

# Agenda Report

**TO:** City Council

**DATE:** September 10, 2001

**FROM:** City Manager

**SUBJECT:** A public hearing to adopt the 2001 Annual City of Pasadena Self-Certification of Conformance with the Los Angeles County Congestion Management Program and 2001 Local Implementation Report

## **RECOMMENDATION:**

It is recommended that City Council:

1. Adopt the 2001 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 (CMP).
3. Direct staff to file the 2001 CMP Local Implementation Report with the Los Angeles 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 purpose:

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

In order to meet the goals in reducing traffic congestion countywide, each local agency must do its share by:

- Tracking the performance of various modes of transportation
- Tracking new building activities
- Reporting local land use decisions for the analysis of their impacts on regional transportation system
- Implementing local Transportation Demand Management guidelines and ensuring new developments are supportive of transit and TDM

All local jurisdictions, including the City of Pasadena, participate in the CMP Countywide Deficiency Plan. They are responsible for mitigating a portion of the impact of their new development on the regional transportation system. Local responsibilities and actions are tracked through a point system which reflects the impact of local growth (debits) and benefits of improvements (credits). Local agencies must have a positive balance of credits over debits to maintain CMP conformance.

Between June 1, 2000 and May 31, 2001 the City experienced a significant number of new developments and relative low transportation improvements as compared to the previous two reporting cycles:

Reporting Cycle	2000-2001	1999-2000	1998-1999
<b>New Development Activity</b>			
Residential	1147 D.U.	139 D.U.	50 D.U.
Commercial	162,420 s.f.	267,050 s.f.	267,810 s.f.
Non-Retail	232,140 s.f.	68,730 s.f.	262,120 s.f.
<b>Transportation Improvements (# of Implemented Strategies)</b>			
Capacity Improvements	3	9	7
Transit	0	0	2
TDM	2	0	1
<b>City of Pasadena CMP Credit Balance</b>			
Current Year Credits (debits)	(9,215)	(6,208)	2,829
Net Credit Balance	<b>92,467</b>	101,682	109,897

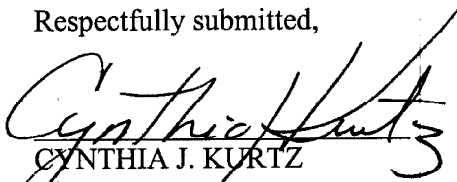
Notes: D.U.: dwelling unit  
s.f.: square feet

More developments and fewer transportation improvements in the current reporting cycle resulted in debits (negative). The City is able to maintain a positive net credit balance through the past years efforts and maintain CMP conformance.

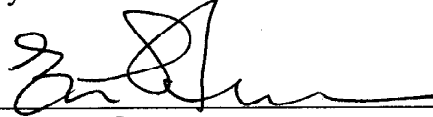
**FISCAL IMPACT:**

The City receives a yearly average of \$800,000 of 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 gas tax funds (Section 2105) and to preserve its eligibility for other state and federal transportation dollars.


Respectfully submitted,

  
CYNTHIA J. KURTZ  
City Manager

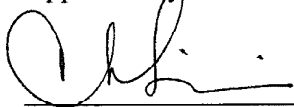
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Attachments:

1. 2001 CMP Local Implementation Report
2. 2001 CMP Conformance Self-Certification Resolution