



GAIL FARBER, Director

**COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS**

"To Enrich Lives Through Effective and Caring Service"

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ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

August 25, 2015

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

ADOPTED

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

#56

September 1, 2015


PATRICK OGAWA
ACTING EXECUTIVE OFFICER

Dear Supervisors:

**PUBLIC HEARING
CONGESTION MANAGEMENT PROGRAM
2015 LOCAL DEVELOPMENT REPORT AND RESOLUTION
(ALL SUPERVISORIAL DISTRICTS)
(3 VOTES)**

SUBJECT

This action is to adopt the County of Los Angeles 2015 Congestion Management Program Local Development Report and Self-Certification Resolution to conform to the Los Angeles County Congestion Management Program.

IT IS RECOMMENDED THAT THE BOARD:

AFTER THE PUBLIC HEARING:

1. Find that adoption of the County of Los Angeles 2015 Congestion Management Program Local Development Report and Self-Certification Resolution is not a project pursuant to Section 15378(b) (5) of the California Environmental Quality Act Guidelines.
2. Adopt the 2015 Congestion Management Program Local Development Report that details new net development activity within the unincorporated County of Los Angeles.
3. Adopt the Self-Certification Resolution to conform to the Los Angeles County Congestion Management Program.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The purpose of the recommended action is to adopt the County of Los Angeles 2015 Congestion Management Program Local Development Report and Self-Certification Resolution to conform to the Los Angeles County Congestion Management Program (CMP). Conformance with the CMP is required to ensure that the County of Los Angeles continues to receive its share of gasoline tax subvention revenues.

Implementation of Strategic Plan Goals

The Countywide Strategic Plan directs the provisions of Operational Effectiveness/Fiscal Sustainability (Goal 1).

The recommended action will allow the County to continue to receive gasoline tax subvention revenues. By taking full advantage of all available revenues, the fiscal sustainability of the County is strengthened. These revenues are used to finance the cost to operate and maintain existing County roads and maintain the quality of life for residents of the unincorporated County communities.

FISCAL IMPACT/FINANCING

There will be no impact to the County General Fund.

The County's annual cost to comply with the CMP is estimated to be \$97,000. This cost is included in the Road Fund Fiscal Year 2015-16 Budget.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The CMP was first established in 1992 by the Los Angeles County Transportation Commission, predecessor of the Los Angeles County Metropolitan Transportation Authority (LACMTA), following the passage of Proposition 111 in 1990. The purpose of the CMP was to address the impacts 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 as well as to develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel. LACMTA has adopted eight versions of the CMP to address the evolving transportation needs throughout the County. The current version of the CMP was adopted by the LACMTA Board of Directors on October 28, 2010.

The CMP was developed to meet the requirements of Section 65089 of the California Government Code. As required by statute, the CMP has the following five elements:

- A system of highways and roadways with minimum levels of service performance measurements designated for highway segments and key roadway intersections on this system.
- A performance element that includes performance measures to evaluate multimodal system performance.
- A transportation demand management element that promotes alternative transportation strategies.

- A land use analysis program to analyze the impacts of local land use decisions on the regional transportation system, including an estimate of the costs of mitigating those impacts.
- A 7-year capital improvement program of projects that benefit the CMP.

While many levels of government are involved in developing and implementing the CMP, local jurisdictions have significant implementation responsibilities. These include assisting in monitoring the highway and transit system specified in the CMP, implementing a transportation demand management ordinance, implementing a land use analysis program to analyze the impacts of local land use decisions on the regional transportation system, and participating in the Countywide Deficiency Plan. Consequently, the Board adopted a transportation demand management ordinance and land use analysis program in March 1993 that established guidelines for the Departments of Public Works and Regional Planning to follow in evaluating traffic trips generated by new developments and to set conditions to mitigate those traffic impacts.

Jurisdictions are required to conform to local CMP requirements, including annual adoption by the Board of a local development report and a resolution certifying the County's annual compliance with the CMP requirements. Compliance is required to ensure that the County continues to receive its share of gasoline tax subvention revenues.

In the past under the CMP's Countywide Deficiency Plan, a system of debits and credits was in place, whereby debits were accumulated from the aggregate development taking place in the County based on the potential that the development contributes to congestion. Credits were given for projects or programs providing congestion relief. A positive congestion mitigation credit balance was required to preserve the County's share of gasoline tax revenue under Proposition 111 approved by the California voters in 1990.

As a result of the concerns raised regarding the complexity and effectiveness of the debit/credit approach in the 2003 Short Range Transportation Plan, the LACMTA Board of Directors directed LACMTA staff to conduct a Nexus Study to demonstrate the nexus between traffic impacts of new development and the need for improvements to the County's transportation system. Over the last 5 years, LACMTA in consultation with local jurisdictions has developed a Congestion Mitigation Fee Feasibility Study Report along with other technical reports that are currently under review.

Pending the outcome of the Nexus Study, LACMTA has reduced the CMP conformity requirements for local jurisdictions. Jurisdictions no longer are required to track transportation improvements and strategies that were used to generate credits and to maintain a positive credit balance. However, jurisdictions are still required to track and report new net development activity. The enclosed County of Los Angeles 2015 Congestion Management Program Local Development Report details new development adjustments and exempted developments from June 1, 2014, through May 31, 2015.

The enclosed Self-Certification Resolution for the Board's adoption certifies that the County is in conformance with all applicable requirements of the CMP and has taken all of the actions prescribed in the CMP as follows:

- The Board of Supervisors adopted and continues to implement a transportation demand management ordinance consistent with the minimum requirements identified in the CMP's Transportation Demand Management Chapter.

- The Board of Supervisors adopted and continues to implement a land use analysis program consistent with the minimum requirements identified in the CMP's Land Use Analysis Program Chapter.
- By action recommended in this letter, the Board of Supervisors will adopt the 2015 Report consistent with the requirements identified in the CMP.

As noted, adoption of the 2015 Report and Resolution certifying compliance with the CMP is required under the program adopted by the LACMTA Board of Directors in 2010, pursuant to California Government Code Section 65089. The 2015 Report and Resolution certifying the County's conformance with the CMP must be submitted to LACMTA by September 1, 2015.

As specified in the CMP, the 2015 Report must be adopted by the local jurisdiction's governing board at a noticed public hearing pursuant to the California Government Code, Section 65089.4(a). The Resolution has been reviewed and approved by County Counsel. The Notice of Public Hearing was published in accordance with Section 6063 of the California Government Code.

ENVIRONMENTAL DOCUMENTATION

The recommended actions are not subject to the California Environmental Quality Act (CEQA) in that the actions do not meet the definition of a project according to Section 15378(b)(5) of the State CEQA Guidelines. The actions, to adopt the County of Los Angeles 2015 Congestion Management Program Local Development Report and the Self-Certification Resolution, are administrative activities which will not result in direct or indirect physical changes to the environment.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

CMP compliance and approval of the 2015 Report and Resolution will enable the County to preserve gasoline tax subvention funds based on volume of gasoline sold in the State (approximately \$30,000,000) approved under Proposition 111.

The Honorable Board of Supervisors

8/25/2015

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CONCLUSION

Please return two adopted copies of this letter and the 2015 Report and the original Resolution to the Department of Public Works, Programs Development Division.

Respectfully submitted,

A handwritten signature in cursive script that reads "Gail Farber".

GAIL FARBER

Director

GF:JW:pr

Enclosures

c: Chief Executive Office (Rochelle Goff)
County Counsel
Executive Office

Contact: David M. Smith
Phone Number: 626-458-6371

**CONGESTION MANAGEMENT PROGRAM
FOR LOS ANGELES COUNTY**

2015 DEFICIENCY PLAN SUMMARY

*** 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	377.00
Multi-Family Residential	664.00
Group Quarters	0.00

COMMERCIAL DEVELOPMENT ACTIVITY

1,000 Net Sq.Ft.²

Commercial (less than 300,000 sq.ft.)	26.00
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	9.00
Office (less than 50,000 sq.ft.)	68.00
Office (50,000-299,999 sq.ft.)	0.00
Office (300,000 sq.ft. or more)	0.00
Medical	(125.00)
Government	26.00
Institutional/Educational	3.00
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

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

County of Los Angeles
2014 CMP Local Development Report
Reporting Period: JUNE 1, 2013 - MAY 31, 2014

Date Prepared: June 9, 2015

Enter data for all cells labeled "Enter." If there are no data for that category, enter "0."

PART 1: NEW DEVELOPMENT ACTIVITY

RESIDENTIAL DEVELOPMENT ACTIVITY

Category	Dwelling Units
Single Family Residential	427.00
Multi-Family Residential	958.00
Group Quarters	0.00

COMMERCIAL DEVELOPMENT ACTIVITY

Category	1,000 Gross Square Feet
Commercial (less than 300,000 sq.ft.)	221.00
Commercial (300,000 sq.ft. or more)	0.00
Freestanding Eating & Drinking	0.00

NON-RETAIL DEVELOPMENT ACTIVITY

Category	1,000 Gross Square Feet
Lodging	0.00
Industrial	9.00
Office (less than 50,000 sq.ft.)	69.00
Office (50,000-299,999 sq.ft.)	0.00
Office (300,000 sq.ft. or more)	0.00
Medical	18.00
Government	26.00
Institutional/Educational	30.00
University (# of students)	0.00

OTHER DEVELOPMENT ACTIVITY

Description (Attach additional sheets if necessary)	Daily Trips (Enter "0" if none)
ENTER IF APPLICABLE	0.00
ENTER IF APPLICABLE	0.00

County of Los Angeles

Date Prepared: June 9, 2015

2015 CMP Local Development Report

Reporting Period: JUNE 1, 2014 - MAY 31, 2015

Enter data for all cells labeled "Enter." If there are no data for that category, enter "0."

PART 2: NEW DEVELOPMENT ADJUSTMENTS

IMPORTANT: Adjustments may be claimed only for 1) development permits that were both issued and revoked, expired or withdrawn during the reporting period, and 2) demolition of any structure with the reporting period.

RESIDENTIAL DEVELOPMENT ADJUSTMENTS

Category	Dwelling Units
Single Family Residential	50.00
Multi-Family Residential	294.00
Group Quarters	0.00

COMMERCIAL DEVELOPMENT ACTIVITY

Category	1,000 Gross Square Feet
Commercial (less than 300,000 sq.ft.)	195.00
Commercial (300,000 sq.ft. or more)	0.00
Freestanding Eating & Drinking	0.00

NON-RETAIL DEVELOPMENT ACTIVITY

Category	1,000 Gross Square Feet
Lodging	0.00
Industrial	0.00
Office (less than 50,000 sq.ft.)	1.00
Office (50,000-299,999 sq.ft.)	0.00
Office (300,000 sq.ft. or more)	0.00
Medical	143.00
Government	0.00
Institutional/Educational	27.00
University (# of students)	0.00

OTHER DEVELOPMENT ACTIVITY

Description (Attach additional sheets if necessary)	Daily Trips (Enter "0" if none)
ENTER IF APPLICABLE	0.00
ENTER IF APPLICABLE	0.00

County of Los Angeles
2015 CMP Local Development Report
Reporting Period: JUNE 1, 2014 - MAY 31, 2015

Date Prepared: June 9, 2015

Enter data for all cells labeled "Enter." If there are no data for that category, enter "0."

PART 3: EXEMPTED DEVELOPMENT ACTIVITY
(NOT INCLUDED IN NEW DEVELOPMENT ACTIVITY TOTALS)

Low/Very Low Income Housing	<input type="text" value="0"/>	Dwelling Units
High Density Residential Near Rail Stations	<input type="text" value="0"/>	Dwelling Units
Mixed Use Developments Near Rail Stations	<input type="text" value="0"/>	1,000 Gross Square Feet
	<input type="text" value="0"/>	Dwelling Units
Development Agreements Entered into Prior to July 10, 1989	<input type="text" value="0"/>	1,000 Gross Square Feet
	<input type="text" value="0"/>	Dwelling Units
Reconstruction of Buildings Damaged due to "calamity"	<input type="text" value="0"/>	1,000 Gross Square Feet
	<input type="text" value="0"/>	Dwelling Units
Reconstruction of Buildings Damaged in Jan. 1994 Earthquake	<input type="text" value="0"/>	1,000 Gross Square Feet
	<input type="text" value="0"/>	Dwelling Units
Total Dwelling Units	<input type="text" value="0"/>	
Total Non-residential sq. ft. (in 1,000s)	<input type="text" value="0"/>	

Exempted Development Definitions:

1. Low/Very Low Income Housing: As defined by the California Department of Housing and Community Development as follows:
 - Low-Income: equal to or less than 80% of the County median income, with adjustments for family size.
 - Very Low-Income: equal to or less than 50% of the County median income, with adjustments for family size.
2. High Density Residential Near Rail Stations: Development located within 1/4 mile of a fixed rail passenger station and that is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre is automatically considered high density.
3. Mixed Uses Near Rail Stations: Mixed-use development located within 1/4 mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing.
4. Development Agreements: Projects that entered into a development agreement (as specified under Section 65864 of the California Government Code) with a local jurisdiction prior to July 10, 1989.
5. Reconstruction or replacement of any residential or non-residential structure which is damaged or destroyed, to the extent of > or = to 50% of its reasonable value, by fire, flood, earthquake or other similar calamity.
6. Any project of a federal, state or county agency that is exempt from local jurisdiction zoning regulations and where the local jurisdiction is precluded from exercising any approval/disapproval authority. These locally precluded projects do not have to be reported in the LDR.

**2015 CONGESTION MANAGEMENT PROGRAM CONFORMANCE
SELF-CERTIFICATION RESOLUTION
A RESOLUTION OF THE COUNTY OF LOS ANGELES, CALIFORNIA
FINDING THE COUNTY TO BE IN CONFORMANCE WITH THE
CONGESTION MANAGEMENT PROGRAM AND ADOPTING
THE CONGESTION MANAGEMENT PROGRAM LOCAL DEVELOPMENT REPORT
IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 65089**

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

WHEREAS, LACMTA requires submittal of the 2015 Program Local Development Report by September 1 of each year; and

WHEREAS, the Board of Supervisors held a Noticed Public Hearing on August 25, 2015, to consider this resolution.

NOW, THEREFORE, THE BOARD OF SUPERVISORS FOR THE COUNTY OF LOS ANGELES DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the County has taken all of the following actions and that the County is in conformance with all applicable requirements of the 2010 Program adopted by the LACMTA Board on October 28, 2010.

As required, by June 15 of odd-numbered years, the County conducted annual traffic counts and calculated levels of service for selected arterial intersections consistent with the requirements identified in the Program Highway and Roadway System Chapter.

The County has locally adopted and continues to implement a transportation demand management ordinance consistent with the minimum requirements identified in the Program Transportation Demand Management Chapter.

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

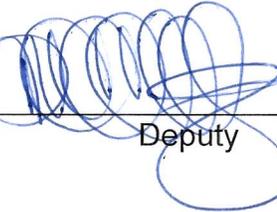
The County has adopted the 2015 Congestion Management Program Local Development Report, attached hereto and made a part hereof, consistent with the requirements identified in the 2010 Program. This Report balances traffic congestion impacts due to growth within the County with transportation improvements and demonstrates that the County is meeting its responsibilities under the Countywide Deficiency Plan consistent with the LACMTA Board-adopted 2003 Short Range Transportation Plan.

SECTION 2. That the Executive Office of the Board of Supervisors shall certify to the adoption of this Resolution and shall forward a copy of this Resolution to LACMTA.

On the 1st day September, 2015, the foregoing Resolution was adopted by the Board of Supervisors of the County of Los Angeles.

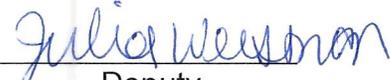


PATRICK OGAWA
Acting Executive Officer of the
Board of Supervisors of the
County of Los Angeles

By  Deputy

APPROVED AS TO FORM:

MARY WICKHAM
Interim County Counsel

By  Deputy