

Subject	Discussion of the CTP Vision and Goals
Summary of Issues	The Authority first adopted the Vision, Goals and Strategies document as a cornerstone of the 2000 Update to the Countywide Transportation Plan, and updated them as part of the 2004 CTP. Staff circulated the Authority's adopted Vision and Goals from the 2004 CTP in October 2007 to the Regional Committees. Comments have been received from WCCTAC and SWAT. Staff has compiled the comments for discussion.
Recommendations	That the Planning Committee review the comments made and revise the Vision, Goals and Strategies as appropriate.
Financial Implications	No direct financial implications
Options	n/a
Attachments (See PC packet dated 2/6/08 for Item A-D. Attachment E is new.)	<p>A. Chapter 3, Vision, Goals and Strategies from 2004 CTP</p> <p>B. October 17, 2007 letter from Martin Engelmann requesting comments from RTPCs on Vision, Goals and Strategies</p> <p>C. Letter from Lisa Hammon, WCCTAC, October 1, 2007</p> <p>D. Minutes from November 5, 2007 SWAT meeting</p> <p>E. <i>Proposed Summary of Policy Issues for Circulation to RTPCs</i></p>
Changes from Committee	<i>The PC recommended re-circulation of the vision, goals and strategy discussion to the RTPCs, for discussion of the policy issues highlighted in new Attachment E.</i>

Background

In October of last year, the Authority asked the RTPCs to review the Vision, Goals and Strategies (VGS) in the adopted 2004 *Countywide Comprehensive Transportation Plan* (CTP), identify any concerns or issues, and recommend specific changes to the currently adopted wording. The Authority received one comment letter (from WCCTAC) on updating the VGS and reviewed the minutes from SWAT's November meeting for their comments. TRANSPLAN received and accepted the presentation on the VGS from Authority staff, but had no specific comments. TRANSPAC has not yet reviewed the VGS, instead focusing on the update of their Action Plan.

- WCCTAC asked that the Authority also consider multi-modal transportation systems; mobility, in addition to congestion relief; and managing capacity or system management when updating the VGS.
- SWAT supported the proposed new wording for the VGS, particularly the addition of “freight movement facilities”.

~~Staff suggests that the~~ In response to the comments submitted and based upon further PC discussion on February 6, on the VGS do not require changes to the proposed rewording of the Vision reviewed by the Authority last September. The proposed Vision, with changes from the 2004 CTP shown in redline, follows:

~~Strive to preserve and enhance the quality of life of local communities and promote by promoting a healthy environment and a strong economy to benefit the people and areas of Contra Costa, that is sustained by 1) a balanced, safe and efficient transportation network; 2) cooperative planning; and 3) growth management. The transportation network should integrate all modes of transportation highways, local streets and roads, public transit and pedestrian and bicycle facilities to meet the diverse needs of Contra Costa.~~

In response to WCCTAC’s comments, staff suggests that the first bullet under the heading “Finding the Right Balance” be reworded as follows:

- Completing, and expanding and connecting the regional system of roads, transit and pathways while ensuring that the existing system is well maintained...

Staff believes that the issue of “managing capacity or system management” is covered by the first strategy under the goal of “reduce future congestion on highways and arterial roads”:

- 1.1. Increase the operational capacity of the existing highway and arterial roads systems through capital and operating enhancements.

In response to WCCTAC’s request that the Authority consider adding as well as “mobility”, we could change the first goal from “reduce future congestion on highways and arterial roads” to “support mobility and address bottlenecks on highways and arterial roadways”. Even though planned improvements are forecast to reduce future congestion from what it might otherwise be, increases in congestion will still be overwhelming. For example, the recently-adopted Tri-Valley Fee Nexus Study, which used the Authority’s model, showed a 545 percent increase in vehicle hours of delay even with proposed improvements and a six-fold increase without them. A shift in focus from reducing congestion to supporting mobility and addressing bottlenecks may reflect more accurately the focus of the actions that the Authority and other transportation agencies will, of necessity, engage in.

The PC also discussed additional policy questions for circulation to the RTPCs, as shown in new Attachment E.

Attachment E
CTP VISION AND GOALS
POLICY QUESTIONS

PROPOSED REVISIONS TO THE AUTHORITY'S "VISION":

Strive to preserve and enhance the quality of life of local communities and ~~promote by promoting~~ a healthy environment and a strong economy to benefit the people and areas of Contra Costa, ~~that is~~ sustained by 1) a balanced, safe and efficient transportation network; 2) cooperative planning; and 3) growth management. The transportation network should integrate all modes ~~highways, local streets and roads, public transit, and pedestrian and bicycle facilities~~ of transportation to meet the diverse needs of Contra Costa

DISCUSSION OF POLICY QUESTIONS REGARDING THE CTP GOALS:

1. **Reduce future congestion on highways and arterial roads.** *While our planned improvements are forecast to reduce congestion from what it would otherwise be, the difference is increasingly small. Achieving substantial congestion reduction would require major new projects that far exceed our financial resources and have unacceptable environmental impacts. Measure J projects focus primarily on the elimination of bottlenecks (hot spots) and gap closure.*
 - a. Should this goal be expanded to include multi-modal mobility and access issues, in addition to congestion mitigation?
 - b. If yes, should the Authority add new collaborative strategies for reducing demand, and improving efficiency through:
 - i. Encouraging increased tele-commuting for 2035?
 - ii. Implementation of Traffic Operations Management Systems by 2035?
 - iii. Working with local jurisdictions to facilitate an increased emphasis on Density, Diversity, and Design (the 3-Ds) in development and redevelopment?

2. **Manage the impacts of growth to sustain Contra Costa's economy and preserve its environment.** *While the forecast development in Contra Costa reflects continued economic growth, the location of some of the new development is relatively dispersed, away from major corridors, and may not support other goals such as increasing transit ridership and reducing congestion.*
 - a. What role could the Authority play in supporting local efforts to incorporate the 3-Ds into development projects? How much emphasis should be put on the 3-Ds?
 - b. Is the Urban Limit Line sufficient to promote more sustainable communities, or can and should the Authority do more to encourage more infill?
 - c. What should the Authority approach be to address issues regarding growth that is projected to occur outside of the proposed Priority Development Areas (PDAs)?

3. **Expand safe, convenient and affordable alternatives to the single-occupant vehicle (SOV).** *The number of transit trips per capita has been diminishing in the Bay Area and the US, while the percentage of trips using modes other than the SOV is projected to remain constant through 2030. What strategies, if any, can the Authority implement to:*
 - a. Facilitate reversing the current trend of declining per capita transit use?
 - b. Promote increased use of non-SOV modes of travel.

4. **Maintain the transportation system.** *Financial projections indicate a significant shortfall in funding for local street rehabilitation and transit capital replacements.*
 - a. What role can the Authority play in supporting resources to attain and sustain reasonable physical conditions for both local streets and roads and the transit system?
 - b. What role, if any, should the Authority play with regard to the BART car replacement program, which is a major rehabilitation expenditure anticipated in the 2015 to 2025 timeframe?