

Program Conformance and Monitoring

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Alameda CTC is responsible for ensuring local government conformance with the Congestion Management Program. Alameda CTC compares the monitoring information the local governments provide to the requirements of the adopted CMP. Reasons for non-conformance could include inadequate monitoring information, inadequate deficiency plan development, or failure to follow through with the program requirements for level of service standards, site design guidelines, capital improvements, and land use analysis. In addition to these requirements, each city and the county must contribute its apportioned share of Alameda CTC's administrative costs as membership dues.

The Metropolitan Transportation Commission adopts CMP consistency guidelines that requires an evaluation of the CMP for consistency with the Regional Transportation Plan and compatibility of programs within the region. Once MTC finds consistency with the RTP, it will incorporate Alameda CTC's Comprehensive Investment Plan, which is its CMP Capital Improvement Program, into the Regional Transportation Improvement Program. The most recent CMP Guidance for consistency was adopted by MTC in 2015.

Conformance

If Alameda CTC finds a local jurisdiction in non-conformance with the CMP, it will notify the local jurisdiction, which then has 90 days to remedy the area(s) of non-conformance. If the local jurisdiction fails to provide a remedy within the stipulated time, Alameda CTC will notify the state controller, and the notice will include the reasons for the finding and evidence that Alameda CTC correctly followed procedures for making the determination. The state controller would then withhold the non-conforming jurisdiction's increment of subventions from the fuel tax made available by Proposition 111, and the jurisdiction will not be eligible to receive funding for projects through the federal Surface Transportation Program, the Congestion Mitigation and Air Quality Program, or the State Transportation Improvement Program.

If over the next 12 months Alameda CTC determines that the jurisdiction is in conformance, the withheld Proposition 111 funds will be released to the jurisdiction. However, if after the 12-month period, the city or county has not conformed with the CMP requirements, the withheld Proposition 111 funds will be released to Alameda CTC for other projects of regional significance in Alameda County and included in the CMP or deficiency plans.

Alameda CTC is responsible for ensuring local government conformance with four elements of the CMP:

- LOS standards³¹ and development and implementation of Deficiency Plans
- TDM element
- Land Use Analysis Program
- Land use database review

Level of Service Standards

Local governments are accountable for meeting LOS standards as described in Chapter 3, “Level of Service Monitoring.” If they do not meet the established LOS standards, they must develop a deficiency plan that describes how the jurisdiction will meet the adopted LOS standards at the deficient segment or intersection, and how it will achieve LOS and air quality improvements.³²

Travel Demand Management Element

Local jurisdictions must adopt site design guidelines as described in Chapter 5, “Travel Demand Management Element” to meet TDM requirements. The site design guidelines must enhance transit/pedestrian/bicycle access. Each jurisdiction must submit a complete TDM Checklist (Appendix G) that meets the annual conformity timeline each year and specifies that the jurisdiction has adopted and is implementing such guidelines to encourage the use of alternative travel modes.

Further, the jurisdictions must undertake capital improvements that contribute to congestion management and emissions reduction. Each jurisdiction is required to participate in the Transportation Fund for Clean Air, Surface Transportation Program, Congestion Mitigation and Air Quality Program, and other funding programs and to submit projects that support bicycle, pedestrian, transit, or carpool use. Chapter 5 provides more detail. See Appendix G for the TDM Checklist.

Land Use Analysis Program

Alameda CTC is required to develop a program that will analyze impacts and determine mitigation costs of land use decisions on the Regional Transportation System. Local governments are responsible for implementation of the program. The program approach is described in Chapter 6, “Land Use Analysis Program.”

Local jurisdictions are responsible for approving, denying, or altering projects and land-use decisions and are required to determine land-development impacts on the Metropolitan Transportation System and formulate appropriate mitigation measures commensurate with the magnitude of the expected impacts.

Land Use Database Review

Alameda CTC has responsibility for developing a database of housing and jobs projections utilized in the Alameda Countywide Travel Demand Model (more detail on this is available in Chapters 6 and 7). The CMP statute prescribes that this land use database must be consistent with the regional land use database and assumptions of the regional travel demand model. Following the adoption of the RTP/SCS, Plan Bay Area series, Alameda CTC undertakes update of the countywide model to incorporate the regional land use database and model assumptions in coordination with the local jurisdiction for review and refinement.

Monitoring

Monitoring provides feedback to determine whether the CMP’s objectives are being met. The CMP network performance and PDA implementation data collected in the monitoring process can be used to verify and update either the CMP or the actions of the local governments to meet legislative requirements.

³¹ California Government Code Section 65089.3.

³² California Government Code Section 65089.3(d).



Monitoring also provides information that can be used to:

- Update the countywide travel model and database;
- Develop and update land development approval database;
- Update the travel demand management measures, transit standards, and LOS standards;
- Determine whether a local government is required to develop a deficiency plan; and
- Determine how well transportation investments are being coordinated with new developments and demands for access and mobility, and general congestion management.

Table 9.1 below outlines the schedule and basic requirements for monitoring various elements.

Table 9.1—Conformance and Monitoring

CMP Element	Responsible Agency	Requirement	Conformance/ Monitoring Deadline
Designated CMP Roadway Network	Alameda CTC	Identify a list of potential CMP routes (Tier 2) as needed, based on recent planning or other agency efforts, as appropriate, as part of the CMP update cycle.	During the CMP update cycle
LOS Standards	Alameda CTC	Monitor the level of service on the CMP-designated network and report consistency with the LOS standards.	In even-numbered years, perform data collection in the spring and identify potential deficiency.
Performance Element	Alameda CTC/ Transit Operators/ Cities/County	Submit available transportation performance measurement data to Alameda CTC for use in the Performance Report. Submit a short-range transit plan and report to Alameda CTC on attainment of the established standards. As part of this report, identify the resources necessary to continue to maintain this transit performance level during the succeeding five years.	Annually, as required for developing the Performance Report by spring of each year

CMP Element	Responsible Agency	Requirement	Conformance/ Monitoring Deadline
Travel Demand Management Element	Cities/County	Submit the completed TDM Checklist to Alameda CTC certifying that the site design guidelines were adopted and implemented.	In response to annual conformity findings in fall of each year
Land Use Analysis Program	Cities/County	Demonstrate that the program is being carried out by submitting land development project information. Provide information on development approvals that occurred in the prior calendar year for developing the countywide land use approvals database and a copy of the most recent Housing Element Annual Progress Report submitted to the State Department of Housing and Community Development.	In response to annual conformity findings in the fall of each year
Land Use Database Review	Cities/County	Review regional land use database (Sustainable Community Strategy series) for inclusion in the Countywide Travel Demand Model	Following the adoption of the Regional Transportation Plan by MTC/ABAG every four years
Capital Improvement Program	Cities/County/ Transit Operators/ Caltrans/ Port of Oakland/ Alameda CTC/ Others	Submit a list of projects intended to maintain or improve the performance of the designated system and to maintain transit performance standards. The TDM element requires that local jurisdictions consider including projects that support alternative modes in the Capital Improvement Program.	In response to call for projects for Capital Improvement Plan update

Consistency with the Regional Transportation Plan

Although MTC did not adopt updated guidelines for the CMP after the adoption of the recent Plan Bay Area 2040, the 2017 CMP was reviewed for consistency with the currently adopted plans, which are Plan Bay Area 2040 adopted by ABAG and MTC in July 2017 and the 2016 CTP adopted by Alameda CTC in May 2016, following the general CMP consistency goals, as applicable.

The CMP consistency with the RTP is related to the following:

- Goals and objectives established in the RTP;

- System definition with adjoining counties;
- Federal and state air quality plans; and
- MTC travel demand modeling database and methodologies.

Plan Bay Area 2040 incorporates the land use and housing component, the Sustainable Communities Strategy, as required by SB 375. It also includes the following goals, of which “Climate Protection” and “Adequate Housing” are mandatory:

- Climate Protection
- Adequate Housing
- Healthy and Safe Communities
- Open Space and Agricultural Preservation

- Equitable Access
- Economic Vitality
- Transportation System Effectiveness

The 2016 Countywide Transportation Plan adopted by Alameda CTC was developed based on principles of Plan Bay Area 2040 with the intent to support the RTP by meeting the mandatory and voluntary goals.

Additional consistency requirements are identified in the appropriate chapters in the CMP:

- Chapter 2, “Designated CMP Roadway Network” demonstrates 2017 CMP conformance with the CMP/MTS network;
- Chapter 4, “Multimodal Performance Element” addresses RTP goals with the increased number of multimodal performance measures;
- Chapter 5, “Travel Demand Management Element” identifies TDM strategies that can provide cost-effective ways of meeting regional sustainability and mobility goals;
- Chapter 6, “Land Use Analysis Program” acknowledges the Resolution 3434 Regional Transit Expansion Program and PDA Investment and Growth Strategy per OBAG requirements in Resolution 4035;
- Chapter 7, “Database and Travel Demand Model” discusses travel demand model consistency;
- Chapter 8, “Capital Improvement Program” identifies projects and programs in the BAAQMD’s Air Quality Plans’ Transportation Control Measures as well as regional programming policies and principles; and
- Chapter 11, “Conclusions and Future Considerations” summarizes consistency requirements and the 2017 CMP’s compliance with them.

Next Steps

- Based on the legislative actions/decisions for the CMP reform, the conformity requirements will be modified for the 2019 CMP, as needed.

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