

2011 Congestion Management Program Update

Presentation to ACTAC

March 1, 2011

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2011 CMP Update – Status Update

- Comparison with other Bay Area CMA's CMPs
- Three CMA's are compared –
 - SFCTA
 - CCTA
 - VTA
- Comparison Highlights
 - Key difference
 - CMP elements

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SFCTA- Highlights

- Transit First Policy
 - Root for TDM Policies
- Landmark Transit Development Fee
- Level of Service Standard – moving to Auto Trip Generation (ATG)
- Robust Data Collection

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CCTA - Highlights

- Growth Management Program
 - Regional Transportation Planning Committees
 - Routes of Regional Significance
 - Multimodal Transportation Service Objectives
 - Action Plan
 - Development Mitigation Program
 - Local and Regional Impact Fees

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VTA - Highlights

- Community Design and Transportation (CDT) Program
 - Improve land use and transportation connection
- Transportation Energy and Air Quality Program
 - address climate change
- Responsibilities in Land Use Analysis Program
 - Tracking land use developments
 - Tracking and reporting on recommendations reg. development impacts



Level of Service Standards

- Roadway Selection Criteria
 - 20,000 - 30,000 ADT
 - Qualitative Criteria
- New segments since 1991
 - None to One new segment
 - Supplemental roadway network
- Deficiency Plans
 - None to many prepared
 - Area-wide Deficiency Plan by VTA



LOS Standards-Recommendation

- Re-evaluate the principal arterial criteria
 - Current ADT threshold for 70% VMT
 - % VMT for range of ADT threshold
- Expand CMP network
 - Identify new roadways using final criteria, or
 - Develop two tiered network – with 2nd tier for informational monitoring
- Adopt policy to give funding preference for deficient segments
- Update Deficiency Plan guidelines regarding area-wide deficiency plan



Performance Measures

- All CMAs have adopted legislatively required performance measures.
- Additional transit measures adopted by VTA and SFCTA
- CCTA also uses the GMP related MTSOs

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Performance Measures - Recommendation

- Integrate performance measures from the CWTP-TEP/RTP-SCS process as appropriate
- Continue to collect data using existing data sources.
 - Alternate year, augment data collection for additional data for improve analysis of performance – depending on funding
- Develop strategy for improvement of transit systems or developing a potential comprehensive countywide transit plan –pending funding

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Travel Demand Management

- Varying levels of TDM options implemented
- CCTA implements through the GMP
- SFCTA has active and comprehensive policies including pricing.
 - TDM manager at their environment department
- VTA's CDT promotes various options including incentives and grants
- **Recommendation**
 - Explore developing countywide comprehensive TDM program



Land Use Analysis Program

- Similarity in reviewing GPA and Environmental Documents
- CCTA's GMP requires Local and Regional Transportation Development Impact Fees
- SFCTA is studying Auto Generated Trip Fee
- VTA may consider SFCTA's approach.
 - VTA's CMP includes requirements to track land use development in the county



Land Use Analysis Program - Recommendation

- Explore options for tracking developments similar to VTA, with minimal resources
- Consider establishing a means for fair share contribution for projects impacting long corridors
- Consider sub-regional impact fee such as TVTDF

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Land Use Analysis Program – Coordination with Other Counties

- Project based Cross-county partnerships by Alameda CTC
- SFCTA is conducting a cross-county line study with San Mateo County
 - Expected outcomes include establishing fair-share contribution for development impact mitigation

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Land Use Analysis Program - Recommendation

- Explore developing partnerships for cost-sharing towards mitigation measures
- For long term corridor improvements
 - Explore establishing cross county partnerships for mutually agreeable strategies
 - County line development study in partnership with San Joaquin County

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Infill Opportunity Zones

- SFCTA adopted IOZs
- VTA has policies in place to support infill developments

Recommendation

In the context of SB 375 and related efforts –

- Explore ways of harmonizing policies, guidelines and regulations so that infill development is easier to implement



Questions?

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