														
Purpose	20	21	22	23	24	25	26	27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	0.8%	4.7%	5.6%	1.8%	0.9%	12.5%	48.4%	5.6%	0.0%	9.6%	6.6%	0.5%	0.1%	100.0%
NonWork	0.2%	1.5%	2.9%	0.3%	0.4%	7.8%	74.5%	5.2%	0.0%	4.2%	1.5%	0.1%	0.1%	100.0%
Non-Residential														
Work	0.5%	2.5%	4.2%	0.3%	1.9%	13.8%	46.7%	8.5%	0.2%	4.0%	8.7%	2.6%	0.1%	100.0%
NonWork	0.1%	0.4%	2.7%	0.0%	0.3%	6.7%	69.6%	6.0%	0.0%	2.8%	6.8%	3.0%	0.1%	100.0%

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

2001 TRIP DISTRIBUTION PERCENTAGES

10/31/03

Project Type	7	8	9	10	11	12	13	14	15	16	17	18	19
Purpose	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCnttLA	Bch.LAX	PVerdes
Residential	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.3%	0.1%	0.0%	0.2%	0.9%	0.3%	0.3%
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.1%	0.0%	0.2%	0.9%	0.3%	0.3%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Non-Residential	0.0%	0.1%	0.2%	0.2%	0.0%	0.2%	0.2%	0.2%	0.0%	0.1%	0.4%	0.1%	0.1%
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona													
Purpose	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
Residential	0.3%	1.8%	1.2%	1.4%	0.6%	4.1%	14.3%	34.2%	5.7%	3.1%	30.7%	0.0%	100.0%
Work	0.2%	1.2%	0.6%	0.3%	0.6%	2.2%	15.4%	60.1%	1.3%	0.3%	15.8%	0.0%	100.0%
NonWork	0.2%	0.6%	1.2%	0.1%	0.6%	3.6%	23.1%	40.0%	4.8%	2.8%	21.1%	0.1%	100.0%
Non-Residential	0.0%	0.1%	0.2%	0.0%	0.0%	0.4%	14.7%	57.3%	2.1%	2.0%	22.9%	0.1%	100.0%
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

2025 TRIP DISTRIBUTION PERCENTAGES

Project Type	7	8	9	10	11	12	13	14	15	16	17	18	19
Purpose	Agoura	SClarita	Lancstr	Palmdle	AngFrist	W.SFV	Burbank	Sylmar	Malibu	SMonica	WCnttLA	Bch.LAX	PVerdes
Residential	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.1%	0.0%	0.1%	0.6%	0.3%	0.3%
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%	0.1%	0.4%	0.3%	0.2%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Non-Residential	0.0%	0.6%	0.4%	0.3%	0.2%	0.3%	0.2%	0.2%	0.0%	0.1%	0.4%	0.1%	0.1%
Work	0.0%	0.2%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
LongBch Vernon Downey DntnLA Glendale Pasadena WCovina Pomona													
Purpose	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
Residential	0.4%	2.1%	1.8%	1.0%	0.6%	5.8%	21.2%	26.7%	0.0%	8.2%	28.6%	1.6%	100.0%
Work	0.2%	1.0%	0.7%	0.2%	0.4%	2.1%	16.2%	55.2%	0.0%	3.0%	19.3%	0.2%	100.0%
NonWork	0.1%	0.5%	0.8%	0.1%	0.6%	3.2%	15.8%	31.5%	0.1%	2.5%	35.9%	5.9%	100.0%
Non-Residential	0.0%	0.1%	0.1%	0.0%	0.1%	0.5%	13.1%	54.9%	0.0%	0.7%	26.4%	3.3%	100.0%
Work	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
NonWork	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

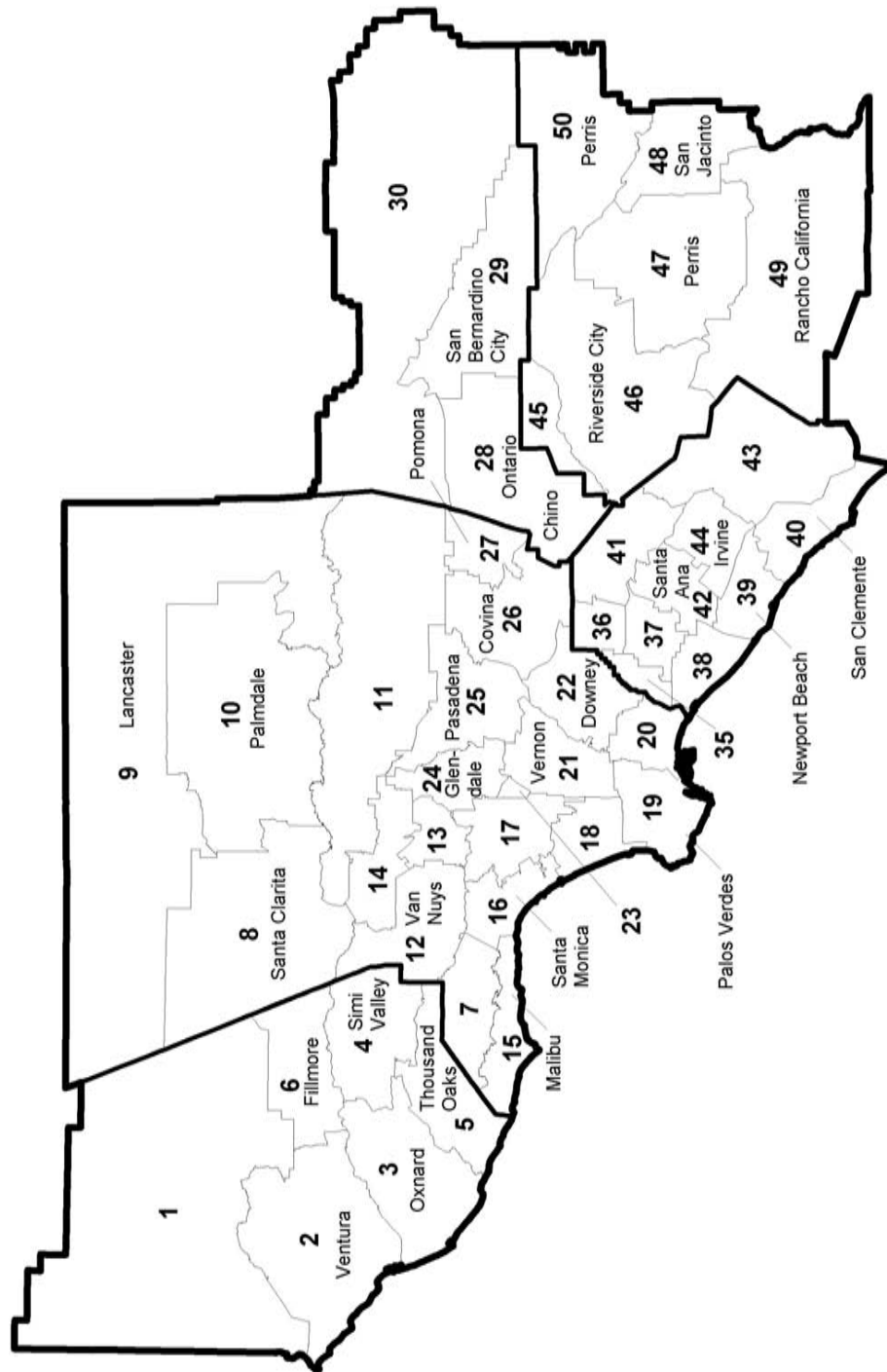
Exhibit B-4

Regional Statistical Areas

RSA	AREA GENERALLY BOUNDED BY
7	Agoura Hills, Calabasas, Hidden Hills
8	Santa Clarita, Castaic
9	Lancaster, Gorman
10	Palmdale, Agua Dulce
11	Angeles National Forest
12	Woodland Hills, Sherman Oaks, Sepulveda, Porter Ranch
13	Burbank, Sun Valley, North Hollywood
14	San Fernando, Granada Hills, Sylmar, Tujunga
15	Malibu
16	Santa Monica, Bel Air, Palisades, Marina Del Rey
17	Westwood, Beverly Glen, Los Feliz, Hyde Park, Culver City
18	Westchester, Redondo Beach, Gardena, Inglewood
19	Torrance, Palos Verdes, Carson
20	Long Beach, Lakewood
21	Boyle Heights, Montebello, Compton, Willowbrook
22	Paramount, Hawaiian Gardens, Pico Rivera, La Habra Heights
23	Downtown Los Angeles, Exposition Park, MacArthur Park
24	Glendale, Echo Park, El Sereno
25	La Canada-Flintridge, Pasadena, Monterey Park, South El Monte, Duarte
26	Azusa, Glendora, Diamond Bar, Hacienda Heights
27	San Dimas, Pomona, Claremont

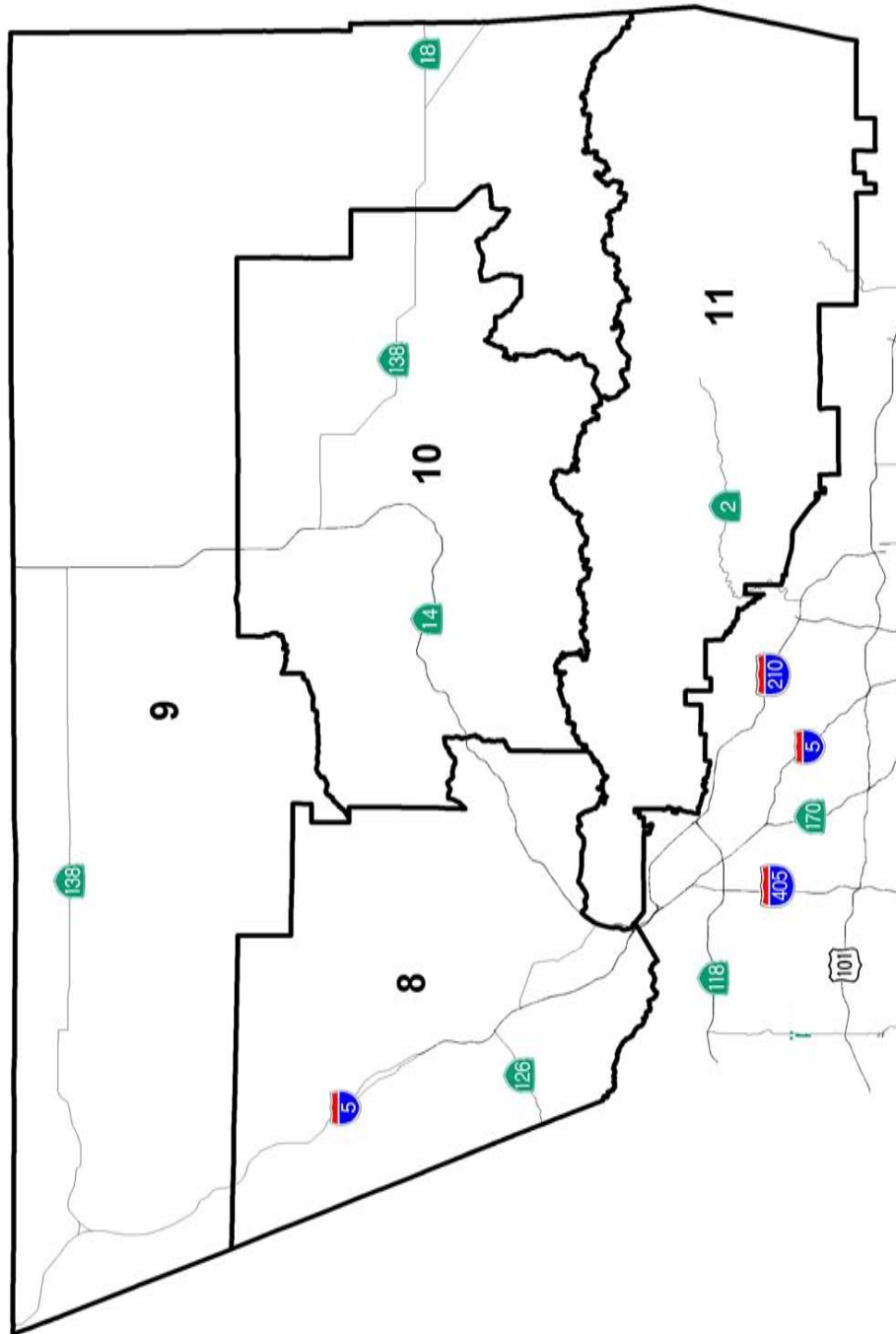
Regional Statistical Areas (RSA's)

LARTS Modeling Region



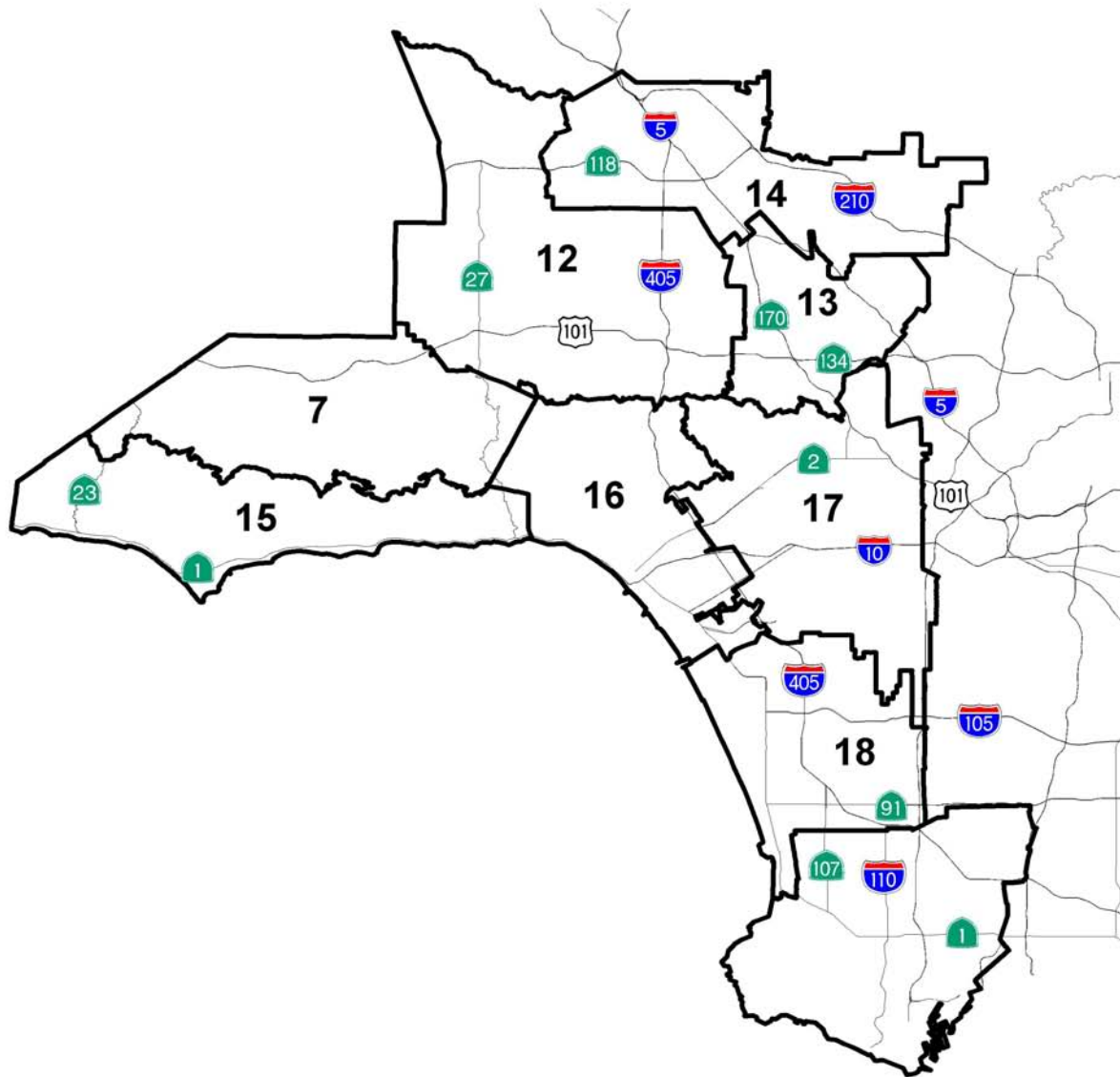
Regional Statistical Areas (RSA's)

North County



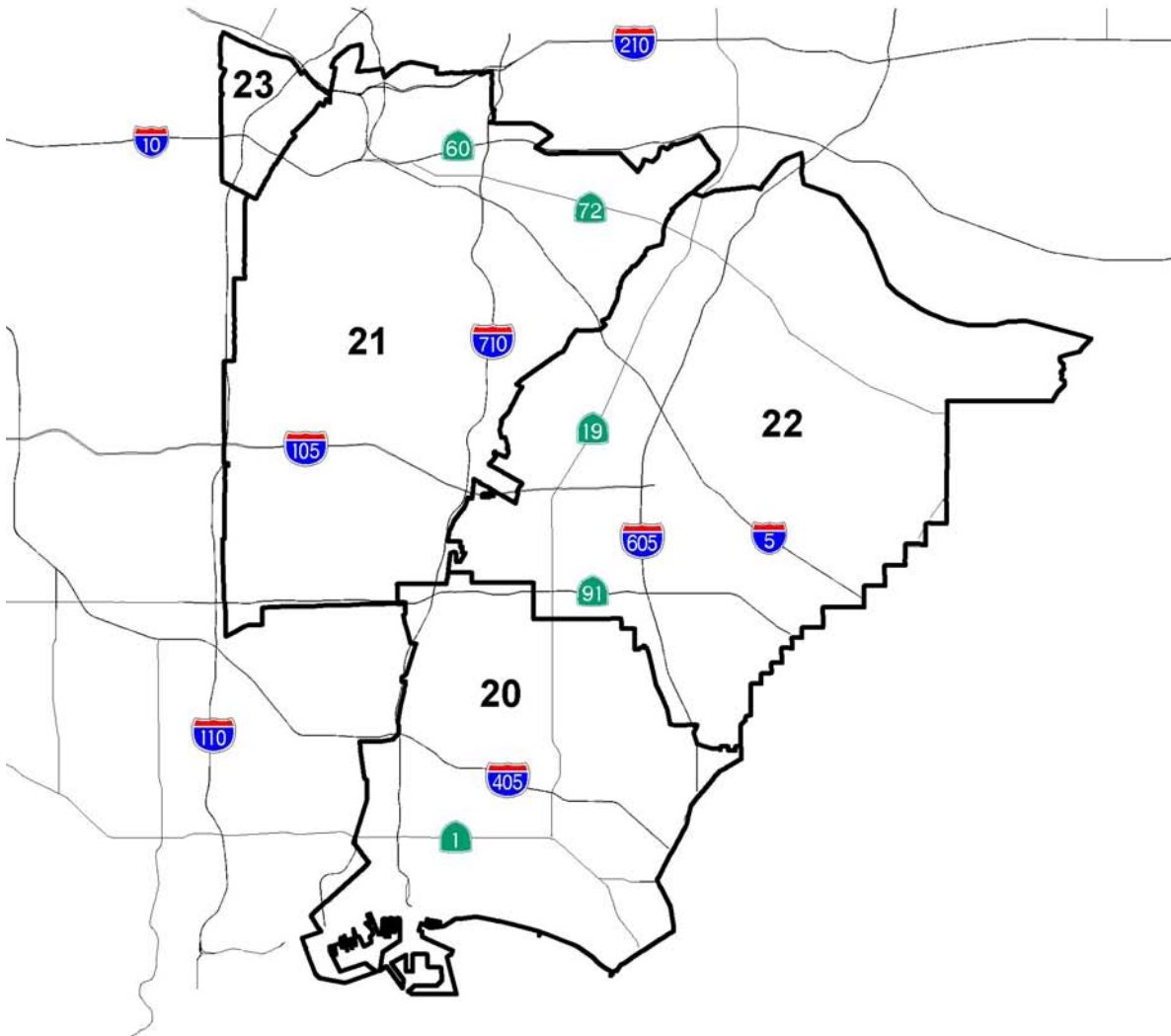
Regional Statistical Areas (RSA's)

San Fernando Valley, Westside, South Bay



Regional Statistical Areas (RSA's)

Central, Gateway



Regional Statistical Areas (RSA's)

San Gabriel Valley

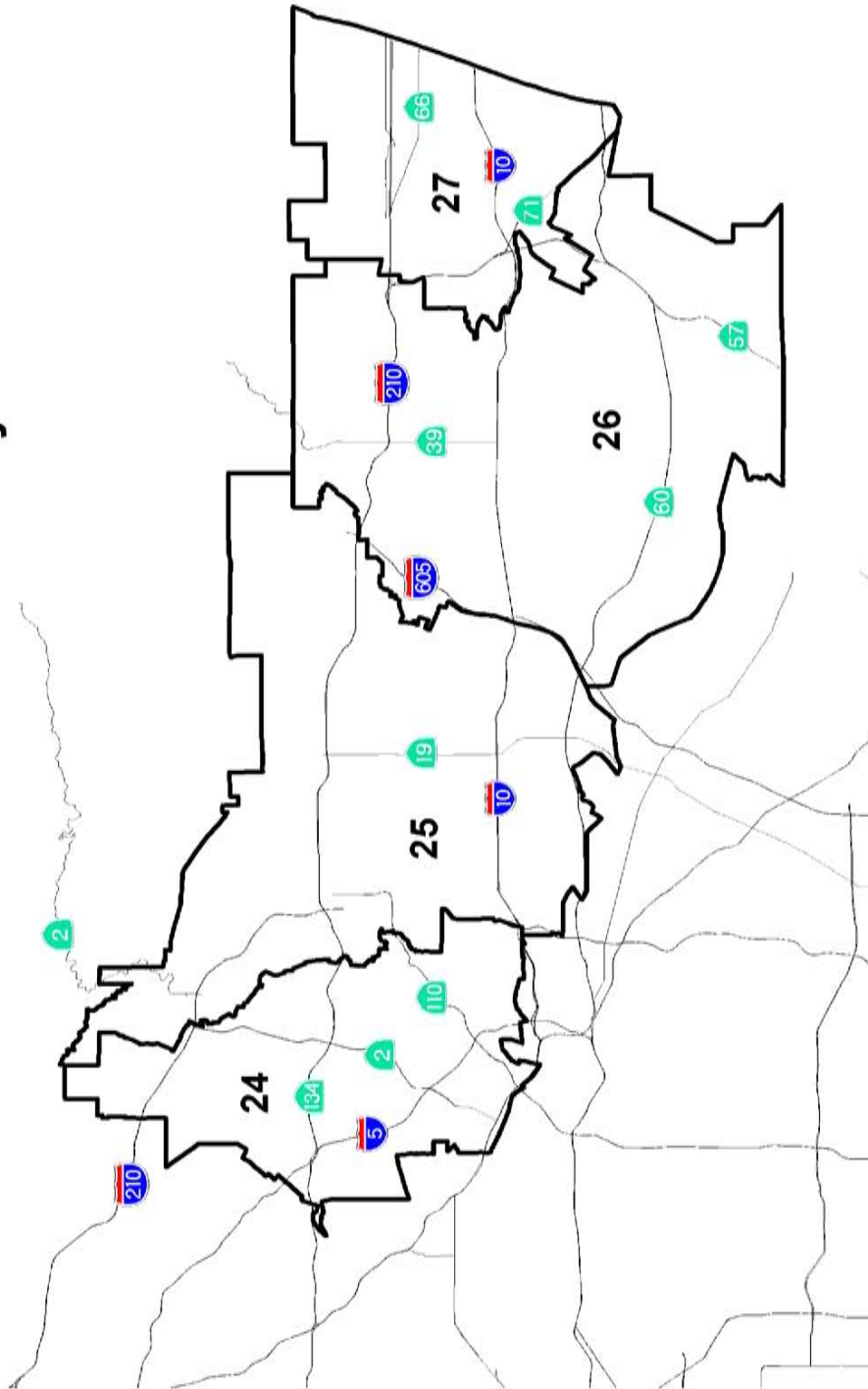


EXHIBIT B-5**GENERAL PROCEDURE FOR CALCULATING TRIP DISTRIBUTION**

1. Using Exhibit B-2 as guidance, determine the proportion of project trip generation which is work versus non-work. Assumptions and sources for land uses not listed in Exhibit B-2 must be documented.
2. Using Exhibit B-4, determine the RSA in which the project is located (the "project RSA").
3. Using Exhibit B-3, determine the RSA-level work and non-work trip distributions for the project. Any basis for variation from these travel patterns must be documented.
4. While specific characteristics of the project and study area must be considered, traffic assignment should be conducted according to the following guidelines:
 - a. Trips internal to the project RSA may be primarily assigned to non-CMP routes;
 - b. Trips from the project RSA to immediately adjacent RSAs should be primarily assigned to CMP arterials or freeways, if present; and
 - c. Trips from the project RSA to RSAs not adjacent to the project RSA should be primarily assigned to freeways, if present.

Exhibit B-6

General Procedures for Freeway Segment (Mainline) Analysis

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

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

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

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

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

3. Calculate the impact of the project during a.m. and p.m. peak hours. This is defined by:
 - a. Incremental Effect - The increase in D/C ratio due to the proposed project [project traffic demand / horizon year capacity].
 - b. Resulting LOS - The LOS due to the total of horizon year and proposed project traffic [(horizon year traffic demand + project traffic demand) / horizon year capacity], and using the table above.

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

EXHIBIT B-7

**LAND USE ANALYSIS PROGRAM
MODEL RESOLUTION**

CITY OF _____

RESOLUTION NO. _____

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

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

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

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

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

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

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

ADOPTED this ___ day of ____, 1993.

[INSERT APPLICABLE SIGNATURE BLOCKS HERE]

APPENDIX

C

GUIDELINES FOR LOCAL DEVELOPMENT REPORTS AND SELF-CERTIFICATIONS

GUIDELINES FOR LOCAL DEVELOPMENT REPORTS AND SELF-CERTIFICATION

This Appendix provides instructions for local jurisdictions to meet the requirements of the Congestion Management Program for Los Angeles County including the Countywide Deficiency Plan. Completion of the Local Development Report (LDR), and the associated actions bulleted below, satisfy all major responsibilities of local jurisdictions under the CMP. **The LDR and a resolution adopting it and certifying CMP conformance must be submitted to the Los Angeles County Metropolitan Transportation Authority (MTA) by September 1 of each year.**

Using the LDR spreadsheet file available from MTA will simplify completion of the information required in the LDR. Please contact Steve Fox at (213) 922-2238 or foxs@mta.net or Karen Wenzel at (213) 922-2560 or wenzelk@mta.net to obtain a copy.

Failure to provide all information or to strictly adhere to the following requirements may result in MTA rejection of the Local Development Report. The following sections must be included in the LDR report:

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

C.1 RESOLUTION OF CONFORMANCE

Exhibit C-1 of this Appendix provides a model resolution which must be included as part of the Local Development Report. This resolution certifies the local jurisdiction's conformance with all elements of the CMP. Modifications to the wording shown must not exclude or alter the content of the model resolution. As specified by statute, the resolution must be adopted by the local jurisdiction's governing board at a noticed public hearing.

C.2 SECTION I - NEW DEVELOPMENT ACTIVITY REPORT

Exhibit C-2 of this Appendix contains an example Local Development Report. It contains four parts: A summary page, a new development activity page, a new development adjustments page, and an exempted development activity page.

Page 1: Development Plan Summary Page - This is the summary page of the LDR (Section I, page 1). It summarizes the information inputted into the LDR's other pages. This page is automatically calculated from information entered on other sheets of this spreadsheet, except for the three items listed below. Please note that all cells that contain a red font are automatically calculated by embedded formulas, so no data should be input into them. Data should only be entered into cells that contain a blue font or a blue "Enter." The "Date

Prepared:" cell on this and all LDR forms will always reflect the current date unless it is manually changed.

Page 2: New Development Activity Page - This is the New Development Activity page (Section I, page 2) for building permits issued for the reporting period. Enter information in the cells that contain blue font or a blue "Enter." **Remember to enter square footage in thousands of square feet (e.g., "100" equals 100,000 sq. ft.). If there are no data to enter for a particular type of development, enter a zero ("0") to allow the page to total correctly.** Refer to Appendix D of the 2004 CMP for definitions of each land use category.

Page 3: New Development Adjustments Page - This is the New Development Adjustments page (Section I, page 3). Adjustments are recorded for demolition permits issued during the reporting period, or for prior building permits that were issued and then revoked, expired or withdrawn during the reporting period. Enter information in the cells that have blue font or a blue "Enter." **Once again, remember to enter square footage in thousands of square feet (e.g., "100" equals 100,000 sq. ft.). If there are no data to enter for a particular type of development, enter a zero ("0") to allow the page to total correctly.** Refer to Appendix D of the 2004 CMP for definitions of each land use category.

Page 4: Exempt Development Activity Page - This is the Exempt Development Activity page (Section I, page 4). If building permits issued during the reporting period qualify for any of these categories, **DO NOT** include them with the projects reported on the New Development Activity page (page 2 above). **Once again, remember to enter square footage in thousands of square feet (e.g., "100" equals 100,000 sq. ft.). If there are no data to enter for a particular type of development, enter a zero ("0") to allow the page to total correctly.** Definitions for "Exempted Developments" are shown on this page of the spreadsheet or in Appendix D of the 2004 CMP.

EXHIBIT C-1**SAMPLE RESOLUTION
CMP CONFORMANCE SELF-CERTIFICATION**

CITY OF _____ [COUNTY OF LOS ANGELES]

RESOLUTION NO. _____

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

WHEREAS, the Los Angeles County Metropolitan Transportation Authority ("MTA"), acting as the Congestion Management Agency for Los Angeles County, adopted the 2004 Congestion Management Program in March 2004; and

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

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

WHEREAS, the City Council [Board] held a noticed public hearing on _____, 200__.

NOW, THEREFORE, THE CITY COUNCIL [BOARD OF SUPERVISORS] FOR THE CITY OF [COUNTY OF LOS ANGELES] DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the City [County] has taken all of the following actions, and that the City [County] is in conformance with all applicable requirements of the 2004 CMP.

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

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

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

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

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

ADOPTED this ___ day of _____, 200__.

[INSERT APPLICABLE SIGNATURE BLOCKS HERE]

EXHIBIT C-2

LOCAL DEVELOPMENT REPORT

<p>2004 CMP Local Development Report Report Period: JUNE 1, 2003 - MAY 31, 2004¹</p> <p>Contact: Phone Number:</p>	<p>Date Prepared:</p>
<p>CONGESTION MANAGEMENT PROGRAM FOR LOS ANGELES COUNTY</p>	

2004 DEFICIENCY PLAN SUMMARY¹

*** IMPORTANT: All values in red font are automatically calculated;
do not enter data in these cells.**

<u>DEVELOPMENT TOTALS</u>	
RESIDENTIAL DEVELOPMENT ACTIVITY	
Single Family Residential	Dwelling Units #VALUE!
Multi-Family Residential	#VALUE!
Group Quarters	#VALUE!
COMMERCIAL DEVELOPMENT ACTIVITY	
Commercial (less than 300,000 sq.ft.)	1,000 Net Sq.Ft.2 #VALUE!
Commercial (300,000 sq.ft. or more)	#VALUE!
Freestanding Eating & Drinking	#VALUE!
NON-RETAIL DEVELOPMENT ACTIVITY	
Lodging	1,000 Net Sq.Ft.2 #VALUE!
Industrial	#VALUE!
Office (less than 50,000 sq.ft.)	#VALUE!
Office (50,000-299,999 sq.ft.)	#VALUE!
Office (300,000 sq.ft. or more)	#VALUE!
Medical	#VALUE!
Government	#VALUE!
Institutional/Educational	#VALUE!
University (# of students)	#VALUE!
OTHER DEVELOPMENT ACTIVITY	
ENTER IF APPLICABLE	Daily Trips #VALUE!
ENTER IF APPLICABLE	#VALUE!
EXEMPTED DEVELOPMENT TOTALS	
Exempted Dwelling Units	#VALUE!
Exempted Non-residential sq. ft. (in 1,000s)	#VALUE!

1. Note: Please change dates on this form for later years. Section I, Page 1
 2. Net square feet is the difference between new development and adjustments entered on pages 2 and 3.

EXHIBIT C-2

SECTION 1—NEW DEVELOPMENT ACTIVITY REPORT
PART 1: NEW DEVELOPMENT ACTIVITY

Date Prepared:	
2004 CMP Local Development Report	
Report Period: JUNE 1, 2003 - MAY 31, 2004¹	
Enter data for all cells labeled "Enter". If there are no data for that category, enter "0".	
PART 1: NEW DEVELOPMENT ACTIVITY	
RESIDENTIAL DEVELOPMENT ACTIVITY	
Category	Dwelling Units
Single Family Residential	Enter
Multi-Family Residential	Enter
Group Quarters	Enter
COMMERCIAL DEVELOPMENT ACTIVITY	
Category	1,000 Gross Square Feet
Commercial (less than 300,000 sq.ft.)	Enter
Commercial (300,000 sq.ft. or more)	Enter
Freestanding Eating & Drinking	Enter
NON-RETAIL DEVELOPMENT ACTIVITY	
Category	1,000 Gross Square Feet
Lodging	Enter
Industrial	Enter
Office (less than 50,000 sq.ft.)	Enter
Office (50,000-299,999 sq.ft.)	Enter
Office (300,000 sq.ft. or more)	Enter
Medical	Enter
Government	Enter
Institutional/Educational	Enter
University (# of students)	Enter
OTHER DEVELOPMENT ACTIVITY	
Description (Attach additional sheets if necessary)	Daily Trips (Enter "0" if none)
	Enter
	Enter

Section I, Page 2

EXHIBIT C-2

SECTION 1—NEW DEVELOPMENT ACTIVITY REPORT
PART 2: NEW DEVELOPMENT ADJUSTMENTS

Date Prepared:	
2004 CMP Local Development Report	
Report Period: JUNE 1, 2003 - MAY 31, 2004¹	
Enter data for all cells labeled "Enter". If there are no data for that category, enter "0".	
PART 2: NEW DEVELOPMENT ADJUSTMENTS	
IMPORTANT: Adjustments may be claimed only for 1) development permits that were both issued and revoked, expired or withdrawn during the reporting period, and 2) demolition of any structure with the reporting period.	
RESIDENTIAL DEVELOPMENT ADJUSTMENTS	
Category	Dwelling Units
Single Family Residential	Enter
Multi-Family Residential	Enter
Group Quarters	Enter
COMMERCIAL DEVELOPMENT ACTIVITY	
Category	1,000 Gross Square Feet
Commercial (less than 300,000 sq.ft.)	Enter
Commercial (300,000 sq.ft. or more)	Enter
Freestanding Eating & Drinking	Enter
NON-RETAIL DEVELOPMENT ACTIVITY	
Category	1,000 Gross Square Feet
Lodging	Enter
Industrial	Enter
Office (less than 50,000 sq.ft.)	Enter
Office (50,000-299,999 sq.ft.)	Enter
Office (300,000 sq.ft. or more)	Enter
Medical	Enter
Government	Enter
Institutional/Educational	Enter
University (# of students)	Enter
OTHER DEVELOPMENT ACTIVITY	
Description (Attach additional sheets if necessary)	Daily Trips (Enter "0" if none)
ENTER IF APPLICABLE	Enter
ENTER IF APPLICABLE	Enter

Section I, Page 3

EXHIBIT C-2

SECTION 1—NEW DEVELOPMENT ACTIVITY REPORT
PART 3: EXEMPTED DEVELOPMENT ACTIVITY

		Date Prepared:
2004 CMP Local Development Report		
Report Period: JUNE 1, 2003 - MAY 31, 2004¹		
Enter data for all cells labeled "Enter". If there are no data for that category, enter "0".		
PART 3: EXEMPTED DEVELOPMENT ACTIVITY		
(NOT INCLUDED IN NEW DEVELOPMENT ACTIVITY TOTALS)		
Low/Very Low Income Housing	<input type="text" value="Enter"/>	Dwelling Units
High Density Residential Near Rail Stations	<input type="text" value="Enter"/>	Dwelling Units
Mixed Use Developments Near Rail Stations	<input type="text" value="Enter"/> <input type="text" value="Enter"/>	1,000 Gross Square Feet Dwelling Units
Development Agreements Entered into Prior to July 10, 1989	<input type="text" value="Enter"/> <input type="text" value="Enter"/>	1,000 Gross Square Feet Dwelling Units
Reconstruction of Buildings Damaged in April 1992 Civil Unrest	<input type="text" value="Enter"/> <input type="text" value="Enter"/>	1,000 Gross Square Feet Dwelling Units
Reconstruction of Buildings Damaged in Jan. 1994 Earthquake	<input type="text" value="Enter"/> <input type="text" value="Enter"/>	1,000 Gross Square Feet Dwelling Units
Total Dwelling Units	<input type="text"/>	
Total Non-residential sq. ft. (in 1,000s)	<input type="text"/>	

Section I, Page 4

Exempted Development Definitions:

- Low/Very Low Income Housing: As defined by the California Department of Housing and Community Development as follows:
 - Low-Income: equal to or less than 80% of the County median income, with adjustments for family size.
 - Very Low-Income: equal to or less than 50% of the County median income, with adjustments for family size.
- High Density Residential Near Rail Stations: Development located within 1/4 mile of a fixed rail passenger station and that is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre is automatically considered high density.
- Mixed Uses Near Rail Stations: Mixed-use development located within 1/4 mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing.
- Development Agreements: Projects that entered into a development agreement (as specified under Section 65864 of the California Government Code) with a local jurisdiction prior to July 10, 1989.
- Reconstruction or replacement of any residential or non-residential structure which is damaged or destroyed, to the extent of greater than or equal to 50% of its reasonable value, by fire, flood, earthquake or other similar calamity.
- Any project of a federal, state or county agency that is exempt from local jurisdiction zoning regulations and where the local jurisdiction is precluded from exercising any approval/disapproval authority. These locally precluded projects do not have to be reported in the LIR.

APPENDIX

D

GUIDELINES FOR NEW DEVELOPMENT ACTIVITY

GUIDELINES FOR NEW DEVELOPMENT ACTIVITY

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

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

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

D.1 LAND USE CATEGORIES

All building permits issued must be tracked by the type of land use, and the resulting number of new dwelling units or new gross square footage. Three (3) residential and twelve (12) non-residential categories are provided below for this purpose. To calculate the total new development, use the file obtained from MTA staff and shown in Exhibits D-1, D-2 and D-3.

- **Single-Family Residential:** detached residential units on a single lot, including mobile homes.
- **Multi-Family Residential:** two or more dwelling units on a lot – may be attached (duplex) or detached. Includes senior citizen apartments and condominiums and “granny” units.
- **Group Quarters:** examples include Board and Care facilities providing room, board, and minor medical care; Boarding and Rooming Houses providing lodging with or without meals for compensation; Dormitories related to an educational use; Independent Living Centers for ambulatory clients; Military Housing; Single Room Occupancy (SRO)

facilities; Convalescent Homes; Veterans Administration Hospitals; Homeless Shelters; Prisons and other correctional facilities.

- **Commercial:** any of the following types of commercial uses:
 - Retail Sales: examples include appliances and electronic equipment; bakeries; bookstores; clothing and apparel stores; department stores; drug store and pharmacies; furniture and home furnishings; hobby and sporting goods; home supplies and hardware stores; lumber and other building materials; markets, grocery stores, mini-market or liquor stores; office supplies/stationary stores; pawnshops and second hand shops; retail nurseries and garden stores.
 - Service Businesses: examples include apparel and shoe repair; barber; beauty salon; coin operated laundry and dry cleaning; film development; photography studios; radio/TV, electronic or appliance repair; reproduction centers; telephone answering service.
 - Automobile/Truck Services: examples include auto parts sales; new or used auto, motorcycle, boat, mobile home, recreational vehicle or camper sales or rental lots and service/repair; service stations; carwashes.
 - Integrated Eating and Drinking: eating and drinking establishments serving prepared food or beverages for consumption on or off the premises that are not in a free-standing structure but are integrated within a multi-use building (i.e. within a shopping center, retail plaza). Examples include fast food, walk-up, sit down, coffee or desert houses, bars, cocktail lounges, nightclubs, and cabarets.

Areas devoted to outdoor dining, excluding sidewalk seating, shall be included in the calculation of total gross square footage.
 - Miscellaneous: examples include burial and/or funeral facilities including mortuaries, mausoleums, cemeteries and crematories; game arcades and electronic game centers; health spas, physical fitness centers; motion picture walk-in theaters; pool or billiard centers; private clubs and lodges.
- **Freestanding Eating and Drinking:** any of the following located in a free-standing structure:
 - Eating Establishments: all enclosed or semi-enclosed establishments serving prepared food or beverages for consumption on or off the premises, including all drive-in or drive-through, fast food, walk-up, sit down, coffee or desert houses.
 - Drinking Establishments: examples include bars, cocktail lounges, nightclubs, cabarets.

Areas devoted to outdoor dining, excluding sidewalk seating, shall be included in the calculation of total gross square footage.

- **Lodging:** Includes hotels, motels, bed and breakfasts inns, and trailer parks for transients.
- **Industrial:** Includes any of the following types of light and heavy industrial uses including manufacturing, wholesale, warehouse, distribution and storage, utilities, agricultural uses and mining operations:
 - **Manufacturing:** Manufacturing of products, either from raw materials or from finished parts or products. Examples include agricultural and miscellaneous chemical production; apparel or garments; bottling plants or breweries; cabinet or carpentry shops; ceramic, clay or pottery products; commercial printing; communication equipment or components; drug manufacturing; electronic or electromechanical machinery; food products including processing, canning, preserving and freezing; furniture production including reupholsters and refinishing; industrial laundry and dry cleaning plants; machine shops; manufacturing or assembly of aircraft, autos, buses, boats, trailers, mobile homes, etc.; metal smelting; metal, iron or steel foundries; metal working firms including plating, fabrication or welding; packing houses; paint production or mixing; paper mills; plastics; prefabricated buildings; product fabrication; research and testing firms; publishing of newspapers, periodicals, books; railroad equipment manufacturing and repair shop; refineries; rubber and plastics; sawmills; soap; stonework and concrete products manufacturing; textiles; tire manufacturing or rebuilding; wineries.
 - **Wholesale Activities:** where all sales are to retailers or merchants for the purpose of resale and not open to the general public.
 - **Warehouse, Distribution and Storage:** examples include bus or railroad yards; equipment rental yard; equipment storage yards including contractors, feed or fuel, lumber, paper, metals or junk, transit, transportation and construction equipment; freight or trucking yard or terminal; lumberyard; recycling/resources recovery transfer facilities; refuse treatment including dumps; self-storage or mini-warehouse facilities; tow truck operations; transfer, moving or storage of furniture and household goods; transportation terminals including bus or train depot/stations; truck, bus or railroad terminal and service facilities; truck/trailer rental and leasing.
 - **Miscellaneous:** communication services; motion picture production and services; radio or television broadcasting/transmission facilities; research and development labs and facilities.
 - **Utilities:** examples include cellular telephone facilities; electrical substations; gas production, distribution or conversion plants; pumping plants; telephone

exchanges; sewage treatment plants; water storage or treatment plants.

- **Agricultural**: all types of agriculture, horticulture and grazing; raising of farm animals and poultry including, but not limited to horses, sheep, goats, cattle, etc.; agricultural experimental facilities.
- **Mining Operations**: includes sand, gravel and other nonfuel mineral operations including excavation, processing, storage, wholesaling and distribution.
- **Office**: Any of the following types of offices, firms or organizations providing professional, executive or management services:
 - **Business Agencies**: examples include advertising, employment, travel, ticket agencies.
 - **Business Offices**: examples include accounting, data and computer related processing, insurance, law or legal services, real estate.
 - **Financial Offices or Institutions**: examples include banks, investment services, trust companies, savings and loan associations, security and commodity exchanges.
 - **Miscellaneous**: examples include offices for business, political, social or membership organizations or agencies.
- **Medical Facilities**: Medical offices for physicians, dentists, chiropractors, optometrists, etc. Medical facilities including: medical and dental laboratories; facilities providing medical, surgical, psychiatric, or emergency services; hospitals including psychiatric, general medical, surgical, and specialty hospitals; birthing centers; hospices; health clinics; veterinarian offices or facilities including animal hospitals and kennels/shelters.
- **Government Facilities**: municipal, county, state, or other governmental buildings such as offices, complexes and research facilities, postal facilities, police and fire facilities, courts, city halls and yards, libraries, community centers.
- **Institutions/Educational**: any of the following types of uses:
 - **Educational Facilities**: includes public or private - nursery schools, pre-schools, elementary, intermediate, high school, junior college; data processing, business and trade schools; day care centers for children and adults; job training centers; vocational schools.
 - **Religious Institutions**: includes facilities for religious observation such as churches, convents and monasteries, but not including private schools.
- **Other**: all land uses not referenced elsewhere shall be calculated on a project-by-

project basis. The local jurisdiction shall estimate the project trip generation and apply the point rate assigned to the "other" category. Examples of projects requiring individual review include:

- Commercial Recreation: public and private recreational uses such as amusement parks and theme-type complexes; bowling alleys; convention centers and halls; dance halls, studios and schools; drive-in theaters; equestrian centers or stables; golf courses; ice/roller skating rinks; indoor and outdoor amphitheaters; museums; racetracks; sport stadiums and arenas; sporting and recreational camps; zoos.
- Airport and Port related projects.
- **Universities/Colleges**: includes private or public four-year colleges and universities.

GUIDANCE NOTES:

- Calculations: All calculations are to be based on gross square footage (i.e., all areas within the building walls, measured interior to interior). "Net" calculations are not permitted (i.e., taking off deductions for hallways, mechanical areas, atriums, bathrooms, etc.).
- Non-Residential Alterations/Remodels: Please report only permits that will result in the construction of new square footage. Permits for alteration or remodel of existing square footage, or that result in a change of use, should not be counted.
- Commercial and office structure additions: The development activity category used is based on the combined total of the existing square footage plus the new added square footage. For instance, an existing 250,000 square foot commercial center plans to add 75,000 square feet. The development category selected would be "Commercial 300+ KSF", based on the final combined project size of 325,000 square feet.
- Speculation Buildings: Where the actual tenancy of a building is unknown at the time of building permit issuance, city staff shall select the most applicable land use category relative to the property's underlying zoning designation and the intended use noted on the building permit application. For instance, a building constructed in a commercial zone allowing retail shall be calculated as a retail structure. A building constructed in a commercial zone allowing office uses but not retail uses shall be calculated as an office structure. Buildings constructed in an industrial zone shall be considered industrial uses.
- Residential Additions: Should not be included unless the construction results in the addition of a new dwelling unit. For example, the addition of a bedroom need not be reported for development purposes.

- Guest Houses/Quarters: Should not be included as long as the unit is not for rental/sale as a separate unit.
- Demolition and Reconstruction: Demolition and then reconstruction of any building, whether whole or part, is considered new construction and should be included.
- Legalization of Existing Structures: Permits issued to legalize non-residential square footage and/or a “bootleg” dwelling unit should be included. Permits issued to legalize interior modifications only (such as electrical or plumbing work) should not be included.
- Parking Structures/ Surface Parking Areas: Not included.
- Ancillary Structures: Not included. Examples include flagpoles, mailboxes, swimming pool/spa equipment sheds, water heater enclosures, etc.
- Low-Income And/Or Very Low-Income Housing: In a project with both low/very-low income units and market rate units, only the units “set aside” and restricted for occupancy of persons meeting the following definition are eligible for exemption. Market rate units should be included.
 - Low Income: Equal to or less than 80% of the median income, with adjustments for family size.
 - Very Low-Income: Equal to or less than 50% of median income, with adjustments for family size.
- Mixed-use projects: Shall be categorized based on the actual intended use mix of the project with residential dwelling units always tallied separately.
- Special Events Permits: Permits issued for temporary or “seasonal” types of uses that do not result in the addition of permanent new square footage, such as parking lot sales, or Christmas tree/fireworks sales, are exempt from new development activity reporting.

D.2 EXEMPTED DEVELOPMENT ACTIVITY

Certain types of development projects, as listed below, must be tracked and reported on the Exempted Development Activity page of the Local Development Report as shown in Exhibit D-2.

- “Set aside” units for Low/Very Low Income Housing, as defined by the California Department of Housing and Community Development, as follows:

- Low-Income: Equal to or less than 80% of the median income, with adjustments for family size.
- Very Low-Income: Equal to or less than 50% of the median income, with adjustments for family size.
- High Density Residential Near Rail Stations: Development located within one-quarter mile of a fixed rail passenger station which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre is automatically considered high density.
- Mixed Uses Near Rail Stations: Mixed-use development located within one-quarter mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing.
- Development Agreements: Projects that entered into a development agreement (as specified under Sections 65864 through 65869.5 of the California Government Code) with a local jurisdiction prior to July 10, 1989.
- January 1994 Earthquake Reconstruction: Buildings and structures damaged or destroyed in Los Angeles County as a result of the January 1994 earthquake, which received entitlements for reconstruction prior to June 1, 1997.
- Any project of a federal, state, or county agency that is exempt from local jurisdiction zoning regulations and where the local jurisdiction is precluded from exercising any approval/disapproval authority. These locally precluded projects do not have to be reported in the Local Development Report.
- Reconstruction or replacement of any residential or non-residential structure which is damaged or destroyed, to the extent of greater than or equal to 50% of its reasonable value, by fire, flood, earthquake or other similar calamity.

D.3 NEW DEVELOPMENT ADJUSTMENTS

Adjustments may be claimed only for 1) development permits that were both issued and revoked, expired or withdrawn during the reporting period, and 2) demolition of any structure within the reporting period. The total adjustments for the reporting period are tabulated using the worksheet provided as Exhibit D-3.

EXHIBIT D-1

NEW DEVELOPMENT ACTIVITY

Date Prepared:	
2004 CMP Local Development Report	
Report Period: JUNE 1, 2003 - MAY 31, 2004¹	
Enter data for all cells labeled "Enter". If there are no data for that category, enter "0".	
PART 1: NEW DEVELOPMENT ACTIVITY	
RESIDENTIAL DEVELOPMENT ACTIVITY	
Category	Dwelling Units
Single Family Residential	Enter
Multi-Family Residential	Enter
Group Quarters	Enter
COMMERCIAL DEVELOPMENT ACTIVITY	
Category	1,000 Gross Square Feet
Commercial (less than 300,000 sq.ft.)	Enter
Commercial (300,000 sq.ft. or more)	Enter
Freestanding Eating & Drinking	Enter
NON-RETAIL DEVELOPMENT ACTIVITY	
Category	1,000 Gross Square Feet
Lodging	Enter
Industrial	Enter
Office (less than 50,000 sq.ft.)	Enter
Office (50,000-299,999 sq.ft.)	Enter
Office (300,000 sq.ft. or more)	Enter
Medical	Enter
Government	Enter
Institutional/Educational	Enter
University (# of students)	Enter
OTHER DEVELOPMENT ACTIVITY	
Description (Attach additional sheets if necessary)	Daily Trips (Enter "0" if none)
	Enter
	Enter

EXHIBIT D-2

EXEMPTED DEVELOPMENT ACTIVITY

Date Prepared:	
2004 CMP Local Development Report	
Report Period: JUNE 1, 2003 - MAY 31, 2004¹	
Enter data for all cells labeled "Enter". If there are no data for that category, enter "0".	
PART 3: EXEMPTED DEVELOPMENT ACTIVITY	
(NOT INCLUDED IN NEW DEVELOPMENT ACTIVITY TOTALS)	
Low/Very Low Income Housing	<input style="width: 80px; height: 20px;" type="text" value="Enter"/> Dwelling Units
High Density Residential Near Rail Stations	<input style="width: 80px; height: 20px;" type="text" value="Enter"/> Dwelling Units
Mixed Use Developments Near Rail Stations	<input style="width: 80px; height: 20px;" type="text" value="Enter"/> 1,000 Gross Square Feet <input style="width: 80px; height: 20px;" type="text" value="Enter"/> Dwelling Units
Development Agreements Entered into Prior to July 10, 1989	<input style="width: 80px; height: 20px;" type="text" value="Enter"/> 1,000 Gross Square Feet <input style="width: 80px; height: 20px;" type="text" value="Enter"/> Dwelling Units
Reconstruction of Buildings Damaged in April 1992 Civil Unrest	<input style="width: 80px; height: 20px;" type="text" value="Enter"/> 1,000 Gross Square Feet <input style="width: 80px; height: 20px;" type="text" value="Enter"/> Dwelling Units
Reconstruction of Buildings Damaged in Jan. 1994 Earthquake	<input style="width: 80px; height: 20px;" type="text" value="Enter"/> 1,000 Gross Square Feet <input style="width: 80px; height: 20px;" type="text" value="Enter"/> Dwelling Units
Total Dwelling Units	<input style="width: 80px; height: 20px;" type="text"/>
Total Non-residential sq. ft. (in 1,000s)	<input style="width: 80px; height: 20px;" type="text"/>

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Exempted Development Definitions:

1. Low/Very Low Income Housing: As defined by the California Department of Housing and Community Development as follows:
 - Low-Income: equal to or less than 80% of the County median income, with adjustments for family size.
 - Very Low-Income: equal to or less than 50% of the County median income, with adjustments for family size.
2. High Density Residential Near Rail Stations: Development located within 1/4 mile of a fixed rail passenger station and that is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre is automatically considered high density.
3. Mixed Uses Near Rail Stations: Mixed-use development located within 1/4 mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing.
4. Development Agreements: Projects that entered into a development agreement (as specified under Section 65864 of the California Government Code) with a local jurisdiction prior to July 10, 1989.
5. Reconstruction or replacement of any residential or non-residential structure which is damaged or destroyed, to the extent of greater than or equal to 50% of its reasonable value, by fire, flood, earthquake or other similar calamity.
6. Any project of a federal, state or county agency that is exempt from local jurisdiction zoning regulations and where the local jurisdiction is precluded from exercising any approval/disapproval authority. These locally precluded projects do not have to be reported in the LIR.

EXHIBIT D-3

NEW DEVELOPMENT ADJUSTMENTS

Date Prepared:	
2004 CMP Local Development Report	
Report Period: JUNE 1, 2003 - MAY 31, 2004¹	
Enter data for all cells labeled "Enter". If there are no data for that category, enter "0".	
PART 2: NEW DEVELOPMENT ADJUSTMENTS	
IMPORTANT: Adjustments may be claimed only for 1) development permits that were both issued and revoked, expired or withdrawn during the reporting period, and 2) demolition of any structure with the reporting period.	
RESIDENTIAL DEVELOPMENT ADJUSTMENTS	
Category	Dwelling Units
Single Family Residential	Enter
Multi-Family Residential	Enter
Group Quarters	Enter
COMMERCIAL DEVELOPMENT ACTIVITY	
Category	1,000 Gross Square Feet
Commercial (less than 300,000 sq.ft.)	Enter
Commercial (300,000 sq.ft. or more)	Enter
Freestanding Eating & Drinking	Enter
NON-RETAIL DEVELOPMENT ACTIVITY	
Category	1,000 Gross Square Feet
Lodging	Enter
Industrial	Enter
Office (less than 50,000 sq.ft.)	Enter
Office (50,000-299,999 sq.ft.)	Enter
Office (300,000 sq.ft. or more)	Enter
Medical	Enter
Government	Enter
Institutional/Educational	Enter
University (# of students)	Enter
OTHER DEVELOPMENT ACTIVITY	
Description (Attach additional sheets if necessary)	Daily Trips (Enter "0" if none)
ENTER IF APPLICABLE	Enter
ENTER IF APPLICABLE	Enter

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