2011 CMP Update – Process
Overview
• Overview– based on the instruction from the Commission, a thorough and comprehensive review and update of the CMP was carried out also keeping in view the CWTP & RTP Updates and SB 375 requirements
• Process -
  o Comparison of the CMP legislation and Alameda CTC’s CMP activities to identify potential areas for improvement
  o Comparison with the CMP Activities of the other CMAs in the Bay Area (SFCTA, SCVTA & CCTA) including presentations from VTA on Community Design & Transportation (CDT) program & SFCTA on Automobile Trip Generated (ATG) measure
  o Update of individual CMP elements resulting in various actions
  o Update of the CMP report chapters incorporating actions taken
  o Next Steps – Upon commission approval in September, the draft CMP will be sent to MTC
Updates were made to the chapters to include:

- Newly adopted criteria for Tier 2 roadways (Chapter 2)
- List and maps of Tier 2 roadways identified using the new criteria (Chapter 2)
- Recommendation that a comparative analysis of 1985 & 2000 HCMs to the recently released 2010 HCM be done for incorporation in the 2013 CMP Update (Chapter 3)
CMP Elements – Performance Measures & TDM

Update were made to the chapters to include:

- Integration of the goals and performance measures adopted for the 2012 Countywide Transportation Plan (Chapter 4)
- Recommendation to augment data collection for the future Performance Reports for the newly added or expanded performance measures (Chapter 4)
- Recommendation to consider the five initial concepts suggested in the CWTP TDM issue paper for Alameda CTC for expanding its TDM program. (Chapter 5)
CMP Elements – Land Use Analysis Program

Extensive changes were made to the Land Use Analysis Program (Chapter 6) mainly in view of the local & regional activities related to SB 375. Updates made are -

• Include various options for better integration of land use and transportation such as-
  o Conducting a feasibility study to explore implementing an impact analysis measure that supports alternative modes, such as SFCTA’s ATG measure.
  o Investigating the feasibility of implementing a program that promotes integration of land use and transportation supported with financial incentives, similar to the SCVTA’s CDT program in Alameda County.
  o Exploring options for tracking land use developments countywide.
  o Exploring the possibility of adopting the recommended short term and long term policies in the Infill Development issue paper to promote infill developments in Alameda County.
Other changes made to Chapter 6 include:

- Recommendation to transition to 2010 HCM as part of the 2013 CMP Update for LOS standards used for project impact analysis, including exploring the option for transitioning to multi-modal standards.

- Recommendation to explore options for identifying and funding mitigation measures related to project impacts on long and cross county corridors.
Updates made to the CIP (Chapter 7) are -

- Adding new funding sources such as including the New Federal Act and the Alameda County Vehicle Registration Fee
- Update to the CIP projects list
- Update to the STIP projects list (Item 4.2 in ACTAC agenda)
Changes made to Conformance, Monitoring and Deficiency Plans (Chapter 8) include -

• Recommendation to updating the deficiency plan guidelines to incorporate Areawide Deficiency Plan prior to the 2012 LOS Monitoring Study

• Providing funding priority consideration for projects that would improve the performance of deficient segments – e.g., awarding additional points to projects during the evaluation process.
Updates made to Database and Travel Demand Model (Chapter 9) are –

• Update to reflect the details of the recent update to the countywide travel demand model to incorporate ABAG’s Projections 2009

• Identifying next steps for model update -
  o updating demographics to include 2010 census
  o changing the model base year to 2010 to be consistent with the 2010 census
  o extend forecast years from 2035 to 2040
Questions?