



Metro

Los Angeles County
Metropolitan Transportation Authority

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LA Metro Congestion Management Program Opt-Out FAQ

What is the Congestion Management Program (CMP)?

The CMP is a 1990 era state-mandated performance-based planning program that attempts to link land use and transportation decisions.

Who are the parties responsible for implementation of the CMP?

Metro is the Congestion Management Agency charged with administering the state-mandated program. All 89 jurisdictions (88 cities plus the County of Los Angeles) are responsible for compliance with the provisions of the program.

Why is Metro recommending an opt-out of the CMP?

While the CMP requirement was one of the pioneering efforts to conduct performance-based planning, the approach has become antiquated. CMP primarily uses a level of service (LOS) performance metric which is a measurement of vehicle delay that is inconsistent with new state-designated performance measures, such as vehicle miles travelled (VMT), enacted by SB 743 for California Environmental Quality Act (CEQA) transportation analysis.

Is Metro replacing the CMP?

No, this is not a replacement effort. The opt-out is strictly about removing the LA County region from the state-mandated requirements of the CMP. Cities will retain local control over land use decisions.

What are the requirements to opt out of the CMP?

A majority consensus of 45 jurisdictions representing approximately 5.1 million people in the County of Los Angeles is required to opt out formally.

Pursuant to California Government Code §65088.3 (Attachment A, C.G.C. §65000 et seq.), jurisdictions within a county may opt out of the CMP requirement without penalty, if a majority of local jurisdictions representing a majority of the county's population formally adopt resolutions requesting to opt out of the program.

Has Metro contacted representatives from the City of LA and or the County?

Recognizing the population that needs to be achieved for a successful opt-out, Metro did consult with City and County of Los Angeles officials to ensure that their respective agencies were amenable to the idea. Any final decision to opt out would require approval from their respective governing bodies.

Has Metro contacted anyone from the state about the decision to proceed with an opt-out?

Yes. Metro consulted with the State Controller's Office, Office of Planning and Research, Caltrans and the California Transportation Commission prior to initiating the opt-out process. None of the state agencies referenced raised any concerns.

Will local jurisdictions continue to receive their apportionment of 2105 gas tax funds if the opt-out is successful?

Yes. Cities will continue to receive gas taxes tied to the CMP.

Have other regions have opted out of the CMP?

Yes. Some of the regions that have opted out of the CMP include: Fresno, Santa Cruz, San Luis Obispo, Sacramento, Sonoma and San Diego.

What does Metro need from local jurisdictions who wish to opt out of the CMP?

Metro needs local jurisdictions to formally adopt resolutions requesting to opt out of the program. A sample resolution is attached to this email. Once your governing body has adopted the resolution, please scan and send the final signed copy to Paul Backstrom backstromp@metro.net.

What is your timeline for completing the opt-out?

Metro encourages local jurisdictions to adopt resolutions as soon as possible. Metro intends to provide an update to our Board in June. To meet that internally imposed timeline, Metro asks that local jurisdictions do their best to provide Metro with adopted resolutions by March 29, 2019.

What happens to our debits and credits accumulated under the CMP?

The debits and credits will exist and remain in our records but hold no current value outside of the CMP program.

What happens to the transportation demand ordinances that cities adopted to comply with the provisions of the CMP?

The ordinances remain intact as part of each city's municipal code. The only thing that would change is that cities would retain the option to remove or update those ordinances at their own discretion.

What if the effort to opt out is unsuccessful?

Should efforts to opt-out fail, Metro would continue to enforce the requirements of the CMP.

Who can I contact for more information?

Paul Backstrom by email backstromp@metro.net or by phone 213.922.2183.