

**TRANSPAC Transportation Partnership and Cooperation**  
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County

**TRANSPAC TAC MEETING NOTICE AND AGENDA**  
**THURSDAY, OCTOBER 31, 2024**  
**9:00 A.M. to 11:00 A.M.**

**In the LARGE COMMUNITY ROOM at City of Pleasant Hill City Hall**  
**100 GREGORY LANE**  
**PLEASANT HILL**

**Public Comments:** Public Comment may be provided in person during the public comment period on items not on the agenda or during the comment period of each agenda item. Comments are limited to 3 minutes. Please begin by stating your name and indicate whether you are speaking for yourself or an organization. Members of the public may also submit written comments to [irina@graybowenscott.com](mailto:irina@graybowenscott.com) by 3 p.m. on the day before the meeting, which will be read during Public Comment or on the related item when Public Comment is called and entered into the record.

**Americans with Disabilities Act (ADA):** This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact TRANSPAC via email or phone at [irina@graybowenscott.com](mailto:irina@graybowenscott.com) or (925) 937-0980 during regular business hours at least 48 hours prior to the time of the meeting.

1. **CONVENE MEETING/ SELF-INTRODUCTIONS.**
2. **PUBLIC COMMENT.** Members of the public may address the Committee on any item not on the agenda.

<b>ACTION ITEMS</b>
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3. **MINUTES OF THE SEPTEMBER 26, 2024, MEETING** 🌀 **Page 5**

Attachments: TAC minutes from the September 26, 2024, meeting.

**ACTION RECOMMENDATION: Approve Minutes.**

4. **TRANSPAC MEETING SCHEDULE FOR 2025.** The TRANSPAC TAC is requested to review and comment on the proposed meeting schedule. 🌀 **Page 13**

Transportation Partnership and Cooperation  
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County  
1320 Mount Diablo Blvd, Suite 206, Walnut Creek 94596  
(925) 937-0980

**ACTION RECOMMENDATION: Approve the TRANSPAC Meeting Schedule for 2025.**

Attachment: Staff Report

- 5. Request FOR APPROPRIATION OF MEASURE J FUNDS FOR IRON HORSE TRAIL REHABILITATION.** The East Bay Regional Park District is requesting an appropriation of \$500,000 from Measure J, Program 13 Pedestrian, Bicycle, and Trail Facilities funds to rehabilitate approximately 1.9 miles of the Iron Horse Regional Trail in the TRANSPAC subregion. This funding is part of the second cycle of Measure J PBTF, approved by the CCTA Board on June 21, 2017, which allocates 0.5 percent of annual sales tax revenue to EBRPD for the development and rehabilitation of paved regional trails. In accordance with Measure J requirements, these allocations are subject to review and approval by the relevant subregional committee before being allocated by the CCTA. 🌀 **Page 15**

**ACTION RECOMMENDATION: Approve the appropriation of \$500,000 of Measure J Program 13 Pedestrian, Bicycle, and Trail Facilities funds to rehabilitate the specified sections of the Iron Horse Regional Trail.**

Attachment: Staff Report

- 6. DRAFT CONTRA COSTA COUNTYWIDE COMPREHENSIVE TRANSPORTATION SAFETY ACTION PLAN FOR LOCAL AGENCIES.** The Countywide Comprehensive Transportation Safety Action Plan (CCTSAP) aims to eliminate fatalities and severe injuries on county roadways by identifying priority locations for intervention and enhancing safety for vulnerable road users. Developed as part of the multi-agency Vision Zero framework, the CCTSAP encourages local agencies to implement priority projects addressing common collision patterns. Following circulation to Regional Transportation Planning Committees (RTPC's), CCTA staff will seek CCTA Board approval to integrate the CCTSAP into the existing September 2021 Contra Costa Countywide Transportation Safety Policy and Implementation Guide. 🌀 **Page 31**

**ACTION RECOMMENDATION: Approve the Draft CCTSAP for adoption into the Contra Costa Countywide Transportation Safety Policy and Implementation Guide.**

Attachment: Staff Report

<b>INFORMATION ITEMS</b>
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- 7. CONCORD REUSE PROJECT UPDATE.** The City of Concord Local Reuse Authority and master developer (Brookfield Properties) will provide a status report on the for the Concord Naval

Weapons Station Reuse Project including a description of the conceptual land-use plan, project phasing, and next steps in the development of a Specific Plan. (INFORMATION).

🌀 **Page 41**

Attachment: Staff Report

8. **STREET SMARTS DIABLO WALK ‘N’ ROLL PROGRAM UPDATE.** The Walk ‘n Roll program, formerly known as "Active4Me," is an application-based school trip reduction initiative that utilizes Active4Me barcode scanning technology and incentives to encourage families to travel to school actively or via carpooling. At this meeting, program staff will provide an update on the program's progress, enrollment strategies, and impact since its launch in August 2024. (INFORMATION) 🌀 **Page 43**

Attachment: Staff Report

**9. COMMITTEE UPDATES:**

- a. **TECHNICAL COORDINATING COMMITTEE (TCC).** The last TCC meeting was held on October 17, 2024. The next regular meeting will be held on November 21, 2024.
- b. **COUNTYWIDE BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (CBPAC):** The CBPAC Meeting scheduled for November 25, 2024, was canceled. The next CBPAC Special Meeting will be held on November 18, 2024.
- c. **PARATRANSIT COORDINATING COUNCIL (PCC):** The last PCC meeting was held on September 16, 2024. The next regular meeting is scheduled for November 18, 2024.

**10. INFORMATION ITEMS:**

- a. **GRANT FUNDING OPPORTUNITIES.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities. (INFORMATION).  
🌀 **Page 45**
- b. **CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) MEETING CALENDAR:** The CCTA Calendar for November 2024 and December 2024 may be downloaded using the following link: [Click to View Meeting Schedule](#)

**11. MEMBER COMMENTS**

**12. NEXT MEETING: NOVEMBER 21, 2024.**

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## TRANSPAC TAC Meeting Summary Minutes

**MEETING DATE:** September 26, 2024

**STAFF PRESENT:** Smadar Boardman, Walnut Creek; Jason Chen, Clayton; John Cunningham, Contra Costa County; Ryan McClain, City of Pleasant Hill; Celestine Do, BART; John Cunningham, Contra Costa County; Samantha Harris, Contra Costa County; Matt Kelly, CCTA; Matt Todd, TRANSPAC Managing Director; Tiffany Gephart, TRANSPAC.

**GUESTS/PRESENTERS:** Bruce Ole Ohlson

**MINUTES PREPARED BY:** Tiffany Gephart

### 1. CONVENE MEETING / SELF-INTRODUCTIONS.

Matt Todd called the meeting to order at 9:02 A.M. Introductions followed.

### 2. PUBLIC COMMENT.

Bruce Ole Ohlson discussed the challenges faced by bicyclists on Marsh Creek Road, Kirker Pass, Bailey Road, and Willow Pass. Mr. Ohlson's written comments are attached.

### 3. MINUTES OF THE JUNE 27, 2024, MEETING.

The minutes of the June 27, 2024, TRANSPAC TAC meeting were approved by consensus.

### 4. TRANSPAC TAC APPOINTMENTS TO CCTA COMMITTEES.

Tiffany Gephart noted vacancies on CCTA committees, specifically the Technical Coordinating Committee (TCC) and the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC). For the CBPAC, there is a vacant alternate seat with a term ending on December 31, 2025. Similarly, for the TCC, there is also an alternate seat vacant, with the term ending on March 31, 2025.

Ms. Gephart reminded the group that the current appointments for the CBPAC include Brianna Byrne, representing Walnut Creek as the primary member, and Lynne Filson, who was previously the alternate but is no longer representing the City of Martinez and Scott Simmons who is currently the citizen representative.

On the TCC, the current primary members are Jason Chen, Smadar Boardman, and Ryan McClain, with Lynne Filson as the alternate. Ms. Gephart requested recommendations for alternate representatives to replace Lynne Filson on both the CBPAC and TCC.

Mr. Todd acknowledged the nomination and confirmed that Aaron Elias, representing Concord, was being put forward for both positions. He asked if anyone else had any nominations, but no additional names were suggested. As no one else stepped forward, the nominations were closed.

The TAC approved the nomination by consensus. Mr. Todd concluded by stating that they would submit the nominations to the board for approval, after which a formal letter would be sent to CCTA to finalize the appointments. Once completed, all the TRANSPAC committee appointments would be fully staffed.

#### **5. TRANSPAC SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM (STMP).**

Ms. Gephart referred to the meeting handouts, pointing out several key materials: excerpts from the county's Action Plan for TRANSPAC, transportation impact fees for different Regional Transportation Planning Committees (RTPCs), and a spreadsheet on environmental document reviews to be discussed after the presentation. She noted that the TRANSPAC Subregional Transportation Program (STMP) was last presented in 2018, shortly after the 2017 action plan was approved, but with changes in CEQA since then, it was a good time for reviewing again.

Ms. Gephart provided an overview of the STMP, noting that TRANSPAC is committed to managing traffic and maintaining desirable operational levels, working with surrounding jurisdictions on traffic management plans, and reducing travel demand through programs like 511 Contra Costa. Ms. Gephart explained that the STMP generates funding for project mitigations from private developers with projects that increase traffic on regional routes. The policy defines a process for transportation mitigation, ensuring that new developments pay to mitigate their impacts.

Ms. Gephart gave a historical context, explaining that the program originated from the 1996 Regional Transportation Mitigation Project Program (RTMP) and fulfilled Measure J's Growth Management Program requirements. The STMP is included in the 2017 Central County Action Plan and the draft 2022 update. In the TRANSPAC sub-region, transportation mitigation fees are negotiated by local agencies on a project-by-project basis, unlike some other regions that use a predefined per-unit fee program.

Ms. Gephart then discussed the CEQA environmental assessment process, noting that while traffic impact analyses are no longer required for CEQA clearance, they may still be needed through the STMP. Impacted jurisdictions can request an analysis and mitigation measures, even if CEQA thresholds are not met. The STMP process differs from other areas but generally aligns regionally, particularly with the Tri-Valley area, and funds are committed through inter-jurisdictional agreements.

She continued with an explanation of the valuation criteria, which consider impacts on regional routes, net new peak hour trips, and cumulative traffic impacts. For example, thresholds include 500 net new peak hour trips and 100 inter-regional net new peak hour trips, with cumulative trip analysis guided by the Growth Management Program Implementation Guide.

Ms. Gephart also touched on inter-jurisdictional agreements, noting that these are mandated to mitigate cumulative impacts from developments that exceed thresholds within impacted TRANSPAC jurisdictions. Examples include agreements between Concord and Pittsburg for the developments in Vista Del Mar and Bailey Road Estates. TRANSPAC jurisdictions are also expected to execute agreements with other jurisdictions impacted by TRANSPAC projects.

At the end of her presentation, Ms. Gephart encouraged a discussion on the policy, noting that it could change based on the evolving needs of the community.

Mr. Todd added that the purpose of this discussion was to refresh the group's memory on how the STMP works, and to highlight how it differs from other parts of the county. He also explained that while the current action plan was approved in 2017, a draft of the 2022 version had been prepared but was awaiting approval from the CCTA. Until then, the 2017 action plan remains in effect.

Matt Kelly confirmed Mr. Todd's points, noting that the updated Central County Action Plan would likely be adopted by late 2025, at which point jurisdictions would be subject to the new requirements.

The group then discussed various aspects of the STMP and related topics, including the differences between the 2017 and draft 2022 versions, the expansion of regional transportation objectives (RTOs) to cover more areas like safety, equity, and environmental impacts, and how inter-jurisdictional agreements work. They also addressed how CEQA changes have impacted the STMP, with Mr. Todd noting that while CEQA no longer requires traffic impact analyses, they may still be necessary under the STMP.

Finally, the group delved into questions about how the STMP handles new land use modifications that are allowed by right, without general plan amendments, and how these are addressed within the program.

In the discussion regarding project evaluation, Mr. Kelly addressed the group, explaining that for any project, regardless of how it is approved, it would still be subject to traffic thresholds that trigger a traffic impact analysis. He stated that the approval method, whether by-right or otherwise, does not alter the application of growth management program methodologies and processes.

Ms. Boardman inquired whether there is a fundamental difference between reviewing a general plan amendment and evaluating other developments, referencing the thresholds of 100 net new peak hour vehicle trips and 500 trips for triggering analyses.

Mr. Kelly confirmed that the thresholds vary across the county, but the 100-trip and 500-trip thresholds apply in Central County. Any individual project generating 100 net new peak hour trips would require an impact study, and these thresholds apply particularly to inter-regional route impacts.

The discussion continued, touching on the growth patterns related to the Naval Weapons Station and persistent traffic impact analysis concerns.

Mr. Parikh mentioned that overall cost and traffic implications are being analyzed as part of a broader project, with efforts ongoing to understand land use implications better.

Mr. Todd raised questions about the "by-right" process, asking if there is a notice of preparation or a similar step when by-right development projects begin to allow stakeholders to be aware of potential impacts.

Ms. Kelly clarified that the growth management program (GMP) is a separate but parallel process from CEQA (California Environmental Quality Act). Even if a project is exempt under CEQA, it may still trigger a traffic impact study under the GMP if it meets the threshold requirements. He noted that there are technical procedures defined by the Contra Costa Transportation Authority (CCTA) to guide consultants in this process.

Further conversation involved a review of the GMP Implementation Guide and its alignment with action plans. Mr. Kelly encouraged familiarity with both the implementation guide and the technical procedures to ensure consistency in project evaluations.

As a separate topic, Mr. Todd introduced the idea of tracking environmental documents through a standing TRANSPAC agenda item, similar to the approach used by the TRANSPLAN group, and proposed that TRANSPAC could create its own log of relevant documents. He suggested coordination with TRANSPLAN and other agencies to compile a comprehensive list of environmental documents impacting the region.

The group expressed support for the idea, with Mr. Parikh agreeing that tracking environmental documents from various areas could be beneficial. Mr. Todd emphasized the need to define the criteria for the register to avoid an overwhelming amount of information, and he committed to developing the proposal further.

The conversation shifted back to the issue of growth management and mitigation fees. Mr. McClain asked whether TRANSPAC's current method of managing project impacts, particularly related to intersection improvements, was still effective or if a traditional mitigation program, like those used in other parts of the county, would be more appropriate. Mr. Kelly acknowledged that while he did not have historical knowledge of the analysis that led to TRANSPAC's current approach, the body was free to update its RTMP (Regional Transportation Mitigation Program) and STMP if deemed necessary.

**6. COMMITTEE UPDATES:**

There were no comments from the TAC.

**7. INFORMATION ITEMS:**

There were no comments from the TAC.

**8. MEMBER COMMENTS:**

There were no comments from the TAC.

**9. NEXT MEETING: OCTOBER 31, 2024.**

The meeting adjourned at 9:53 a.m. The next regular meeting is scheduled for October 31, 2024.



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**Comments from TAC 9-26-24**

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**From** Bruce Ole Ohlson

**Date** Fri 9/27/2024 5:15 PM

**To** Tiffany Gephart, Gray Bowen Scott

**Cc** Robert Sarmiento; Bike East Bay Advocacy Robert Prinz;  
Bike East Bay Dani Lanis; CCTA Colin Clarke; CCTA Tim Haile

Tiffany,

Thank you for requesting that I provide my comments in writing. With a few embellishments, here they are:

"Contra Costa's bicycle community is requesting that TRANSPAC and TRANSPLAN consider improving one or more of the routes between Central County and East County to be more bicycle-friendly and safer for our non-motorized citizens. There are only four paved routes available to all modes traveling between Central County and East County:

- Marsh Creek Road. This route is narrow and winding. It is used by only the top five percent of bicyclists who are brave riders in traffic. Additionally, it requires significant out-of-direction travel for a bicyclist desiring to ride from Pittsburg or Bay Point to Martinez.
- 
- Kirker Pass Road. This route is the highest climb of the four options. Not all of the roadway has decent shoulders, and once the bicyclist gets to the foot of the pass on the Concord side of the hill, bicycle infrastructure is nonexistent.
- 
- Bailey Road. This route is a death trap for bicyclists.
- 
- Willow Pass (the hill). This route includes the East Bay Regional Park District's Delta de Anza Regional Trail crossing of this pass on the north side of the freeway. The paved, off-street Delta de Anza Trail extends from Brentwood,

through Oakley, Antioch, Pittsburg, and Bay Point, but currently ends at the Willow Pass interchange of Highway 4 in Concord. There, the bicyclist is presented with two basically unacceptable options. He or she can either head for downtown Concord on two-lane Willow Pass Road and cross the World-War-Two-era “suicide bridge,” or he or she can ride 1½ miles on the shoulder of eight-lane Highway 4 to the Port Chicago Highway interchange. (By allowing bicyclists on the shoulder of the freeway, Caltrans is agreeing that the “suicide bridge” is in fact a death trap for bicyclists.)

I have been riding the shoulders of this segment of freeway approximately 100 times per year since 2006. Alas, I have been stopped more times by law enforcement officials who didn't know that bicyclists were allowed on this segment of freeway than I have seen other bicyclists using this route.

When Concord develops the inland portion of the former Naval Weapons Station, one of their first infrastructure projects will be to widen Willow Pass Road into four lanes and remove the suicide bridge. Concord also plans to extend Evora Road to Port Chicago Highway at Arnold Industrial Way. Alas, we are still many years away from the completion of either street construction project.

The EBRPD has plans to connect the Delta de Anza Regional Trail to the Iron Horse Regional Trail. They have built a (currently dead-end) segment of trail along the north side of Highway 4 from Willow Pass Road to the border of the former Naval Weapons Station. Eventually, EBRPD will continue this trail to the freeway bridge over Diablo Creek and over to the North Concord BART. However, their policy is to “allow” other entities to build their regional trails whenever possible. The development projections for the inland portion of the former Naval Weapons Station plan for educational facilities, commercial, and light industrial facilities in the area through which this segment of trail will pass. Alas, we are many years away from this construction, too.

Contra Costa County's bicycle community would LOVE to see the Contra Costa Transportation Authority through TRANSPAC and TRANSPLAN build this short segment of trail along the north side of Highway 4. It would connect to the existent trail along the west side of Port Chicago Highway that extends between Arnold Industrial Way and Baldwin Park in Concord near the John Muir Concord Hospital. Completing this short segment of trail would provide a safe, off-street route for pedestrians and bicyclists between Brentwood and Concord. Further,

electric bikes are poised to change the face of transportation. Building this short, inexpensive segment of trail would connect East County with Central County and close a gap in the network."

Thank you for all the work you are doing to assure that we are constructing safe transportation infrastructure for all modes.

All best wishes,

~0le

Bruce '0le' Ohlson aka "Mister Bicycle"

Contra Costa 511's Bicycle Champion of the Year for 2024

Bike East Bay

Delta Pedalers Bicycle Club

Contra Costa Countywide Bicycle Advisory Committee

CCTA Bicycle & Pedestrian Advisory Committee

Caltrans District 4 Bicycle Advisory Committee

TRANSPLAN appointee to Highway 4 Integrated Corridor Management Study



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**TRANSPAC TAC Meeting *STAFF REPORT***

**Meeting Date:** October 31, 2024

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<b>Subject:</b>	<b>2025 TRANSPAC MEETING CALENDAR</b>
<b>Summary of Issues</b>	The TRANSPAC TAC is requested to review the proposed 2025 schedule of meetings for the TRANSPAC Board and TAC.
<b>Recommendations</b>	Approve the TRANSPAC Meeting Schedule for 2025
<b>Financial Implications</b>	None
<b>Options</b>	Defer the action.
<b>Attachment(s)</b>	A. Draft 2025 Meeting Schedule

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## TRANSPAC Transportation Partnership and Cooperation

### 2025 MEETING SCHEDULE

Unless otherwise notified, all meetings will be held at 9:00 A.M. at Pleasant Hill City Hall, Community Room (100 Gregory Lane, Pleasant Hill, California) unless otherwise specified.

#### TRANSPAC Meetings

Regular meetings are on the second Thursday of every month or as notified. Other meetings as scheduled.

January (No meeting)	July 10
February 13	August (No meeting)
March 13	September 11
April 10	October 9
May 8	November 13
June 12	December 11

#### TAC Meetings

Regular meetings are on the last Thursday of every month or as notified.

January 30 *	July (No Meeting)
February 27	August 28
March 27	September 25
April 24	October 30 *
May 29 *	November 20 **
June 26	December (No meeting)

\* 5<sup>th</sup> Thursday of the Month

\*\* 3<sup>rd</sup> Thursday of the Month

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**TRANSPAC TAC Meeting STAFF REPORT**

**Meeting Date:** October 31, 2024

<b>Subject:</b>	<b>REQUEST FOR APPROPRIATION OF MEASURE J FUNDS FOR IRON HORSE TRAIL REHABILITATION</b>
<b>Summary of Issues</b>	<p>The Measure J Expenditure Plan includes a program (Line 13: Pedestrian, Bicycle, and Trail Facilities - PBTF) that dedicates 1.5% of revenue to the improvement and maintenance of these facilities, with .5% reserved for the East Bay Regional Park District (EBRPD) for improvements to paved regional trails. Funding for EBRPD rehabilitation projects is subject to the review and approval of the applicable subregional committee, prior to allocation by the CCTA.</p> <p>As part of the Iron Horse Rehabilitation Project, EBRPD requests an appropriation of \$500,000 in Measure J Program 13 funds for maintenance of two identified trail segments in Central County (approximately 1.5 miles). These funds will finance the construction phases of the project.</p>
<b>Recommendations</b>	Approve the programming of \$500,000 of Measure J Program 13 Pedestrian, Bicycle, and Trail Facilities funds to rehabilitate the specified sections of the Iron Horse Regional Trail.
<b>Financial Implications</b>	TRANSPAC is responsible for recommendations on how the Measure J Program 13 funds are to be used in the TRANSPAC subregion. The program resulting from the above process will commit Measure J revenue dedicated to projects that provide improvements to paved regional trails maintained by the EBRPD.
<b>Options</b>	<ol style="list-style-type: none"><li>1. Request additional information and defer the recommendation.</li><li>2. Provide an alternative scope or funding recommendation.</li></ol>
<b>Attachment(s)</b>	<ol style="list-style-type: none"><li>1. EBRPD Measure J Program 13 Request Presentation</li><li>2. EBRPD Scope of Work and Funding Allocation Request Form</li></ol>

## Background

The Measure J Expenditure Plan includes a program (Line 13: Pedestrian, Bicycle, and Trail Facilities - PBTF) that dedicates 1.5% of revenue to the improvement and maintenance of these facilities. Two-thirds (1%) of the funds are designated to support projects in the Countywide Bicycle and Pedestrian Plan, while one-third (0.5%) is designated for the East Bay Regional Park District (EBRPD) to develop and rehabilitate paved regional trails. The EBRPD focused category of the program was projected to generate \$2.5 million for the TRANSPAC region over the life of Measure J. As specified in the Expenditure Plan, fund programming is subject to review and approval by the applicable subregional committee before approval by the CCTA.

### TRANSPAC Measure J Program 13 Allocations to Date

The most recent TRANSPAC appropriation request was approved in 2016 for \$500,000. To date, \$915,408.43 in Measure J Program 13 funds have been utilized in the TRANSPAC subregion (see table of Allocations).

TRANSPAC Measure J Program 13 Allocations - EBRPD				
Project Name	CCTA Reso #	Measure J funds spent	Project Status	Status
Reconstruction of Contra Costa Canal Trail from Via Montanas to Treat Blvd.	11-46-G	\$ 260,191.43	closed	project completed/closed in 2016
Reconstruction of the Contra Costa Canal Trail from Citrus Ave to Oak Grove Rd	12-03-G	\$ 125,278.00	closed	project completed/closed in 2013
Iron Horse Trail at Lincoln Ave in Walnut Creek	12-46-G	\$ 23,939.00	closed	project completed/closed in 2013
Contra Costa County Trails - Rudgear Rd. to Marsh Dr	16-36-G	\$ 500,000.00	closed	project completed/closed in 2019
<b>Total Approved Appropriations</b>		<b>\$915,408.43</b>		

### Programming Request

EBRPD is requesting TRANSPAC approval for \$500,000 in Program 13 funding to rehabilitate two sections of the Iron Horse Regional Trail (approximately 1.5 miles). The two segments include: Concord Ave to Diamond Blvd (0.8 miles) for the removal and replacement of asphalt concrete, including slurry seal, and Walden Rd to Ygnacio Valley Rd (0.7 miles) for similar work. The attached presentation and scope of work provide additional information on the proposed project. The TAC is requested to approve the programming request.



**Scope of Work**

#	Description	Square Feet (area)	Segment Length (linear feet or miles)	Estimate
1	Iron Horse Trail, Concord Ave to Diamond Blvd <i>Remove and replace asphalt concrete, including slurry seal</i>	48,576 sq. ft.	.8 mile	\$350,000
2	Iron Horse Trail, Ygnacio Valley Road to Walden Road <i>Remove and replace asphalt concrete</i>	44,352 sq. ft.	.7 miles	\$450,000
			<b>Total</b>	<b>\$800,000</b>

**Funding Allocation Request Form**

Source	Amount Appropriated by CCTA & Not-Yet-Reimbursed
Total Project Cost	\$800,000
Requested New CCTA funds	\$500,000 (PBTF)
Local Agency funds	\$0
Other committed funding	\$0
Unfunded balance	\$0

**Proposed Schedule**

Phase	From	To
Preliminary Design & Planning		
Design and Cost Estimate		
Environmental Review		
Right-of-Way Acquisition		
Preliminary Engineering Drawings		
Construction Phase	June 2025	October 2025

Board of Directors

# Measure J Program 13 Request:

## TRANSPAC TAC Feedback and Funding Recommendation to TRANSPAC Board for the Iron Horse Rehabilitation Project

Katy Hornbeck, Grants Manager

TRANSPAC TAC Meeting | October 31, 2024

# Measure J Program 13: Pedestrian, Bicycle or Trail Facilities (PBFT)

- \$30 million for Program 13
  - “One third of the funds are to be allocated to the East Bay Regional Park District (EBRPD) for the development and rehabilitation of paved regional trails. EBRPD is to spend its allocation equally in each subregion, **subject to the review and approval of the applicable subregional committee**, prior to funding allocation by the Authority.”
- Last TRANSPAC project approval was in **2016**
- To date, approximately **\$910,000** of Measure J, Program 13 funds have been spent in the TRANSPAC subregion

# 2025 TRANSPAC Project

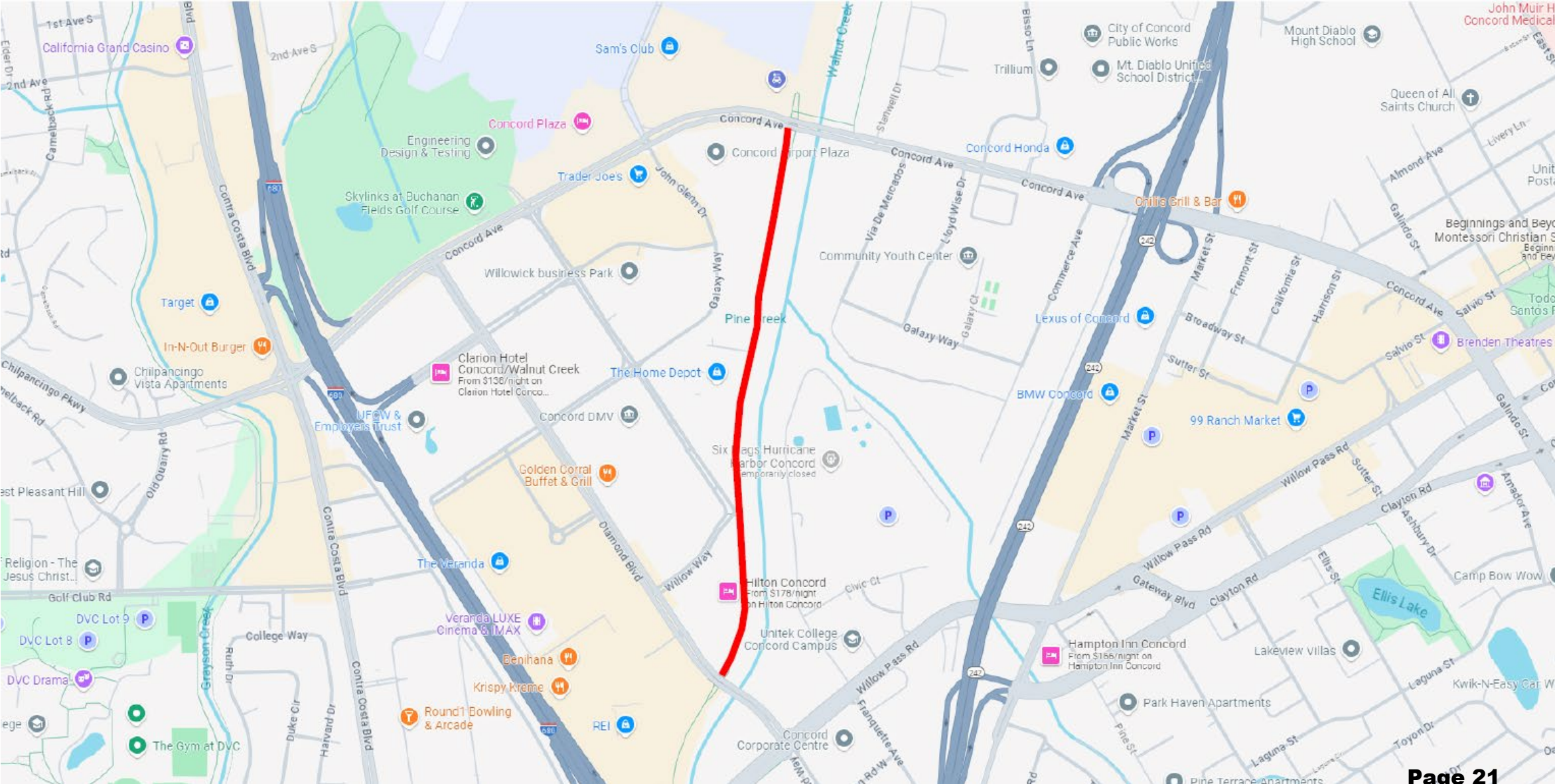
- Request up to **\$500,000** for Contra Costa County trail project in TRANSPAC region
- Rehabilitate **two sections** of the **Iron Horse Regional Trail (approx. 1.5-miles)**
- EBRPD staff time for contract administration is in-kind

## BUDGET

#	Description	Square Feet	Miles	Estimate
1	Iron Horse Trail: Concord Ave to Diamond Blvd <i>Remove and replace asphalt concrete, including slurry seal</i>	48,576 sq. ft.	.8-mile	\$350,000
2	Iron Horse Trail:Walden Rd to Ygnacio Valley Rd <i>Remove and replace asphalt concrete</i>	44,352 sq. ft.	.7-mile	\$450,000

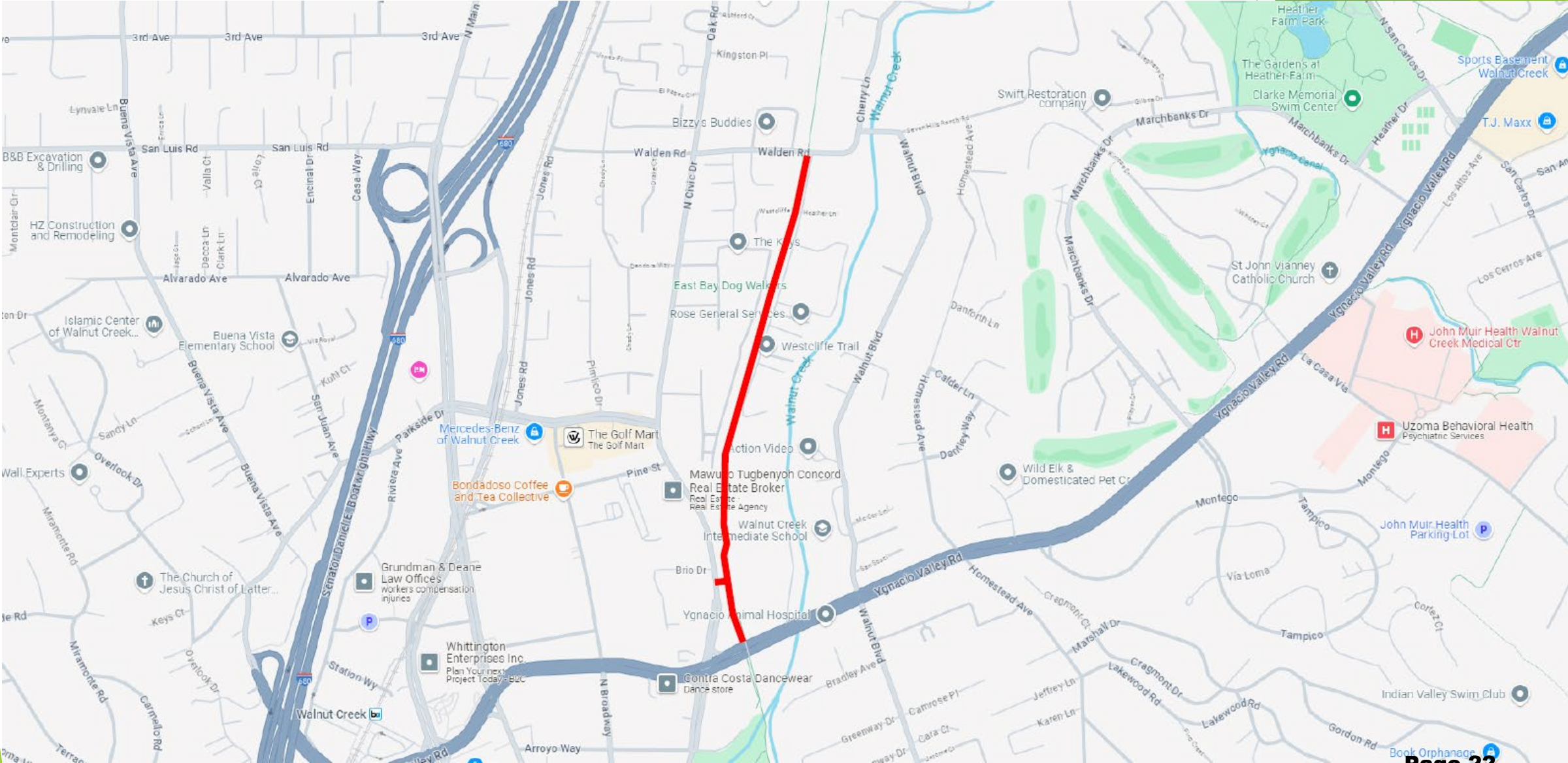


# Project Map – IHT Concord to Diamond





# Project Map – IHT Walden to Ygnacio Valley



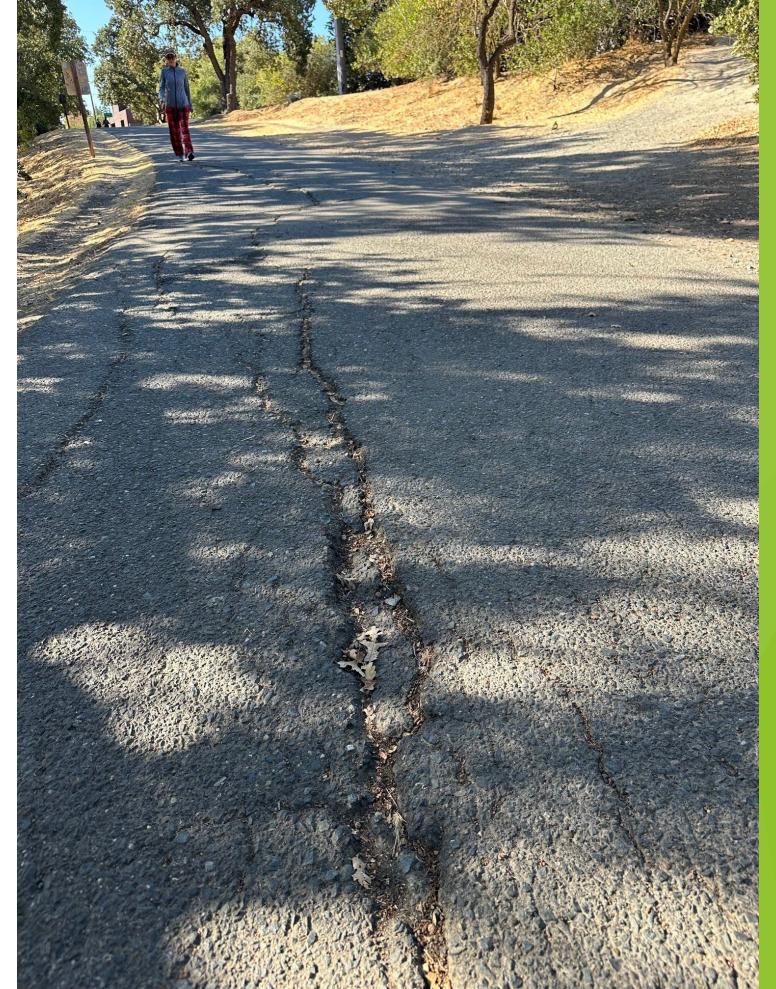


# Photos of Current Conditions – IHT near Concord Ave





# Photos of Current Conditions – IHT between Ygnacio Valley to Walden





# Project Details, Planning & Schedule

- ❑ Trail work consists of **removal and replacing asphalt concrete**
- ❑ Use Best Management Practices (hours of work, noise, dust, etc.)
- ❑ Project Manager will develop an outreach and notification plan with the local jurisdictions.
- ❑ **Schedule:** June 2025 – August 2025. Construction scheduled to avoid impacts to school commuters.



**Scope of Work**

#	Description	Square Feet (area)	Segment Length (linear feet or miles)	Estimate
1	Iron Horse Trail, Concord Ave to Diamond Blvd <i>Remove and replace asphalt concrete, including slurry seal</i>	48,576 sq. ft.	.8 mile	\$350,000
2	Iron Horse Trail, Ygnacio Valley Road to Walden Road <i>Remove and replace asphalt concrete</i>	44,352 sq. ft.	.7 miles	\$450,000
			<b>Total</b>	<b>\$800,000</b>

**Funding Allocation Request Form**

Source	Amount Appropriated by CCTA & Not-Yet-Reimbursed
Total Project Cost	\$800,000
Requested New CCTA funds	\$500,000 (PBTF)
Local Agency funds	\$0
Other committed funding	\$0
Unfunded balance	\$0

**Proposed Schedule**

Phase	From	To
Preliminary Design & Planning		
Design and Cost Estimate		
Environmental Review		
Right-of-Way Acquisition		
Preliminary Engineering Drawings		
Construction Phase	June 2025	October 2025

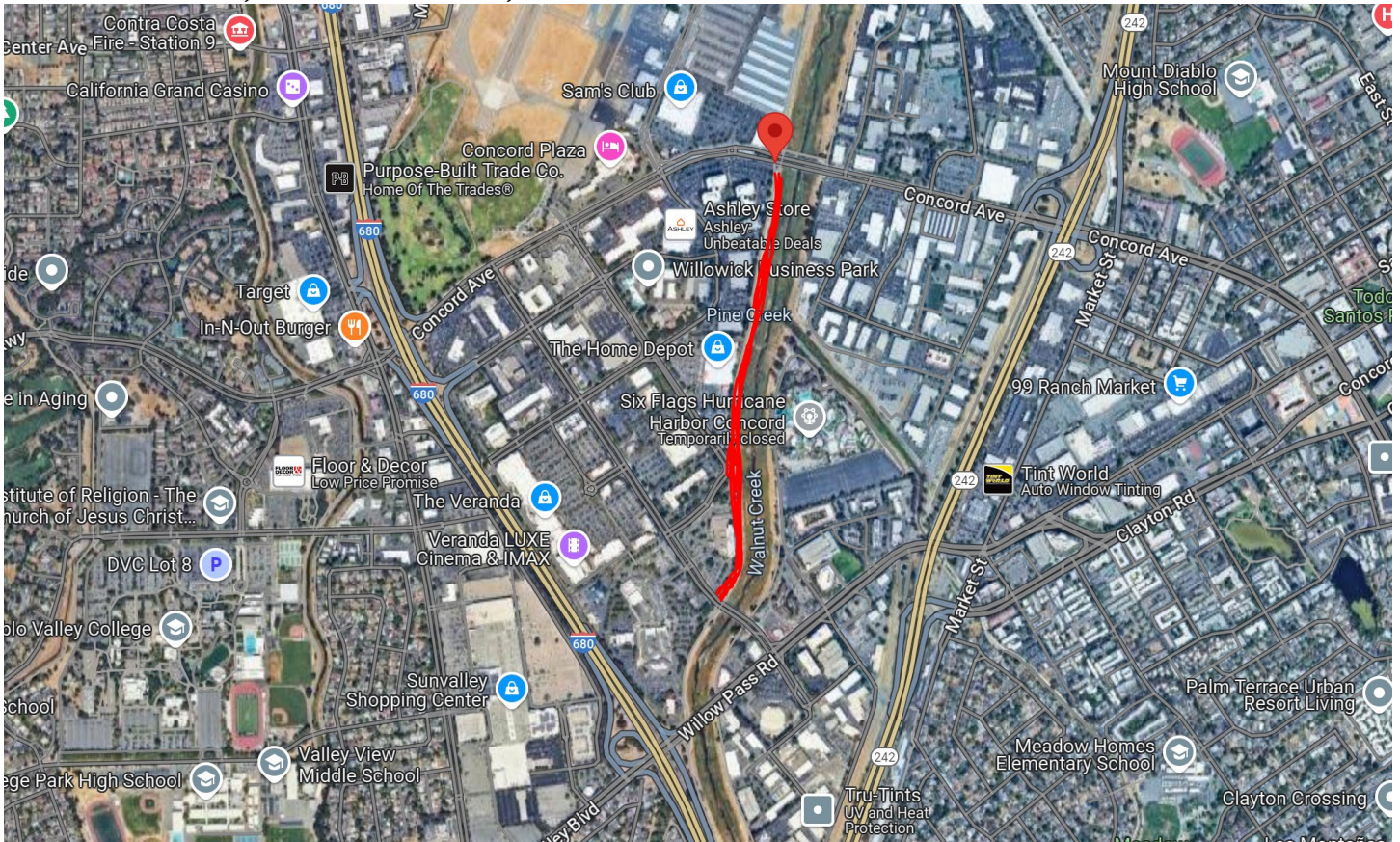
Board of Directors





### Maps

#### Project #1 Iron Horse Trail, Concord Ave to Diamond Blvd 37.98064943478012, -122.0524736265969; Concord 94520



#### Board of Directors

Elizabeth Echols President Ward 1	Ellen Corbett Vice President Ward 4	John Mercurio Treasurer Ward 6	Olivia Sanwong Secretary Ward 5	Dee Rosario Ward 2	Dennis Waespi Ward 3	Colin Coffey Ward 7	Sabrina Landreth General Manager
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37°58'50.3"N 122°03'08.9"W

37.980649, -122.052474

Directions Save Nearby Send to phone Share

- Iron Horse Regional Trail, Concord, CA 94520
- XWJX+722 Concord, California
- Add a missing place
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Restaurants Hotels Things to do Transit Parking Photos

Sam's Club Concord Plaza Ashley Store Ashley: Unbeatable Deals The Home Depot Pine Creek Six Flags Hurricane Harbor Concord Temporarily closed Veranda LUXE Cinema & IMAX Sunvalley Shopping Center

Walnut Creek

Rockin Jump Concord

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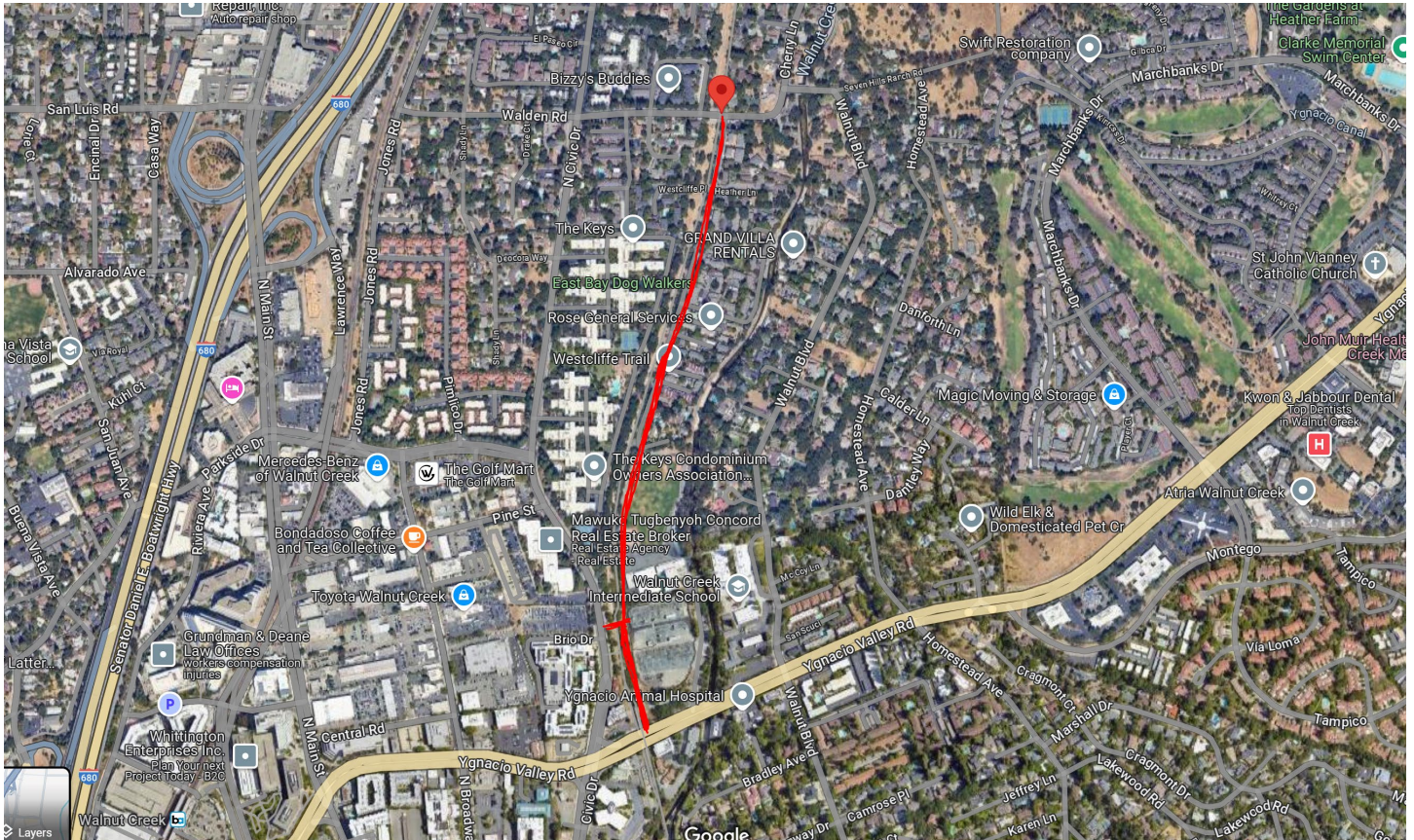
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**Project #2 Iron Horse Trail, Ygnacio Valley Rd. to Walden Rd**  
 37.91721555951838, -122.05618956563673; Walnut Creek 94597



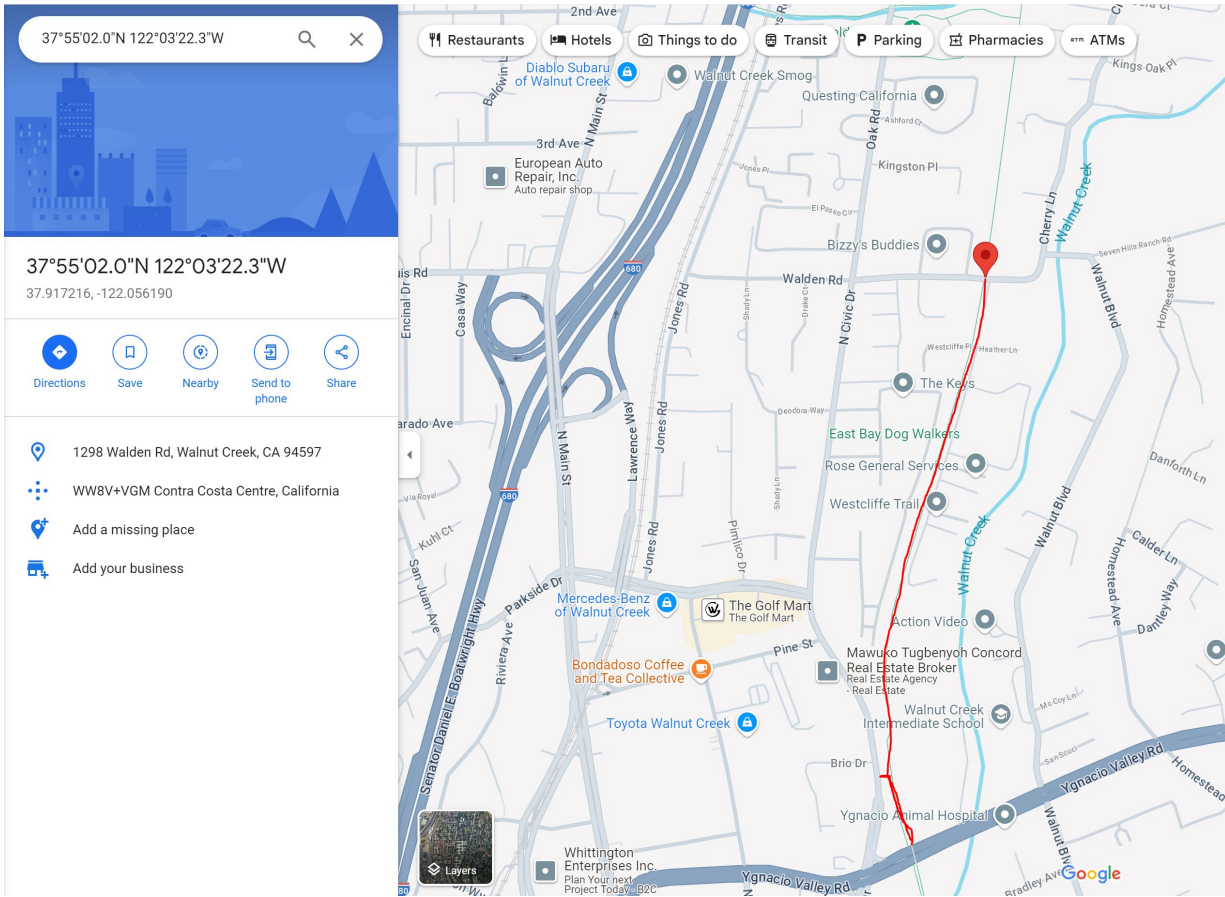
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General Manager

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**TRANSPAC TAC Meeting STAFF REPORT**

**Meeting Date:** October 31, 2024

<b>Subject:</b>	<b>DRAFT CONTRA COSTA COUNTYWIDE COMPREHENSIVE TRANSPORTATION SAFETY ACTION PLAN FOR LOCAL AGENCIES</b>
<b>Summary of Issues</b>	The CCTA Board's Countywide Bicycle and Pedestrian Plan, adopted in July 2018, recommends the development of a Vision Zero framework to enhance road safety. The Countywide Comprehensive Transportation Safety Action Plan (CCTSAP) aims to eliminate fatalities and severe injuries, particularly for vulnerable road users. At this meeting, CCTA staff will present the Draft CCTSAP for review and approval with plans to seek CCTA Board approval for its integration into the existing Transportation Safety Policy.
<b>Recommendations</b>	Approve the Draft CCTSAP for adoption into the Contra Costa Countywide Transportation Safety Policy and Implementation Guide.
<b>Attachment(s)</b>	<ol style="list-style-type: none"><li>1. CCTA Technical Coordinating Committee Draft CTSAP Staff Report - 10/17/2-24</li><li>2. Draft CCTSAP – Visit Countywide Vision Zero webpage (via Planning webpage) located at <a href="https://ccta.net/planning/countywide-vision-zero/">https://ccta.net/planning/countywide-vision-zero/</a></li></ol>

**Background**

The CCTA Board adopted the Countywide Bicycle and Pedestrian Plan in July 2018, which emphasizes a multi-agency Vision Zero framework and a Safe Systems approach to road safety. This approach highlights the shared responsibility of safety among road users, transportation professionals, and emergency responders. In September 2021, the CCTA Board passed Resolution 21-40-G to implement the Countywide Vision Zero framework, focusing on analyzing collision patterns and providing a "How-To" Guide for local agencies to improve safety measures.

The Countywide Comprehensive Transportation Safety Action Plan (CCTSAP) complements this framework by offering a hybrid reactive and proactive strategy to enhance road safety. Utilizing data analysis, the CCTSAP identifies priority locations for intervention, encouraging local agencies to implement projects that address prevalent collision patterns and safeguard vulnerable populations, including pedestrians and cyclists, who are disproportionately affected by roadway incidents.

With the economic impact of fatal and severe injuries exceeding \$1.33 billion annually, the CCTSAP aims to maximize existing funding sources and foster collaboration among local, regional, and state entities. During this meeting, CCTA staff will present the Draft CCTSAP to the TRANSPAC TAC for review and approval. Following feedback, staff will seek CCTA Board approval to integrate the CCTSAP into the existing September 2021 Contra Costa Countywide Transportation Safety Policy and Implementation Guide.

*Technical Coordinating Committee* **STAFF REPORT**

**Meeting Date:** October 17, 2024

<b>Subject</b>	<b>Draft Contra Costa Countywide Comprehensive Transportation Safety Action Plan (CCTSAP) for Local Agencies</b>
<b>Summary of Issues</b>	<p>In September 2021, the Authority Board adopted the Contra Costa Countywide Transportation Safety Policy and Implementation Guide (Guide) for Local Agencies, which provides a consistent countywide framework, with a hybrid reactive and increasingly proactive Safe Systems Approach to address inevitable human error, safety, and risk management. In September 2022, the Authority Board approved Resolution 21-40-G (Rev 1), strengthening the multi-jurisdictional commitment to its Countywide Vision Zero policy and establishing a timeline to eliminate fatal and severe injuries by 2034, with a 50 percent reduction by 2029. Over the past few years, Local Road Safety Plans (LRSPs) have been adopted locally, however, many were limited in scope and did not yet adequately address the Safe Systems Approach consistently or provide consistent local eligibility and national competitiveness for the multi-cycle federal Safe Streets and Roads for All (SS4A) grant program.</p> <p>The CCTSAP is intended to help local agencies satisfy state and federal requirements, provide regional consistency in addressing a Safe Systems Approach, empower local agencies to become their own Lead Applicant for future SS4A implementation grants from the United States Department of Transportation (USDOT), estimate economic impacts from fatal and severe-injury collisions, develop for countywide impact a project list that incorporates local prioritized safety</p>

<b>Recommendations</b>	<p>projects consistent with the Safe Systems Approach and the Countywide Vision Zero Toolbox and policy, and that supported scoping and (multi-jurisdiction bundled) applications for grant funding opportunities to efficiently apply a Safe Systems Approach to achieve Countywide Vision Zero within the adopted timeline.</p> <p>Staff seeks review and comment, in support of the Authority’s commitment to its Vision Zero policy, and recommendation for the Authority Board to adopt the CCTSAP, which would be integrated into the September 2021 Authority Board adopted Contra Costa Countywide Transportation Safety Policy and Implementation Guide for Local Agencies to help local staff use a Safe Systems Approach to eliminate fatal and severe injuries.</p>
<b>Staff Contact</b>	Colin Clarke
<b>Financial Implications</b>	None
<b>Options</b>	<p>The committee may direct staff to take alternative actions on the proposed CCTSAP.</p>
<b>Attachments</b>	<p>A. Draft CCTSAP – Draft viewed at Countywide Vision Zero webpage (via Planning webpage) located at <a href="https://ccta.net/planning/countywide-vision-zero/">https://ccta.net/planning/countywide-vision-zero/</a></p>
<b>Changes from Committee</b>	N/A

**Background**

The Authority’s Countywide Bicycle and Pedestrian Plan, adopted in July 2018, included as its first key recommendation for implementation the development of a consistent countywide multi-agency Vision Zero framework and “Safe Systems” approach. This approach acknowledges that responsibility for safety outcomes includes road design and is shared by road users, transportation and public health professionals, policymakers, decision-makers,

emergency response (including fire, police, and medical) personnel, and traffic safety officials.

In September 2021, the Authority Board adopted Resolution 21-40-G, which included the Countywide Vision Zero framework and Safe Systems Approach. This approach assessed countywide collision patterns (identified as “Countywide Safety Priority” locations within a High-Injury Network) and developed the countywide “How-To” Guide for local agencies throughout Contra Costa. This Guide includes the Countywide Vision Zero Toolbox of strategies to improve safety by eliminating fatal and severe injuries. The Guide for Local Agencies was developed and summarized the analysis of road collision data from 2008 through 2017 (while the CCTSAP summarizes the analysis of road collision data from 2013 through 2022). On average, eight people walking or bicycling were involved in a collision on a road in Contra Costa County every week. People walking and bicycling in Contra Costa County were 2.4 times more likely to experience a collision resulting in severe injury or fatality (compared to people in vehicles). People walking and bicycling account for 38% of collisions with a fatality or severe injury, however, represents only 20% of all collisions (including drivers). Of the collisions that resulted in severe injury or fatality, 86% of those that involved people walking, and 81% of those that involved people bicycling, each occurred on three percent of roadways countywide.

The Guide and CCTSAP provide a consistent countywide framework, with a hybrid reactive and increasingly proactive Safe Systems Approach to address inevitable human error, safety, and risk management most effectively through innovative design and application of technology through the adoption and implementation of a LRSP. The Guide and CCTSAP provide maps with Countywide Safety Priority Locations (sometimes referred to as a high-injury network) within Countywide Pedestrian Priority Areas and a Toolbox with specific actions that can help local staff move toward Vision Zero, which acknowledges that fatalities and severe (life-altering and traumatic) injuries are preventable. The CCTSAP adds and bundles multi-jurisdiction projects and scoping for local agency implementation to more efficiently achieve Countywide Vision Zero sooner. Participating locations were identified in close coordination with local agency staff as part of CCTA’s CCTSAP based on their overlap with the Authority’s 2021 Vision Zero high-injury network (high injury network [HIN]: 2008—2017), the CCTSAP/Metropolitan Transportation Commission’s (MTC) BayViz Regional HIN (2013—2022), and locally identified priority safety enhancement locations (LRSP 2018—

2022).

The Guide, and the CCTSAP, provide elected representatives and the public the opportunity to learn about patterns from analysis across multiple jurisdictional boundaries. The Guide and CCTSAP encourage an approach that is both reactive (analysis of past collision data and patterns), and (increasingly) proactively identifies potential safety issues based on travel behavior, roadway design, and other built-environment factors that contribute to collisions that result in a fatality or severe injury. As the Authority coordinates with MTC and other agencies, nonprofit and private sector organizations, local agencies can contribute to and help maintain higher quality data, available for planning analysis and public works' action sooner, and aggregate different datasets to better inform decision-making at a countywide level and locally.

For the CCTSAP, analyzed data from the MTC regional safety data dashboard online tool for local agencies (<https://bayviz.mysidewalk.com>) allow for common collision patterns, maps, and data that can be used to initiate project development and gain community support. For example, each local agency can view the costs estimated, per jurisdiction boundary, to its local economy as a result of fatal and severe injury collisions. The cost to the local economy countywide is estimated at more than \$1.33 billion each year, on average (2013 through 2022).

### **Next Steps, Funding, and Project Delivery**

Using authentic engagement and other best practices described in the Guide and CCTSAP, local agencies can implement the Authority's recommended countywide priority projects as part of developing a project list within their multi-year Capital Improvement Program (CIP), repaving program, and LRSP, which the Highway Safety Improvement Program (HSIP) requires updating locally at least every five years. Authority staff support a core element known as comprehensive evaluation and adjustments. Local agency staff can support Authority staff in creating a list of prioritized projects to encourage and help move toward Countywide Vision Zero, such as CCTSAP- and Toolbox-informed projects near parks, senior and childcare facilities, and along safe routes to school, to help reduce or eliminate common countywide collision patterns, including the following elements:

- Unsafe speeding / aggressive driving



- Transit priority areas
- Channelized right turns (unsignalized or yield signed: slip lanes)
- Trail crossings (intersections with streets)
- Near highway on-ramps and off-ramps
- (Skewed) intersections
- Unprotected left turns at traffic signalized intersections
- Red light violations, e.g., right turns
- Vulnerable populations such as seniors and youth

The Authority does not have jurisdiction over local roadways and state highways, however, through its role as a funding agency can continue leading the framework for countywide consistency and influence the adoption of local Vision Zero policies and implementation of related projects and program criteria. The Authority can partner with local, regional, and state agencies for project delivery, and influence local policy and decision-making. The Authority can also encourage local agencies to leverage multiple existing funding sources to implement Countywide Vision Zero as part of routine maintenance (e.g., repaving and multi-year capital improvements program), design, (Complete Streets) construction, and operations as well as continue to provide technical assistance and support. For example, local projects can be implemented using countywide Measure J funding, e.g., from the Local Streets Maintenance program, and can be considered for discretionary funding, which is competitive at a countywide level, e.g., from the Transportation for Livable Communities and Pedestrian, Bicycle, and Trail Facilities programs, for which an upcoming call for projects may be released during Fiscal Year (FY) 2024-25 for expenditures that could commence in FY 2025-26. Measure J funding is not anticipated to be limited to only the project scopes or corridors or street segments on regional (MTC) or Countywide Vision Zero maps.

### **Development Process**

The Countywide Vision Zero Working Group (VZWG) convened in December 2019, February 2020, October 2020, and May 2021 to steer development of the Guide; and in November 2023 to steer development of the CCTSAP. The VZWG includes representatives from the Countywide Bicycle & Pedestrian Advisory Committee (CBPAC), one CBPAC volunteer from each of the four Regional Transportation Planning Committees (RTPC), and one volunteer from each of the four RTPC sub-regions from the Authority's Technical Coordinating

Committee (TCC). The other members include a representative from the Contra Costa County (planning and public works), transportation safety research (University of California, Berkeley), and advocacy organizations (Bike East Bay).

Using authentic engagement and other best practices described in the Guide, local agencies can recommend local priority projects as part of developing a LRSP. Countywide Vision Zero and the MTC regional safety data dashboard online tool for local agencies (<https://bayviz.mysidewalk.com>) continues to allow for common collision patterns, maps, and data that can be used to initiate project development, create demonstration projects that use quick-build materials, and gain community support. The Authority continues to encourage local agencies to leverage multiple existing funding sources to implement the Countywide Vision Zero and local safety projects as part of routine pavement maintenance, design, construction, and operations, as well as continue to provide technical assistance and support.

Local agencies can request advisory support and technical assistance from the Authority when developing LRSPs and implementing projects that can help move toward Countywide Vision Zero and coordinated compliance with USDOT's requirements for a Comprehensive Safety Action Plan.

The CCTSAP encourages future funding opportunities under the federal Infrastructure Investment and Jobs Act. It also encourages local City Council or Board of elected officials in each jurisdiction, to adopt a Vision Zero or Safe Systems Policy (including a commitment to a timeline in which to achieve Vision Zero), e.g., City of Lafayette in November 2021, City of Walnut Creek in August 2023, Contra Costa County Board of Supervisors in November 2023 (without a timeline), and City of Clayton in April 2024. The goal is to prioritize safety before vehicle volumes and most critically speed in planning, scoping, design, engineering, construction, operations, and maintenance. The CCTSAP was developed, in part, to accomplish the following:

- Review policies and plans.
- Summarize public engagement and community outreach.
- Summarize updated collision data analysis and resources.
- Provide estimates of the economic costs of delaying Countywide Vision Zero to empower local agency staff, decision-makers, appointed representatives, and elected

- officials with more data to develop community support for local implementation.
- Estimated annual investment necessary to achieve Countywide Vision Zero targets (current CIPs, estimated costs, estimated crash reductions, crash modification factors).
  - Develop projects for implementation; and
  - Summarize next steps for SS4A compliance for local agency action.

This Draft CCTSAP will be provided for review to the Planning Committee and Authority Board. A draft was presented for input from the CBPAC on July 22, 2024.

The common countywide collision patterns known as emphasis areas (2010 through 2019), from the State Highway Safety Plan from Caltrans, are intersections, bicyclists, speed / aggressive driving, and pedestrians. From the population of vulnerable road users, people walking or bicycling make up for 16 percent of trips, yet account for 30 percent of all fatal and severe-injury collisions on average for all sub-regions (2013 through 2022). Collisions involving people walking or bicycling are twice as likely to result in a fatal or severe injury compared to collisions involving vehicles only.

#### **Adoption of the CCTSAP, for Integration into the Policy and Implementation Guide**

The Draft CCTSAP (which includes economic impact costs per sub-region and per jurisdiction) is available for review on the Authority's website (Countywide Vision Zero webpage) at <https://ccta.net/planning/countywide-vision-zero>.

Staff seeks review and comment, in support of the Authority's commitment to its Vision Zero policy, and recommendation for the Authority Board to adopt the CCTSAP, which would be integrated into the September 2021 Authority Board adopted the Guide for Local Agencies to help local staff use a Safe Systems Approach to eliminate fatal and severe injuries.

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**TRANSPAC TAC Meeting STAFF REPORT**

**Meeting Date:** October 31, 2024

<b>Subject:</b>	<b>CONCORD REUSE PROJECT UPDATE</b>
<b>Summary of Issues</b>	The Concord Reuse Project, managed by the City of Concord Local Reuse Authority in collaboration with master developer Brookfield Properties, is advancing its efforts to repurpose the former Concord Naval Weapons Station. At this meeting, City of Concord staff and consultants will provide an overview of the conceptual land-use plan, which includes a mix of residential, commercial, and recreational spaces as well as the project phasing strategy. An important next step in the process is the development of a Specific Plan, which will establish a comprehensive framework for land use, infrastructure, and public services within the site, addressing environmental sustainability and ensuring that development aligns with community objectives and regulatory requirements. This plan will also consider key factors such as environmental sustainability, transportation connectivity, and public service integration.
<b>Recommendations</b>	For information only.
<b>Attachment(s)</b>	

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**TRANSPAC TAC Meeting STAFF REPORT**

**Meeting Date:** October 31, 2024

<b>Subject:</b>	<b>STREET SMARTS DIABLO WALK 'N' ROLL PROGRAM UPDATE.</b>
<b>Summary of Issues</b>	<p>The Walk 'n Roll program, formerly known as "Active4Me," is a school trip reduction initiative designed to promote active transportation among families in Contra Costa County. Utilizing barcode scanning technology and a system of incentives, the program encourages students and their families to walk, bike, or carpool to school, thereby reducing traffic congestion and improving air quality. The initiative aims to create a culture of active commuting that benefits both student health and community sustainability.</p> <p>At this meeting, program staff will provide an update on the program's progress since its launch in August 2024. This includes strategies for increasing enrollment, engaging families, and measuring the program's impact on reducing vehicle trips to schools.</p>
<b>Recommendations</b>	For information only.
<b>Attachment(s)</b>	

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## Funding Opportunities Summary 10/07/2024

### Upcoming Funding Opportunities

Funding Program	Fund Source*	Application Deadlines	Program and Contact Information
<b>Transit-Oriented Communities Planning and Implementation Grants</b>	S/F	11/22/2024 at 4 P.M.	<p>Planning funding opportunities are focused on TOC Policy implementation. Grants and technical assistance are available to help local jurisdictions develop plans and policies that comply with the four components of MTC’s Transit-Oriented Communities Policy</p> <p><a href="https://abag.ca.gov/technical-assistance/2024-toc-planning-and-implementation-grants">https://abag.ca.gov/technical-assistance/2024-toc-planning-and-implementation-grants</a></p>
<b>Climate Program Implementation Grants</b>	F/L	12/20/2024 at 4 P.M.	<p>Capital funding opportunities are focused on Climate Program implementation and reducing greenhouse gas emissions. Grants and technical assistance are available for public agencies across four program categories: Regional Mobility Hubs, Parking Management, Charging Infrastructure, and Active Transportation Project Design.</p> <p><a href="https://abag.ca.gov/technical-assistance/2024-climate-program-implementation-grants">https://abag.ca.gov/technical-assistance/2024-climate-program-implementation-grants</a></p>
<b>Solutions for Congested Corridors Program (SCCP) - 2024 Program</b>	F	11/19/2024	<p>The primary objective of the Solutions for Congested Corridors Program is to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits.</p> <p><a href="https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program">https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program</a></p>
<b>Trade Corridor Enhancement Program (TCEP) - 2024 Program</b>	F	11/22/2024	<p>The Trade Corridor Enhancement Program funds projects designed to move freight more efficiently on corridors with high volumes of freight. These projects increase the use of on-dock rail, improve safety by eliminating at-grade crossings, reduce impacts to surrounding communities, reduce border wait times, and increase rail capacity with double tracking.</p> <p><a href="https://catc.ca.gov/programs/sb1/trade-corridor-enhancement-program">https://catc.ca.gov/programs/sb1/trade-corridor-enhancement-program</a></p>