



California law requires urban areas to develop and biennially update a “congestion management program,” or CMP—a plan that describes the strategies to assess and monitor the performance of the county’s multimodal transportation system, address congestion and improve the performance of a multimodal system, and strengthen the integration of transportation and land use planning. As the congestion management agency (CMA) for Alameda County, the Alameda County Transportation Commission (Alameda CTC) prepares the CMP. Alameda CTC coordinates with the Metropolitan Transportation Commission (MTC), transit agencies, local governments, the California Department of Transportation (Caltrans), and the Bay Area Air Quality Management District (BAAQMD) to manage and update the CMP.

Alameda CTC is a joint powers authority (JPA) that is a result of the July 2010 merger of the Alameda County Congestion Management Agency and the Alameda County Transportation Improvement Authority.

Alameda County's Congestion Management Agency

Alameda CTC performs congestion management activities, coordinates countywide transportation planning, and attracts federal, state, and local funding

for project and program implementation (see Appendix A for full CMP legislation).

In addition, as the sales tax authority for Alameda County, Alameda CTC delivers the Expenditure Plans for Measure B passed in 2000, the Vehicle Registration Fee (VRF) passed in 2010, and Measure BB passed in 2014 to fund a variety of transit, bicycle and pedestrian, highway and local roadway, and freight projects, as well as special transportation programs for seniors, youth, and people with disabilities.

Alameda CTC’s mission is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Key Responsibilities

To help guide and improve Alameda County’s transportation system, Alameda CTC’s key responsibilities are carrying out the following three activities:

- Developing plans that guide transportation development and funding decisions, including the Congestion Management Program;
- Programming funds to agencies for transportation improvements; and

- Delivering the projects, programs, legislative actions, and policy efforts set forth in the planning and programming documents.

As the congestion management agency, Alameda CTC also has the following functions and responsibilities to:

- Coordinate transportation planning and funding programs within Alameda County and with contiguous counties;
- Coordinate countywide input to:
 - California Clean Air Act and Transportation Control Measures of MTC and BAAQMD;
 - MTC's Regional Transportation Improvement Program; and
 - California Transportation Commission State Transportation Improvement Program (STIP);
- Prepare, adopt, update, and administer federal funding programs for Alameda County including the Surface Transportation Program and the Congestion Mitigation and Air Quality Program;
- Levy and collect fees and charges, including administrative and operating costs; and
- Recommend projects for funding from the Alameda County share of the STIP. The Commission also oversees project implementation to ensure that projects meet "timely use of funds" requirements and that no programmed funds are lost from Alameda County.

In addition, Alameda CTC acts as the program manager for the Transportation Fund for Clean Air (TFCA) in Alameda County. The TFCA program, which aims to reduce pollution by reducing the use of single-occupant vehicles, is funded through a \$4 per-vehicle registration fee and is managed by BAAQMD. The law requires BAAQMD to allocate 40 percent of the revenue to each county. Other functions could be added by amendments to the JPA or by actions of the state or federal government.

Governance

Under a joint powers agreement, elected officials from throughout Alameda County—representing each city in the county, the County of Alameda, Alameda-Contra Costa Transit District (AC Transit), and the San Francisco Bay Area Rapid Transit District (BART)—govern Alameda CTC. The 22-member Commission considers the interests of local constituents and helps to include all areas of the county in guiding how Alameda CTC plans, funds, and delivers projects and programs throughout Alameda County. The Commission's leadership from throughout the county ensures all residents are represented.

Advisory Committees

Alameda CTC relies on the guidance and direction of a number of advisory committees (see Appendix D for detail on the standing committees):

- Alameda County Technical Advisory Committee
- Bicycle and Pedestrian Advisory Committee
- Independent Watchdog Committee, formerly the Citizens Watchdog Committee
- Paratransit Advisory and Planning Committee

Alameda County Congestion Management Program

The Alameda County CMP is a short-range plan that includes a variety of congestion management strategies, programs, and projects that meet the legislative requirements and intend to further improve the countywide transportation system to better meet the needs of all users. It also supports implementation of the long-range Countywide Transportation Plan (CTP) and helps to move the programs and projects included in the CTP closer to reality. The CTP is supported by the Alameda County Transportation Expenditure Plans for Measure B, Measure BB, and Vehicle Registration Fee funding.

The CTP is informed by the adopted Countywide Bicycle and Pedestrian Plans and three adopted major modal plans: the Alameda County Goods Movement Plan, the Countywide Multimodal Arterial Plan, and the Countywide Transit Plan.

Countywide Transportation Plan

Alameda CTC updated and adopted the Countywide Transportation Plan in May 2016. The plan is a long-range policy document that guides decisions and articulates the vision for the county's transportation system over typically a 25-30-year planning horizon. Through its funding allocation program, the 2016 CTP seeks to ensure that transportation investments—over a 25-year planning period—are efficient and productive, and that maintenance and management of the system remain high priorities.

Specifically, the CTP:

- Documents existing and future transportation conditions;
 - Documents a vision for land use that houses the region's population across all income levels in accordance with the requirements of Senate Bill 375;
 - Coordinates countywide input to MTC guidelines for county transportation plans pursuant to Government Code Section 66531;
 - Coordinates countywide input to the Regional Transportation Plan and Sustainable Communities Strategy, known as Plan Bay Area;
 - Addresses all modes of transportation from goods movement to bicycle and pedestrian priorities to transportation needs for seniors and people with disabilities;
 - Provides a strategy to guide transportation improvements to address changes in the regulatory and financial environment;
 - Lays the groundwork for an investment program tailored to the diverse needs of the county's residents, visitors, and workers; and
- Identifies projects and programs for implementation over the next 25 or more years.

Transportation Expenditure Plans

The sales tax expenditure plans (Measure B and Measure BB) are key sources of funding for multimodal transportation projects and programs in Alameda County. Measure B was approved by the voters in 2000, and a previous measure was approved in 1986. Of the total collected funds under Measure B, 60 percent are dedicated to programs such as local streets and roads repair, bicycle and pedestrian safety, and transit and paratransit operators, and 40 percent of collected funds are dedicated to capital projects including transit and highway improvements.

Measure BB was approved by voters in 2014 and renewed and increased the existing Measure B half-cent county transaction and use tax for transportation by an additional half cent for 30 years. Measure BB will contribute nearly \$8 billion to transportation improvements throughout the county. Alameda CTC will distribute approximately 65 percent of the net sales tax revenues to essential programs in Alameda County through direct local distribution funds and discretionary grant awards. The remaining transportation sales tax dollars (approximately 35 percent) are identified for specifically named projects as described in the 2014 Transportation Expenditure Plan (TEP).

The TEP also serves as a mechanism to fund a portion of select projects and programs identified in the CTP. See Chapter 8 for detail on the percentage of funding for each direct local distribution program, for the discretionary programs, and fund distribution for capital projects, as well as information on the Comprehensive Investment Plan that brings long-range and countywide plans into the near term by focusing on investments over a five-year programming and allocation window.

Purpose of CMP

The CMP sets forth fundamental congestion management strategies for implementing the long-range CTP. It brings together under one umbrella

multiple efforts undertaken by Alameda CTC. The CMP addresses day-to-day congestion problems including:

- Setting level of service standards for roadways;
- Identifying multimodal performance measures to evaluate the performance of the countywide transportation system;
- Exploring ways to manage travel demand and identify TDM strategies for trip reduction and air quality improvement;
- Analyzing the impacts of land development on the regional transportation system and implementing the Alameda County Priority Development Area Investment and Growth Strategy;
- Developing and maintaining a travel demand model to provide a technical basis for analysis and assess the impact of local land development on the regional transportation system;
- Developing a Capital Improvement Program that helps improve and maintain the countywide multimodal transportation system;
- Monitoring conformance of required CMP elements implementation by local agencies; and
- Identifying development of deficiency plans and monitoring their implementation by local governments to improve performance of non-conforming transportation systems.

While the CMP is designed to meet the requirements of the law, to ultimately reduce congestion and greenhouse gas emissions, and to improve the ability of people and goods to move on the countywide multimodal transportation system, it also serves as an opportunity for strategic thinking to better integrate land use and transportation through collaboration with various local, regional, and state agencies, and develop transportation strategies and plan for land development that efficiently uses the transportation system, while ensuring it meets the mobility and access needs of residents and workers in Alameda County.

Organization

The CMP is organized into 12 chapters, with supporting appendices:

- Executive Summary
- Chapter 1, Program Overview
- Chapter 2, Designated CMP Roadway Network
- Chapter 3, Level of Service Standards
- Chapter 4, Multimodal Performance Element
- Chapter 5, Travel Demand Management Element
- Chapter 6, Land Use Analysis Program
- Chapter 7, Database and Travel Demand Model
- Chapter 8, Capital Improvement Program
- Chapter 9, Program Conformance and Monitoring
- Chapter 10, Deficiency Plans
- Chapter 11, Conclusions and Future Considerations

Alameda CTC updates the CMP biennially, and the next update will occur in 2019. As indicated in the Executive Summary, legislative efforts anticipated or underway such as Senate Bill 743 will reform and update the CMP guidelines and requirements and will impact some or all of the elements of the CMP. Alameda CTC will update its approach to future CMPs to align with the updated requirements.