

## MEMORANDUM

**DATE:** September, 2009  
**TO:** TRANSPAC  
**FROM:** Lynn Osborn Overcashier, 511 Contra Costa Program Manager  
**RE:** 511 Contra Costa Status Report

511 Contra Costa staff implements programs and projects which fulfill local jurisdictions' Growth Management and Congestion Management requirements in addition to TRANSPAC Action Plan strategies which provide quantifiable VMT and GHG emissions reductions. Highlights this month include:

### 1. www.511contracosta.org website

- **Website Blog Feature**

There have been numerous blogs on the 511contracosta.org website regarding issues about bicycle access to the new bicycle lane on the Martinez/Benicia bridge. As a result, staff took photos and video of the trail access from the bridge which will be posted on the website to assist bicyclists, especially at the southern end of the bridge.

- **IPhone Application**

Staff is continuing to work on the development of a Bay Area air quality IPhone application which is expected to be unveiled later in September. This includes the design of an IPhone "button" which when pushed, will bring the IPhone user to an electronic page which will show the status of the SF Bay Area's air quality. This information is updated every few minutes from a data feed from the Bay Area Air Quality Management District. This will be a free application which IPhone users can download from the Apple website directly to their phones.

- **BART Strike Non-Event**

Staff produced a very successful promotion to celebrate the fact that BART was NOT having a strike. We even heard from the Marketing Director of BART who praised our promotion. Compliments to Leona Gee for her great marketing idea!

- Interest in the on-line request for bike maps has increased in the past five weeks. East, West, and Iron Horse/Canal maps.
- Blogged, Tweeted and posted information on the 511CC website about BART Strike. The BART strike brought an influx of website users to special promotions and public transportation options.

### 2. SchoolPool

SchoolPool is in full force this month, with students returning to school. To date, 1269 families have been provided free County Connection or Tri Delta tickets to encourage student bus ridership. The program continues through September.

### **3. Walk and Ride 2 School**

Staff is working with two schools in a pilot program to promote walking and bicycling to school. Shoe I.D. tags and reusable water bottles will be given to students who participate in this program which begins in October.

### **4. Employer Outreach**

- Sent BART Strike commute alternatives fact sheets to employers.
- Working with the City of Pleasant Hill and the Pleasant Hill Library on a new permanent display of the library called "The Green Zone". 511CC is providing education outreach materials for the green transportation element of the Green Zone.
- Participated in "Tracks to Trails" event on the Iron Horse Trail.
- Attended Addus Health Care, Safeway, and AAA transportation fairs.
- Working with the County on ways to broaden the use of teleworking and compressed work weeks.

### **5. Commuter Incentive Program**

- County Connection Summer Youth Pass: 511CC had a Buy One Get One Free Summer Youth Pass promotion. Approximately 100 passes were give out.
- Carpool and BART incentive applications are up in part due to the AAA relocation to the Pleasant Hill BART station area from San Francisco.

### **6. Other:**

The 511 Contra Costa program received recognition at ABAG for being a Certified Green Business. Mark Ross, Julie Pierce and Barbara Neustadter from TRANSPAC were in attendance at the presentation.

Lynn Overcashier has been invited by the Massachusetts DOT to be on their National Advisory Team to consult with the State's Executive Office of Transportation and MassRIDES on national trends, TDM best practices evaluation and strategies to enhance the statewide program. All expenses incurred during the two day October meeting will be covered by the MA DOT.

To: Barbara Neustadter  
From Anne Muzzini  
Re: 2009 CMP Edits  
Via email 8/27/09

Barbara,  
The draft CMP should be modified to reflect CCCTA's current service level and capital replacement schedule as included in the CIP. I've pasted sections below with new information.  
Thanks, Anne

Page 38 and 39: CCCTA 's performance element

**Standards for Frequency** The County Connection shall provide a maximum headway (minimum frequency) of fixed-route service of sixty minutes during peak commute periods during the weekday subject to the directives of the CCCTA Basic Level of Service Agreement. This service is dependent on the availability of operating assistance and sufficient ridership with respect to Authority-wide standards for economy (farebox to operating cost recovery ratio), effectiveness (passengers per revenue hour) and efficiency (cost per revenue hour and passenger). **Currently, frequencies are as follows: during peak commute periods, between 15 and 120 minutes; other weekday times, every 30 to 120 minutes; on weekends, every 40 to 120 minutes.**

**Measures of Routing** The County Connection's 36 routes provide fixed-route bus service directly, or in close proximity to, major retail, institutional and governmental activity centers located within its service area. These activity centers include, but are not limited to, Sun Valley Mall, the seven BART train stations(Orinda, Lafayette, Walnut Creek, Pleasant Hill, Concord, North Concord/Martinez,and Dublin/Pleasanton), the Martinez Intermodal Facility, City Central Business Districts,Kaiser Hospitals (Martinez, Walnut Creek), Veteran's Hospital in Martinez, the WillowsRetail center, the Golden Triangle in Walnut Creek, Bishop Ranch, John Muir MedicalCenter in Walnut Creek and Diablo Valley College.

Page 54 and 55" CCCTA's CIP

**Fleet Replacements in CIP**

<b>Description</b>	<b>FY 09</b>	<b>FY 10</b>	<b>FY 11</b>	<b>FY 12</b>
Heavy Duty bus - 40'			10	10
Cutaway vans		42		8

<b>Subject</b>	<b>Release of Draft 2009 Contra Costa Congestion Management Program</b>
<b>Summary of Issues</b>	As the Congestion Management Agency (CMA) for Contra Costa, the Authority must prepare a Congestion Management Program (CMP) and update it every other year. Authority staff is in the process of preparing the draft 2009 CMP for public review. The 2009 CMP will update the required seven-year capital improvement program, revise the performance measures, and outline the relationship of the CMP to the goals of MTC's recently adopted Regional Transportation Plan, T-2035.
<b>Recommendations</b>	Review the proposed Draft 2009 CMP and recommend its release to the RTPCs, local jurisdictions, public agencies, and interested members of the public.
<b>Financial Implications</b>	Certain funding sources require projects to be included in the seven-year CIP of a CMP approved by MTC.
<b>Options</b>	N/A
<b>Attachments</b>	<p>A. Required Findings of Consistency with MTC's T-2035</p> <p>B. Draft 2009 CMP (<i>separate attachment for Authority members and RTPC Managers</i>)</p>
<b>Changes from Committee</b>	N/A

## Background

As the designated Congestion Management Agency (CMA) for Contra Costa, the Authority is required to update its Congestion Management Program (CMP) every other year. The Authority prepared its first CMP in 1991; the 2009 CMP will represent the ninth update.

As with previous CMPs, the 2009 CMP will focus on bringing the projects in the required seven-year capital improvement program (CIP) up to date and responding to legislative and other changes that have occurred over the preceding two years. The key changes that are being addressed include:

- Changes to the projects included in the CIP, including deletions, additions, and other updates to project information based initially on the projects outlined in the proposed Countywide Transportation Plan (CTP);
- Updates to performance measures which will be based on the proposed Multi-modal Transportation Service Objectives (MTSOs) in the updated Action Plans; and

- An updated discussion of the CMP with regard to the goals found in MTC's Regional Transportation Plan, T-2035 (see Attachment A for all required findings of consistency with T-2035).

Staff recommends that the Authority release the draft 2009 CMP for review during June, July and August. The final 2009 CMP appears to be due to MTC in September. The MTC guidance is somewhat unclear about whether the draft or the final CMP needs to be submitted by September 21, 2009.

## Required Findings of Consistency with MTC T-2035

MTC's findings for the consistency of CMPs focus on five areas:

- Goals and objectives established in the RTP,
- Consistency of the system definition with adjoining counties,
- Consistency with federal and state air quality plans,
- Consistency with the MTC travel demand modeling database and methodologies; and
- RTP financial assumptions.

### 1) GOALS AND OBJECTIVES ESTABLISHED IN THE RTP

The Transportation 2035 Plan represents the transportation policy and action statement of how the Bay Area will approach the region's transportation needs over the next 25 years. It was prepared by MTC in partnership with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission (BCDC) and in collaboration with Caltrans, the nine county-level Congestion Management Agencies (CMAs) or substitute agencies, over two dozen Bay Area transit operators, and numerous transportation stakeholders and the public.

At the core of the proposed Transportation 2035 Plan is a vision of what the Bay Area transportation network should look like in 2035. The purpose and goals of the Transportation 2035 Plan provide the framework for this vision. The purpose of the Transportation 2035 Plan is to encourage and promote the safe and efficient management, operation and development of a regional intermodal transportation system that will serve the mobility needs of people and goods. The Commission adopted a Statement of Vision for the Transportation 2035 Plan which can be read in full in the RTP.

The RTP includes the following principles: Economy, Environment and Equity, referred to as the Three Es, and associated goals. The plan goals are not entirely confined to any one of the Three Es, but rather cut across and reinforce all three principles; these are further explained in the RTP.

## Required Findings of Consistency with MTC T-2035

### Three E Principles and Goals

Principle	Goal
Economy	Maintenance & Safety
	Reliability
	Efficient Freight Travel
	Security & Emergency Management
Environment	Clean Air
	Climate Protection
Equity	Equitable Access
	Livable Communities

Further, the RTP incorporates a set of performance objectives for each of the Three E principles as quantifiable measures against which progress may be evaluated, as shown below:

### RTP Performance Objectives

<i>Goal</i>	<i>Performance Objectives</i>
<b>ECONOMY</b>	
<b>Maintenance &amp; Safety</b>	<p><i>Maintenance</i></p> <ul style="list-style-type: none"> <li>▪ Maintain local road pavement condition Index (PCI) of 75 or greater for local streets and roads</li> <li>▪ State highway distressed pavement condition lane-miles not to exceed 10% of total system</li> <li>▪ Achieve an average age for all transit asset types that is no more than 50% of their useful life</li> <li>▪ Increase the average number of miles between service calls for transit service in the region to 8,000 miles</li> </ul> <p><i>Collisions/Fatalities</i></p> <ul style="list-style-type: none"> <li>▪ Reduce fatalities from motor-vehicle collisions by 15 percent from today by 2035</li> </ul>

## Required Findings of Consistency with MTC T-2035

### RTP Performance Objectives

<i>Goal</i>	<i>Performance Objectives</i>
	<ul style="list-style-type: none"> <li>▪ Reduce bicycle and pedestrian fatalities attributed to motor vehicle collisions by 25 percent each from 2000 by 2035</li> <li>▪ Reduce bicycle and pedestrian injuries attributed to motor vehicle collisions by 25 percent each from 2000 by 2035</li> </ul>
<b>Reliability; Efficient Freight Travel; Security &amp; Emergency Management</b>	<ul style="list-style-type: none"> <li>▪ Reduce per-capita delay by 20 percent from today by 2035</li> </ul>
<b>ENVIRONMENT</b>	
<b>Clean Air; Climate Protection</b>	<ul style="list-style-type: none"> <li>▪ Reduce daily per-capita vehicle miles traveled (VMT) by 10 percent from today by 2035</li> <li>▪ Reduce emissions of finer particulates (PM2.5) by 10 percent from today by 2035</li> <li>▪ Reduce emissions of coarse particulates (PM10) by 45 percent from today by 2035</li> <li>▪ Reduce carbon dioxide (CO2) emissions to 40 percent below 1990 levels by 2035</li> </ul>
<b>EQUITY</b>	
<b>Equitable Access; Livable Communities</b>	<ul style="list-style-type: none"> <li>▪ Decrease by 10 percent the combined share of low-income and lower-middle income residents' household income consumed by transportation and housing</li> </ul>

Note that these performance objectives do not constitute legal mandates, nor do they constitute thresholds of significance under CEQA.

### Regional Transit Expansion Program

The Regional Transit Expansion Program – adopted by the Commission as Resolution 3434 – calls for a nearly \$12 billion investment in new rail and bus projects that will improve mobility and enhance connectivity for residents throughout the Bay Area. MTC has adopted a Transportation and Land Use Platform that calls for supportive land use plans and policies to support transit extensions in Res. 3434. Further, MTC has adopted a Transit Oriented Development Policy, as part of Res.

## Required Findings of Consistency with MTC T-2035

3434, that established specific housing thresholds for these extensions, requires station area plans and establishes corridor working groups. These regional policies and specific projects within the county should be recognized in the CMP (attached as Appendix C).

### 2) CONSISTENCY OF THE SYSTEM DEFINITION WITH ADJOINING COUNTIES

The CMP statutes require that the CMA designate a system of highways and roadways which shall be subject to the CMP requirements. Consistency requires the regional continuity of the CMP designated system for facilities that cross county borders.

#### Infill Opportunity Zones

Cities and counties may designate "Infill Opportunity Zones" in order to support development of infill housing and mixed use developments in proximity to transit (SB 1636 (Figueroa)(Chapter 505, Section 4, Statutes of 2002). Traffic Level of Service (LOS) standards shall not apply to the streets and highways within an infill opportunity zone. Rather, an alternative level of service standard, multimodal composite, or personal level of service standard may be used, or a list of flexible level of service mitigation options, including transit, pedestrian and other infrastructure, may be approved. Infill opportunity zones may serve as a valuable tool as the CMAs continue to work to connect land use and transportation planning. MTC encourages the exchange of information between the CMAs regarding approaches to alternative levels of service.

### 3) CONSISTENCY WITH PERTINENT AIR QUALITY PLANS, AS INCORPORATED IN THE RTP

The RTP incorporates Transportation Control Measures (TCMs) contained in the federal and state air quality plans to achieve and maintain the respective standards for ozone and carbon monoxide. The statutes require that the Capital Improvement Program (CIP) of the CMP conform to transportation related vehicle emission air quality mitigation measures. CMPs should promote the region's adopted transportation control measures (TCMs) for the Federal and State Clean Air Plans. In addition, CMPs are encouraged to consider the benefits of greenhouse gas (GHG) reductions in developing the CIP, although GHG emission reductions are not currently required in either Federal or State Clean Air Plans.

- A reference to the lists of federal and state TCMs is provided in Table 1 of Attachment B. The lists may be updated from time to time to reflect changes in the list of TCMs.

## Required Findings of Consistency with MTC T-2035

- In particular, TCMs that require local implementation should be identified in the CMP, specifically in the CIP. If needed MTC will indicate TCMs that need to be emphasized to help achieve federal and state air quality standards.

### 4) CONSISTENCY WITH THE MTC TRAVEL DEMAND MODELING DATABASES AND METHODOLOGIES

The agency, (i.e., the CMA) in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model . . . The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency. (Section 65089 (c))

MTC desires the development of highly consistent travel demand models, with coordinated regional and subregional models and shared databases, to provide a common foundation for transportation policy and investment analysis.

The Bay Area Travel Model User Community (BATMUC) of the Bay Area Partnership serves as a forum for sharing data and expertise, and providing peer review for issues involving the models developed by or for the CMAs, MTC, and other parties. BATMUC reports to the Partnership Technical Advisory Committee (PTAC). The MTC Checklist for Modeling will be used to guide the consistency assessment of CMA models with the MTC model.

The Checklist is included in Attachment B, and addresses:

- Demographic/econometric forecasts
- Pricing assumptions
- Network assumptions
- Auto ownership assumptions
- Trip generation methodology
- Trip distribution methodology
- Mode choice methodology
- Traffic assignment methodologies

### 5) RTP FINANCIAL REQUIREMENTS AND PROJECTIONS

Under the federal SAFETEA, the actions, programs and projects in the RTP must be financially deliverable within reasonable estimates of public and private re-

### **Required Findings of Consistency with MTC T-2035**

sources. While CMPs are not required by legislation to be financially constrained, recognition of financial constraints, including the costs for maintaining, rehabilitating, and operating the existing multi-modal system and the status of specific major projects, will strengthen the consistency and linkage between the regional planning process and the CMP. The CMA may submit project proposals for consideration by MTC in developing future financially constrained RTPs.