

**City of Culver City, California
Agenda Item Report**

Meeting Date: <u>03/01/10</u>		Item Number: A-2
CITY COUNCIL AGENDA ITEM: Approval of a Memorandum of Understanding Between the City of Culver City, the City of Los Angeles, and the County of Los Angeles Related to Addressing Regional Traffic Issues.		
Contact Person/Dept.: Helen Kerstein/PW		Phone Number: (310) 253-5618
Fiscal Impact: Yes ☒ No ☐		General Fund: Yes ☐ No ☒
Public Hearing: ☐	Action Item: ☒	Attachments: ☒
Commission Action Required: Yes ☐ No ☒		Date: _____
Public Notification: Agenda and Meetings – City Council (02/24/10); (Email) Jim Kennedy, City of LA (02/24/10); (Email) Michael May and Eddie Guerrero, City of Los Angeles Department of Transportation (02/24/10); (Email) Shari Afshari and Bill Winter, LA County Department of Public Works (02/24/10); (Email) Robert Calix, Metro (02/24/10)		
Department Approval: Charles D. Herbertson (02/10/10)	City Attorney Approval: Carol Schwab (by H. Baker) (02/22/10)	
Chief Financial Officer Approval: Mark Scott (by M. Noller) (02/23/10)	City Manager Approval: Mark Scott (02/24/10)	
<u>RECOMMENDATION:</u> Staff recommends that the City Council approve a Memorandum of Understanding (MOU) between the City of Culver City, the City of Los Angeles, and the County of Los Angeles related to addressing regional traffic issues. <u>BACKGROUND:</u> Since 1993, Metro has implemented a Congestion Management Program (CMP) based on a system of debits and credits. Jurisdictions have been given debits for additional trips generated by new development within their boundaries and credits for mitigation measures that have been implemented. In 2008, Metro proposed a change in course by introducing a proposal to replace this debit and credit system with a fee program. This program, called the Congestion Mitigation Fee (CMF) Program, will assess fees based on the estimated number of additional trips generated by new developments. Recognizing that the new fees generated by the proposed CMF program will be more effective at addressing regional traffic problems if pooled together and spent in a coordinated fashion, the City of Culver City, the City of Los Angeles, and the County of Los Angeles formed an informal group called the Regional Development and Traffic Mitigation (RDTM) Working Group in 2008. Since its formation, the RDTM Working Group has been meeting regularly, along with representatives from Metro and Caltrans, to prepare for the new CMF program and to address issues of regional traffic collaboratively.		

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Among its achievements, the RDTM Working Group has developed a list of projects of regional importance and come up with a preliminary prioritization of those projects (see Attachment 1, Exhibit "B" for the list of projects). The RDTM Working Group has also collaborated on reallocating the mitigation funds from the Costco project to help improve the intersections along Admiralty Way between Fiji Way and Via Marina. This reallocation of funds, which will help reduce traffic on Lincoln Boulevard, was approved by the City Council in July 2009.

DISCUSSION:

While the RDTM Working Group has been successful in bringing together the City of Culver City, the City of Los Angeles, and the County of Los Angeles to address the pressing issue of traffic in the region, its long-term effectiveness is limited by its lack of a formal organization and funding stream. Thus, staff recommends that the City Council approve the proposed MOU.

Staff believes that this MOU will form the foundation for long-term regional collaboration on traffic. The MOU provides the RDTM Working Group with a greater level of structure and promotes accountability by setting milestones and reporting requirements back to elected officials.

Furthermore, the MOU also sets forth the guidelines for funding regional traffic mitigation projects. Specifically, the MOU requires that the signatories hold in reserve funds from regional impact fees such as the CMF program that are collected in the area identified in the MOU for use on the projects identified by the group (see Attachment 1, Exhibit "A" for a map of the area and "B" for the list of projects). Staff believes this is important because it ensures that there will be a source of funds available to use towards regionally significant projects, but does not commit the City to funding any specific project at this time. It is anticipated in the MOU that the agencies will enter into separate project specific agreements that will address the funding commitment for each agency on a project by project basis. These agreements will also require the approval of the City Council.

Finally, the MOU requires that signatories support each other in seeking grant funding for the projects identified in the MOU, which should also help make these regionally important projects more competitive for other sources of funding in addition to the CMF.

FISCAL ANALYSIS:

The MOU requires that the City hold in reserve regional impact fees such as the CMF for use on the projects identified in Exhibit "B." However, the MOU does not require the City to spend funds on any given project. As indicated above, this will be

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addressed by separate project specific agreements (which agreements are subject to the City Council's approval). Additionally, even without this MOU, these fees would have to be spent on projects that address regional traffic and are connected to new development impacts, as will be required by the forthcoming CMF program.

ATTACHMENTS:

1. Memorandum of Understanding and Exhibits "A," "B," and "C"

MOTION:

That the City Council:

1. Approve the Memorandum of Understanding Between the City of Culver City, the City of Los Angeles and the County of Los Angeles; and,
2. Authorize the City Attorney to review/prepare the necessary documents; and,
3. Authorize the City Manager to execute such documents on behalf of the City.