

Draft Implementation Guide Update

WCCTAC Committee
January 2021



CONTRA COSTA
**transportation
authority**

Presentation Outline

1. Overview of *Draft Implementation Guide* revisions
2. Next Steps



Overview of *Draft Implementation Guide* Revisions

- Updates originate from:
 - ▶ Planning Directors' Seminars
 - ▶ GMP Task Force input
- Updated *Draft Implementation Guide* would incorporate these topics:
 1. Regional roadways
 2. Regional bicycle and pedestrian network
 3. Regional transit (likely BART, other rail, ferries, and major bus service)
 4. Safety
 5. Equity
 6. Climate change
- Action Plans could include additional topics
- RTPCs would continue to have discretion to establish metrics, goals and actions
- MTSOs would be renamed as to “RTOs” (Regional Transportation Objectives)

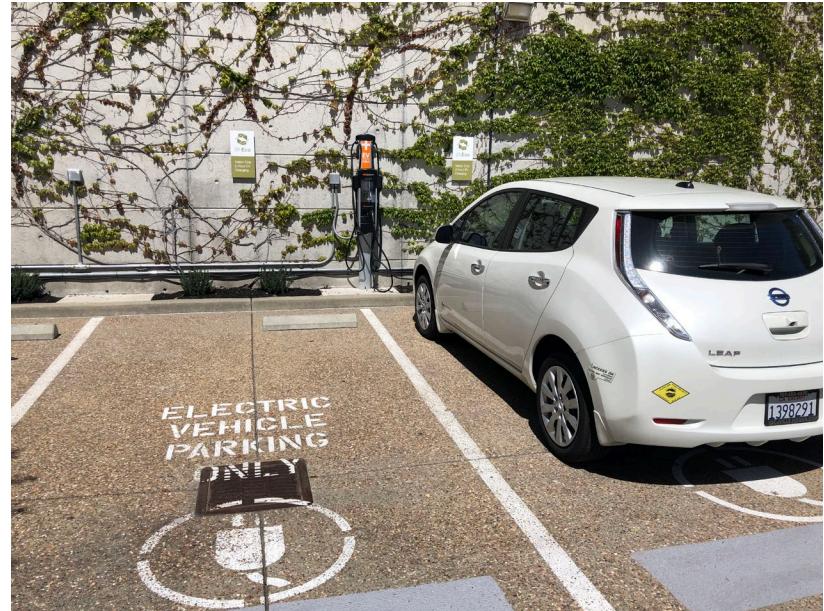
Modal Topics

- Modal topics
 - ▶ Regional roadway network
 - ▶ Regional bicycle and pedestrian network
 - ▶ Regional transit network
- Updated *Implementation Guide* would mimic the current process for Roadways of Regional Significance:
 - ▶ RTPCs would designate and map routes of regional significance for each of the three networks
 - ▶ Routes of regional significance that span more than one subregion would be discussed and mutually agreed by the affected RTPCs
 - ▶ Each RTPC would establish area-wide goals, and set appropriate RTOs, measurement methods, and supportive actions for each identified facility



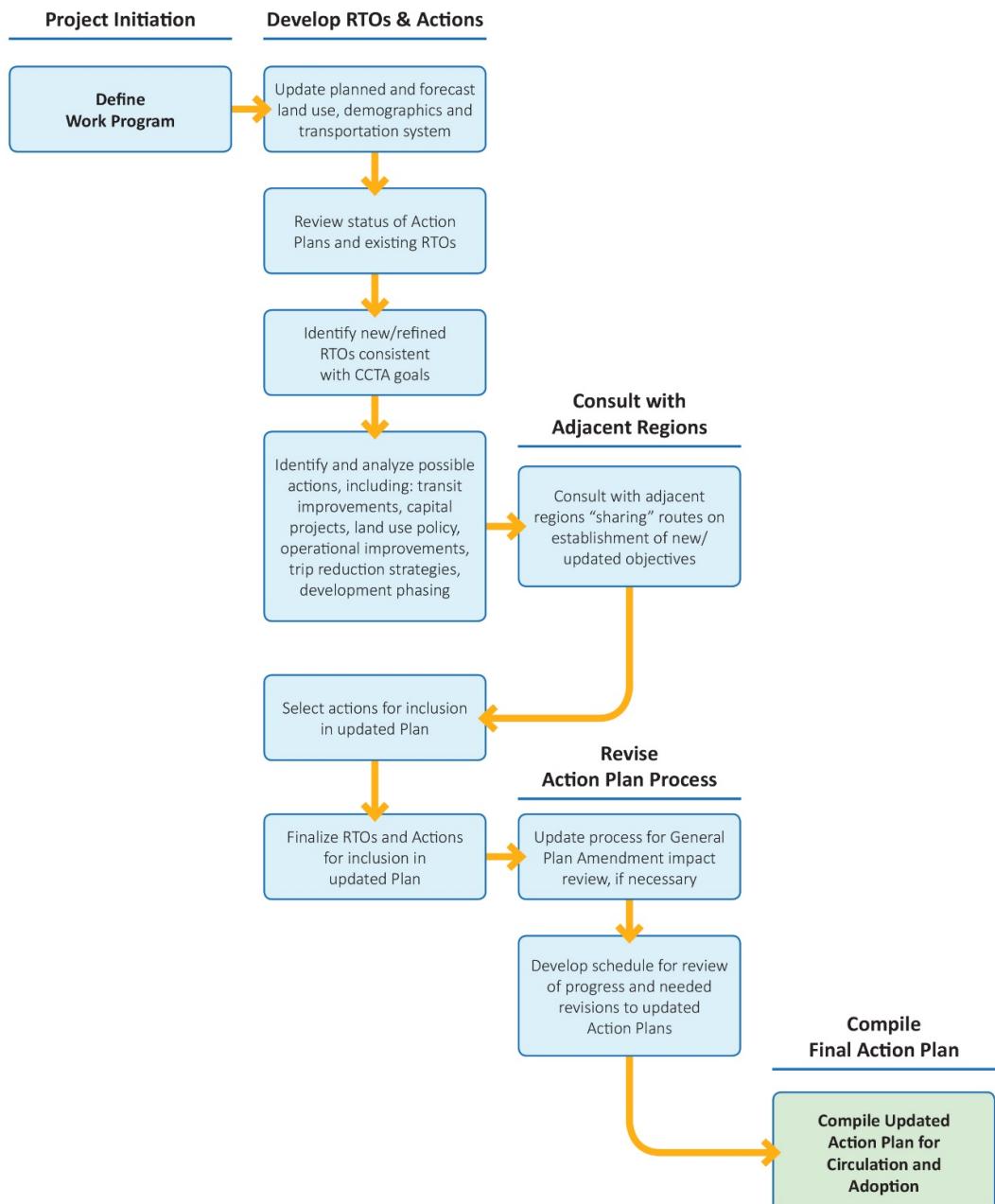
Non-modal Topics

- Non-modal topics
 - ▶ Equity
 - ▶ Safety
 - ▶ Climate change
- Measurement methods, goals, and actions:
 - ▶ Would NOT be specific to individual facilities (such as a particular roadway or bikeway)
 - ▶ Would either be subregion-wide or place specific



Changes to Chapter 3: Action Plan Process

- Reflects broader range of RTOs
- Clarified the interactive consultation process among RTPCs for shared facilities
- Added examples of non-roadway RTOs



Changes to Chapter 4: Impact Evaluation Process

- Clarifications regarding impact analysis requirements for major projects and GPAs to remain in compliance with GMP.
- GPAs to be evaluated for compliance with GMP during project review:
 - ▶ When the project is proposed on or near a designated regional route or facility.
 - ▶ If the project could potentially interfere with an active transportation RTO or threshold.
 - ▶ CEQA analysis may occur if applicable to the proposed GPA.
- Transportation Impact Analyses to include:
 - ▶ Evaluation of the traffic congestion impacts, following traditional LOS or delay-based methodologies.
 - ▶ Implementation results from congestion analysis shall not conflict with goals to reduce VMT.
 - ▶ Evaluation of project VMT.
 - ▶ Evaluation of impacts on regional active transportation and transit routes.

Changes to Other Chapters

- Chapters 1,2, 5, 6, 8 and 9 were edited to reflect updated terminology.
- Chapter 7 was updated to add VMT as a transportation planning tool and remove references to the CEQA as part of the GMP compliance process.

Implications for Project CEQA Evaluations

- Roadway capacity / level of service previously analyzed under CEQA and in accordance with GMP
- SB 743 replaces capacity and level of service analysis under CEQA on roadways with VMT analysis
- None of the six Action Plan topics would need to be treated as CEQA topics or thresholds
- Local jurisdictions would continue to comply with the GMP and Action Plans in exchange for receiving return to source funds and access to other CCTA programs



Next Steps

- **January/February 2021** – RTPCs review proposed changes
- **March 2021** – CCTA Authority Planning Committee and Board review
- **Winter 2021** – Initiate update of the *Technical Procedures*
 - ▶ VMT technical guidance
 - ▶ Items in this *Implementation Guide* Update – for example Section 2.4 and Table 1
- **Winter to Spring 2021** – Develop TAC to guide VMT Mitigation Program development (Caltrans grant funded)
- **Mid- to Late 2021** – Update Action Plans
 - ▶ By RTPCs
 - ▶ CCTA support available