

Conclusions and Future Considerations

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The CMP contains several interrelated elements intended to foster better coordination and decision-making about transportation, land development, and air quality. Over the years, the CMP has evolved from being a program focused on meeting the legislative intent of congestion management to a program that uses the legislative mandate as an opportunity to develop and provide an integrated multimodal transportation system for all users of Alameda County that better integrates land use and transportation and reduces greenhouse gas emissions. However, as mentioned previously, given the anticipated changes to the CMP legislation due to other legislative efforts, particularly SB 743, Alameda CTC only made focused, basic changes to reflect the updates to the CMP elements as part of the 2015 CMP implementation and retained many recommendations identified as next steps in the 2015 CMP. The following conclusions and future considerations highlight how the 2017 CMP meets the legislative requirements and identifies some key issues that will be considered in the future actions related to either the CMP legislation amendment or CMP updates.

Conclusions

Based on the 2017 CMP updates, the following conclusions can be reached about the CMP relative to the requirements of law and its purpose and intent. The CMP fulfills the spirit, purpose, and intent of the legislation because it:

1. Contributes to maintaining or improving transportation system service levels.

The projects and programs contained in the CMP are a subset of the transportation investments adopted in the Alameda County 2016 Countywide Transportation Plan. The CMP can be viewed as the short-range implementation program for the CTP.

2. Conforms to MTC's criteria for consistency with Plan Bay Area.

Table 11.1 on the following page lists the Metropolitan Transportation Commission's 2015 consistency requirements for CMPs in the Bay Area region. The CMP has met all these requirements.

Table 11.1—MTC's Regional Consistency Requirements for CMP

RTP Consistency

Have the RTP goals and objectives been included in the CMP?

Does the CMP include references to Resolution 3434?

CMP System

Have all state highways and principal arterials been included?

Are all state highways identified?

Has the CMA developed a clear, reasonable definition for "principal arterials" as part of its submittal plan?

Has this definition been consistently applied in the selection of arterials to include in the designated system?
If not, why?

Does the CMP system connect to the CMP systems in adjacent counties?

Air Quality Requirements

Does the CMP include locally implementable federal and state TCMs, as previously documented and included in MTC's Plan Bay Area, MTC Resolution 2131, and the BAAQMD's Bay Area 2017 Clean Air Plan Control Strategy?

Modeling Consistency (on completion of the current update to the countywide model)

Are the regional "core" assumptions for auto operating costs, transit fares and bridge tolls being used, or are reasons to the contrary documented?

Does the forecasting model include transit and carpool use (through either a person trip generation model or a "borrowed share" approach)?

Does the model produce trip distribution results that are reasonably consistent with those of MTC?

Is the modeling methodology documented?

LOS Consistency

Is LOS assessed using a methodology agreeable to MTC?

RTIP Requirements

Are the proposed RTIP projects consistent with the Plan Bay Area?

Process

Has the CMP been developed in cooperation with all concerned agencies (i.e., transit agencies, applicable air quality district(s), MTC, adjacent counties, etc.?)

Has the CMP been formally adopted according to the requirements of the legislation?

Note: Detailed requirements for regional consistency are outlined in MTC Resolution 3000, revised in October 2015.

3. Provides a travel model consistent with MTC's regional model.

The Alameda Countywide Travel Demand Model was updated to include the land uses and projects and programs in Plan Bay Area 2013 for which MTC approved the model conformance. Update to Plan Bay Area 2040 is underway.

4. Is consistent with MTC's adopted Transportation Control Measures.

The transportation control measures in the Regional Transportation Plan for the Bay Area based on the federal and state air quality plans are shown in Appendix H. The CMP includes many project types and programs identified in the plan.

5. Specifies a method for estimating roadway level of service consistent with state law.

Two approaches are permitted by the law for assessing LOS. The Alameda County CMP specifies using the 1985 Highway Capacity Manual (HCM1985) for LOS monitoring and conformity purposes and the HCM2000 for the Land Use Analysis Program.

6. Identifies candidate projects for the RTIP.

The Regional Transportation Improvement Program candidates listed in the CMP's Capital Improvement Program meet MTC's requirements for inclusion in the STIP program.

7. Was developed in cooperation with jurisdictions and other interested parties.

The 2017 CMP update process included working with interested parties through meetings and regular mailings for the Alameda County Technical Advisory Committee; the Planning, Policy and Legislation Committee; and Alameda CTC Commission meetings, as well as notifications on the Alameda CTC website.

8. Provides a forward-looking approach to the impact of local land use decisions on transportation.

The Land Use Analysis Program allows consultation with Alameda CTC early in the land development process. Early input will help ensure a better linkage between land use decisions and transportation investment.

The 2017 CMP update retained the expanded discussion of Alameda CTC's activities identified during the two prior updates to fulfill the legislative requirements of Senate Bill 375 and Assembly Bill 32 to better integrate transportation and land use and to reduce greenhouse gas emissions by curtailing VMT. Several enhancements were made to the Land Use Analysis Program in this context to meet these objectives.

9. Considers the benefit of greenhouse gas reductions in developing the CIP.

The CMP considers the benefits of greenhouse gas reductions in the Land Use Analysis Program and in developing the CIP. The 2017 CMP continues to include the Alameda County Priority Development Area Investment and Growth Strategy recommendations and options for alternative trip-generation rates to promote infill development in the Land Use Analysis Program that will help support the reduction of VMT and greenhouse gas emissions.

Future Considerations

The 2017 CMP update provides recommendations for next steps in addressing issues related to new and existing legislative requirements, monitoring standards, and other efforts related to congestion management and better integrating transportation and land use. Detailed next steps are included at the end of each individual chapter. Key follow-up areas for consideration are identified below. Alameda CTC will strive to develop future CMPs that improve multimodal mobility, quality of life, and the environment through better land use and transportation integration and by promoting alternative transportation modes for GHG reduction.

1. Legislative efforts for CMP reform

As discussed earlier, the outcome of SB 743 legislation implementation is anticipated to impact the scope of the Congestion Management Program. SB 743 was signed into law in 2013 and will modify the metric used to measure the land development impacts on the transportation system in the CEQA process from a delay-based metric such as LOS to VMT. This is in direct

conflict with the current CMP that requires use of LOS as the performance metric in two of its elements. Alameda CTC has been actively participating in this process by leading the Bay Area Working Group. At the time of printing of this 2017 CMP report, SB 743-related updated CEQA guidelines for transportation impact analysis have been released, and Alameda CTC is awaiting an update to the rule-making process including public review. Alameda CTC will continue to work with other CMAs in the region and regional partners to be proactive and inform the development of bills related to CMP legislation amendment, so that the resulting CMP is more meaningful while supporting environmental goals at all levels of government. Based on the legislative outcomes, Alameda CTC's CMP will be modified to align with the new legislative requirements while continuing to be a forward-looking program.

2. Improving the land use and transportation connection in Alameda County and implementing SB 375

Alameda CTC will explore options including continuing implementation of the Priority Development Area Investment and Growth Strategy and measures to increase use of alternative transportation modes.

3. Mitigating impacts on cross-county corridors or long corridors traversing multiple jurisdictions

Currently, the CMP Land Use Analysis Program does not have a mechanism in place for "fair share" contributions for projects that would impact long travel or cross-county corridors that traverse several Alameda County jurisdictions. Creative options could be explored in identifying a "fair share" contribution.