



PLANNING & PROGRAMMING COMMITTEE
January 14, 2004

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

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

RECOMMENDATION

Find that 88 jurisdictions are in conformance with the Congestion Management Program (CMP) for Los Angeles County, and determine that the City of Industry remains in non-conformance, as indicated in Attachment A.

ISSUE

Since 1992, one of MTA's statutory requirements as the Congestion Management Agency for Los Angeles County is to monitor the implementation of all elements of the CMP. MTA must annually determine whether the County and 88 local jurisdictions of Los Angeles County are conforming to the CMP. A formal conformance finding allows the County and local jurisdictions to continue receiving their Proposition 111 gas tax subventions, and maintain their eligibility for other State and federal funds programmed in the MTA Transportation Improvement Program (TIP).

POLICY IMPLICATIONS

As the Congestion Management Agency for Los Angeles County, MTA is responsible for determining that local jurisdictions are in conformance with MTA's adopted 2002 Congestion Management Program 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 MTA-adopted CMP. As this is a statutory requirement, no options are available.

FINANCIAL IMPACT

Approving the recommendation would have no direct impact on the MTA 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 \$93 million to jurisdictions in Los Angeles County.

BACKGROUND

As the Congestion Management Agency for Los Angeles County, the MTA is required by State law to monitor local implementation of all CMP elements. 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 key CMP component is the deficiency plan through which jurisdictions track and report their local development activity as “debits” and transportation improvements as “credits.” Jurisdictions must maintain an annual positive balance of credits over debits to be in conformance with the CMP. Attachment B summarizes each jurisdiction’s deficiency plan credit balance.

The County of Los Angeles and 87 local jurisdictions have fully met CMP local implementation requirements for 2003, including the deficiency plan, and are recommended for a positive conformance finding. A complete list of these jurisdictions is shown in Attachment A. It should be noted that one city, Westlake Village, currently has a negative deficiency plan balance. However, Westlake Village is recommended for a positive conformance finding, as the city has previously adopted and is continuing to implement an action plan of transportation improvements that will result in a positive balance.

The Board found the City of Industry in non-conformance with the CMP at its September 2002 meeting. The California State Controller is now withholding the City’s annual State gas tax revenue of approximately \$4,800.00 from Section 2105 of the California Streets and Highways code. In accordance with CMP statute, these funds are available to MTA to program regionally significant projects.

Over the last several years, alternatives to the current Deficiency Plan approach have been examined. At its August 2003 meeting, the Board adopted the Draft Short Range Transportation Plan and directed staff to conduct a two-year study to evaluate the feasibility of implementing a countywide traffic impact fee in order to meet CMP Deficiency Plan requirements. While this study is underway, CMP Deficiency Plan requirements for maintaining a positive credit balance will be suspended.

NEXT STEPS

No further action is required for the 88 jurisdictions that are in compliance for the 2003 CMP cycle. MTA staff will begin the Deficiency Plan study in early 2004.

ATTACHMENTS

- A. List of CMP Conforming and Nonconforming Agencies for 2003
- B. 2003 CMP Deficiency Plan Summary

Prepared by: Heather Hills, Transportation Funding Manager, Long Range Planning
Steve Fox, Program Manager, Long Range Planning



James L. de la Loza
Executive Officer
Countywide Planning & Development



Roger Snoble
Chief Executive Officer

Attachment A

CONFORMING & NONCONFORMING JURISDICTIONS

Local Jurisdictions Recommended for a Finding of Conformance with the CMP for 2003

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

Local Jurisdiction(s) in Non-Conformance with the CMP

Industry: The Board found the City of Industry in non-conformance with the CMP at its September 2002 meeting. The California State Controller is now withholding the City's annual State gas tax funds from Section 2105 of the California Streets and Highways code; and these funds are available to MTA to program regionally significant projects.

Attachment B

2003 DEFICIENCY PLAN SUMMARY

This attachment provides information about the activities of each local jurisdiction to fulfill the requirements of the CMP Deficiency Plan. The Deficiency Plan requires local jurisdictions to implement transportation improvements that would be sufficient to offset impacts caused by new development. The CMP utilizes a point system to quantify the impacts of new development (“debits”) and the mobility benefits of transportation improvements (“credits”). Jurisdictions meet their responsibilities to the CMP Deficiency Plan by maintaining a positive balance of credits over debits.

Deficiency Plan Status Summary

This report summarizes each jurisdiction’s Deficiency Plan status indicating:

2002 Carryover Balance: The jurisdiction’s CMP debit/credit point balance based on MTA Board 2002 CMP conformance findings.

2003 Debits: Indicating each jurisdiction’s level of responsibility based on building permits approved for the period from June 1, 2002- May 31, 2003.

2003 Adjustments: Jurisdictions may reduce their level of responsibility based on demolition activity or building permits that have expired.

2003 Credits: Indicating the total recommended credits earned by implementing any of the more than 70 strategies contained in the CMP “Toolbox.”

2003 Balance: Summarizing each jurisdiction’s CMP debit/credit point balance after accounting for the most recently reported debits and credits.

