

Agenda Report

TO: City Council

DATE: August 4, 2003

FROM: City Manager

SUBJECT: A public hearing to adopt the 2003 Annual City of Pasadena Self-Certification Report of Conformance with the Congestion Management Program for the County of Los Angeles and the 2003 Local Implementation Report in Accordance with California Government Code Section 65089.

RECOMMENDATION:

It is recommended that City Council:

1. Adopt a resolution finding the City in conformance with the Congestion Management Program (CMP) for the County of Los Angeles;
2. Adopt the 2003 Local Implementation Report in accordance with California Government Code Section 65089; and
3. Direct Staff to file the CMP Local Implementation Report with the Los Angeles Metropolitan Authority (MTA).

BACKGROUND:

The Congestion Management Program (CMP) is a state mandated program enacted by the legislature with passage of Assembly Bill 471. In passing the CMP statute in 1989, 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 address the congestion relief. As a new approach to address congestion concerns, the CMP was created for the following purpose:

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.

In order to meet the goal of reducing traffic congestion within the county, each local agency must contribute by:

1. Tracking the performance of various modes of transportation (recorded as credits);
2. Tracking new building activities (typically recorded as debits);
3. Reporting local land use decisions for the analysis of their impacts on the regional transportation system (can be recorded as exemptions, credits or debits depending on location, type of land-use, mixed-use developments, etc.);

4. Implementing local Transportation Demand Management (TDM) guidelines and ensuring new developments are supportive of transit and TDM (recorded as credits); and
5. Analyze Level of Service (LOS) on certain streets identified by the County and submit these findings to MTA on a bi-annual basis. (The analysis does not impact the credit/debit reporting system.)

All local jurisdictions, including the City of Pasadena, participate in the CMP Countywide Deficiency Plan. Each jurisdiction is responsible for mitigating the impact of their new developments on the regional transportation system. Local responsibilities and actions are tracked through a point system which reflects the impact of growth and benefits of improvement (computed as debits and credits, respectively). Local agencies must have a positive balance of credits over debits to maintain conformance to the CMP. Since the inception of the program, the City of Pasadena has gained and lost credits and began last year with a total of 120,467 credits.

The City of Pasadena successfully earned more credits for transportation improvements than the debits incurred with new developments for the year beginning June 2002 and ending on May 2003. Therefore, the City started this current year with a total of 160,613 credits. Below is a summary of the debits (from new developments that were not within ¼ mile of the new Gold Line rail stations), credits earned (for transportation improvements) and adjustments (reported for demolition permits). The balance from this year may then be used for future years should the City of Pasadena incur more debits than credits.

Balance Carryover from Previous Years	120,467
<u>New Development Activity (Debits)</u>	
Residential (16 single family and 218 multi-family dwelling units)	(1,147)
Commercial (310,770sf office and 4,300sf restaurant)	(7,196)
Non Retail (62,074sf institutional/educational and 11,898sf industrial)	(549)
Total Debits (6/1/2002 through 5/31/2003)	(8,892)
<u>Transportation Improvements (Credits)</u>	
Credit Claims (for Land Uses Near Transportation Centers)	12,178
Capital Improvements (16 projects)	8,791
Transit	26,516
Total Credits (6/1/2002 through 5/31/2003)	47,485
Adjustments Due to Demolition Projects	1,554
Net for Reporting Year (Credits – Debits + Adjustments)	40,146
Carry Forward Balance for Current Year (Beginning Balance + Net for Reporting Year)	160,613

A detailed summary of new developments and transportation improvements is attached.

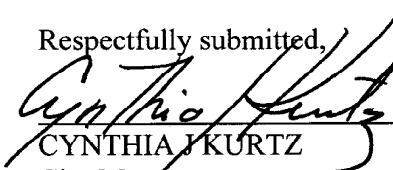
As part of the Congestion management Program, staff analyzed the Level of Service (LOS) on streets identified by the County of Los Angeles for AM and PM peak periods. The results showed no significant changes in levels of service occurred since the last report in 2001. These streets included the following four intersections:

1. Arroyo Parkway at California Blvd
2. St. John Avenue at California Blvd
3. Pasadena Avenue at California Blvd
4. Rosemead Blvd at Foothill Blvd


FISCAL IMPACT:

The City receives an annual average of \$800,000 from 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 funds from Section 2105 of the State gas tax funds and to preserve eligibility for other transportation revenue from the State and Federal governments.


Respectfully submitted,


CYNTHIA JKURTZ
City Manager

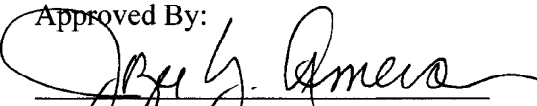
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Approved By:


JOYCE AMERSON, Director
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attachments:

1. Detailed Summary of Debits and Credits
2. 2003 CMP Resolution of Conformance Self-Certification
3. 2003 CMP Local Implementation Report
4. Biennial Highway Monitoring Report (Submitted 4/23/2003)