

ALAMEDA COUNTY TRANSPORTATION COMMISSION
Congestion Management Program



A presentation to ACTAC
Saravana Suthanthira, Senior Transportation Planner
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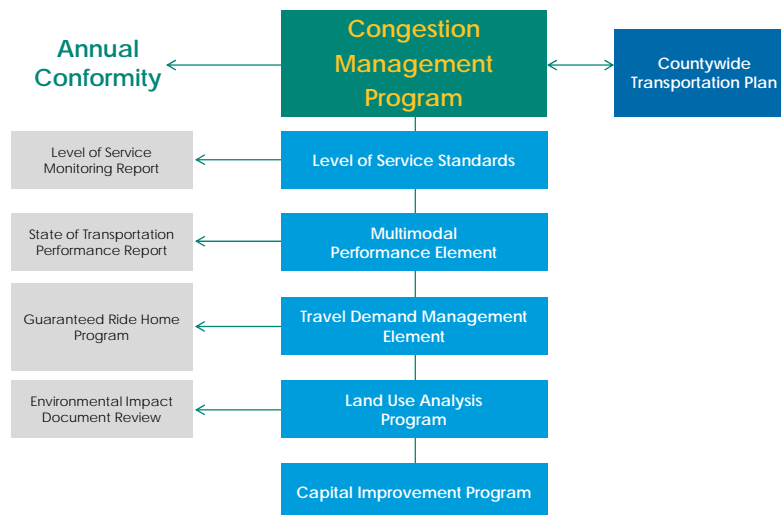
Overview

- Congestion Management Program (CMP) Background
- Alameda CTC's CMP
- 2015 Update Scope and Schedule
- Travel Demand Management (TDM) Program
- 2014 CMP Conformity
- Action Requested
 - Commission approval of:
 - 2015 Update scope and schedule
 - Extension and augmentation of required TDM program
 - Local jurisdictions' compliance with the annual CMP conformity

Congestion Management Program

- State law requires congestion management agencies (CMAs) to develop and update a CMP to address congestion
- Alameda CTC has CMP responsibility as Alameda County's CMA
- Legislation requires an update to the CMP every two years
- Last CMP was updated and adopted in October 2013

CMP Elements



LOS Monitoring

CMP Requirement

Designate a regionally significant roadway network, CMP network to move people and goods

Establish LOS standards

Monitor biennially using the adopted LOS standards

Alameda CTC's CMP

Expanded CMP network to better understand the wider network performance

Moved to using commercially available data, taking advantage of technical advancement for a cost effective and robust performance analysis



Multimodal Performance Element

CMP Requirement

Adopt Performance Measures to evaluate current and future multimodal transportation system performance for the movement of people and goods

Alameda CTC's CMP

Annually develops a Performance Report on the state of the countywide multimodal transportation system

Incrementally expanded performance measures since 2012 for a robust multimodal performance measurement

Travel Demand Management Element

CMP Requirement	Alameda CTC's CMP
Adopt a Travel Demand Management (TDM) element to promote alternative transportation methods	Includes a Comprehensive TDM Strategy Alameda CTC is implementing the Guaranteed Ride Home Program as the TDM measure



Land Use Analysis Program

CMP Requirement	Alameda CTC's CMP
Adopt a program to analyze the impacts of land use decisions made by local jurisdictions on the regional transportation system	Alameda CTC receives all environmental documents and requires CMP analysis if they meet a certain threshold and reviews them
Implement a program based on the CEQA analysis to avoid duplication of efforts	Provides alternative trip generation methods to support infill developments Includes an initiative to develop a land use database based on data from the jurisdictions
Develop and maintain a countywide model	Updated model consistent with Plan Bay Area including Sustainable Communities Strategy

Capital Improvement Program

CMP Requirement

Develop a CIP using performance measures to determine effective projects to maintain and improve performance of multimodal system

Alameda CTC's CMP

Develops CIP to meet the legislative requirement

Focused revamping of CIP is underway



2015 Update: Scope and Schedule

- Intent
 - Incorporate progress made in all CMP elements
 - Incorporate policy changes for CMP elements
 - Identify next steps to advance implementation
- Schedule
 - October 2014 – October 2015

2015 Update Scope Highlights

- **LOS Monitoring:** Update network and expand to include multimodal metrics based on modal plans
- **Multimodal Performance Element:** Consolidate and update performance measures and reporting time in coordination with the modal plans
- **TDM:** Develop Strategic Plan to encourage forming Transportation Management Association and update regarding SB 743 outcome
- **Land Use Analysis Program:** Update to Priority Development Areas and Priority Conservation Areas, Sustainable Communities Strategy Technical Assistance Program and SB 743 Outcome
- **Capital Improvement Program:** Incorporate Comprehensive Investment Plan

Update on Implementation

- CMP elements implemented at different time periods
- Implementation in the fall
 - Report on TDM
 - A required CMP element
 - Guaranteed Ride Home Program
 - promotes alternate mode travel
 - Annual Conformity Findings
 - Ensure jurisdictions are in compliance with the CMP

Update on TDM: GRH

- Guaranteed Ride Home Program
 - A required CMP TDM element
 - An “insurance” program for those taking transit, carpooling, walking and biking to continue using the alternative modes and to encourage solo drivers to use alternative modes
 - Provides free trip home in case of emergency or if requested to stay late by employer
 - Cost-effective measure that supports implementing the state mandate and agency goal of reducing GHG

Update on TDM: GRH and Action

- 2013 Guaranteed Ride Home Program
 - 2013 Annual Report showed all time-high enrollment
 - 5,612 employees in 292 businesses
 - Reduced nearly 4,000 round trips weekly and over 400,000 one-way trips per year
 - Only 41 rides were taken in 2013
 - Saved \$1 million in fuel cost or reduced 2,200 tons of CO₂
- Action Requested
 - Approve one-year extension of contract and associated budget of \$60,000 for operations until November 2015

2014 CMP Conformity

- Compliance required from jurisdictions for four components annually
 - LOS Monitoring – Deficiency Plan implementation
 - Three plans are active
 - TDM element – complete checklist
 - Land Use Analysis Program
 - Submit required environmental documentation
 - Review ABAG land use for the countywide model
 - Provide data for land development database
 - Pay annual fees

Next Steps and Actions Requested

- Next Steps
 - Begin 2015 CMP Update
 - Continue to implement the required TDM program
- Requested Actions
 - Approve 2015 CMP update scope and schedule
 - Extend and augment the TDM contract for the GRH program
 - Adopt conformity findings – all jurisdictions are in conformance with the CMP requirements (will be ensured by October Commission meeting)

Questions?