

COUNCIL MEETING OF
August 26, 2008

PUBLIC HEARING

Honorable Mayor and Members
of the Torrance City Council
City Hall
Torrance, California

Members of the Council:

SUBJECT: **Community Development** - Consider the annual self-certification for compliance with the Congestion Management Program (CMP).

RECOMMENDATION

Recommendation of the Community Development Director that the City Council:

1. Conduct a public hearing as required by the Congestion Management Program of the Los Angeles County Metropolitan Transportation Authority;
2. Adopt a Resolution to self-certify that the City of Torrance is in conformance with local Congestion Management Program (CMP) requirements; and,
3. Direct staff to submit the CMP Local Development Report (LDR) as required by the Los Angeles County Metropolitan Transportation Authority.

Funding

None requested with this action.

BACKGROUND

In 1992, the Congestion Management Program (CMP) forged new ground in linking transportation, land use, and air quality decisions for Los Angeles County. The 2008 Congestion Management Program marks the sixteenth anniversary since the program became effective with the passage of Proposition 111 in 1990. The hallmark of the CMP is that it is intended to address the impact of local growth on the regional transportation system. The CMP was created to:

- Link local land use decisions with their impacts on regional transportation and air quality;
- Develop a partnership among transportation decision-makers on devising appropriate transportation solutions that include all modes of travel.

The CMP alone does not provide solutions to the mobility issues within LA County. Many mobility issues are localized traffic concerns and are not addressed through

the CMP. However, the CMP is an important tool addressing transportation needs throughout Los Angeles County.

Jurisdictions are required to conform to local CMP requirements in order to receive their portion of state gas tax revenue allocated by Section 2105 of the California Streets and Highways Code, and to preserve their eligibility for state and federal funding for transportation projects. The 88 Cities, plus the County of Los Angeles, collectively receive over \$90 million annually for maintaining compliance. Torrance has complied with all CMP requirements since the program began in 1992, and continues to receive gas tax dollars. The City is projected to receive approximately \$852,000 from the State.

Prior Publications

On August 16, 2008, a legal advertisement was published in The Daily Breeze.

ANALYSIS

The CMP for Los Angeles County has been developed to meet the requirement of Section 65089 of the California Government Code. As required by statute, Los Angeles' CMP has one element, among others, called the "Deficiency Plan". The Deficiency Plan requires local agencies to offset a portion of the impact that *their* new development has on the regional transportation system. Historically, each local jurisdiction's responsibility has been tracked through a point system that reflects the impact of local growth ("debits") and the benefits of transportation improvements ("credits"). In recent years, cities have raised concerns regarding this Deficiency Plan approach, citing difficulty in maintaining conformance and questioning its effectiveness.

The Metro Board directed Metro staff to conduct a Nexus Study to determine the feasibility of implementing a countywide impact fee to meet CMP Deficiency Plan requirements. The Nexus study is still on-going and a revised study report shall be going to the Metro Board in September of 2008. While this study is underway, the CMP Countywide Deficiency Plan requirement for maintaining a positive credit balance is suspended.

As a result, cities do not have to report their transportation improvement strategies for the 2008 cycle. However, cities must continue to report their new net development activity just as in prior years. Please note that the credit balance for the City is still frozen. Until the Metro Board takes action to resume this aspect of the program, no new credits or debits will be accrued.

The reporting cycle for the CMP is June 1, 2007 through May 31, 2008. The building permits that have been issued during this time reflect activity in the City. There have been 23 new single-family homes permits activated, 77 new multi-family units

activated, a 79-bed senior care center activated, and a variety of recycled land uses ranging from new commercial centers, banks, retail stores and restaurants.

Respectfully submitted

JEFFERY W. GIBSON
COMMUNITY DEVELOPMENT DIRECTOR

BY  _____

Ted Semaan, Manager
Transportation Planning, Development
Engineering & Records Division

CONCUR:



Jeffery W. Gibson
Community Development Director



LeRoy J. Jackson
City Manager

Attachments:

- A. 2008 CMP Resolution of Conformance
- B. Proof of Publication
- C. 2008 Local Development Report (LDR)

CMP CONFORMANCE SELF-CERTIFICATION**CITY OF TORRANCE****RESOLUTION NO. _____**

A RESOLUTION OF THE CITY OF TORRANCE, CALIFORNIA, FINDING THE CITY TO BE IN CONFORMANCE WITH THE CONGESTION MANAGEMENT PROGRAM (CMP) AND ADOPTING THE CMP LOCAL DEVELOPMENT REPORT, IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 65089

WHEREAS, CMP statute requires the Los Angeles County Metropolitan Transportation Authority ("LACMTA"), acting as the Congestion Management Agency for Los Angeles County, to annually determine that the County and cities within the County are conforming to all CMP requirements; and

WHEREAS, LACMTA requires submittal of the CMP Local Development Report by September 1 of each year; and

WHEREAS, the City Council held a noticed public hearing on August 26, 2008.

NOW, THEREFORE, THE CITY COUNCIL FOR THE CITY OF TORRANCE DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the City of Torrance has taken all of the following actions, and that the City of Torrance is in conformance with all applicable requirements of the 2004 CMP adopted by the LACMTA Board on July 22, 2004.

By June 15, of odd-numbered years, the City of Torrance will conduct annual traffic counts and calculated levels of service for selected arterial intersections, consistent with the requirements identified in the CMP Highway and Roadway System chapter.

The City has locally adopted and continues to implement a transportation demand management ordinance, consistent with the minimum requirements identified in the CMP Transportation Demand Management chapter.

The City has locally adopted and continues to implement a land use analysis program, consistent with the minimum requirements identified in the CMP Land Use Analysis Program chapter.

The City has adopted a Local Development Report, attached hereto and made a part hereof, consistent with the requirements identified in the 2004 CMP. This report balances traffic congestion impacts due to growth within the City with transportation improvements, and demonstrates that the City is meeting its responsibilities under the Countywide Deficiency Plan consistent with the LACMTA Board adopted 2003 Short Range Transportation Plan.

SECTION 2. That the City Clerk shall certify to the adoption of this Resolution and shall forward a copy of this Resolution to the Los Angeles County Metropolitan Transportation Authority.

Introduced, approved and adopted this _____ day of August, 2008.

Frank Scotto
Mayor of the City of Torrance

ATTEST:

City Clerk of the City of Torrance

APPROVED AS TO FORM:

JOHN FELLOWS III
City Attorney

by _____
Ronald T. Pohl, Assistant City Attorney

ATTACHMENT "B"

PROOF OF PUBLICATION WILL BE FORTHCOMING

(CMP ITEM)

**MATERIAL AVAILABLE
MONDAY**

City of Torrance

Date Prepared: August 11, 2008

2008 CMP Local Development Report

Reporting Period: JUNE 1, 2007 - MAY 31, 2008

Contact: Jill Crump
Phone Number: 310-618-5990

**CONGESTION MANAGEMENT PROGRAM
FOR LOS ANGELES COUNTY**

2008 DEFICIENCY PLAN SUMMARY¹

*** IMPORTANT: All "#value!" cells on this page are automatically calculated.
Please do not enter data in these cells.**

DEVELOPMENT TOTALS**RESIDENTIAL DEVELOPMENT ACTIVITY****Dwelling Units**

Single Family Residential

(6.00)

Multi-Family Residential

75.00

Group Quarters

79.00**COMMERCIAL DEVELOPMENT ACTIVITY****1,000 Net Sq.Ft.²**

Commercial (less than 300,000 sq.ft.)

8.40

Commercial (300,000 sq.ft. or more)

0.00

Freestanding Eating & Drinking

0.00**NON-RETAIL DEVELOPMENT ACTIVITY****1,000 Net Sq.Ft.²**

Lodging

0.00

Industrial

0.00

Office (less than 50,000 sq.ft.)

(7.40)

Office (50,000-299,999 sq.ft.)

0.00

Office (300,000 sq.ft. or more)

0.00

Medical

(3.20)

Government

0.00

Institutional/Educational

0.00

University (# of students)

0.00**OTHER DEVELOPMENT ACTIVITY****Daily Trips**

ENTER IF APPLICABLE

0.00

ENTER IF APPLICABLE

0.00**EXEMPTED DEVELOPMENT TOTALS**

Exempted Dwelling Units

0

Exempted Non-residential sq. ft. (in 1,000s)

0

1. Note: Please change dates on this form for later years.

2. Net square feet is the difference between new development and adjustments entered on pages 2 and 3.