

Agenda Report

TO: CITY COUNCIL

DATE: September 9, 2002

FROM: City Manager

SUBJECT: A Public Hearing to adopt the City of Pasadena 2002 Annual Self-Certification of Conformance with the Los Angeles County Congestion Management Program and the 2002 Local Implementation Report

RECOMMENDATION:

After public hearing, it is recommended that the City Council:

1. Adopt the 2002 Local Implementation Report in accordance with California Government Code Section 65089.
2. Adopt a resolution finding the City in conformance with the Congestion Management Program.
3. Direct staff to file the 2002 CMP Local Implementation Report with the Los Angeles County Metropolitan Transportation Authority.

BACKGROUND:

The Congestion Management Program (CMP) is a state mandated program enacted by the legislature with passage of Assembly Bill 471 (1989). In passing the CMP statute, the legislature noted increasing concern that urban congestion was impacting the economic vitality of the state and diminishing the quality of life in many communities. The legislature also noted that the planning process was not well suited to addressing congestion relief. As a new approach to addressing congestion concerns, the CMP was created for the following purposes:

1. To link land use, transportation, and air quality decisions;
2. To develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and
3. To propose transportation projects that are eligible to compete for state gas tax funds.

The attached Local Implementation Report (LIR) is prepared by the City to track and report to the County all new land development activity and, at the same time, demonstrate the type of transportation improvements that the City is implementing to help reduce traffic generated by new building activities. Transportation improvements are achieved through the application of various grants and with developers' participation in the City's Transportation Demand Management Program (i.e. local City shuttle services; bus stop enhancements; the provision of bicycle facilities; and the implementation of rideshare programs for employees).

2002 Deficiency Plan Status Summary

1. Total Current Congestion Mitigation Goal: This year a number of new developments were located within a one-quarter mile proximity of a fixed rail passenger station and were exempt from mitigation requirements. These exemptions resulted in a lower congestion mitigation goal (1,078).
2. Transportation Improvements Credit Claims: Land Use Strategies were credited for the mixed-use developments (i.e. Paseo Colorado) that were built within a one-quarter mile of a transit station (2); Capital Improvement Claims were the result of intersection modifications and traffic signal improvements (6); Transit Claims were achieved through the expansion of the City's ARTS service this year (1); TDM Credits were received through Police and Parking Enforcement bicycle and pedestrian patrols and the continued implementation of the City's Trip Reduction Ordinance (2).

Transportation Improvement Strategies		2001-2002 Credits
Land Use Strategy Claims	2	20,616
Capital Improvement Claims	6	321
Transit Credit Claims	1	7,851
TDM Credit Claims	2	46
Total strategies claimed:	11	28,834

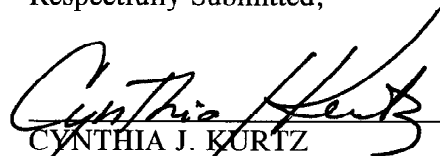
As a result of the significant transportation improvement credits earned during the past year, the City was able to increase its previous credit balance to a new total of 120,467 credits.

The 2002 Congestion Management Program requires that a resolution adopting the Local Implementation Report (LIR) and certifying CMP conformance must be submitted to the Los Angeles County Metropolitan Transportation Authority (MTA). The City has provided for a positive balance between transportation solutions and approved developments every year since the program began in 1994. However, with the anticipation of several large developments in the next few years, continued implementation of transportation improvements will be necessary to maintain a positive balance.


FISCAL IMPACT:

The City receives a yearly average of \$800,000 section 2105 gas tax funds, which is used to support capital improvement projects. Conformance with the Congestion Management Program is required annually in order for the City of Pasadena to continue receiving certain state and gas tax funds (Section 2105) and to preserve the eligibility for other state and federal transportation dollars.

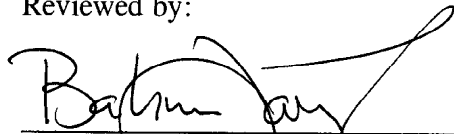
Respectfully Submitted,


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