

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: May 20, 2015

Subject	Approval of Revised Schedule for the 2014 Countywide Transportation Plan (CTP) to Align with Proposed Transportation Expenditure Plan (TEP) Schedule
Summary of Issues	While the CTP and TEP involve separate approval processes, staff recommends treating the CTP and the TEP as part of the same overall CEQA “project” and analyzing their impacts together in one CEQA document. The proposed process involves performing an analysis of large projects using MTC's performance targets. The results of this analysis will be provided to the Regional Transportation Planning Committees (RTPCs), the Expenditure Plan Advisory Committee (EPAC) being created to assist in the development of a TEP, and other stakeholders. The schedule for the 2014 CTP has been revised accordingly for Authority review and approval.
Recommendations	Review and approve the proposed revised schedule for the 2014 CTP.
Financial Implications	The proposed revised CTP schedule entails additional staff time and consultant costs, to be presented at the June 3 Planning Committee meeting.
Options	1. Revise proposed CTP schedule
Attachments	A. MTC’s Project Performance Targets
Changes from Committee	N/A

Background

The previous 2014 CTP adoption schedule had the Authority finalizing the CTP in March 2015, prior to commencing a TEP process. Based upon comments received, staff now recommends an approach that would treat the CTP and the TEP as part of the same overall CEQA “project” and analyze their impacts together in one CEQA document. Performing activities needed to complete the CTP concurrently with development of a TEP will provide additional analysis of project performance for consideration by the RTPCs and EPAC.

This would involve revising technical studies to account for the impacts of the recently revised CTP project list and forthcoming TEP; evaluating projects and programs using MTC’s performance targets (see Attachment A); identifying a financially constrained list (TEP + potential other projects on a 2040 horizon year); analyzing differences in impacts between the Comprehensive Transportation Project List (CTPL) and the financially constrained TEP list; acknowledging any new potential significant impacts; and recirculating SEIR.

Anticipated Schedule

Following is a proposed schedule that aligns the CTP completion and TEP development processes with the completion of CEQA review. Under this schedule, consideration and potential certification of the SEIR and approval of the CTP and TEP could occur concurrently – with a potential May 2016 certification/approval date.

Date	TEP	CTP
June – Nov 2015	Work with EPAC, RTPCs and other stakeholders to develop a Discussion Draft TEP	Evaluate the performance of large projects and programs using MTC’s Performance Targets
Nov 18, 2015	Authority releases Discussion Draft TEP for public review	Revise CTP and SEIR to incorporate Discussion Draft TEP
Nov – Jan 2016	Ongoing Outreach / TEP Adjustments	

Date	TEP	CTP
Jan 20, 2016	CCTA approves Final Draft TEP for review and approval by cities and the County	CCTA releases Draft SEIR and Draft CTP for public review
Feb – April 2016	Ongoing outreach / cities and County approval of Final Draft TEP	45-day public review period
April 2016		Prepare responses to comments and prepare final
May 18, 2016	CCTA Certifies Final CTP SEIR, Adopts Final CTP, Adopts Final TEP, and forwards final Expenditure Plan and Ordinance to cities/County for review and approval.	
May – June, 2016	Cities and County approve final Expenditure Plan and Ordinance	
July 20, 2016	CCTA forwards Final TEP to BOS for consideration on the Nov 2016 ballot	Publish Final CTP
July - Nov 2016	Educational Outreach	
Nov 8, 2016	Election Day	

**PERFORMANCE TARGETS
PLAN BAY AREA – JULY 2013**

Target No.	Goal	Description
1	Climate Protection	Target #1: Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15 percent.
2	Adequate Housing	Target # 2: House 100 percent of the region's projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents.
3	Healthy and Safe Communities Reduce Particulate Matter	Target # 3a: Reduce premature deaths from exposure to fine particulates (PM _{2.5}) by 10 percent.
		Target # 3b: Reduce coarse particulate emissions (PM ₁₀) by 30 percent.
		Target # 3c: Achieve greater reductions in highly impacted areas.
4	Reduce Injuries and Fatalities from Collisions	Target # 4: Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).
5	Active Transport	Target # 5: Increase the average daily time walking or biking per person for transportation by 70 percent (for an average of 15 minutes per person per day).
6	Open Space and Agricultural Land	Target # 6: Direct all non-agricultural development within the year 2010 urban footprint (existing urban development and urban growth boundaries).
7	Equitable Access	Target # 7: Decrease by 10 percentage points (to 56 percent from 66 percent) the share of low-income and lower-middle income residents' household income consumed by transportation and housing.
8	Economic Vitality	Target # 8: Increase gross regional product (GRP) by 110 percent – an average annual growth rate of approximately 2 percent (in current dollars).
9	Transportation System Effectiveness Increase Non-Auto Mode Share	Target # 9a: Increase non-auto mode share by 10 percentage points (to 26 percent of trips).
	Reduce VMT per Capita	Target # 9b: Decrease automobile vehicle miles traveled (VMT) per capita by 10 percent.
10	Transportation System Effectiveness Local Road Maintenance	Target # 10a: Increase local road pavement condition index (PCI) to 75 or better.
	Highway Maintenance	Target # 10b: Decrease distressed lane-miles of state highways to less than 10 percent of total lane-miles.
	Transit Maintenance	Target # 10c: Reduce the share of transit assets past their useful life to 0 percent.