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Metropolitan Transportation Authority

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PLANNING & PROGRAMMING COMMITTEE
February 18, 2009

**SUBJECT: CONGESTION MANAGEMENT PROGRAM
LOCAL CONFORMANCE FINDINGS**

**ACTION: APPROVE CONGESTION MANAGEMENT PROGRAM
LOCAL CONFORMANCE FINDINGS**

RECOMMENDATION

Find that all 89 jurisdictions are in conformance with the Congestion Management Program (CMP) for Los Angeles County as indicated in Attachment A.

ISSUE

Since 1992, one of Metro's statutory requirements as the Congestion Management Agency for Los Angeles County is to monitor the implementation of the CMP. The Board must annually make a formal finding as to whether the 89 local jurisdictions of Los Angeles County conform to the CMP. A conformance finding allows local jurisdictions to continue receiving their Section 2105 state gas tax subventions, and maintain their eligibility for other state and federal funds programmed in the Transportation Improvement Program (TIP).

POLICY IMPLICATIONS

As the Congestion Management Agency for Los Angeles County, we are responsible for determining that local jurisdictions are in conformance with the adopted 2004 CMP and State CMP statute. Los Angeles also uses the CMP to meet federal Congestion Management System requirements, thereby eliminating potential conflicts or duplicating requirements.

OPTIONS

CMP conformance findings are based on whether local jurisdictions have implemented their responsibilities, as identified in the Board-adopted CMP. As this is a statutory requirement, no other options are available.

FINANCIAL IMPACT

Approving the recommendation would have no direct impact on the budget. A conformance finding allows local jurisdictions to continue receiving Section 2105 State gas tax subventions, as well as other state and federal transportation funds. Section 2105 funding annually provides more than \$95 million to jurisdictions in Los Angeles County.

BACKGROUND

As the Congestion Management Agency for Los Angeles County, we are required by law to monitor local implementation of all elements of the state-mandated CMP. Local jurisdictions are required to monitor arterial congestion levels, monitor transit services along certain corridors, and implement an adopted trip reduction ordinance and land use analysis program. In addition, a Deficiency Plan is required when any portion of the CMP highway system does not meet the established level of service standard. A Deficiency Plan must include an analysis of the cause of the deficiency; a list of improvements needed to maintain the level of service standard and their estimated cost; a list of improvements, programs, or actions, and estimates of costs that will measurably improve multimodal performance, and contribute to significant improvements in air quality; and an action plan.

In developing the Deficiency Plan for Los Angeles County, there was overwhelming support from both local jurisdictions and the development community for a countywide approach to meet CMP requirements. Given the high levels of congestion in Los Angeles County and the long and complex travel patterns that exist, any deficiency in one location has multiple causes. A countywide approach is best able to account for and address the cumulative impact of all types and sizes of new development. Since 1993, each local jurisdiction's responsibilities have been tracked through a point system that reflects the impact of local growth (debits) and benefits of transportation improvements (credits).

We have been exploring the feasibility of implementing a countywide congestion mitigation fee program in Los Angeles County. If implemented, a countywide congestion mitigation fee program will generate new revenue for jurisdictions to build local transportation projects with regional benefits that address future congestion. If implemented, it will meet local responsibilities to implement a Countywide Deficiency Plan under the state-mandated CMP.

In September 2008, the Board adopted the Congestion Mitigation Fee Study Report and authorized us to proceed to Step 2 of the Congestion Mitigation Fee Work Plan. During this step, we will work with jurisdictions to confirm their growth forecasts, identify local projects with regional benefit, and estimate the cost of these transportation projects. Step 2 is currently scheduled to occur between January 2009 and June 2009 with results to be presented to the Board in July 2009. If the Board directs us to proceed to Step 3, then the Nexus Study technical analysis would take place between August 2009 and February 2010 with results to be presented to the Board in March 2010. The final step, or Step 4, of the Work Plan is local program implementation, which consists of jurisdictions adopting ordinances to implement the Congestion Mitigation Fee program at the local level with a project list and a corresponding fee amount. After these steps are completed, then we will update the CMP and replace the debit-credit methodology of the Countywide Deficiency Plan with the Congestion Mitigation Fee Program.

During the ongoing development of the Congestion Mitigation Fee Feasibility Study, conformity requirements under the Countywide Deficiency Plan for local jurisdictions are reduced. Jurisdictions are still required to track and report new development activity. However, reporting of transportation improvements that were historically used to generate credits for Countywide Deficiency Plan purposes is not required. As a result, jurisdictions

are not being required to maintain a positive credit balance while the feasibility study is underway.

Following extensive outreach with local jurisdictions, the County of Los Angeles and 88 cities have fully met all five CMP local implementation requirements, including the remaining Countywide Deficiency Plan requirements. As a result, we find these jurisdictions are in conformance with the CMP for 2008. A complete list of these jurisdictions is shown in Attachment A.

NEXT STEPS

No further action is required for the 89 jurisdictions that are in compliance for the 2008 CMP Cycle. Meanwhile, we will continue to work in coordination with local jurisdictions and stakeholders to build consensus on the Congestion Mitigation Fee as a potential alternative to meeting the future requirements of the CMP's Countywide Deficiency Plan.

ATTACHMENT

A. List of CMP Conforming and Nonconforming Agencies for 2008

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Attachment A

CONFORMING & NONCONFORMING JURISDICTIONS

Local Jurisdictions Recommended for a Finding of Conformance with the CMP for 2008

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

