CONGESTION MANAGEMENT PROGRAM PROCESS

Introduction

SANDAG, as the Congestion Management Agency (CMA), is required by state law to prepare and regularly update a Congestion Management Program (CMP) for the San Diego region. The last CMP update was adopted by SANDAG in November 2008. On May 8, 2009, the Board of Directors directed staff to work with local jurisdictions that wished to prepare resolutions electing to opt out of the state CMP. A majority of the jurisdictions representing a majority of the population have adopted resolutions electing to be exempt from the state CMP. This informational report also was presented at the October 16, 2009, Transportation Committee meeting.

Discussion

The purposes of the CMP are to monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG staff evaluated options for future direction of the CMP and discussed these options at multiple meetings of the Cities/County Transportation Advisory Committee and the Regional Planning Technical Working Group. One option was to streamline the SANDAG CMP process and the other was to opt out of the state CMP process. As previously stated, at its May 8, 2009, meeting, the Board of Directors discussed these options and voted to direct staff to work with local jurisdictions that wished to prepare resolutions electing to opt out of the state CMP.

Assembly Bill (AB) 2419, passed in 1996, allows congestion management agencies to “opt out” of the state CMP process. Section 65088.3 of the California Government Code states “This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.” Over the past few months 14 out of the 19 local jurisdictions, representing a majority of the population in San Diego County have adopted resolutions electing to be exempt from the state CMP process. The local jurisdictions that adopted resolutions include: Carlsbad, Chula Vista, El Cajon, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, City of San Diego, County of San Diego, San Marcos, and Santee.

SANDAG will continue to meet the federal congestion management provisions through existing SANDAG planning and performance monitoring activities, such as the Regional Transportation Plan (RTP) and other multimodal performance monitoring efforts. Federal congestion management provisions are more flexible and utilize the RTP as the primary tool to provide solutions for congestion. The RTP includes identification and evaluation of anticipated performance and expected benefits of appropriate congestion management strategies (demand management, operational improvements, transit improvements, systems management improvements, etc.).
Additionally, appropriate analysis of multimodal strategies and alternatives for corridors is required when an increase in single occupancy vehicle capacity is proposed.

**Next Steps**

SANDAG staff will notify the California Transportation Commission and State Controller of the region’s decision to elect to be exempt from the state CMP.

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