Congestion Management Program Requirements

In 1990, the California Legislature enacted the Congestion Management Program (CMP) to implement Proposition 111. This proposition required local governments to implement mitigation measures to offset the impacts from new development on the regional transportation system. The goal was to link land use, transportation, and air quality decisions at the regional and local level. The program required, among other things, that every county designate a congestion management agency, which in turn would designate a regional roadway network for monitoring purposes and develop a deficiency plan to address deficiencies in levels of service on the network. The legislation also provided that jurisdictions that fail to comply with the CMP requirements will lose their state gasoline tax revenues.

The Valley Transportation Agency (VTA) serves as the Congestion Management Agency (CMA) for Santa Clara County and maintains the County's Congestion Management Program (CMP), in accordance with California Statute, Government code 65088.

The intent of the CMP legislation is to develop a comprehensive transportation improvement program among local jurisdictions that will reduce traffic congestion and improve land use decision-making and air quality. Sunnyvale, as a member agency of VTA, receives approximately $3.45 million in gas tax revenues annually.
The VTA, as the CMA for the county, still utilizes LOS as an analysis methodology for its intersections. The regional roadway networks fall under the jurisdiction of the VTA and new developments that must analyze intersections on these regional roadway networks must comply with CMP requirements. Development projects will comply with the CMP by continuing to conduct intersection LOS analysis at designated CMP intersections and maintaining LOS E as the acceptable intersection operations standard. By conforming to the CMP, Sunnyvale is eligible to continue to receive substantial gas tax revenue.