

Response to Letter 10 - Contra Costa County

The Authority appreciates the words of support from the County. Responses to issues raised follow the order of topics in the letter.

PRIORITIES

The Authority shares the County's concern about the importance of addressing aging infrastructure, and the Final Draft of the 2014 CTP does highlight this issue. More discussion will take place following plan adoption as the Authority moves forward to flesh out details of a Transportation Expenditure Plan and a specific proposal to take to the voters. The County's involvement in that process is welcome as it will involve a dialogue about funding priorities vs. local and regional needs.

- See text revisions in *Executive Summary, Issues and Opportunities*.

The Final Draft of the 2014 CTP does include a new implementation task in Chapter 5 to respond to the Board's request for analysis of the possibility of expanding the development mitigation program to include a "Transit Bank" and programmatic VMT reductions to mitigate the impacts of development. The Authority also recognizes that changes in the *Technical Procedures and Implementation Guide* will be needed once CEQA Guidelines are amended in response to SB 743, as addressed in the Executive Summary, Chapter 1, and Chapter 4. Chapter 5 specifically calls for the Authority to work with the Technical Coordinating Committee and local agencies to address new CEQA requirements for assessing transportation impacts in transit priority areas and on in-fill sites where LOS can no longer be used. As part of this effort, the Authority will seek ways to streamline the process with menus of programmatic mitigation related to VMT reductions. This should eliminate the concern raised about imposing duplicative costs on applicants for both LOS and VMT analysis.

- See text revisions in *Executive Summary, AB 32 and SB 375, Changes to the California Environmental Quality Act; Chapter 1, PDAs, TPPs, and Regional Investment Strategies; Chapter 4, Growth Management Program; Chapter 4, Congestion Management Program; and Chapter 5, Table 5-2, under "Support Growth Management Program" and "Respond to State and Federal Legislative Mandates."*

Paratransit service needs are addressed in new tasks included in Chapter 5. One of these calls for working with MTC and the County Connection on formulating, adopting and implementing a viable Mobility Management Plan to enable better coordination of transportation services for Contra Costa's aging population as required by AB 120. A second calls for the Authority to work to expand the Lifeline Transportation Program and other programs that will improve mobility for low-income residents. A third new task calls for work with CCTA's current partner (CARMA) and others to apply technology to help provide more efficient services for seniors and those with disabilities. The Authority believes these additions, coupled with other text revisions and new implementation tasks, will make the document more "aspirational" in its undertaking.

- *See text revisions in Chapter 3, Transit; Chapter 3, Mobility Management Plan; and Chapter 5, Table 5-2, under “Develop Transportation Improvements,” “Build and Maintain Partnerships,” and “Respond to State and Federal Legislative Mandates.”*

The request for support of the County’s legislative proposals for the Safe Routes to Schools program are best taken up separately, outside the context of the CTP as it involves details that are not normally included in the CTP (e.g. school zone delineation and penalties).

The County also has requested additions to the Comprehensive Transportation Project List and these have been incorporated into Volume 3.

The County has asked for Authority involvement in continued advocacy and funding for activities that support economic development. Chapter 2’s strategies include more support for economic development, and Chapter 5 envisions such advocacy in the tasks listed under “Partnerships” and “Fund Transportation Improvements”. ABAG’s development of a monitoring “dashboard” will make it easier for local jurisdictions and the Authority to track trends in where new housing is located and compare them with the projections (particularly in PDAs). The Authority will be supporting the use of Cap & Trade funds for infrastructure and development incentives. These new initiatives will support the overall economic development programs that the Board notes are integral to continued growth of the region.

- *See text revisions in Chapter 5, Table 5-2, under “Build and Maintain Partnerships,” “Fund Transportation Improvements,” and “Plan for Contra Costa’s Transportation Future.”*

CHAPTER COMMENTS

ES-3: The Final Draft of the 2014 CTP includes additional information on the SCS, as suggested, and the following text is now in the Executive Summary on this page: “...Bicycle commuting also has increased by 20 percent in recent years, and the Authority, working with local jurisdictions, can do a lot to continue to facilitate this in the future.” In the body of the Plan additional information on bikeway network improvements also is included in response to comments received.

- *See text revisions in Executive Summary, How We Get to Work; Executive Summary, AB 32 and SB 375; and Chapter 3, Pedestrian and Bicycle Facilities.*

ES-13: The Final Draft of the 2014 CTP includes additional information on the SCS, as suggested.

- *See text revisions in Executive Summary, AB 32 and SB 375.*

ES-11-14: The Final Draft of the 2014 CTP does include additional information about AB 32 and how Cap & Trade Funds can be used and specifically describes the potential to use AHSC funds. The Authority also agrees that all funding sources need to be explored, and says this in the implementation tasks on funding in Chapter 5.

Revisions to address SB 743 also are included in several chapters, as noted above, and the County’s proposal for a menu of potential mitigation strategies can be developed as part of the expan-

sion of the development mitigation program under the Growth Management Program. Doing this through an existing program is preferable to creating a new one to analyze and mitigate VMT.

- *See text revisions in Executive Summary, AB 32 and SB 375; Chapter 1, PDAs, TPPS, and Regional Investment Strategies; and Chapter 5, Table 5-2, under “Respond to State and Federal Legislative Mandates.”*

ES-20: The Final Draft of the 2014 CTP includes information on the public outreach conducted to date and notes that additional outreach will be undertaken when the Transportation Expenditure Plan is prepared, following adoption of the CTP.

- *See text revisions in Chapter 1, Outreach Activities and Participation.*

1-35: The Final Draft of the 2014 CTP includes additional information on the elderly population and their mobility needs, and the following text is now in the Executive Summary on this page: “...The mobility challenges of the senior population also need to be considered as they may rely more on transit and paratransit than the working population.” Further discussion of this issue is presented in the context of the Mobility Management Plan in Chapter 3. There is a new task to support further development of this Plan, which the Authority has adopted “in concept”, but also has requested be returned to them for further consideration based on issues raised at the public meeting which was held to discuss it.

- *See text revisions in Chapter 1, Contra Costa by the Numbers; Chapter 3, Transit, Proposed Programs and Projects; and Chapter 5, Table 5-2, under “Respond to State and Federal Legislative Mandates.”*

Figure 3-1 and others: A new layer has been added to reflect the most up-to-date park/open space data.

1-29: The Authority believes that the text revisions to the strategies under Goal 1, including the addition suggested for closing bikeway network gaps, and Goal 3 in the Final Draft of the 2014 CTP respond to the concerns raised. The text addition for freight movement on waterways also has been made.

- *See text revisions in Chapter 2, Goals and Strategies, Goals #1 and #3.*

I-32: The following text has been added as a bullet under #4: “...Facilitate meeting new requirements, such as Complete Streets and stormwater quality management, which may affect maintenance and rehabilitation projects.”

- *See text revisions in Chapter 2, Goals and Strategies, Goal #4.*

I-36: Suggested text addition included.

- *See text revisions in Chapter 3, Roadways, Issues.*

I-41: The following text has been added to Chapter 3: "...A new initiative in this area is known as "mobility management", which involves coordinating a broad mix of service delivery and support strategies directed at the travel needs of seniors, the disabled, and low income individuals. The Authority intends to support public and private non-profit transportation services in their efforts to provide better options for the transportation needs of those populations and improved efficiency of public transit funding."

In addition, the following "sidebar" text was added to Chapter 3: "A draft Contra Costa Mobility Management Plan was prepared and adopted by the County Connection Board in October 2014 with funding through a New Freedom Grant from MTC. The plan addresses the need to coordinate paratransit services being provided by non-transit, social service/non-profit operators. While there are many benefits to the new services being provided, the future for those providers is uncertain because most rely upon grants. A Mobility Management Plan could keep volunteer-based programs going, bringing together resources and spreading nominal costs across many different programs and providers. Given limited resources and inefficiencies of the current situation, it makes sense for the Authority to be looking at a better way to facilitate coordination of these services, consistent with Measure J and the CTP, and that a Mobility Plan can provide a needed policy framework and pathway for implementation.

The Authority has adopted the concept for a mobility management plan and directed staff to work with MTC to determine the possibility of redirecting the grant funding for mobility management plan purposes, to meet with the RTPCs to obtain their input not only on the concept of a mobility management plan but also on some specific policy and program options developed by CCCTA, and return to the Authority with a robust report for further consideration. The Authority recognizes that there are differing levels of awareness of the issues and problems throughout Contra Costa, and varying levels of equity in service delivery. How to improve regional connectivity is particularly important, and this is an area where the Authority can exhibit leadership."

- *See text revisions in Chapter 3, Roadways, Proposed Programs and Projects.*

1-51: The Final Draft of the 2014 CTP will be sent to the Committee for comment, but this Advisory Committee does not participate in the formal review and adoption process that CCTA uses for the CTP. The CBPAC is expected to be involved in CTP implementation and particularly in the update of the Countywide Bicycle and Pedestrian Plan. The specific issues raised in the comment letter about the low rate of bicycle commuting might best be addressed through that plan update, following the broad policy guidance and program and project support in the CTP.

The proposal to combine the Safe Routes to School Master Plan Task with the CBPAC is noted and will be considered by the Authority as part of CTP implementation; it is a detail that need not be resolved as part of Plan adoption.

1-61: Suggested text addition included. The Final Draft of the 2014 CTP now states: "...The Authority also is assisting the County in the Northern Waterfront Economic Development Initiative, which addresses goods movement infrastructure, including maritime, rail, and highway projects. This initiative is a regional, cluster-based economic development strategy with a goal of creating 18,000 new jobs by 2035. The initiative focuses on advanced manufacturing sub-sectors in five

targeted clusters (advanced transportation fuels, bio-tech/bio-medical, diverse manufacturing, food processing, and clean tech) and leveraging existing assets to retain existing firms. In cooperation with public and private stakeholders, the initiative will retain existing business, help them expand, and attract new businesses.”

- *See text revisions in Chapter 3, Facilities for Goods Movement, Proposed Programs and Projects.*

I-65: Comment noted.

1-105: Chapter 5 of the Final Draft of the 2014 CTP now includes implementation tasks on:

- State policy advocacy and response to State and federal mandates;
- Updating implementation documents, in particular the LOS procedures to reflect SB 743 as well as the Implementation Guide.
 - *See text revisions in Chapter 5, Table 5-2, under “Respond to State and Federal Legislative Mandates.”*