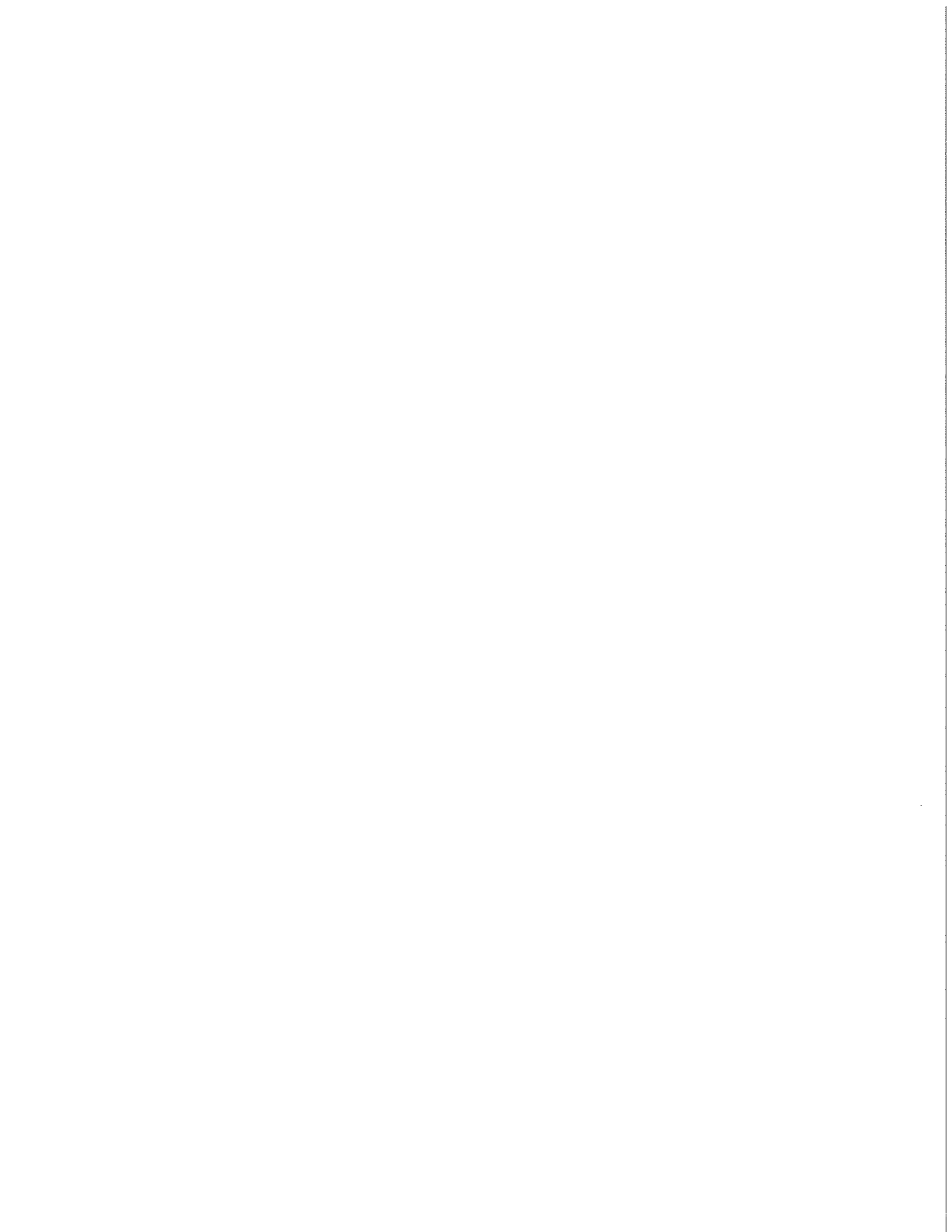


6. Review of the Draft 2011 Congestion Management Plan (CMP) Update Presented by Matt Kelly, CCTA Planning staff

Attachments:

- CCTA 7/6/11 Planning Committee Staff Report on the Release of the Draft Congestion Management Plan (CMP)
- CCTA 10/20/11 Technical Coordinating Committee Staff report on the Adoption of the Proposed Congestion Management Plan (CMP)

To review the full CMP report, please go to www.ccta.net, click on the "Meetings and Agendas" column, scroll down to "Planning Committee", click on the July 6, 2011 line, go to Item 12 and click on (Draft 2011 CMP Updated Chapters & CIP Project List [PDF-28 KB])-CMA Function to view the report.





Planning Committee **STAFF REPORT**

Meeting Date: July 6, 2011

Subject	Release of Draft 2011 Congestion Management Plan (CMP) Update
Summary of Issues	As the Congestion Management Agency (CMA) for Contra Costa, the Authority must prepare a Congestion Management Program (CMP) and update it every other year. Under MTC's proposed schedule, the CMP must be submitted to the Regional Agency by October 14, 2011. The 2011 CMP Update will focus on the seven-year Capital Improvement Program (CIP) and consistency of the Authority's updated travel demand forecasting model with MTC's model while making technical updates to various chapters and appendices in order to reflect the current status of related activities.
Recommendations	<p>Review the proposed Draft 2011 CMP Executive Summary and updated chapters and recommend their release to the RTPCs, local jurisdictions, agencies and interested members of the public.</p> <p>Review updated draft 2011 CMP CIP Project Listing (available on web)</p>
Financial Implications	Projects must be included in the Seven-Year CIP of the CMP to be eligible for a variety of State and Federal programs.
Options	
Attachments	<p>A. Draft 2011 CMP Executive Summary</p> <p>B. Draft 2011 CMP Updated Chapters (3-6) and CIP Project Listing (Appendix-E) for Review - Available at www.ccta.net</p>
Changes from Committee	

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 2011 CMP will represent the tenth update.

As with previous CMPs, the 2011 CMP will focus on bringing the projects in the required seven-year capital improvement program (CIP) up to date, and incorporating selected technical updates to reflect the current status of related activities. Most requirements of the 2011 CMP are unchanged since 2009, and will not require updating, including consistency with the current adopted RTP (T-2035) goals and financial assumptions.

Required Components of the CMP

The State CMP legislation (California Government Code Section 65082(c)) requires each CMP to contain the following components:

- Traffic level-of-service (LOS) standards that apply to a system of designated CMP routes that includes at least all State highways and principal arterials;
- A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods;
- A seven-year capital improvement program (CIP) that maintains or improves the performance of the multi-modal system for the movement of people and goods or mitigates regional transportation impacts identified in the land use evaluation program;
- A program to analyze the impacts of local land use decisions on the regional transportation system, including an estimate of the costs associated with mitigating those impacts; and
- A travel demand element that promotes transportation alternatives to the single-occupant vehicle.

The CMP legislation also requires each CMA to prepare and maintain a computerized travel demand model and associated land use database that is consistent with the regional agency's model and data.

Scope of the 2011 CMP Update

There have been no substantive changes to the CMP legislation that would require significant changes to any components of the Authority's. The following chapters and appendices are currently undergoing technical updates and corrections:

1. **Chapter 3 (Performance Element):** Transit providers have provided current information on service frequencies, standards, and performance measures.
2. **Chapter 4 (Capital Improvement Program) and Appendix E (Seven-Year CIP):** The project information in the seven-year CIP has been updated. The updates include those made by project sponsors as part of the latest RTP Call-for-Projects conducted by MTC. **Note:** Historically, the CMP process has included a call for projects to update the Comprehensive Transportation Project Listing (CTPL), the source of the CIP listing. The Authority recently submitted its list of projects to MTC for the 2040 RTP, answering the regional agency's call for projects, and coordinated at the RTPC level. Local sponsors were asked to add new projects and update those from T-2035. Authority staff has updated the Comprehensive Transportation Project List (CTPL)

with updates from the latest RTP call for projects as the basis for generating the CIP for the 2011 CMP. A summary of project costs by type can be found in Attachment A.

3. **Chapter 5 (Land Use-Transportation Evaluation Program):** Sections covering General Plan Amendments and Environmental Review have been updated to reflect minor changes since 2009.
4. **Chapter 6 (Travel Demand Element):** Discussion of SB375/SCS and Regional Programs has been updated to incorporate new projects and reflect the Authority's SCS Principles.
5. **Appendix H (Travel Demand Forecasting Model Development in Contra Costa County):** The Authority's on-call modeling consultant will provide updates to reflect the development of the latest version of the Countywide Model, in conjunction with the preparation of the required CMP Modeling Consistency Report, to be issued under separate cover.

Staff will update only these chapters and appendices and will make necessary changes to the Introduction and Overview chapter.

The draft 2011 CMP CIP project listing is available for download and review on the Authority's website (<http://ccta.net/EN/main/meetings/committees/advisorycom.html#tcc>). Projects are organized by project type and jurisdiction. Local staff review should focus on projects that were updated during the RTP call for projects, and adding any new projects that will be seeking funding over the next seven years. Edits should be transmitted to Matt Kelly (mkelly@ccta.net) of Authority staff by July 29th.

Schedule

Following is the schedule for the 2011 update to the CMP:

<i>April/May 2011</i>	<i>Monitor CMP Network for LOS Standards</i>
<i>May/June 2011</i>	<i>Comment on MTC's Proposed Changes to 2011 CMP Guidance</i>
<i>July 2011</i>	<i>Draft 2011 CMP Released for Comment</i>
<i>August 2011</i>	<i>Draft CMP LOS Monitoring Report Released</i>
<i>September 2011</i>	<i>Final CMP LOS Monitoring Report Released</i>
<i>October 2011</i>	<i>Final 2011 CMP Transmitted to MTC</i>
October 14, 2011	2011 CMP Due to MTC
<i>November 4, 2011</i>	<i>MTC Releases CMP Consistency Findings</i>

Executive Summary

As the designated Congestion Management Agency (CMA) representing the jurisdictions of Contra Costa County, the Contra Costa Transportation Authority (the Authority) is responsible for preparing and adopting a Congestion Management Program (CMP) and updating it every other year. The Authority adopted the county's first CMP in October 1991. This document — the 2011 Contra Costa CMP — represents the tenth biennial update.

This update, which was prepared with help from and consultation with representatives of local, regional and State agencies, transit operators and the public, responds to changes in regional transportation planning, projects, and programs made since 2009. The 2011 CMP focuses primarily on bringing the required seven-year Capital Improvement Program (CIP) up-to-date, while also responding to primarily technical changes and corrections from the 2009 CMP, including:

- Performance Element – Transit providers have provided current information on service frequency, standards, and performance measures.
- Capital Improvement Program (CIP) – Projects in the seven-year CIP (Appendix E) has been updated with current information from project sponsors, including those made as part of the 2013 RTP Call for Projects.
- Land-Use Transportation Evaluation Program – Updates have been made to General Plan Amendments and Environmental Review sections to reflect minor changes since 2009.

- Travel Demand Element – Updates have been made to reflect new projects and the Authority’s SCS Principles.
- Appendix H (Travel Demand Forecasting Model Development) has been updated to reflect the development of the latest version of the Countywide Model.

The State CMP legislation requires each CMP to contain the following components:

- Traffic level-of-service (LOS) standards that apply to a system of designated CMP routes that includes at least all State highways and principal arterials (Chapter 2);
- A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods (Chapter 3);
- A seven year capital improvement program (CIP) that maintains or improves the performance of the multi-modal system for the movement of people and goods or mitigates regional transportation impacts identified in the land use evaluation program (Chapter 4 and Appendix E);
- A program to analyze the impacts of local land use decisions on the regional transportation system, including an estimate of the costs associated with mitigating those impacts (Chapter 5); and
- A travel demand element that promotes transportation alternatives to the single-occupant vehicle. (Chapter 6 and Appendix H).

The CMP legislation also requires each CMA to prepare and maintain a computerized travel demand model, including a land use database. To meet this requirement, the Authority has developed and maintains a countywide model that runs using TransCAD® software. In 2006, the Authority undertook a comprehensive update of its land use database, consistent with the Association of Bay Area Governments (ABAG) Projections 2005. The status of the travel demand model is discussed further in Chapter 7 and Appendix H. Appendix H also describes the approach taken for the current CMP model update, including consistency of the Authority’s CMP model to the modeling guidelines of MTC and to the new modeling requirements of SB 375.

The Authority adopted detailed Deficiency Plan Procedures in 1996. These procedures, which are summarized in Chapter 8, are contained in a separate document.

The CMP overlaps considerably with the Contra Costa Growth Management Program (GMP) established by county voters when they passed Measure C in 1988. (The GMP was continued, with some changes, in Measure J which took effect on April 1, 2009.) Both programs contain similar requirements and have similar structures. Under the GMP, jurisdictions that comply with the program are allocated 18 percent of total sales tax revenues to

maintain or improve local streets and roads. Under the CMP, local jurisdictions that meet the CMP compliance requirements receive a portion of the gas tax revenues established in Proposition 111. In both cases, the Authority evaluates local compliance. While State and regional agencies do not have a role in evaluating local compliance, MTC does play an important role in the establishment of regional conformance guidelines, with an emphasis on modeling and land use data consistency.

Further background on CMP legislative requirements is contained in Appendix A and background on the components of the GMP and Measure J is described in Appendix B.

Following its adoption, the Authority will submit the 2011 CMP to MTC. As the regional transportation planning agency in the San Francisco Bay Area, MTC is required to evaluate the CMP's consistency with MTC's RTP and with the CMPs of other counties in the Bay Area. If it finds that the Contra Costa CMP is consistent with the RTP, MTC will incorporate the projects listed in the CMP's seven-year CIP into MTC's Regional Transportation Improvement Program.

Summary of CMP Components and Changes from the 2009 CMP

CHAPTER 1: INTRODUCTION AND OVERVIEW

Changes from the 2009 CMP Minor updates will be made to the CMP Introduction and Overview.

CHAPTER 2: LEVEL OF SERVICE STANDARDS

Chapter 2 describes the designated CMP network of State highways and principal arterials, and the level-of-service standards that apply to that network. Consistent with the CMP legislation, the CMP network includes all State highways within Contra Costa. Consequently, all freeways are included as well as non-freeway routes such as San Pablo Avenue (State Route 123) south and east of I-80 and State Route 4 east of its junction with State Route 160. "Principal arterials" are also part of the CMP network. These are defined as arterials that are at least four lanes wide for a mile in length, carry at least 20,000 vehicles each day, and have been designated by the appropriate regional transportation planning committee (RTPC). Also consistent with the CMP legislation, the Authority has established a level-of-service standard of LOS E for all parts of the CMP network except those that were already operating at worse levels of service in 1991.

Changes from the 2009 CMP The 2011 CMP Update has kept the previously established CMP network and LOS standards.

CHAPTER 3: PERFORMANCE ELEMENT

Chapter 3 outlines measures to evaluate the current and future performance of the multi-modal system for the movement of people and goods. To build on and take advantage of the cooperative planning done through the GMP, continued under Measure J, the Authority has drawn the performance measures established in the CMP from the Multimodal Transportation Service Objectives (MTSOs) in the 2009 updates of the Action Plans for Routes of Regional Significance. These measures will apply to the CMP network, all of which are also Regional Routes. Changes to standards for transit performance, routing and measures of frequency made since 2009 have also been incorporated.

Changes from the 2009 CMP The 2009 CMP has made no substantial changes to this section.

CHAPTER 4: CAPITAL IMPROVEMENT PROGRAM

To emphasize the programming objectives of the CMP legislation, the CMP CIP contains projects that the Authority proposes for programming through the State and federal funding cycles. The CIP includes projects already programmed; those proposed for programming through MTC's Regional Transportation Improvement Program and federal processes; Transportation Fund for Clean Air (TFCA) bicycle projects; and developer-funded projects where funding through fee programs is imminent.

Changes from the 2009 CMP As part of the 2009 CTP and MTC's 2013 RTP Call-for-Projects, Authority staff updated the Comprehensive Transportation Project List, or CTPL, as the repository of projects and programs that agencies in Contra Costa and the region are interested in pursuing. The 2011 CMP CIP outlined in this chapter and in Appendix E are derived from the projects included in the CTPL database. The CIP includes projects to be funded through several different sources. These sources include the RTIP, MTC's SAFE-TEA-LU-based programs, TFCA bicycle projects, and developer-funded projects where funding through fee programs is imminent as well as the Authority's own Strategic Plan.

In total, the CMP CIP has a total estimated cost of over \$10 billion. The actual total is greater since some projects are in early stages of planning and design and sponsors have not yet identified a project cost.

<i>Project Category</i>	<i>Total Cost (In \$1000)</i>	<i>Share of Total</i>
Freeway/HOV, Expressway & Interchange	\$3,868,584,600	37.4%
Transit (Rail, Ferry & Bus)	\$4,092,063,754	39.5%
Arterial & Roadway	\$1,290,192,856	12.5%
Maintenance & Operations	\$605,643,921	5.8%
Intermodal & Park-and-Ride	\$125,751,800	1.2%
Bike, Pedestrian & TLC	\$351,961,006	3.4%
Studies	\$19,413,537	0.2%
Total Cost	\$10,353,611,474	100.0%

CHAPTER 5: LAND USE-TRANSPORTATION EVALUATION PROGRAM

For short-range analysis of land use impacts, the CMP relies on the traffic impact analysis required by the GMP, which will be continued under Measure J. That program requires every jurisdiction to conduct a traffic impact analysis for any proposed development project, development plan, or General Plan Amendment that would generate more than 500 vehicle trips in the peak hour (RTPCs may choose to specify a lower trip threshold). This analysis must evaluate the impacts of the proposed development on the regional transportation system and estimate the cost of mitigating those impacts.

For long-range planning, the CMP includes two options: the first builds on the existing process for reviewing General Plan amendments under Measures J within those Action Plans, while the second focuses on the impact of a land use change on CMP LOS standards and performance measures, including affected public transit operations.

Changes from the 2009 CMP The 2011 CMP will include updates to the General Plan Amendments and Environmental Review sections.

CHAPTER 6: TRAVEL DEMAND ELEMENT

The Travel Demand Element in Chapter 6 builds on the transportation demand management activities established through the GMP, continued under Measure J. The program requires local jurisdictions to adopt a TSM Ordinance that establishes a policy of participation with other jurisdictions and/or the RTPCs in efforts to achieve TSM goals, and to incorporate these TSM goals into the jurisdiction's land use review and planning process.

Changes from the 2009 CMP The 2011 CMP has updated this section to reflect AB 32 and SB 375/SCS, which call for greater efforts to manage travel demand, to reduce greenhouse gas emissions, and to align regional transportation and land uses planning efforts. The Authority's SCS guiding principles have been added.

CHAPTER 7: TRANSPORTATION DEMAND MODELING

Chapter 7 describes the Authority's travel demand model and the updates undertaken to maintain consistency with the regional model and database.

Changes from the 2009 CMP The Countywide Model is being updated to maintain consistency with MTC's regional model, as required in the CMP legislation. Attachment B to MTC Resolution 3000 sets forth regional modeling consistency requirements (see revised Appendix H). By incorporating the trip tables from the Transportation 2035 Plan, the countywide model reflects the most current land use and trip making characteristics for the Bay Area. The Authority's countywide model meets the MTC consistency requirements as reported to MTC through the most recent modeling consistency report.

CHAPTER 8: DEFICIENCY PLAN PROCEDURES

The CMP legislation requires Deficiency Plans to be prepared when a LOS standard established on the CMP network is exceeded, after calculating required exclusions. Chapter 8 describes the three basic steps in the process of deficiency planning: (1) identification of the deficiency and which jurisdictions must be involved in the plan preparation, (2) preparation of the Deficiency Plan itself, and (3) review, adoption and implementation of the Deficiency Plan.

Changes from the 2009 CMP No changes to the Deficiency Planning chapter have been made.

CHAPTER 9: LOCAL COMPLIANCE REQUIREMENTS

The Authority evaluates local conformance with the CMP through its biennial monitoring of the CMP network and through local responses to the GMP Compliance Checklist. This evaluation of local conformance looks at the achievement of CMP level of service standards; steps taken to implement the recommendations of any Deficiency Plan that were incorporated into the Action Plans; and applying the Land Use-Transportation Evaluation Program as an alternative to the GMP evaluation process.

Changes from the 2009 CMP No changes to this chapter were made.



Technical Coordinating Committee **STAFF REPORT**

Meeting Date: October 20, 2011

Subject	Adoption of Proposed 2011 Congestion Management Plan (CMP) Update
Summary of Issues	As the Congestion Management Agency (CMA) for Contra Costa, the Authority must prepare a Congestion Management Program (CMP) and update it every other year. Under MTC's proposed schedule, the CMP must be submitted to the Regional Agency by December 15, 2011. Staff has received comments and project updates based on circulation of the draft CMP and has incorporated those into the final document.
Recommendations	1) Forward the Revised Draft 2011 CMP Update to MTC; and 2) Forward Final CMP to the Authority for approval under Resolution 11-48-G.
Financial Implications	Projects must be included in the Seven-Year CIP of the CMP (Appendix-E) to be eligible for a variety of State and Federal programs.
Options	Recommend additional changes to the document.
Attachments	<ul style="list-style-type: none"> A. 2011 CMP Executive Summary B. 2011 CMP Updated Chapters (3-6) and CIP Project Listing (Appendix-E) - Available at www.ccta.net
Changes from Committee	

Background

As the Congestion Management Agency (CMA) for Contra Costa, the Authority must prepare a Congestion Management Program (CMP) and update it every other year. The Authority prepared its first CMP in 1991. The last full update was adopted in 2009, and the 2011 CMP will represent the Authority's tenth update.

As with previous CMPs, the 2011 CMP will focus on bringing the projects in the required seven-year capital improvement program (CIP) up to date, and incorporating selected technical

updates to reflect the current status of related activities. Most requirements of the 2011 CMP are unchanged since 2009, including consistency with the current adopted RTP (T-2035) goals and financial assumptions. Therefore, these unaffected chapters were not updated and will be addressed in later CMP updates.

The draft 2011 CMP was released to interested parties in late July, with comments due in September. Under MTC's proposed schedule, the CMP must be submitted to the Regional Agency by December 15, 2011.

Required Components of the CMP

The State CMP legislation (California Government Code Section 65082(c)) requires each CMP to contain the following components:

- Traffic level-of-service (LOS) standards that apply to a system of designated CMP routes that includes at least all State highways and principal arterials;
- A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods;
- A seven-year capital improvement program (CIP) that maintains or improves the performance of the multi-modal system for the movement of people and goods or mitigates regional transportation impacts identified in the land use evaluation program;
- A program to analyze the impacts of local land use decisions on the regional transportation system, including an estimate of the costs associated with mitigating those impacts; and
- A travel demand element that promotes transportation alternatives to the single-occupant vehicle.

The CMP legislation also requires each CMA to prepare and maintain a computerized travel demand model and associated land use database that is consistent with the regional agency's model and data.

Scope of the 2011 CMP Update

There have been no substantive changes to the CMP legislation that would require significant changes to most components of the Authority's currently adopted CMP. The following chapters and appendices have been updated to reflect changes that have occurred since the adoption of the 2009 CMP:

1. **Chapter 3 (Performance Element):** Transit providers have provided current information on service frequencies, standards, and performance measures.

2. **Chapter 4 (Capital Improvement Program) and Appendix E (Seven-Year CIP):** The project information in the seven-year CIP has been updated. The updates include those made by project sponsors as part of the latest RTP Call-for-Projects conducted by MTC and during the draft CMP public review.
3. **Chapter 5 (Land Use-Transportation Evaluation Program):** Sections covering General Plan Amendments and Environmental Review have been updated to reflect minor changes since 2009.
4. **Chapter 6 (Travel Demand Element):** Discussion of SB375/SCS and Regional Programs has been updated to incorporate new projects and reflect the Authority's SCS Principles.
5. **Appendix H (Travel Demand Forecasting Model Development in Contra Costa County):** The Authority's on-call modeling consultant will provide updates to reflect the development of the latest version of the Countywide Model, in conjunction with the preparation of the required CMP Modeling Consistency Report, to be issued under separate cover.

Local Comments Received

Comments regarding projects in the CIP (Appendix E) were received from Brentwood, Concord, Lafayette, and Walnut Creek. Changes to those projects have been incorporated into the Authority's project database (CTPL) and Appendix E of the 2011 CMP. To date no comments have been received from the RTPCs, however, given the technical nature of this CMP revision, the RTPCs have generally elected to delegate review to technical staff. TRANSPAC is scheduled to receive a report on November 10. Any comments received prior to the November 16th Authority Board meeting will be incorporated into the final document.

Attachment A

2011 Congestion Management Program

Executive Summary

As the designated Congestion Management Agency (CMA) representing the jurisdictions of Contra Costa County, the Contra Costa Transportation Authority (the Authority) is responsible for preparing and adopting a Congestion Management Program (CMP) and updating it every other year. The Authority adopted the county's first CMP in October 1991. This document — the 2011 Contra Costa CMP — represents the tenth biennial update.

This update, which was prepared with help from and consultation with representatives of local, regional and State agencies, transit operators and the public, responds to changes in regional transportation planning, projects, and programs made since 2009. The 2011 CMP focuses primarily on bringing the required seven-year Capital Improvement Program (CIP) up-to-date, while also responding to primarily technical changes and corrections from the 2009 CMP, including:

- Performance Element – Transit providers have provided current information on service frequency, standards, and performance measures.
- Capital Improvement Program (CIP) – Projects in the seven-year CIP (Appendix E) has been updated with current information from project sponsors, including those made as part of the 2013 RTP Call for Projects.
- Land-Use Transportation Evaluation Program – Updates have been made to General Plan Amendments and Environmental Review sections to reflect minor changes since 2009.

- Travel Demand Element – Updates have been made to reflect new projects and the Authority's SCS Principles.
- Appendix H (Travel Demand Forecasting Model Development) has been updated to reflect the development of the latest version of the Countywide Model.

The State CMP legislation requires each CMP to contain the following components:

- Traffic level-of-service (LOS) standards that apply to a system of designated CMP routes that includes at least all State highways and principal arterials (Chapter 2);
- A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods (Chapter 3);
- A seven year capital improvement program (CIP) that maintains or improves the performance of the multi-modal system for the movement of people and goods or mitigates regional transportation impacts identified in the land use evaluation program (Chapter 4 and Appendix E);
- A program to analyze the impacts of local land use decisions on the regional transportation system, including an estimate of the costs associated with mitigating those impacts (Chapter 5); and
- A travel demand element that promotes transportation alternatives to the single-occupant vehicle. (Chapter 6 and Appendix H).

The CMP legislation also requires each CMA to prepare and maintain a computerized travel demand model, including a land use database. To meet this requirement, the Authority has developed and maintains a countywide model that runs using TransCAD® software. In 2006, the Authority undertook a comprehensive update of its land use database, consistent with the Association of Bay Area Governments (ABAG) Projections 2005. The status of the travel demand model is discussed further in Chapter 7 and Appendix H. Appendix H also describes the approach taken for the current CMP model update, including consistency of the Authority's CMP model to the modeling guidelines of MTC and to the new modeling requirements of SB 375.

The Authority adopted detailed Deficiency Plan Procedures in 1996. These procedures, which are summarized in Chapter 8, are contained in a separate document.

The CMP overlaps considerably with the Contra Costa Growth Management Program (GMP) established by county voters when they passed Measure C in 1988. (The GMP was continued, with some changes, in Measure J which took effect on April 1, 2009.) Both programs contain similar requirements and have similar structures. Under the GMP, jurisdictions that comply with the program are allocated 18 percent of total sales tax revenues to

maintain or improve local streets and roads. Under the CMP, local jurisdictions that meet the CMP compliance requirements receive a portion of the gas tax revenues established in Proposition 111. In both cases, the Authority evaluates local compliance. While State and regional agencies do not have a role in evaluating local compliance, MTC does play an important role in the establishment of regional conformance guidelines, with an emphasis on modeling and land use data consistency.

Further background on CMP legislative requirements is contained in Appendix A and background on the components of the GMP and Measure J is described in Appendix B.

Following its adoption, the Authority will submit the 2011 CMP to MTC. As the regional transportation planning agency in the San Francisco Bay Area, MTC is required to evaluate the CMP's consistency with MTC's RTP and with the CMPs of other counties in the Bay Area. If it finds that the Contra Costa CMP is consistent with the RTP, MTC will incorporate the projects listed in the CMP's seven-year CIP into MTC's Regional Transportation Improvement Program.

Summary of CMP Components and Changes from the 2009 CMP

LEVEL OF SERVICE STANDARDS

Chapter 2 describes the designated CMP network of State highways and principal arterials, and the level-of-service standards that apply to that network. Consistent with the CMP legislation, the CMP network includes all State highways within Contra Costa. Consequently, all freeways are included as well as non-freeway routes such as San Pablo Avenue (State Route 123) south and east of I-80 and State Route 4 east of its junction with State Route 160. "Principal arterials" are also part of the CMP network. These are defined as arterials that are at least four lanes wide for a mile in length, carry at least 20,000 vehicles each day, and have been designated by the appropriate regional transportation planning committee (RTPC). Also consistent with the CMP legislation, the Authority has established a level-of-service standard of LOS E for all parts of the CMP network except those that were already operating at worse levels of service in 1991.

Changes from the 2009 CMP The 2011 CMP Update has kept the previously established CMP network and LOS standards.

PERFORMANCE ELEMENT

Chapter 3 outlines measures to evaluate the current and future performance of the multi-modal system for the movement of people and goods. To build on and take advantage of

the cooperative planning done through the GMP, continued under Measure J, the Authority has drawn the performance measures established in the CMP from the Multimodal Transportation Service Objectives (MTSOs) in the 2009 updates of the Action Plans for Routes of Regional Significance. These measures will apply to the CMP network, all of which are also Regional Routes. Changes to standards for transit performance, routing and measures of frequency made since 2009 have also been incorporated.

Changes from the 2009 CMP The 2009 CMP has made no substantial changes to this section.

CAPITAL IMPROVEMENT PROGRAM

To emphasize the programming objectives of the CMP legislation, the CMP CIP contains projects that the Authority proposes for programming through the State and federal funding cycles. The CIP includes projects already programmed; those proposed for programming through MTC's Regional Transportation Improvement Program and federal processes; Transportation Fund for Clean Air (TFCA) bicycle projects; and developer-funded projects where funding through fee programs is imminent.

Changes from the 2009 CMP As part of the 2009 CTP and MTC's 2013 RTP Call-for-Projects, Authority staff updated the Comprehensive Transportation Project List, or CTPL, as the repository of projects and programs that agencies in Contra Costa and the region are interested in pursuing. The 2011 CMP CIP outlined in this chapter and in Appendix E are derived from the projects included in the CTPL database. The CIP includes projects to be funded through several different sources. These sources include the RTIP, MTC's SAFE-TEA-LU-based programs, TFCA bicycle projects, and developer-funded projects where funding through fee programs is imminent as well as the Authority's own Strategic Plan.

In total, the CMP CIP has a total estimated cost of over \$10 billion. The actual total is greater since some projects are in early stages of planning and design and sponsors have not yet identified a project cost.

<i>Project Category</i>	<i>Total Cost (in \$1000)</i>	<i>Share of Total</i>
Freeway/HOV, Expressway & Interchange	\$3,744,743,600	37.1%
Transit (Rail, Ferry & Bus)	\$3,900,663,754	39.5%
Arterial & Roadway	\$1,264,572,162	12.5%
Maintenance & Operations	\$602,507,128	6.0%
Intermodal & Park-and-Ride	\$116,751,800	1.2%
Bike, Pedestrian & TLC	\$357,661,006	3.5%
Studies	\$19,413,537	0.2%
Total Cost	\$10,094,312,987	100.0%

LAND USE-TRANSPORTATION EVALUATION PROGRAM

For short-range analysis of land use impacts, the CMP relies on the traffic impact analysis required by the GMP, which will be continued under Measure J. That program requires every jurisdiction to conduct a traffic impact analysis for any proposed development project, development plan, or General Plan Amendment that would generate more than 500 vehicle trips in the peak hour (RTPCs may choose to specify a lower trip threshold). This analysis must evaluate the impacts of the proposed development on the regional transportation system and estimate the cost of mitigating those impacts.

For long-range planning, the CMP includes two options: the first builds on the existing process for reviewing General Plan amendments under Measures J¹ within those Action Plans, while the second focuses on the impact of a land use change on CMP LOS standards and performance measures, including affected public transit operations.

Changes from the 2009 CMP The 2011 CMP has made no substantial changes to this section.

TRAVEL DEMAND ELEMENT

The Travel Demand Element in Chapter 6 builds on the transportation demand management activities established through the GMP, continued under Measure J. The program requires local jurisdictions to adopt a TSM Ordinance that establishes a policy of participation with other jurisdictions and/or the RTPCs in efforts to achieve TSM goals, and to incorporate these TSM goals into the jurisdiction's land use review and planning process.

¹ The Authority is currently reviewing possible changes to this process include revised requirements for disclosure, consultation, facilitation, principles of agreement, and good faith.

Changes from the 2009 CMP The 2011 CMP has updated this section to reflect AB 32 and SB 375/SCS, which call for greater efforts to manage travel demand, to reduce greenhouse gas emissions, and to align regional transportation and land uses planning efforts. The Authority's SCS guiding principles have been added.

TRANSPORTATION DEMAND MODELING

Chapter 7 describes the Authority's travel demand model and the updates undertaken to maintain consistency with the regional model and database.

Changes from the 2009 CMP The Countywide Model is being updated to maintain consistency with MTC's regional model, as required in the CMP legislation. Attachment B to MTC Resolution 3000 sets forth regional modeling consistency requirements (see revised Appendix H). By incorporating the trip tables from the Transportation 2035 Plan, the countywide model reflects the most current land use and trip making characteristics for the Bay Area. The Authority's countywide model meets the MTC consistency requirements as reported to MTC through the most recent modeling consistency report.

DEFICIENCY PLAN PROCEDURES

The CMP legislation requires Deficiency Plans to be prepared when a LOS standard established on the CMP network is exceeded, after calculating required exclusions. Chapter 8 describes the three basic steps in the process of deficiency planning: (1) identification of the deficiency and which jurisdictions must be involved in the plan preparation, (2) preparation of the Deficiency Plan itself, and (3) review, adoption and implementation of the Deficiency Plan.

Changes from the 2009 CMP No changes to the Deficiency Planning chapter have been made.

LOCAL COMPLIANCE REQUIREMENTS

The Authority evaluates local conformance with the CMP through its biennial monitoring of the CMP network and through local responses to the GMP Compliance Checklist. This evaluation of local conformance looks at the achievement of CMP level of service standards; steps taken to implement the recommendations of any Deficiency Plan that were incorporated into the Action Plans; and applying the Land Use-Transportation Evaluation Program as an alternative to the GMP evaluation process.

Changes from the 2009 CMP No changes to this chapter were made.