2011 CMP Update – Status Update

• Comparison with other Bay Area CMAs’s CMPs
• Three CMAs are compared –
  – SFCTA
  – CCTA
  – VTA
• Comparison Highlights
  – Key difference
  – CMP elements
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
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
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
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.
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
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
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
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?