

local land use decisions with their impacts on transportation and air quality in an effort to reduce traffic congestion. The CMP program became effective in 1990 with the passage of Proposition 111.

To comply with the CMP program, local jurisdictions have various requirements, including the annual monitoring of building permits for new development activity and the annual adoption of a resolution to declare conformance with the CMP and certify the local development report. The annual report previously included a requirement to list all of the development projects, which were treated as debits, then to list all applicable transportation improvements, which were treated as credits. The goal for each jurisdiction was to maintain a positive balance of debits and credits. This requirement to tally the debits and credits, however, is no longer applicable, as the listing of transportation improvements is no longer required.

With regard to the 2011 implementation of the CMP requirements, the city has met all local CMP responsibilities and has taken the following actions for compliance:

1. On March 2, 1993, the city adopted, and continues to implement, a Land Use Analysis Program consistent with the minimum requirements identified in the CMP Land Use Analysis Program Chapter.
2. On March 16, 1993, the city adopted, and continues to implement, a transportation demand management ordinance consistent with the minimum requirements identified in the CMP Transportation Demand Management Chapter.
3. The city has prepared the attached 2011 CMP Local Development Report, which is consistent with the requirements identified in the CMP.

The LACMTA must annually determine if local jurisdictions are in conformance with the CMP. LACMTA staff will review the self-certification findings and present recommendations for conformance determinations to the LACMTA Board. 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. In addition, compliance with the CMP is necessary to preserve the city's eligibility for state and federal funding for transportation projects.

## **V. FISCAL IMPACT**

Should the LACMTA Board make a finding that the city is not in conformance with the CMP, the city risks the loss of a portion or possibly all of its Gas Tax funds (Section 2105); i.e., approximately \$530,000.00 annually would be at risk.