ALAMEDA COUNTY TRANSPORTATION COMMISSION
# 2013 Congestion Management Program

A presentation to the Commission
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## Presentation Overview

2



- CMP Background

- 2013 Update Process

- Changes to 2013 CMP

- Future Actions Identified

- Commission Action Requested — Approve 2013 CMP through a public hearing

- Next Steps

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## Congestion Management Program   3

- State law requires congestion management agencies (CMAs) to develop and update a CMP to address congestion problems
- As Alameda County's CMA, Alameda CTC has CMP responsibility
- Legislation requires an update to the CMP every two years
- Partners in managing and updating the CMP:
  - Local jurisdictions
  - Transit agencies
  - Metropolitan Transportation Commission (MTC)
  - California Department of Transportation (Caltrans)
  - Bay Area Air Quality Management District (BAAQMD)

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## 2013 CMP Update Process   4

- Commission approved scope and update schedule in April 2013
- ACTAC recommended approval of the CMP in October, with the addition of identifying ways to address rural roadway improvement needs, and efforts to support priority conservation areas(PCAs) goals and objectives
- PPLC approved the CMP in October, with the ACTAC additions, and requested as next steps:
  - Review the criteria for selecting CMP roadways and update them to identify significant rural roadways to become part of the CMP network in Alameda County
- 2013 CMP with updated elements is presented for the Commission's approval

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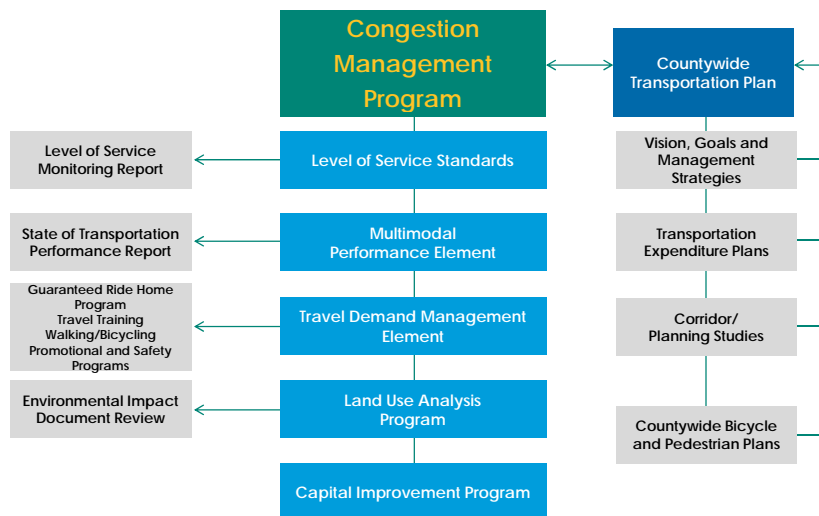
## 2013 CMP Update Process

2013 CMP Update:

- Implemented next steps identified in the 2011 CMP

- Considered existing and new legislation and regional policy requirements

- Identified new and existing requirements and changes to some CMP elements

- Identified next steps

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## Main CMP Elements

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## CMP Designated Roadway Network

| Technical Review and Findings | Change in 2013 CMP |
|---|---|
| Identified the need to review and update the CMP roadway criteria in the 2015 CMP update in conjunction with the outcome of the Countywide Multimodal Arterial Corridor Plan to expand the CMP network to include significant rural roadways in Alameda County | Incorporated the action to update the CMP roadway criteria as the next step |

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## Level of Service (LOS) Standards

| Technical Review and Findings | Change to 2013 CMP |
|---|---|
| **LOS Evaluation Tools**<br>• Evaluated LOS methodologies in three Highway Capacity Manual (HCM) updates for applicability for autos and alternative modes | • **For autos,** continue to use speed-based auto LOS monitoring for Tier 1 network to retain data collection integrity and track trends and conformity<br>• During transition time into new methods of LOS evaluations, apply both 2000 and 1985 HCMs to Tier 2 network in 2014 LOS monitoring to determine future application of HCM<br>• **For alternative modes,** use countywide modal studies to identify facilities and metrics for future monitoring of alternative modes |

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## Deficiency Plans

| Technical Review and Findings | Change in 2013 CMP |
|---|---|
| Incorporated procedures for developing areawide deficiency plans:<br>• Improves performance of multimodal transportation infrastructure over a larger area to offset deficient segments | Updated deficiency plan guidelines to include areawide deficiency plan option |
| Identified the need to update conflict resolution process for multi-jurisdictional deficiency plans | Updated conflict resolution process as required by CMP legislation |

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## Multimodal Performance Element

| Technical Review and Findings | Change to 2013 CMP |
|---|---|
| Identified need for a comprehensive review of performance measures to align monitoring with data availability and connect to programming and investment decisions | Incorporated this action as an implementation step, and updated the performance report to continue tracking the performance of the CMP network by mode and to incorporate Plan Bay Area goals |



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## Travel Demand Management Element | 11

| Technical Review and Findings | Change to 2013 CMP |
| --- | --- |
| Developed a Countywide Comprehensive TDM Strategy, which was adopted by the Commission in May 2013 | Incorporated the approved TDM strategy adopted in May 2013 |

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## Land Use Analysis Program | 12

| Technical Review and Findings | Change to 2013 CMP |
| --- | --- |
| **Land Use and Transportation Integration** Comprehensively reviewed and reorganized the Land Use Analysis Program to better document the various related efforts of the agency in implementing SB 375 and Plan Bay Area | Incorporated the Alameda County Priority Development Area Investment and Growth Strategy recommendations adopted by the Commission in March 2013 |
| Implemented development of land use database based on local development approvals identified in 2011 CMP | • Implement developing the database<br>• Track local jurisdiction Housing Element progress<br>• Require data submittals as part of annual Conformity Findings |
| **Rural Roadway Improvement Needs** Identified that Alameda CTC will work with MTC and ABAG to identify ways to support improvements to rural roadways that facilitate agricultural operations and agricultural tourism in East Alameda County | Incorporated as an implementation step the action to address rural roadway improvement needs, and efforts to support PCA goals and objectives |

# Land Use Analysis Program                    13

| Technical Review and Findings | Change to 2013 CMP |
|---|---|
| **Infill Development Support**<br>• Identified alternative trip generation methodologies to support infill development projects | • Apply the alternative trip generation methodologies for use in Traffic Impact Analysis as defined by new guidelines under development in 2014 |
| **Model Consistency**<br>• Updated subarea model guidelines consistent with updated regional model consistency requirements | • Implement updated subarea model guidelines to ensure countywide consistency in model assumptions |

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# Land Use Analysis Program                    14

| Technical Review and Findings | Change to 2013 CMP |
|---|---|
| **LOS Evaluation Tools**<br>• Evaluated methodologies for auto impact analysis, and found the most recent method (HCM2010) is consistent with the current data requirements | • Encourage use of most current method (HCM2010) to study auto impacts on roadways, but provide flexibility to conform to local requirements as needed |
| • Evaluated methodologies for alternative modes impact analysis, and found the most recent method (HCM2010) is suitable to identify multimodal trade-offs in mitigation measures | • Encourage study of multimodal tradeoffs of mitigation measures and using most current method (HCM2010) in environmental documents<br>• Include recommended types of impacts to analyze for alternative modes in Alameda CTC's standard response for environmental reviews |

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## Capital Improvement Program 15

| Technical Review and Findings | Change to 2013 CMP |
|---|---|
| Updated to include new State Transportation Improvement Program (STIP) projects and other capital improvement projects<br>• To maintain and improve the CMP transportation network | • Incorporated 2014 STIP<br>• Incorporated updated CIP projects for fiscal years 2013-14 to 2019-20 |
| Identified the development of the Strategic Plan including a comprehensive Capital Improvement Program and Program Investment Plan (CIP/PIP) | • Develop CIP/PIP as next steps |

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## Future Actions in CMP 16

Key areas included in CMP as follow-up actions:

- Support policy and legislative actions for SB 743 (CEQA reform) and infill development areas

- Enhance the land use and transportation connection in Alameda County through SB 375 implementation

- Assess application of LOS standards for analyzing performance of auto and alternative modes

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## Future Actions in CMP

- Review performance measures and identify monitoring periods and related measures to align with data availability
- Develop a land use development database to track land development approvals from local jurisdictions
- Develop Strategic Plan/CMP
- Establish funding priority for deficient segments

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## Commission Action/Next Steps

- Request Commission approval of 2013 CMP
- Upon approval, Alameda CTC will forward CMP to MTC to meet November 11, 2013 deadline
- Alameda CTC will develop an implementation schedule for the next steps identified in the 2013 CMP

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# Questions?

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