



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

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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.



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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.





MEASURE J

- 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.



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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



Established half-percent sales tax



Included a Growth Management Plan

2004



Voters approved Measure J



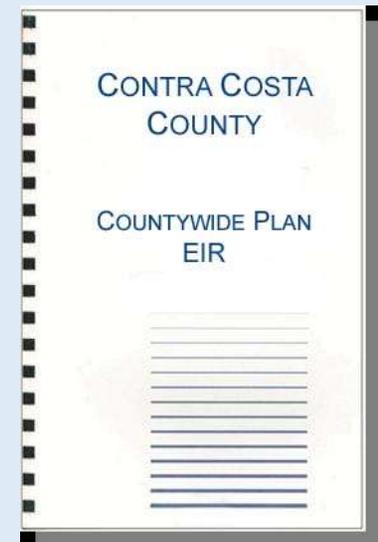
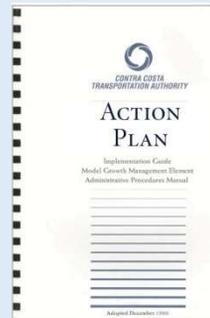
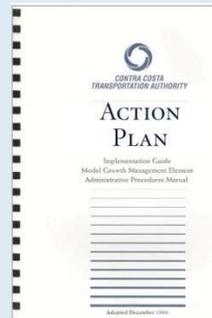
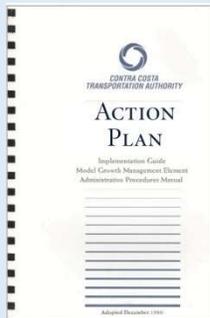
Sales tax generates \$3 billion



2009
Countywide
Comprehensive
Transportation Plan



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

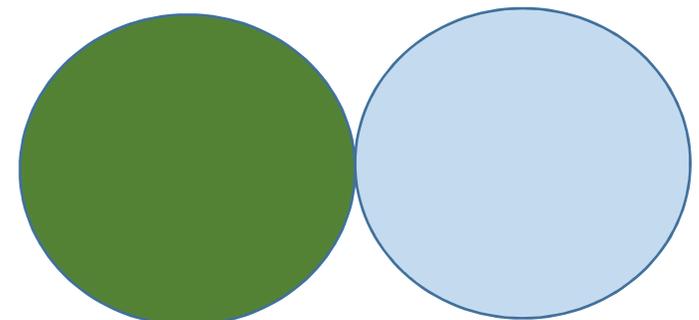
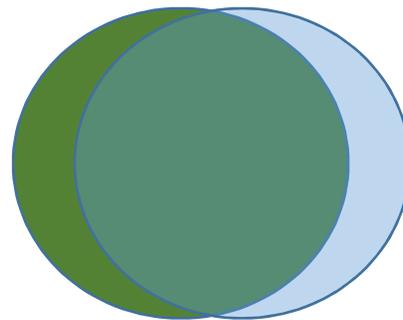
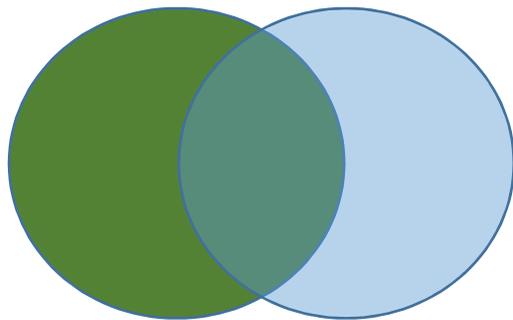


Aligning the GMP with CEQA



Overview of the Issue

- Contra Costa's Growth Management Program Process
- CEQA Guidelines

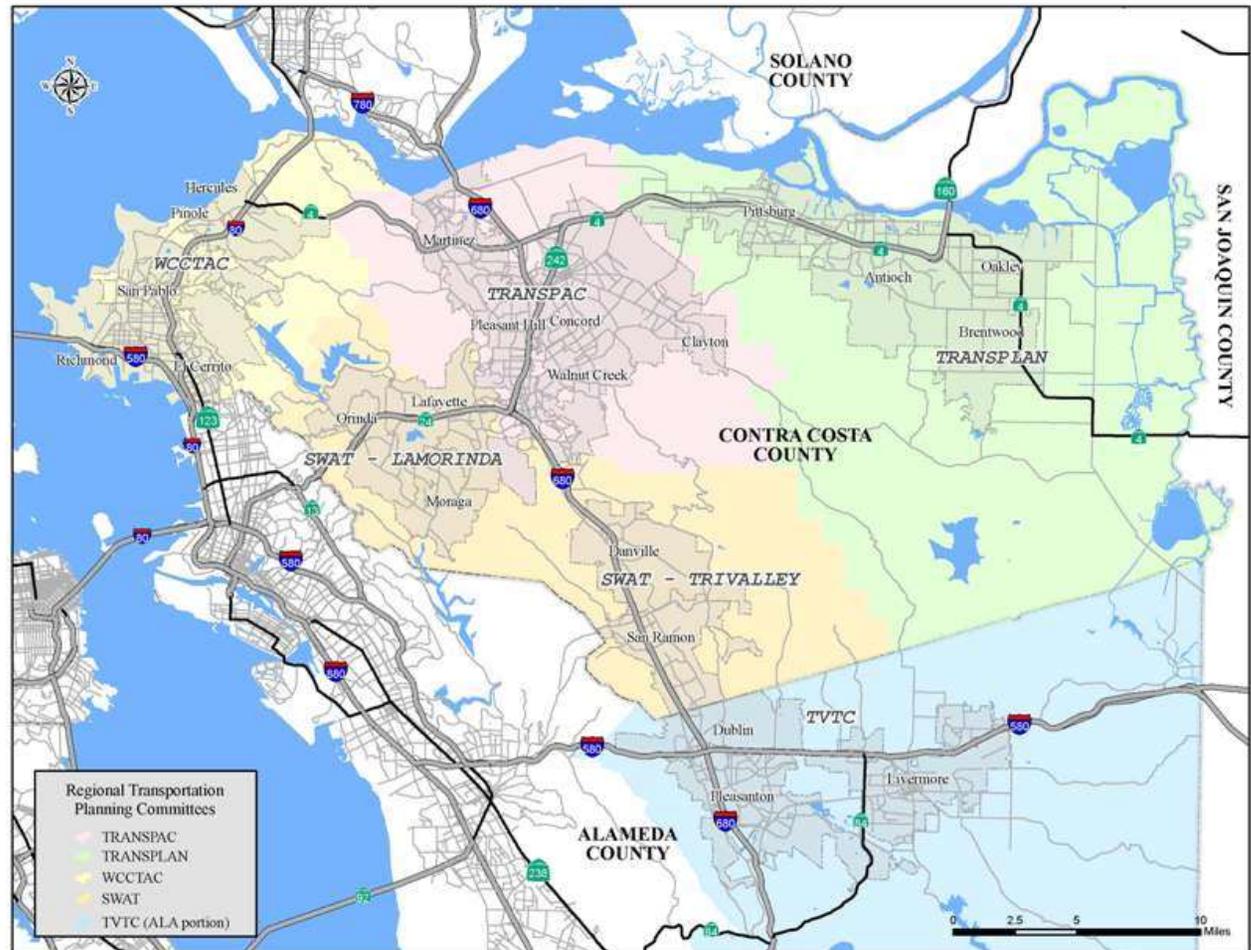


Overview of Action Plans - Coverage



Five Contra Costa County Planning Areas

- West County
- East County
- Central County
- Lamorinda
- Tri-Valley





- Statements of Vision, Goals and Policies
- Routes of Regional Significance
- Multimodal Transportation Service Objectives (MTSOs)
- Actions
- Regional Development Review and Mitigation Fee Program



Example MTSOs



Measure	Standard
Peak Hour Travel Speeds	<ul style="list-style-type: none">• 30 mph minimum average speed
Delay Index (DI)	<ul style="list-style-type: none">• Peak Time / Off-Peak Time = 2.0
Congestion Duration	<ul style="list-style-type: none">• No more than 5 hours of congestion
Intersection Level of Service	<ul style="list-style-type: none">• LOS D
Transit Mode Share	<ul style="list-style-type: none">• Monitor Total Transit Ridership
Average Vehicle Ridership	<ul style="list-style-type: none">• Increase peak AVR 10%



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



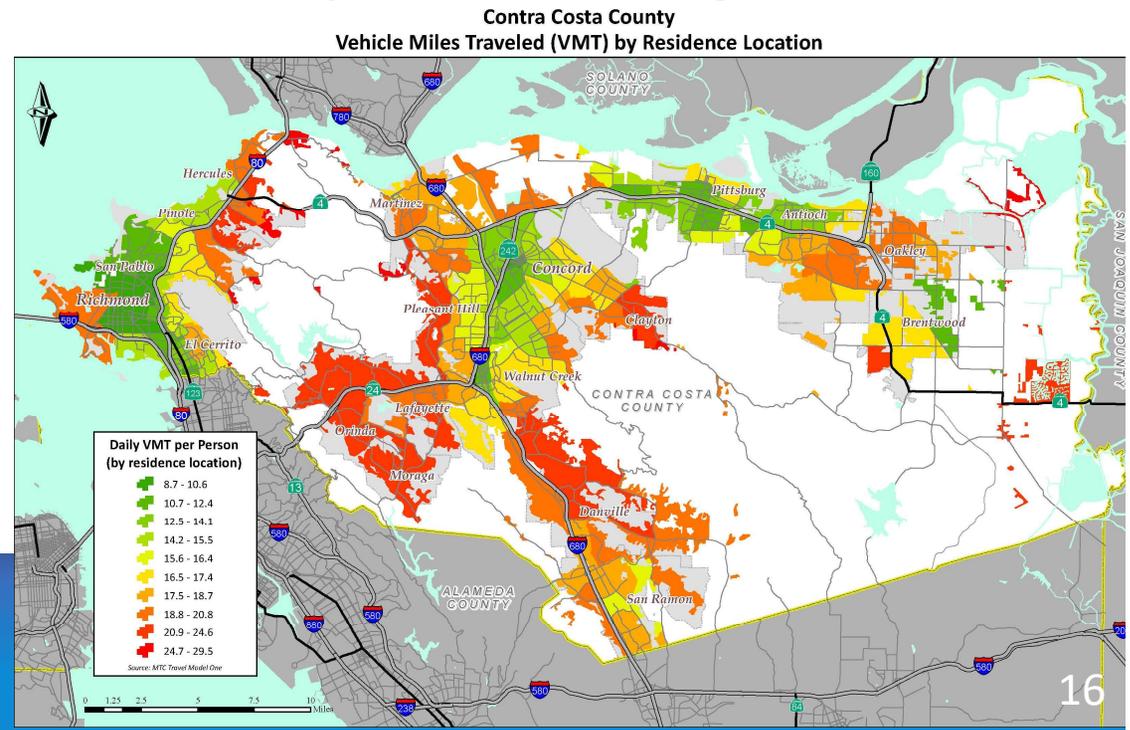
- Governor's Office of Planning and Research (February 2016): *Proposed change to CEQA Guidelines and Technical Advisory*
- For land use projects, transportation projects, and planning documents:
 - Thresholds of significance
 - Mitigation measures
 - Recommended analytical approach and available tools



Proposed CEQA Guidelines



- 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



Review of Contra Costa's Options



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



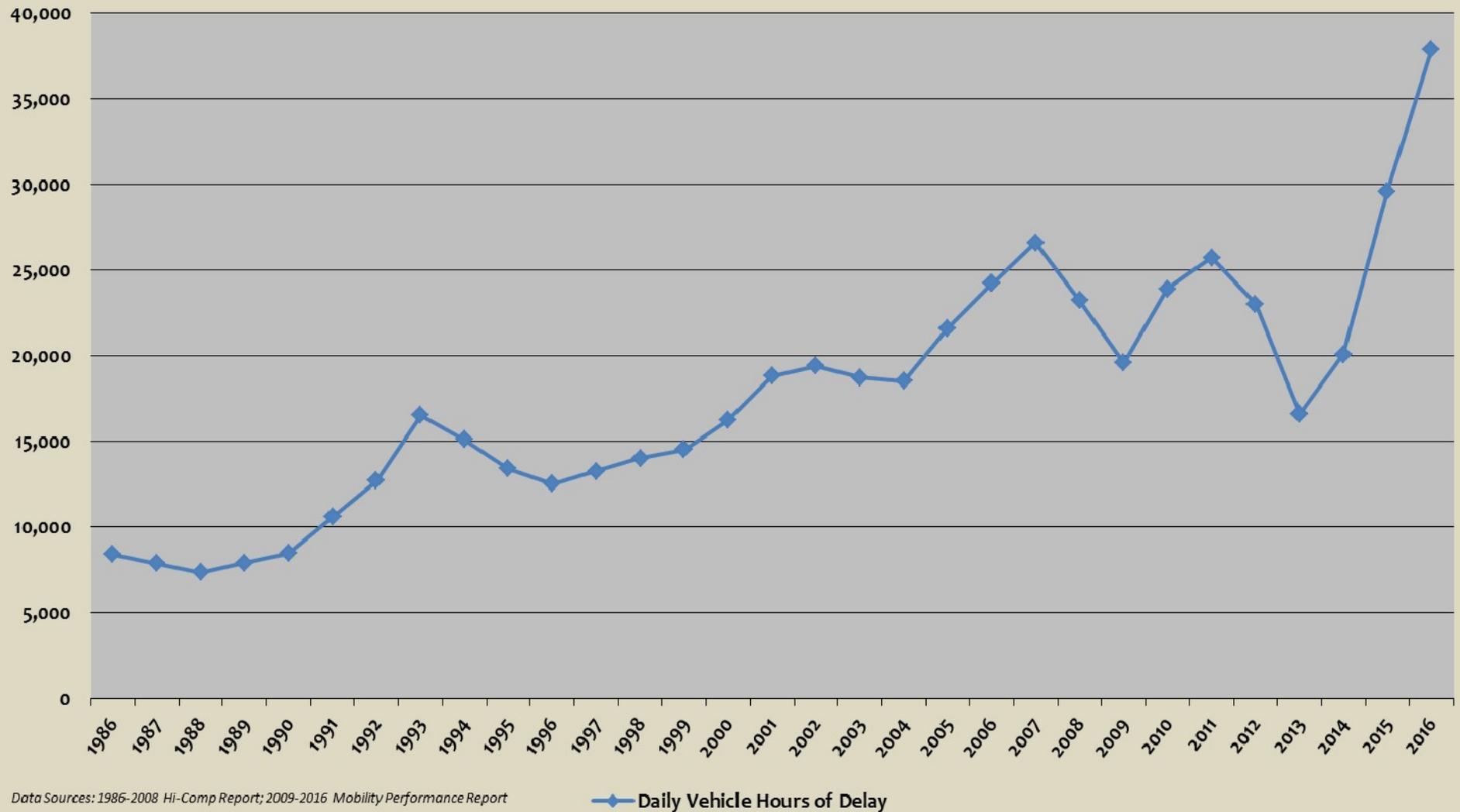
Projected Countywide Growth



	2010	2040	Total Growth	Percent Growth
Households	375,400	464,000	88,600	23.6%
Employment	345,000	467,000	122,000	35.4%



Contra Costa Congestion



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

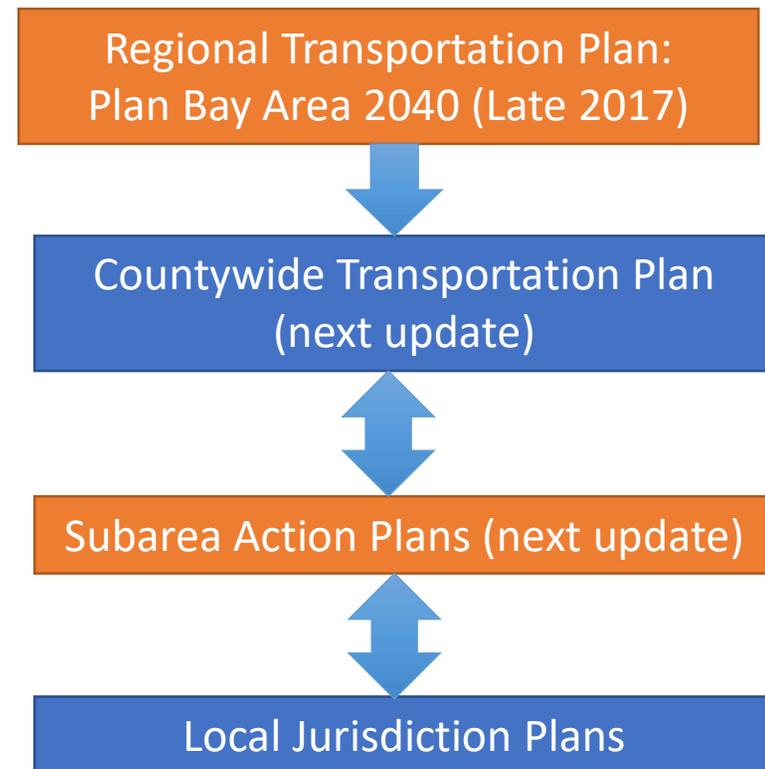
- Use Countywide Plan or RTP to establish baseline values for VMT per capita
- Establish programmatic coverage for meeting VMT and GHG reduction goals



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



Mitigations & Alternatives



Potential Mitigations:

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

Potential Alternatives:

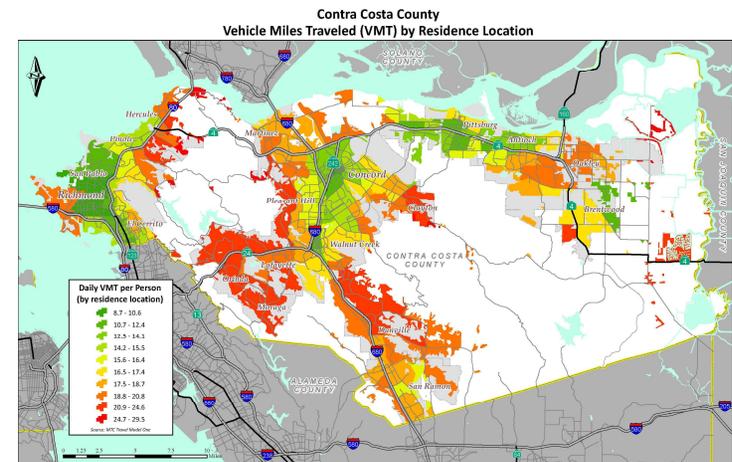
- Locate project near transit
- Increase mix of uses



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!

