Presentation Overview

- CMP Legislative Background
- CMP Network
- 2017 CMP Network Update
- Transit Monitoring Network
- Next Steps
Background

- State law requires the Congestion Management Agencies (CMAs) to have the five Congestion Management Program (CMP) elements:
  - Designate a CMP roadway network and conduct biennial level of service monitoring
  - Multimodal performance review and report
  - Travel demand management
  - Land use analysis program
  - Capital improvement program
- The CMP was last updated and adopted in October 2015.
- Next CMP update adoption in Fall of 2017.
• Monitored for:
  - Conformity
  - Informational

• Monitoring Periods:
  - Two hour AM (7-9) and PM (4-6) peak periods and Weekend peak period (12-2 PM)
    - Tier 1 PM peak period data is used for Conformity

### 2017 CMP Network Update

• Purpose of the CMP Network Update:
  - Expand the CMP roadway network for better understanding of a major corridor performance countywide
  - Beginning multimodal performance monitoring with the addition of new Transit Monitoring Network
  - Criteria used for the CMP roadway network expansion and Transit Monitoring Network identification based on the efforts of the Countywide Modal Plans.
• Criteria to identify new segments based on Countywide Modal Plans:
  - High order facilities – throughways or county connectors (Multimodal Arterial Plan)
  - AC Transit and LAVTA major corridors (Multimodal Arterial Plan)
  - Tier 2 Goods Movement Routes (Multimodal Arterial Plan and Goods Movement Plan)
  - Rural routes in East County that carry sizeable traffic volumes (Multimodal Arterial Plan)
• Alameda CTC proposes 221 miles of new segments to the Tier 2 network.

Transit Monitoring Network

• Network consistent with AC Transit’s Major Corridor Study and LAVTA’s updated service.
• Alameda CTC proposes to monitor transit performance on a 146-mile transit monitoring network as part of the CMP network.
• Transit performance monitoring to begin in 2018.
• Performance measure compares average speed of transit vehicles by route versus prevailing auto speed.
  - Measure is consistent with DLD MPFA performance measure
Next Steps

- Next Steps
  - Update all other CMP elements and bring to the Commission for approval – Fall of 2017
  - Begin LOS monitoring and transit performance monitoring on expanded CMP network – Spring of 2018
Questions?