

# SB 743: Transit Agency / Congestion Management Agency Perspective

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# Presentation Outline

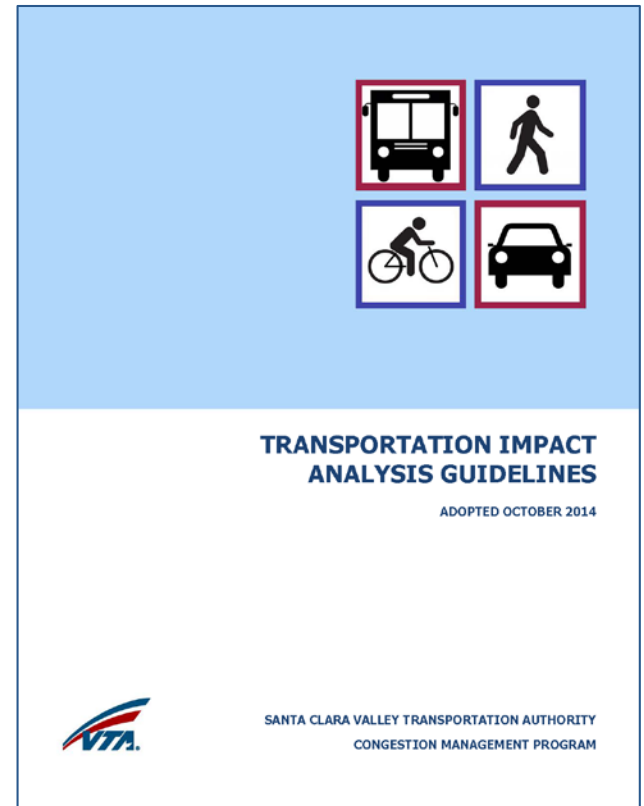
- Overview of VTA's roles
- VTA perspective on SB 743
- Key Opportunities and Challenges

# Overview of VTA's Roles

- Transit operator, Congestion Management Agency (CMA), transportation sales tax authority
- Provide bus, light rail and paratransit services
- Funding partner in regional rail service, including Caltrain
- Lead Agency on bringing BART to San Jose/Silicon Valley
- Countywide transportation planning, design and construction of specific highway, pedestrian and bicycle projects, and promotion of Transit-Oriented Development

# VTA and Transportation Analysis in Santa Clara County

- VTA helps promote consistency in transportation analysis of development/land use projects
- Fairly prescriptive TIA Guidelines – for CMP purposes, but used by many cities for CEQA and city analysis as well
- Active discussion with cities, county through committees, working groups



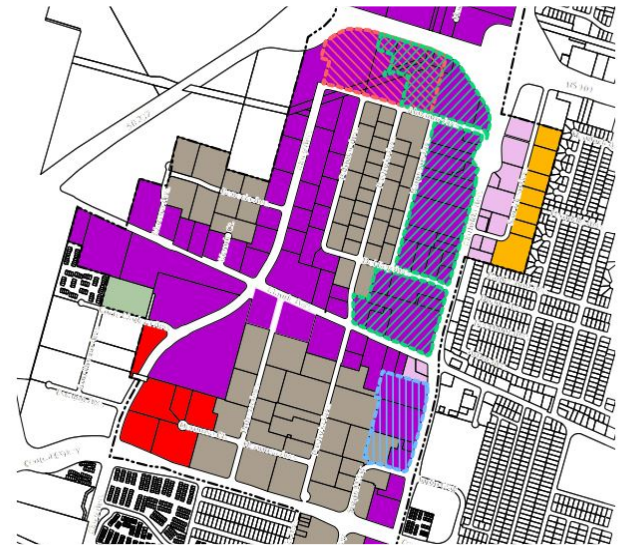
([www.vta.org/cmp](http://www.vta.org/cmp))

# VTA Perspective on SB 743

- Key Benefits:
  - Streamline transit, bicycle and pedestrian projects
  - Promote/streamline TOD  
(support ridership/revenue for transit)
  - Help cities/counties align transportation analysis with community values
- Key Challenges and Opportunities
  1. Meaningful transit analysis
  2. Reflecting real-world VMT
  3. Consistency in analysis, transition period

# Challenge #1: Meaningful Transit Analysis

- Need to determine what analysis is meaningful and in keeping with SB 743 streamlining goals
- Transit capital projects vs. development/land use projects: different types of analysis



# Opportunity: Analysis of Transit Capital Projects

- Assuming less-than-significant from VMT perspective - substantial benefit versus past analysis
- Certain analysis still meaningful:
  - Effects on transit facilities/access
  - Interaction with pedestrians/bicycles
- Analysis will likely highlight benefits, but could call out needed improvements

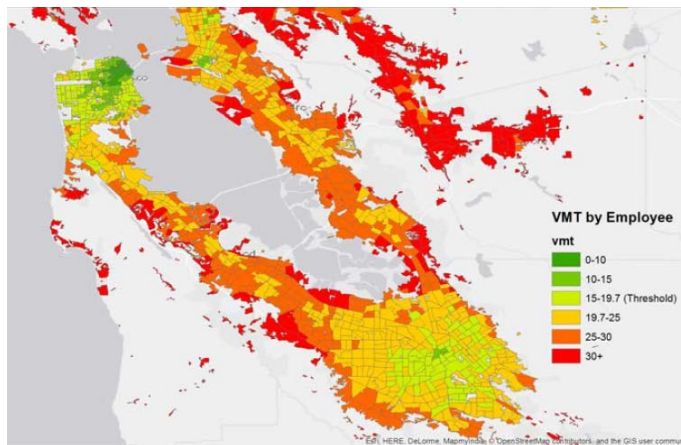
# Opportunity: Analysis of Development / Land Use Projects – Effects on Transit

- Focus on most meaningful analysis: ensuring project does no harm to transit facilities/access
- Still worthwhile to assess effects of development project on transit travel time & reliability
  - Direct relationship to transit attractiveness and operating costs
  - Don't want to undermine SB 743 streamlining goals
  - Consider informational analysis to identify offsetting measures? (e.g., signal priority, bulbout stops)



# Challenge #2: Reflecting Real-World VMT

- Need to ensure that models and tools reflect on-the-ground conditions
  1. Difference between “naturally” low-VMT areas and other low-VMT areas
  2. Evolving locations: urbanizing activity centers, new transit hubs



# “Naturally” low-VMT vs. other low-VMT areas

- Different areas achieve lower VMT in different ways
- “Naturally” low-VMT areas – near core transit, historic street/development pattern supports non-auto modes
- Other low-VMT areas – may be farther from core transit, but have trip caps, TDM targets & enforcement, institutional programs
- Challenges:
  - Ensuring that VMT tools and analysis are sensitive to both conditions
  - Ensuring follow-through on TDM / VMT reduction pledges

# Ensuring Follow-through on TDM / VMT Reduction Pledges... a start

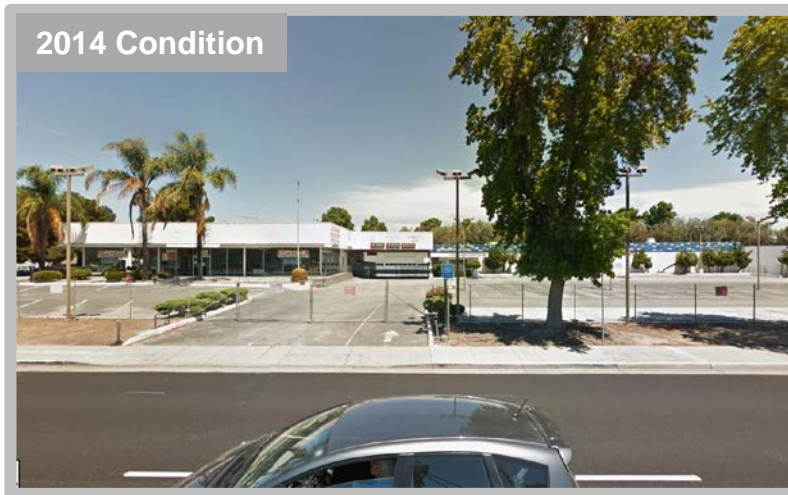
**Table 2: Comparison of Trip Reduction Approaches**

	Standard Reductions	Peer/Study-Based Reductions	Target-Based Reductions
Maximum percentages in VTA TIA Guidelines?	Yes, see <i>Table 1: Standard Auto Trip Reduction Rates</i>	No	No
Data required in TIA Report?	No	Yes, existing or new studies	No
Commitment to a target required?	No	No	Yes
Description of measures required?	No	Yes, if applicable	Yes
Monitoring required?	No	Yes	Yes
Enforcement required?	No	No	Yes
Data Sharing required?	No	Yes	Yes

VTA TIA Guidelines, October 2014  
([www.vta.org/cmp](http://www.vta.org/cmp))

# Evolving Areas & VMT

- Areas transitioning from suburban to more urban, adding fine-grained mixed uses, new transit hubs
- Incremental change, lag time in travel behavior change
- Benefits may not be fully reflected in VMT models/tools



# Opportunity: Better Reflect Real-World VMT

- Gathering observed VMT data (and trip gen, trip length, mode choice) will improve outcomes
- Actual data will help convince skeptical decision-makers, public
- Opportunity for new research, tools, data clearinghouse (need funding)

# Challenge #3: Consistency in Analysis, Transition Period

- Potential lack of apples-to-apples comparison between agencies/reports
- May lead to confusion among decision-makers and public (esp. across agency boundaries)
- State Congestion Management Program (CMP) legislation, many city policies not yet in sync – transition period



# Opportunity: Develop Common Approaches, Update Other Policies

- Opportunity for agencies to develop common approaches, documentation – help decision-makers and public
- VMT should help provide broader perspective on impacts/benefits than spot LOS
- Opportunity to update/add flexibility to CMP legislation, city policies

# Thank You!



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