Addressing the Requirements of SB743 at the County, Subarea and Local Jurisdiction Level

Martin Engelmann
Deputy Executive Director, Planning
May 2017
WHO WE ARE

• The Contra Costa Transportation Authority (CCTA) is a public agency formed by Contra Costa voters in 1988 to manage the county’s transportation sales tax program and to lead the county’s transportation planning efforts.

• CCTA is responsible for maintaining and improving the county’s transportation system by planning, funding, and delivering critical transportation infrastructure projects and programs that connect our communities, foster a strong economy, increase sustainability, and safely and efficiently get people where they need to go.
MEASURE C

• Passed by voters in 1988, Measure C provided for a half-cent on the dollar sales tax for twenty years (through March 2009) to pay for an ambitious list of transportation projects and programs.

• Measure C was estimated to generate $1 billion over 20 years for a BART extension, freeway improvements, better bus service, enhanced bicycle facilities and more transportation options for senior citizens and people with disabilities.
In November 2004, 71% of Contra Costa voters approved Measure J. The measure provided for the continuation of our county’s half-cent transportation sales tax until 2034, and will provide approximately $2.7 billion for countywide and local transportation projects and programs for the life of the measure.
WHAT WE DO

- **BUSES** Invest in a reliable, comfortable and convenient bus network
- **LOCAL STREETS** Smooth traffic flow on major roads and invest in neighborhood improvements such as repairing potholes and road surfaces
- **PEDESTRIAN** Make improvements to sidewalks, crosswalks, trails, and paths
- **SAFE ROUTES TO SCHOOLS** Focus on programs and projects aimed at bicycle and pedestrian safety for K-12 students
- **FERRIES** Expand the Bay Area ferry system by looking to ferries as an alternate commute method between West County and San Francisco
- **BICYCLE** Invest in safe routes and infrastructure improvements for bicyclists
- **BART** Make improvements to BART service and stations, such as extensions to new routes and parking at stations
- **HIGHWAYS** Complete Contra Costa’s highway system, and improve air quality and noise protection along these corridors
- **CARPOOL/RIDESHARE** Implement programs aimed at reducing traffic congestion by encouraging carpooling and ridesharing
- **PROGRAMS FOR SENIORS AND PEOPLE WITH DISABILITIES** Enhance transit options to improve mobility for seniors and people with disabilities
A Little Bit of History

1988: Voters approved Measure C

1995: [Note: Text is not clearly visible]

2000, 2004: [Note: Text is not clearly visible]

2004: Included a Growth Management Plan

2004: Voters approved Measure J

2009: Countywide Comprehensive Transportation Plan

Sales tax generates $3 billion
Action Plans Combine to form the Countywide Plan
Overview of the Issue

- Senate Bill 743 will change how local, countywide and regional planning are conducted once final guidelines are adopted.
- Contra Costa has a unique growth management and planning process that builds up to a county level from local and subarea plans.
- Contra Costa’s process is very likely to be impacted by the final SB 743 guidelines.
Aligning the GMP with CEQA

Overview of the Issue

- Contra Costa’s Growth Management Program Process
- CEQA Guidelines
Overview of Action Plans - Coverage

Five Contra Costa County Planning Areas

- West County
- East County
- Central County
- Lamorinda
- Tri-Valley
Action Plan Elements

- Statements of Vision, Goals and Policies
- Routes of Regional Significance
- Multimodal Transportation Service Objectives (MTSOs)
- Actions
- Regional Development Review and Mitigation Fee Program
<table>
<thead>
<tr>
<th>Measure</th>
<th>Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peak Hour Travel Speeds</td>
<td>• 30 mph minimum average speed</td>
</tr>
<tr>
<td>Delay Index (DI)</td>
<td>• Peak Time / Off-Peak Time = 2.0</td>
</tr>
<tr>
<td>Congestion Duration</td>
<td>• No more than 5 hours of congestion</td>
</tr>
<tr>
<td>Intersection Level of Service</td>
<td>• LOS D</td>
</tr>
<tr>
<td>Transit Mode Share</td>
<td>• Monitor Total Transit Ridership</td>
</tr>
<tr>
<td>Average Vehicle Ridership</td>
<td>• Increase peak AVR 10%</td>
</tr>
</tbody>
</table>
What was the intent of SB 743?

- Promote efficient land use patterns and multimodal transportation services by shifting away from roadway LOS as an environmental impact.
- Introduce changes in VMT or VMT per capita as a determinant of environmental impact.
- Use the consideration of VMT as an impact in CEQA as a mechanism for achieving state and regional GHG reduction goals.
Immediate Impact on CEQA

• SB 743 prohibits use of delay-based measures for evaluating transportation impacts under CEQA in Transit Priority Areas (TPAs)

• Air quality, noise, and safety should still be assessed where appropriate
Proposed CEQA Guidelines

• Governor’s Office of Planning and Research (February 2016): *Proposed change to CEQA Guidelines and Technical Advisory*

• For land use projects, transportation projects, and planning documents:
  • Thresholds of significance
  • Mitigation measures
  • Recommended analytical approach and available tools
Vehicle delay no longer considered impacts under CEQA - anywhere
VMT increase above “threshold” values would be considered an environmental impact
Proposed thresholds of significance for development project are 85% of baseline VMT per capita for a city, subarea, or region
Transportation projects (roadway capacity expansion) may have significant VMT impacts
CCTA undertook a review of the options with the five
subarea committees:

• Eliminate the use of LOS and other delay-based measures as
  MTSO

  or

• Retain delay-based measure as MTSOs, but strengthen the
  Action Plans as mechanisms to achieve mode shift and VMT
  reduction
# Projected Countywide Growth

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2040</th>
<th>Total Growth</th>
<th>Percent Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households</td>
<td>375,400</td>
<td>464,000</td>
<td>88,600</td>
<td>23.6%</td>
</tr>
<tr>
<td>Employment</td>
<td>345,000</td>
<td>467,000</td>
<td>122,000</td>
<td>35.4%</td>
</tr>
</tbody>
</table>
Contra Costa Congestion

Data Sources: 1985-2006 Hi-Com Report; 2009-2018 Mobility Performance Report

Daily Vehicle Hours of Delay
Options for Addressing SB 743

**Routes of Regional Significance**
- Add non-roadway RRS
  - BART, eBART
  - BRT, Rapid, ferry lines
  - Major multiuse trails

**Reformulate Action Plans**
- Establish subarea-specific baseline estimates of VMT per capita to serve as CEQA threshold
- Establish new goals for VMT reduction in Action Plans

**Multimodal Transportation Service Objectives**
- Identify appropriate MTSOs for non-roadway RRS
- Add non-delay based MTSOs
- Continue to use LOS and other delay-based measures (modify *GMP Implementation Guide*)

**Address through Countywide Plan and/or RTP**
- Use Countywide Plan or RTP to establish baseline values for VMT per capita
- Establish programmatic coverage for meeting VMT and GHG reduction goals
Why Revise Action Plans?

• Plans that are more multimodal and focus on VMT reduction can show consistency with countywide and regional plans
• Consistency may allow “programmatic” CEQA evaluation of land-use and transportation projects contained in Action Plans

Regional Transportation Plan: Plan Bay Area 2040 (Late 2017)

Countywide Transportation Plan (next update)

Subarea Action Plans (next update)

Local Jurisdiction Plans
Mitigations & Alternatives

Potential Mitigations:
- Improve access to transit
- Improve pedestrian or bicycle networks
- Unbundle parking costs
- Provide transit passes

Potential Alternatives:
- Locate project near transit
- Increase mix of uses
Conclusions

- Action Plans can continue to have delay-based MTSOs
- Future Action Plans should be designed to support target VMT reductions for the region and the county
- Action Plans should give increased emphasis to actions that will reduce VMT to meet MTSO targets and CEQA targets for VMT reduction
Thank you!