

## California Department of Transportation

DISTRICT 4  
OFFICE OF TRANSIT AND COMMUNITY PLANNING  
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660  
[www.dot.ca.gov](http://www.dot.ca.gov)



December 6, 2021

SCH #: 2021110146  
GTS #: 04-CC-2021-00515  
GTS ID: 24741  
Co/Rt/Pm: CC/4/28.9

Zoe Merideth, Senior Planner  
City of Antioch  
P.O. Box 5007  
Antioch, CA 94531

Governor's Office of Planning & Research

**Dec 06 2021**

**STATE CLEARINGHOUSE**

### Re: Antioch 6th Cycle Housing Element Update Notice of Preparation (NOP)

Dear Zoe Merideth:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Antioch 6th Cycle Housing Element Update Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the November 2021 NOP.

#### Project Understanding

The project proposes to include the adoption of General Plan amendments that would add or modify goals, objectives, policies, and implementation programs related to housing that would apply city-wide, and that would address the maintenance, preservation, improvement, and development of housing in the City of Antioch (City). In addition, prepare a Draft Environmental Impact Report (DEIR) for the 6th Cycle Housing Element Update. This DEIR will address the environmental impacts associated with the adoption and implementation of the 6th Cycle Housing Element Update. The project encompasses the entire City, located along State Route (SR)-4 which passes through the middle of the City in an east-west direction, and SR-160 which passes along the edge of the City in a north-south direction.

#### Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses

Transportation Impact Studies, please review Caltrans' [Transportation Impact Study Guide](#).

If the project meets the screening criteria established in the City's adopted Vehicle Miles Traveled (VMT) policy to be presumed to have a less-than-significant VMT impact and exempt from detailed VMT analysis, please provide justification to support the exempt status in align with the City's VMT policy. Projects that do not meet the screening criteria should include a detailed VMT analysis in the DEIR, which should include the following:

- VMT analysis pursuant to the City's guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential traffic safety issues to the State Transportation Network (STN) may be assessed by Caltrans via the [Interim Safety Guidance](#).
- The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

Additionally, Caltrans requests the City to determine the Antioch 6th Cycle Housing Element Update is consistent with California Government Code Section 65088-65089.10 Congestion Management.

The City is requested to gain a determination of conformity from the Contra Costa Transportation Authority to determine that the Antioch 6th Cycle Housing Element Update is consistent with, and conforms to, the Regional Transportation Plan Consistency Requirements of the County's Congestion Management Plan (CMP).

Furthermore, Caltrans requests that the analysis determine any impacts from the Housing Element Update to the freeway mainline, ramps and ramp intersections, the analysis should include all access points to SR-4, as well as SR-160, in the plan and study area. As well, please evaluate the multi-modal impacts to transportation system users.

If the Antioch 6th Cycle Housing Element Update is determined to have significant impacts on these facilities, travel modes, or programs, Caltrans suggests the following Regional Transportation Plan (Plan Bay Area 2013) projects for fair share contributions:

RTP ID	Project Description
21-T10-075	This program includes funding to implement new bus service along SR-4 between Hillcrest eBART to Brentwood Intermodal Station. Improvements include frequency upgrades (20-minute peak headways), rapid transit improvements and a new park-and-ride facility.
21-T11-099	This program includes funding to implement new privately operated ferry service between San Francisco and Antioch, Martinez and Hercules, including new ferry terminals (2-5 peak trips per day).

**Mitigation Strategies**

Location efficiency factors, including community design and regional accessibility, influence a project's impact on the environment. Using Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the proposed project site is identified as a Suburban Community Center where community design is moderate and regional accessibility is variable.

Given the place, type and size of the project, the DEIR should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions from future development in this area. The measures listed below have been quantified by California Air Pollution Control Officers Association (CAPCOA) and shown to have different efficiencies reducing regional VMT:

- Project design to encourage mode shift like walking, bicycling and transit access;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information systems;
- Transit access supporting infrastructure (including bus shelter improvements and sidewalk/ crosswalk safety facilities);
- New development vehicle parking reductions;
- Implementation of a neighborhood electric vehicle (EV) network, including designated parking spaces for EVs;
- Designated parking spaces for a car share program;
- Unbundled parking;
- Wayfinding and bicycle route mapping resources;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area;

- Aggressive trip reduction targets with Lead Agency monitoring and enforcement;
- VMT Banking and/or Exchange program; and/or
- Area or cordon pricing.

Using a combination of strategies appropriate to the project and the site can reduce VMT, along with related impacts on the environment and State facilities. TDM programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets.

Please reach out to Caltrans for further information about TDM measures and a toolbox for implementing these measures in land use projects. Additionally, Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). The reference is available online at: <http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

### **Lead Agency**

As the Lead Agency, the City of Antioch is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

### **Equitable Access**

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Zoe Merideth, Senior Planner  
December 6, 2021  
Page 5

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov).

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style with a long horizontal tail stroke extending to the right.

MARK LEONG  
District Branch Chief  
Local Development Review

c: State Clearinghouse