

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

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, FEBRUARY 27, 2025
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 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 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.

ACTION ITEMS

3. **MINUTES OF THE JANUARY 30, 2025, MEETING** 🌀 **Page 5**

Attachments: TAC minutes from the January 30, 2025, meeting.

ACTION RECOMMENDATION: Approve Minutes.

4. **TRANSPAC COMMITTEE APPOINTMENTS – CCTA TCC APPOINTMENT FOR THE TERM APRIL 1, 2025 – MARCH 31, 2027.** TRANSPAC is represented on the Contra Costa Transportation Authority’s (CCTA) Technical Coordinating Committee (TCC) by three (3) primary representatives and one (1) alternate. The current primary and alternate positions will expire on March 31, 2025. 🌀 **Page 11**

ACTION RECOMMENDATION: Recommend (3) primary and (1) alternate TCC representatives for the term April 1, 2025 - March 31, 2027.

Attachment: Staff Report

INFORMATION ITEMS

5. **TRANSPAC SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM - ENVIRONMENTAL IMPACT REPORT TRACKING.** TRANSPAC has implemented a Subregional Transportation Mitigation Program (STMP) through the Central County Action Plan for Routes of Regional Significance (Action Plan) to generate funding for traffic mitigation from private developers. The STMP outlines the process for considering and mitigating development impacts in alignment with the Growth Management Program (GMP). As part of this process, the TRANSPAC TAC discussed creating a tracking list of development proposals environmental review processes as a standing item. At this meeting, the discussion will focus on identifying any relevant documents or updates for review. (INFORMATION) 🌀 **Page 13**

Attachment: Staff Report

6. **STREET SMARTS DIABLO WALK ‘N’ ROLL PROGRAM UPDATE.** 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. At this meeting, program staff will provide an update on the program's progress to date for FY 2024-2025. (INFORMATION) 🌀 **Page 15**

Attachment: Staff Report

7. **COUNTYWIDE TRANSPORTATION PLAN.** The Countywide Transportation Plan (CTP) for Contra Costa County aims to create a balanced and functional transportation system by coordinating land use decisions with transportation needs. The Contra Costa Transportation Authority (CCTA) is updating the CTP to include future transportation improvements

through multimodal planning and investments until 2050. The Draft CTP is expected to be completed in mid-2026, alongside an Environmental Impact Report to ensure compliance with the California Environmental Quality Act. CCTA staff will provide additional information about the CTP development and process at the meeting. (INFORMATION)

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8. FORM 700 FILING REQUIREMENTS FOR 2025. TRANSPAC Form 700s (Statement of Economic Interests) are required for all applicable members, including appointed officials and designated staff involved in decision-making. The form discloses financial interests that could create conflicts of interest. The deadline for submission is April 1, 2025, and members are encouraged to file electronically using the NetFile system. (INFORMATION)

9. Committee UPDATES:

a. **TECHNICAL COORDINATING COMMITTEE (TCC).** The TCC Meeting scheduled for February 20, 2025, was canceled. The next regular meeting will be held on March 20, 2025.

b. **COUNTYWIDE BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (CBPAC):** The last CBPAC meeting was held on January 27, 2025. The next regular meeting will be held on March 24, 2025.

c. **PARATRANSIT COORDINATING COUNCIL (PCC):** The last PCC Meeting was held on January 27, 2025. The next regular meeting will be held on March 17, 2025.

10. INFORMATION ITEMS:

a. **GRANT FUNDING OPPORTUNITIES.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities. (INFORMATION).

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b. **CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) MEETING CALENDAR:** The CCTA Calendar for February 2025 through May 2025 may be downloaded using the following link: [Click to View Meeting Schedule](#)

11. MEMBER COMMENTS.

12. NEXT MEETING: MARCH 27, 2025.

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TRANSPAC TAC Meeting Summary Minutes

MEETING DATE: January 30, 2025

STAFF PRESENT: Jason Chen, Clayton; Ryan McClain, Pleasant Hill; Celestine Do, BART; Aaron Elias, Concord; Smadar Boardman, Walnut Creek; Matt Redmond, Walnut Creek; Samantha Harris, Contra Costa County; Srinivas Muktevi, Martinez; Matt Todd, TRANSPAC Managing Director; Tiffany Gephart, TRANSPAC.

GUESTS/PRESENTERS: John Hoang, CCTA

MINUTES PREPARED BY: Tiffany Gephart

1. CONVENE MEETING / SELF-INTRODUCTIONS.

Matt Todd called the meeting to order at 9:03 A.M. Introductions followed.

2. PUBLIC COMMENT.

There were no comments from the public.

3. MINUTES OF THE OCTOBER 31, 2024, MEETING.

The minutes of the October 31, 2024, and December 4, 2024, meetings were approved by consensus.

4. INNOVATE 680 TECHNICAL ADVISORY COMMITTEE APPOINTMENTS.

Matt Todd introduced the item, noting that due to changes in agency TAC representatives', new appointments are needed for the Innovate 680 TAC and existing appointments confirmed.

The TAC confirmed the following appointments:

Jurisdiction	Staff Representative	Alternate
City of Concord	Abhishek Parikh	Virendra Patel
City of Martinez	Vacant	Srinivas Muktevi
City of Pleasant Hill	Ryan McClain	Ann James
City of Walnut Creek	Matt Redmond	Briana Byrne
Contra Costa County – District II & IV	Monish Sen	Robert Sarmiento

Mr. Muktevi noted that he will follow-up to identify the primary representative for the City of Martinez.

5. TRANSPAC SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM - ENVIRONMENTAL IMPACT REPORT TRACKING.

Matt Todd began the discussion by providing an overview of the Subregional Transportation Mitigation Program (STMP). Unlike traditional mitigation programs in other parts of the county, which involved fees per unit or square foot, the TRANSPAC program focused on analyzing individual projects, assessing the traffic they generated, and negotiating appropriate mitigations. Mr. Todd highlighted that the program applied to larger developments generating certain levels of traffic, with thresholds that needed to be met before the program was triggered.

In reviewing the actions of other Regional Transportation Planning Committees (RTPCs), Mr. Todd mentioned that TRANSPAN agenda packets include an Environmental Document Register, which listed environmental documents as they are released. He suggested that TRANSPAC could create a similar tool for central county. Mr. Todd explained that the goal was to track projects generating new trips on regional routes of significance and provided context for the program’s focus on net new peak-hour trips. The thresholds for triggering mitigation included developments generating 500 new peak-hour trips or 100 trips on inter-regional routes. Mr. Todd proposed that the focus would be on projects generating at least 100 new peak-hour trips.

Smadar Boardman raised a point regarding whether small projects, such as those building a few houses, should be included in the list if they were exempt from CEQA.

Aaron Elias added that the primary concern was the impact on traffic, not necessarily whether the project was exempt from CEQA. He suggested focusing on traffic studies as the key indicator for what should be tracked, as these projects provided clearer data on the traffic impacts.

Mr. Todd concluded that the final list would likely be small, as only significant developments that met the thresholds for generating new peak-hour trips would be tracked. This would allow the Board to focus on the most impactful projects while maintaining a manageable list of developments requiring mitigation.

Ryan McClain liked the idea of using the traffic study as a trigger to add projects to the table. He believed that this group had likely reviewed most of those traffic studies, and should make it an

easy process to track. He suggested that doing so would prevent the inclusion of smaller projects that don't meet the VMT thresholds.

Mr. Todd summarized that if a traffic study was required for a project, it should be added to the list. He added that they could also use discretion to include project(s) that had unique attributes worth discussing.

Mr. Elias gave an example of a traffic study he was requesting for a Head Start school expansion. Although the project wasn't large, it triggered a traffic study due to local impacts like the driveway and pick-up/drop-off zones. He noted that the project wasn't near any regional routes but still warranted a study.

Mr. Todd proposed that the threshold for including a project on the list would be whether a traffic study was requested, with additional unique factors potentially warranting inclusion. He emphasized the desire to keep it flexible.

Tiffany Gephart asked about the feedback loop for this process. She mentioned that she had already contacted the staff who typically circulate project notices but wanted input for how to best coordinate with city staff. Mr. McClain suggested creating a shared spreadsheet to track projects and see how it worked. It was proposed that staff could send out a monthly notice ahead of meetings to update information on a shared drive.

With the project list and tracking approach solidified, Mr. Todd noted that the STMP item will be brought to the in March to ensure everyone is up to date on the program.

Mr. Elias raised a question about the program and its fees, and how traffic studies and mitigation fees worked in relation to regional impacts. Specifically, if a traffic study identified an intersection being impacted, would the fees collected be used to improve that intersection. He also asked how regional aspects were handled if the project was outside the city but affected regional routes.

Mr. Todd provided an example from a previous project in Clayton where a large residential development had triggered a traffic study. The study showed impacts beyond Clayton, affecting Concord and Walnut Creek. The cities of Clayton, Concord, and Walnut Creek had to collaborate on the traffic impacts and agree on mitigation measures, with not all of the improvements being located in Clayton.

Mr. Elias clarified that TRANSPAC didn't directly collect the fees but that the cities entered into agreements to address the improvements. Mr. Todd explained that while TRANSPAC STMP provided a framework, the cities needed to work together to fund and implement the necessary improvements.

6. COUNTYWIDE EMERGENCY EVACUATION PLAN.

Tiffany Gephart introduced John Hoang, the Director of Planning for CCTA, to discuss the Countywide Emergency Evacuation Plan. The funding, part of the Caltrans sustainability grant under the climate adaptation category, was awarded in June 2024 . John highlighted that the project

expanded from a small regional focus to a countywide effort, covering all 20 jurisdictions, transit agencies, and emergency responders.

The plan aims to address evacuation scenarios beyond wildfires, including issues like sea level rise, tsunamis, levee failure, landslides, and refinery hazards. The project will create evacuation plans for different subregions of the county, each with five scenarios for safe evacuation. CCTA is also collaborating with local agencies like BART and transit authorities to incorporate transit routes into evacuation planning.

Mr. Hoang emphasized that the project would require extensive modeling, outreach, and collaboration with first responders. The final goal is to prioritize evacuation-related infrastructure projects, identify their costs, and suggest funding strategies. The project timeline spans until June 2027, with an RFP expected to be released soon.

The plan also aligns with state regulations, helping cities comply with evacuation planning mandates under SB 99 and AB 747.

Mr. Todd noted that Richmond and Martinez were missing from a list of equity areas on one of the slides. Mr. Hoang acknowledged the oversight and assured he would double-check the information. Mr. McClain thanked John for the presentation and highlighted the importance of smart signals in the project. He mentioned that, as the project concepts developed, it would be essential to consider strategies and technologies beyond just expanding roadways, emphasizing that smart signals would play a key role in improving evacuation strategies during emergencies.

Mr. Hoang confirmed the project's timeline, with work starting in 2025 and concluding in June 2027.

7. CALIFORNIA DAYLIGHTING LAW (AB413).

Mr. Todd introduced the item and noted that the purpose of the discussion was to share what cities are doing regarding the Daylighting Law, to help each city learn from one another.

Smadar Boardman shared that the city of Walnut Creek became aware of the law when it passed through the legislature in 2023. Staff reached out to their parking enforcement team to make sure they were aware of the law. In preparation, they removed metered parking spaces in their downtown area that could potentially conflict with the law's requirements. Additionally, they worked with their Capital Improvement Program (CIP) staff to incorporate Daylighting into design projects where possible, including addressing drainage issues. They also communicated with residents about the changes. Some residents were unhappy, especially in areas with odd intersection geometries where parking restrictions would be inconvenient. However, Ms. Boardman noted that the law could also help with traffic calming in certain areas.

Mr. Elias echoed this sentiment, adding that the city of Concord didn't have a dedicated parking enforcement team, but would respond reactively to any issues. He also emphasized that, while they wouldn't be red-curbing every area, they would educate the public if specific problems arose.

Mr. McClain mentioned that schools were a major point of concern, especially where crosswalks and parking issues intersected. In some areas, there was confusion about the law's application, particularly regarding parking near crosswalks. He noted that, without dedicated parking enforcement, Pleasant Hill would rely on complaints and requests for action.

Samantha Harris from the Contra Costa county noted that their approach would also rely on education, though they hadn't yet created specific materials for outreach. They planned to work with Vision Zero and suggested that the Contra Costa Transportation Authority (CCTA) might help raise awareness.

Mr. Chen from Clayton said their city was not expecting significant issues with the law. They planned to take a wait-and-see approach, addressing problems as they arose and using educational enforcement if needed.

Mr. Todd concluded the discussion by suggesting that the group summarize their different approaches for the Board. He thought it would be beneficial to provide an informational update to the Board, highlighting the varying strategies for addressing the law.

8. Form 700 FILING Requirements for 2025.

Tiffany Gephart discussed the Form 700 filing requirement. and noted the deadline for this year's filing is April 1, 2025. Ms. Gephart encouraged all members to submit their filings electronically through the NetFile system. Ms. Gephart noted that TRANSPAC staff will be reviewing the Netfile database to ensure all newly appointed members are added and will contact members individually.

9. COMMITTEE UPDATES:

Mr. Chen discussed recent meetings focused on an integrated transit plan, noting that both the December and January meetings were extensive. The discussions centered on transit priorities, including identifying transit priority corridors with 15- to 20-minute headways during peak times, improving bus stops, and establishing transit priority areas to enhance first- and last-mile facilities. Additionally, regional transportation hubs were a key focus, aiming to connect local and regional transportation systems.

CCTA has been actively engaging with transit agencies to refine this plan, with a goal to finalize it by July 2025. Initially, there was no plan to present the project to all RTPCs. However, after identifying potential capital projects on local streets, the committee recommended that RTPCs be involved. Mr. Todd confirmed being contacted about this item.

Mr. Chen further highlighted that while CCTA had shared some information with transit agencies, local agencies, particularly engineering and public works departments, lacked a clear understanding of the proposed changes. One significant concern was the potential reallocation of general-purpose lanes to bus-only lanes.

Ms. Boardman added that while the concepts were not entirely surprising to traffic engineers, there had been little direct engagement with local jurisdictions. The Integrated Transit Plan's stakeholder

group consisted mainly of transit agencies, which made sense initially. However, when planning changes that impact local streets, coordination with local jurisdictions is essential.

Mr. Elias noted that while the plan aimed to improve transit, there was an opportunity to provide more clarity on specific actions. Ms. Boardman highlighted the plan's ambitious scope and emphasized the importance of developing practical concepts and sharing them with local agencies.

Mr. Chen mentioned that part of the challenge in sharing details was due to the diverging opinions within CCTA's working group and suggested that even preliminary concepts should be shared to allow local agencies to provide input and help refine the proposals.

Celestine Do inquired about the availability of an interactive map detailing proposed transit routes. She mentioned that a consultant had indicated a link to the information, but it had not yet been shared.

10. INFORMATION ITEMS:

There were no comments from the TAC.

11. MEMBER COMMENTS:

Ryan McClain reminded the group about the release of the CTP survey, encouraging broad participation.

The discussion then shifted to recent committee meetings. Samantha Harris provided an update on the transition of the Paratransit Coordinating Council (PCC) into the new Accessibility Advisory Committee (AAC). This transition would expand the scope beyond paratransit to include all accessibility-related transportation programs. A special PCC meeting is scheduled next month to finalize the bylaws before the AAC officially replaces the PCC, with transit operators requesting additional discussion. Samantha confirmed that the AAC would retain the PCC's role while expanding its scope.

12. NEXT MEETING: JANUARY 30, 2025.

The meeting adjourned at 10:22 a.m. The next regular meeting is scheduled for February 27, 2025.

TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: February 27, 2025

Subject:	TRANSPAC COMMITTEE APPOINTMENTS – CCTA TCC APPOINTMENT FOR THE TERM APRIL 1, 2025 – MARCH 31, 2027.
Summary of Issues	TRANSPAC is represented on the Contra Costa Transportation Authority’s (CCTA) Technical Coordinating Committee (TCC) by three (3) primary representatives and one (1) alternate. The current primary and alternate positions will expire on March 31, 2025.
Recommendations	Recommend (3) primary and (1) alternate TCC representatives for the term April 1, 2025 - March 31, 2027.
Option(s)	Defer appointment decisions to a future meeting.
Financial Implications	No TRANSPAC financial implications.
Attachment(s)	None.

Background

TRANSPAC is represented on the CCTA Technical Coordinating Committee (TCC) by three staff representatives and one alternate from the planning and engineering disciplines. The TCC provides advice on technical matters that may come before the CCTA. Members also act as the primary technical liaison between the CCTA and the RTPCs. The TCC reviews and comments on items including project design, scope, and schedule; provide advice on the development of priority transportation improvement lists for submittal to the Metropolitan Transportation Commission (MTC) for projects proposed under certain federal transportation acts; reviews and comments on the Strategic Plan of the CCTA; reviews and comments on the CCTA Congestion Management Program; reviews RTPC Action Plans and the Countywide Transportation Plan; and reviews and comments on the CCTA Growth Management Plan Implementation Documents. The TCC may also form subcommittees for specific issues and meet approximately ten times a year.

Jason Chen (Clayton), Ryan McClain (Pleasant Hill), and Smadar Boardman (Walnut Creek) are the primary members and Aaron Elias (Concord) the alternate on the TCC for the term ending March 31, 2025. At this meeting, it is requested that the TAC recommend appointments to fill the (3) primary positions and (1) alternate position on the TCC for the term April 1, 2025 - March 31, 2027.

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TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: February 27, 2025

Subject:	TRANSPAC SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM - ENVIRONMENTAL IMPACT REPORT TRACKING
Summary of Issues	<p>Through the Central County Action Plan for Routes of Regional Significance (Action Plan), TRANSPAC has implemented a Subregional Transportation Mitigation Program (STMP) to generate funding for project mitigations from private developers whose projects increase traffic on Routes of Regional Significance. The STMP outlines the process for considering and mitigating development impacts in alignment with the Growth Management Program (GMP).</p> <p>As part of this process, the TRANSPAC TAC discussed creating a tracking list of development proposals environmental processes as a standing item. TRANSPLAN is presenting a similar item in their agendas. This review will help track regional developments. At this meeting, the discussion will focus on identifying any relevant documents or updates for review.</p>
Recommendation(s)	For information only.
Option(s)	None.
Financial Implications	No TRANSPAC financial implications.
Attachment(s)	None.

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TRANSPAC TAC Meeting STAFF REPORT

Meeting Date: February 27, 2025

Subject:	STREET SMARTS DIABLO WALK 'N' ROLL PROGRAM UPDATE
Summary of Issues	<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 to date for FY 2024-2025. This includes strategies for increasing enrollment, engaging families, and measuring the program's impact on reducing vehicle trips to schools.</p>
Recommendation(s)	For information only.
Option(s)	None.
Financial Implications	No TRANSPAC financial implications.
Attachment(s)	None.

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TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: February 27, 2025

Subject:	COUNTYWIDE TRANSPORTATION PLAN
Summary of Issues	The Countywide Transportation Plan (CTP) for Contra Costa County aims to create a balanced and functional transportation system by coordinating land use decisions with transportation needs. The Contra Costa Transportation Authority (CCTA) is updating the CTP to include future transportation improvements through multimodal planning and investments until 2050. Subregional Action Plans, completed in 2023, will be integrated to reduce the impact of new development in compliance with the Measure J Growth Management Program. With stakeholder input, the Draft CTP is expected in early 2026, and the Final CTP will be presented for adoption in mid-2026, alongside an Environmental Impact Report to ensure compliance with the California Environmental Quality Act. CCTA staff will provide additional information about the CTP development and process at the meeting.
Recommendation(s)	For information only.
Option(s)	None.
Financial Implications	No TRANSPAC financial implications.
Attachment(s)	<ol style="list-style-type: none">1. Draft Central County Action Plan - Link2. CTP 2050 Overall Work Program - Link3. CTP Survey – Link4. Measure J Growth Management Program – Link

Background

The Countywide Transportation Plan (CTP) provides overall direction for achieving a balanced and functional transportation system in Contra Costa County. It coordinates land use decisions with transportation needs, outlines the countywide vision for the future, and sets goals and measurable objectives for performance monitoring, strategies, projects, and actions to achieve that vision.

The Contra Costa Transportation Authority (CCTA) is currently updating the CTP to identify future transportation system improvements through multimodal planning, program, and project-related investments in Contra Costa County through 2050.

Completed in 2023, subregional Action Plans will be integrated into the CTP update. These Action Plans aim to reduce the impact of new development on the county transportation system in compliance with the Measure J Growth Management Program(GMP), which requires cities/towns and the County to participate in a cooperative land use and transportation planning process.

With input from various stakeholders, CCTA anticipates publishing the Draft CTP in early 2026 and taking the Final CTP to the CCTA Board for adoption in mid-2026. An Environmental Impact Report (EIR) will be prepared concurrently with the CTP update to ensure compliance with the California Environmental Quality Act (CEQA). CCTA staff will provide additional information about the CTP development and process at the meeting.



Planning the Future of Transportation through the Countywide Transportation Plan

TRANSPAC



Agenda

1. CTP & Business Plan Overview
2. Draft Livable Streets Proposal and Discussion
3. Focus on the TRANSPAC Area
4. Draft Livable Streets Design Expectations and Discussion
5. Wrap-Up and Next Steps



Today's Objectives

We will share with you

- Overview of the CTP and Business Plan processes
- Introduction to the draft Livable Streets Proposal
- Draft design expectations associated with the Livable Streets Proposal

Highlight key challenges

- Most streets in Contra Costa are currently auto-oriented
- This creates negative safety and environmental outcomes and impedes thriving places
- Target speeds, modal priorities, and bike/ped infrastructure need to be right-sized to surrounding land use context

Explore paths forward

- Development of Livable Streets Proposal to improve safety, livability, placemaking, and equity in Contra Costa
- Livable Streets tied to design expectations that can be used in CCTA funding decisions in the future

CTP & Business Plan Overview

Setting and delivering a 2050
vision



Background Context



2050 Blueprint

Provides a vision for placemaking, mobility, and prosperity.



2050 Countywide Transportation Plan

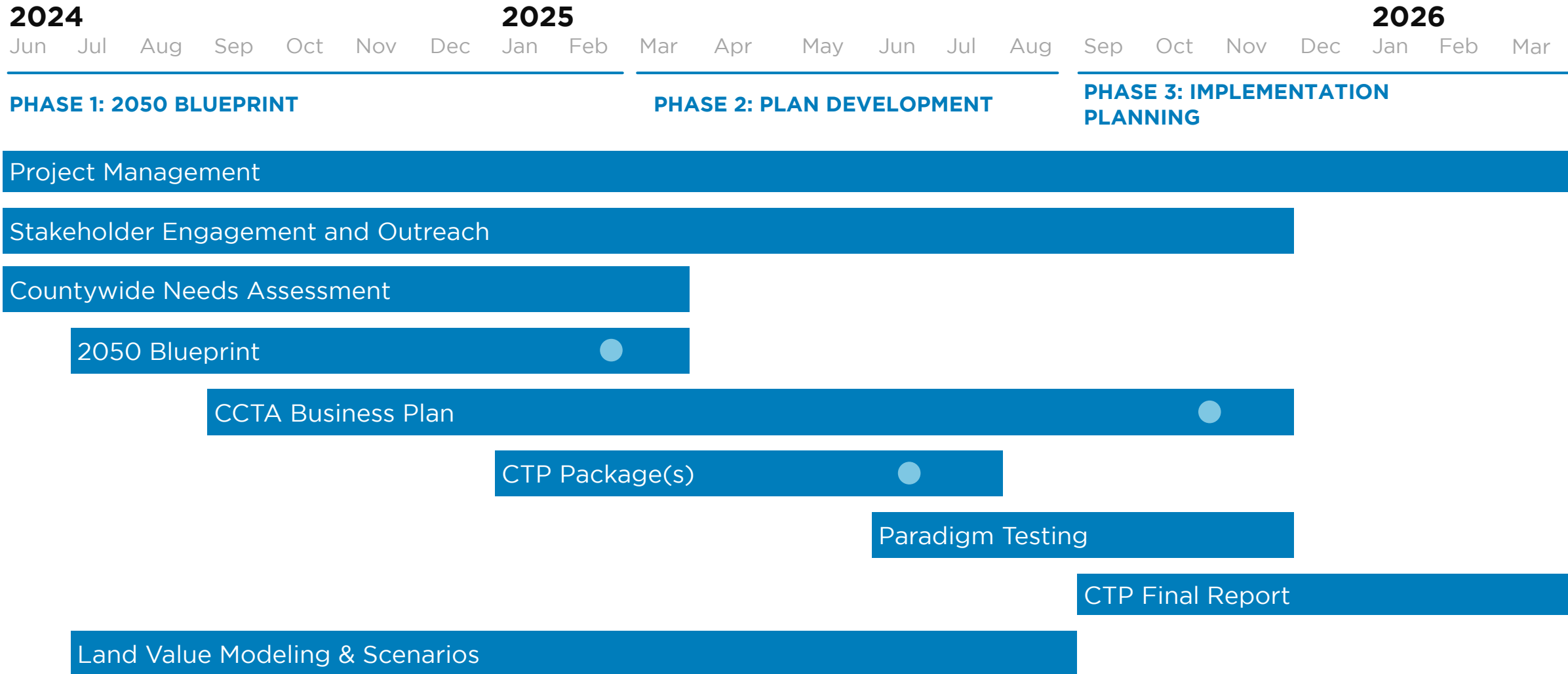
Prioritizes a set of projects, programs, and requirements for funding.



Business Plan

CCTA's implementation plan will cover funding, priorities, and project delivery roles.

18-Month Project Schedule



Recap of Outreach to Date

Stakeholder Engagement

Citizen's Advisory Committee

December 11, 2024

Public Stakeholder Meeting

January 17, 2025

Technical Coordinating Committee

December 19, 2024

CTP Task Force

February 4, 2025

Public Engagement

Public opinion survey to inform CTP Blueprint Dec 2024 to Feb 2025



The flyer features the 'the Plan' logo at the top left. Below it, the text reads: 'HELP SHAPE CONTRA COSTA'S MOBILITY FUTURE!' followed by 'Your voice matters—take CCTA's short survey for the Countywide Transportation Plan and help us create a safer, more efficient transportation network for the next decades in Contra Costa County.' A QR code is provided with the instruction: 'Scan the QR code to take a short survey and be entered to win a \$100 gift card:'. The CCTA logo is at the bottom left. The flyer is decorated with circular images: a green and white car, a blue and white train, and a street view with trees and cars.

Four principles will guide the CTP and Business Plan



Safe Travel

Traveling in my community is safe and comfortable, no matter how I get around.

Growing Sustainably

I feel confident that transportation investments in Contra Costa will help provide a sustainable future for my community.

Livable and Connected Neighborhoods

I can conveniently and comfortably get to places that are important to me without having to drive.

Access for All

I can shape and enjoy transportation projects that improve my community, no matter who I am or where I live.

DRAFT Livable Streets Proposal

Creating clear design expectations for safe, thriving places



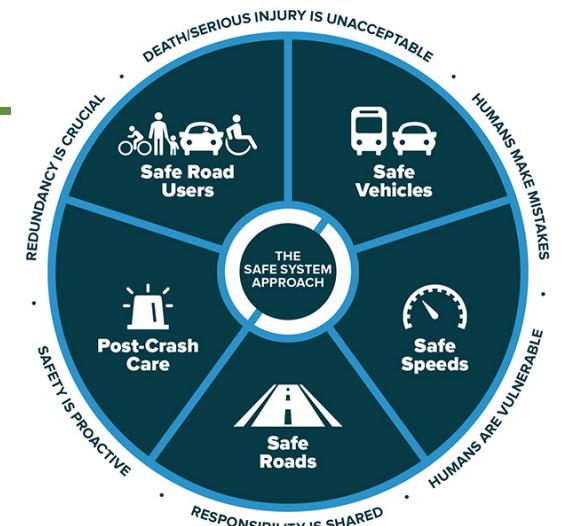
What is the Livable Streets Proposal (LSP)?

The Livable Streets Proposal helps improve transportation, safety, and the economy in Contra Costa

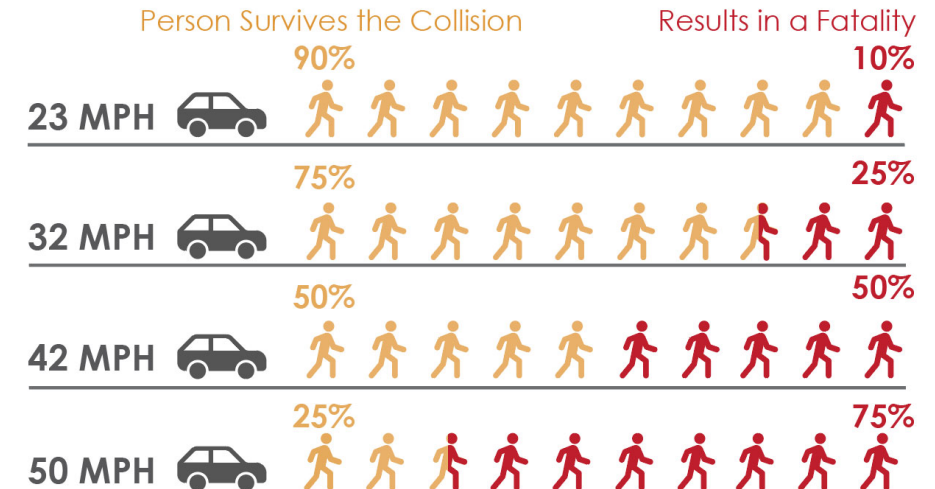
- ✓ Improves safety by right-sizing vehicle movement to the surrounding context
- ✓ Creates economically thriving places
- ✓ Aligns community vision for transportation with the vision for land use
- ✓ Increases transportation options
- ✓ Plans streets to move people and goods, and as places for people to live, work, and enjoy
- ✓ Clarifies that each street has a specific purpose, which informs planning, design, prioritization, and funding decisions

Since the 2017 CTP, there has been a paradigm shift in safety planning.

- In a Safe System Approach, each death or serious injury is unacceptable and avoidable.
- Commitment to zero deaths and severe injuries on public roadways was adopted by the US Department of Transportation, Caltrans, MTC, and CCTA (2021).
- People are unlikely to survive crashes at high speeds. Lowering speeds is critical to reducing impact forces, providing additional time for drivers to stop, and improving visibility.



Source: FHWA.



New commitments have been made to reduce VMT and GHG emissions.

SB 743 (2020)

Vehicle miles traveled (VMT) is now the key tool to measure development and transportation impacts (instead of level of service).

CAPTI (2021)

34 action items aligning state funding with the goal of decarbonizing transportation systems.

Plan Bay Area 2050

Strategies around clean vehicles and transportation demand management.

AB 1279 (2022)

State must reduce GHG emissions by at least 85% below 1990 levels by 2045. CARB's new Scoping Plan for Achieving Carbon Neutrality (2022) lays out path to achieve targets for carbon neutrality.

Today, most streets in Contra Costa are oriented towards auto-focused movement and access.



Today, an auto-focused network leads to safety challenges and ever-increasing VMT.

CCTA must shift gears to strategies that reduce VMT and support thriving places.



Instead, CCTA will lead by:

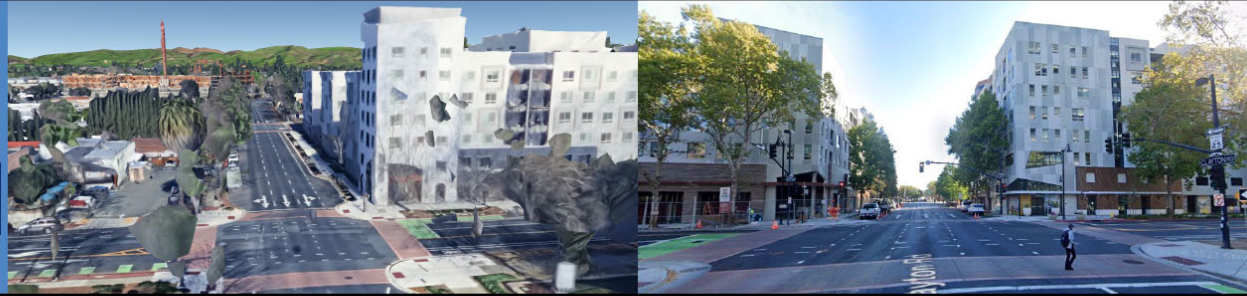
- Valuing and prioritizing **place-oriented streets**,
- Encouraging **transportation-land use coordination**,
- Making **multimodal trips** more viable, and
- Creating clear planning and **design expectations**.

Land valuation is low where streets are auto-focused.

Concord, California: Average Taxable Value Per Acre by Road Type

Highest Livability

\$13.2M



Medium Livability

\$3.3M



Lowest Livability

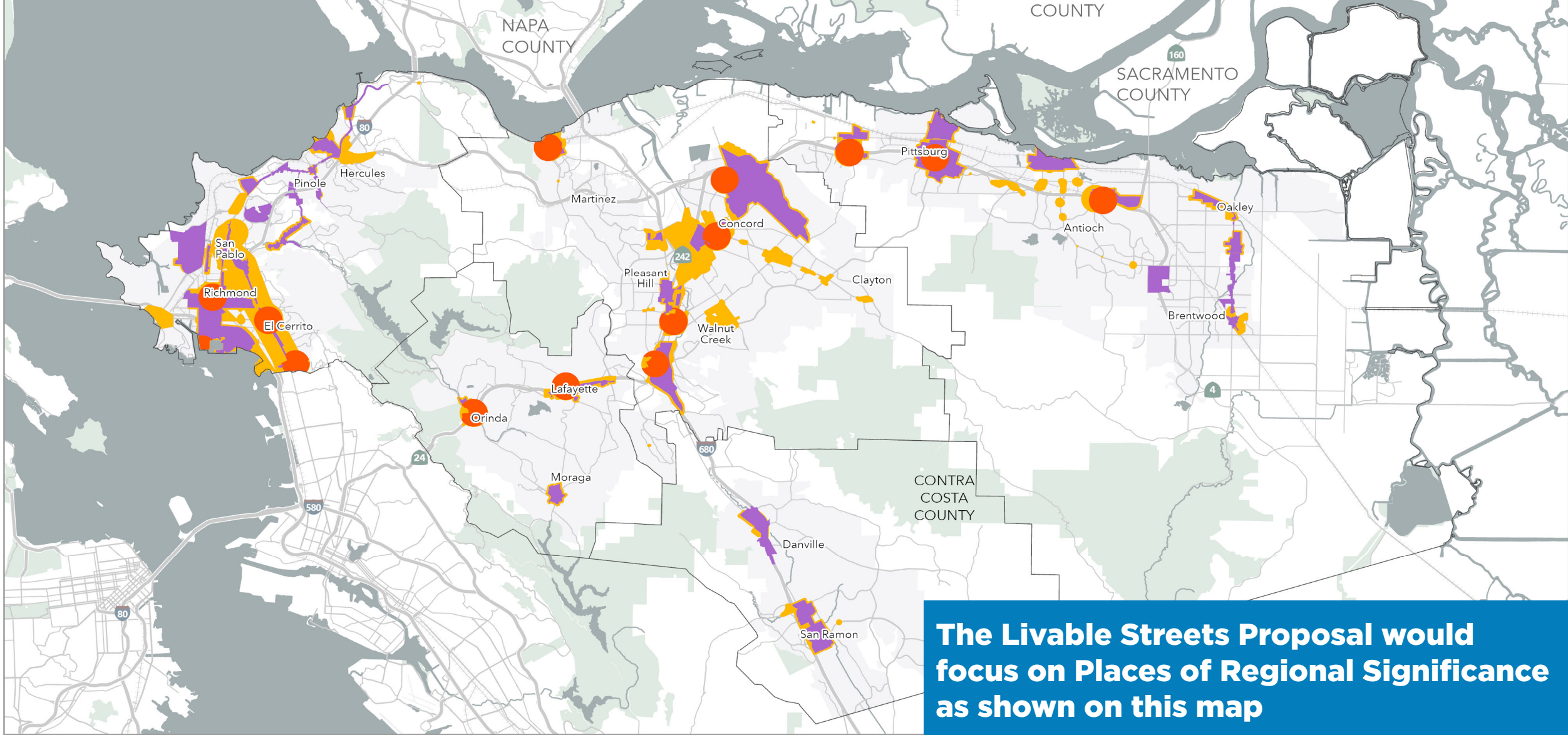
\$1.6M



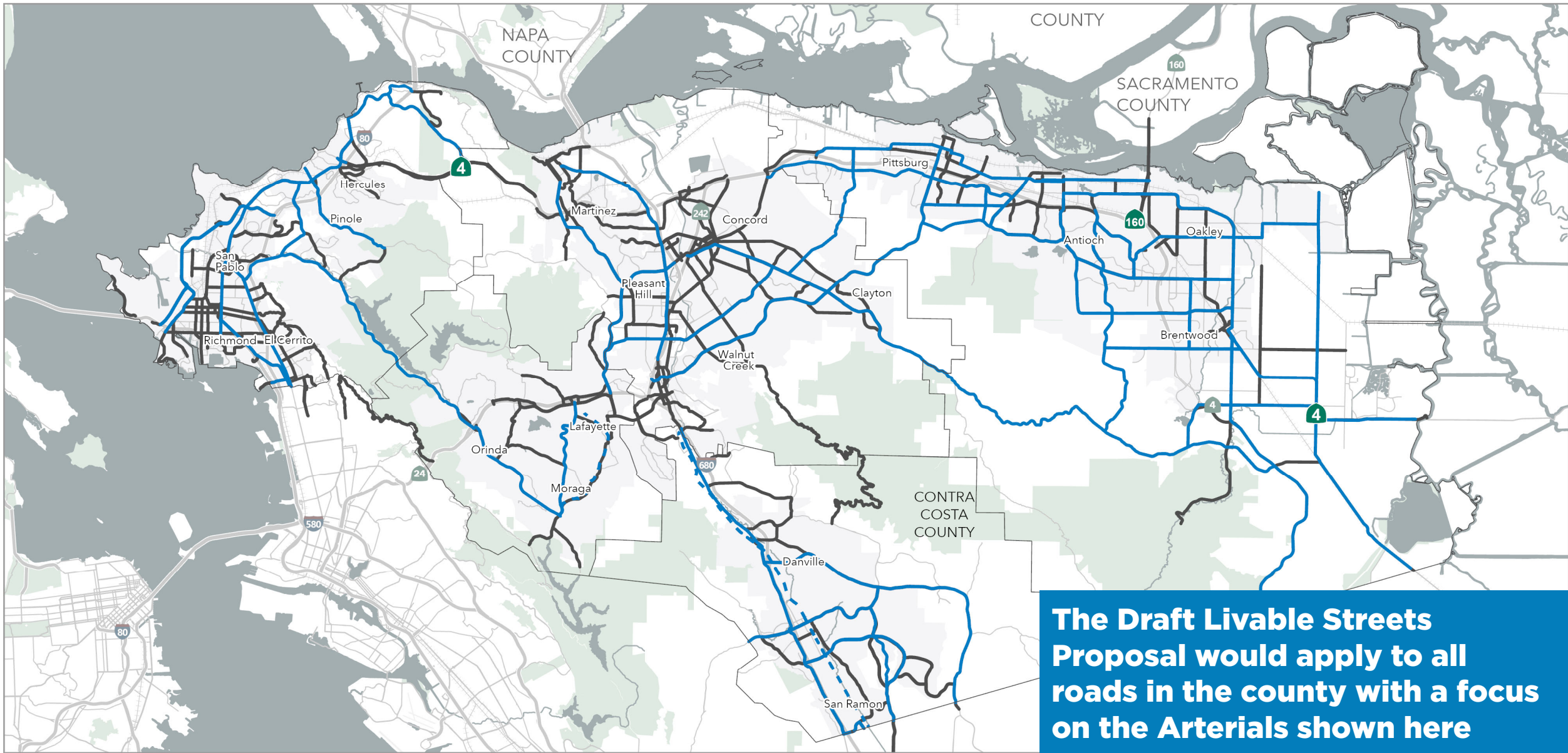
Source: Contra Costa County, CA (2024), Google Earth

The DRAFT Livable Streets Proposal has four street types:



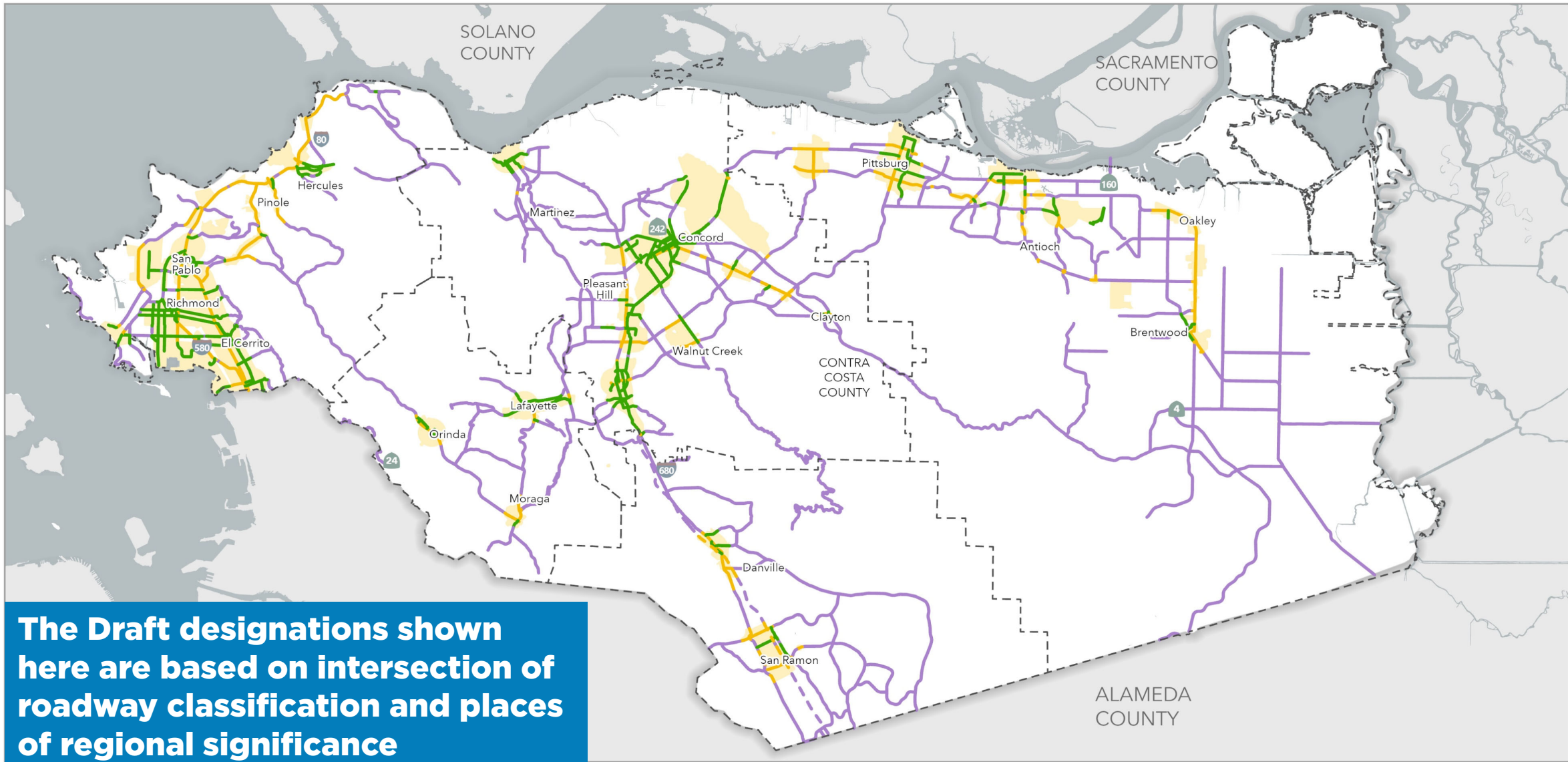


- MTC Transit Oriented Communities (TOCs)
- CCTA Pedestrian Priority Areas
- MTC Priority Development Areas (PDAs) (Plan Bay Area 2050)
- Urbanized Area
- RTPC Boundary



- CCTA Route of Regional Significance - - Trail
- Caltrans Functional Classification Principal & Minor Arterials
- Urbanized Area
- RTPC Boundary

The Draft Livable Streets Proposal would apply to all roads in the county with a focus on the Arterials shown here



The Draft designations shown here are based on intersection of roadway classification and places of regional significance

Proposed Livable Streets Typology

- Connector Street (dashed line: trails)¹
 - Core Street (dashed line: trails)¹
 - Place Street²
 - Place of Regional Significance (MTC designated TOCs, PDAs, CCTA Pedestrian Priority Areas)
 - Urbanized Area³
 - RTPC Boundary
- All other Contra Costa streets are Neighborhood Streets.

DRAFT Contra Costa Livable Streets Typologies CTP Blueprint

Source: Contra Costa Transportation Authority (CCTA); Fehr & Peers. Notes: 1. CCTA Route of Regional Significance. 2. Caltrans Functional Classification principal and minor arterials. 3. Based on US Census city boundaries.

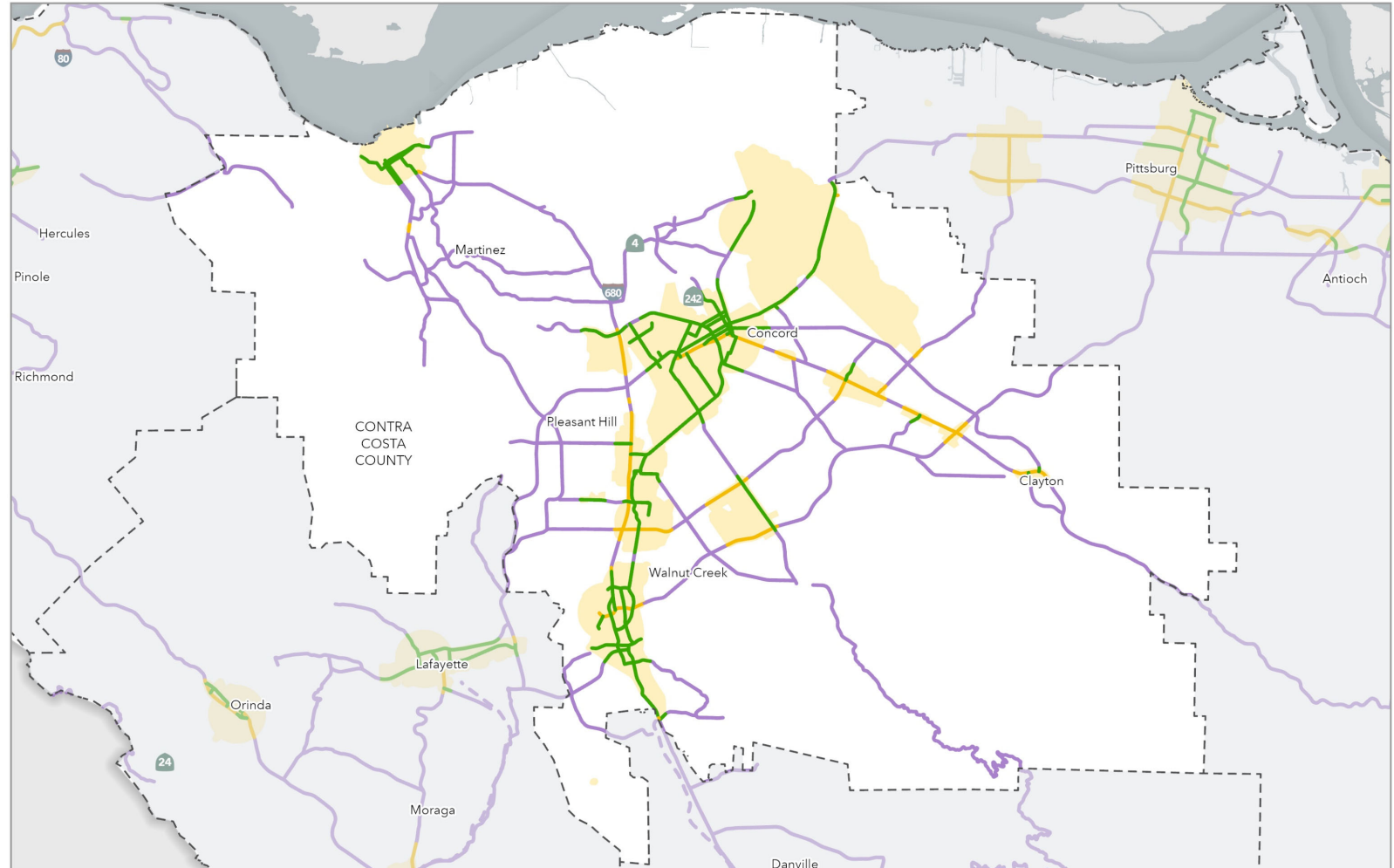
Focus on TRANSPAC Area

The Livable Streets Proposal
applied to Central County



Central County

DRAFT Connector, Core and Place Streets in Central County are shown here.



Proposed Livable Streets Typology

- Connector Street (dashed line: trails)¹
 - Core Street (dashed line: trails)¹
 - Place Street²
 - Place of Regional Significance (PDAs, MTC designated TOCs, CCTA Pedestrian Priority Areas)
 - Urbanized Area³
 - RTPC Boundary
- All other Contra Costa streets are Neighborhood Streets.

DRAFT Central County Livable Streets Typologies CTP Blueprint

Source: Contra Costa Transportation Authority (CCTA); Fehr & Peers. Notes: 1. CCTA Route of Regional Significance. 2. Caltrans Functional Classification principal and minor arterials. 3. Based on US Census city boundaries.

Connector Streets are movers of people and goods.

Ygnacio Valley Road, Concord



Place Streets are centers of business and community and should be comfortable for pedestrians and bicyclists.

Main Street at Mt Diablo Blvd, Walnut Creek



Core Streets are oriented towards movement and placemaking.

Contra Costa Blvd at Crescent Drive, Pleasant Hill



© 2024 Google

Neighborhood streets are where people live and go for recreation.

Palm Ave at Monterey Ave, Martinez



Discussion

1. Which of these street designations resonate with you and which do you have questions about?
2. Would you add or remove any locations from the areas of significance shown?

DRAFT Livable Streets Design Expectations

Clarifying what CCTA will fund and support



The Livable Streets Proposal will create...



An easy-to-use
street typology



Countywide maps
associated with
multimodal and safety
needs



Design expectations by
street type

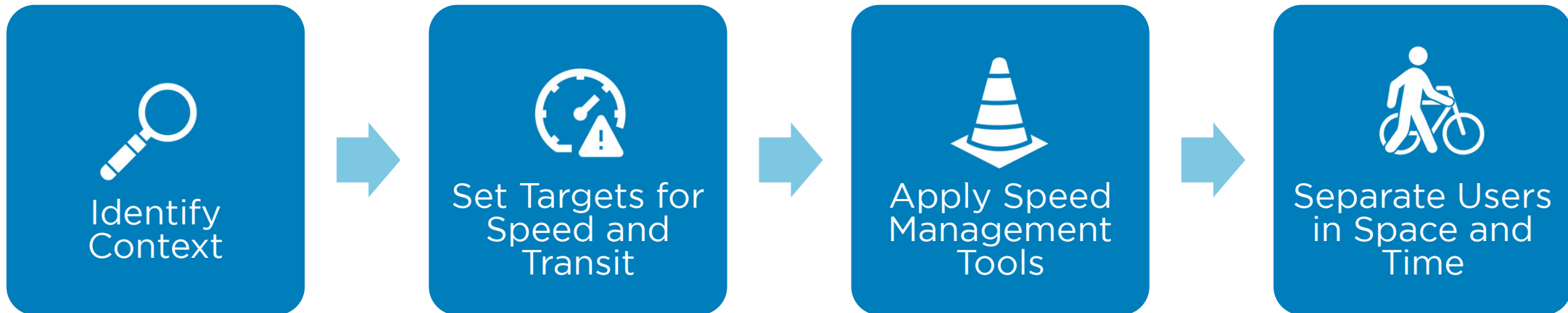
The Draft Livable Streets Proposal is a decision support tool for CCTA and its partners.

- It transparently identifies where investments in place and movement should be coordinated and design expectations for each street in Contra Costa.
- It could be used to help prioritize projects and programs within the CTP based on the LSP
- It could be used to help make future programming and funding decisions

The Livable Streets Proposal will include design expectations for all street types to support Principles around safety and connectivity.

Treatments can be identified to bridge gaps in current place/movement operations and the ideal or planned vision of streets.

Design expectations include...



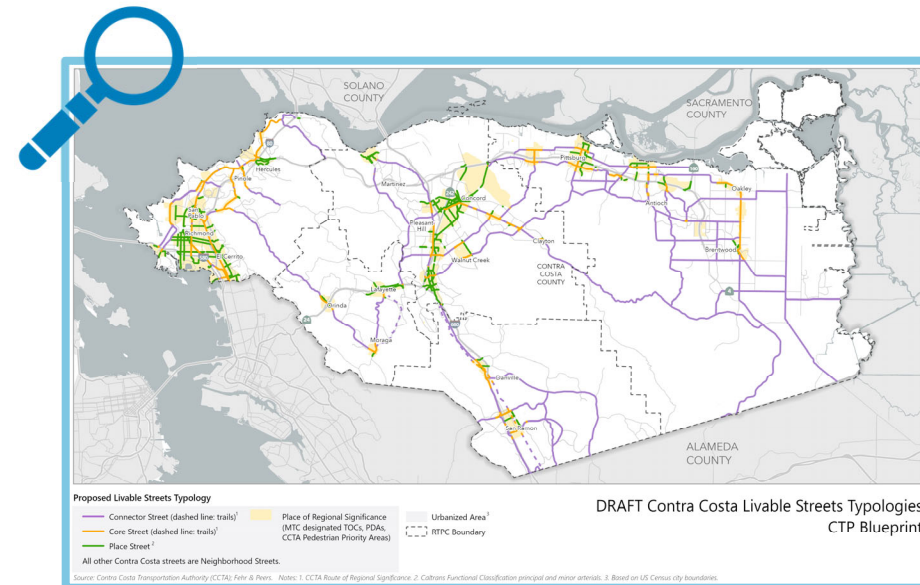
Step 1

Identify the Context.

Reference the Livable Streets Typology Map

Items to consider

- What are the movement needs and place needs of this street segment?
- Are there schools along the street segment?
- Is this a transit priority corridor?



Step 2

Set Targets for Speed and Transit.

Items to consider

- What is the target speed based on the movement needs and the place needs of the street?
- What is the target transit performance?

Step 3

Apply Speed Management Tools.

Items to consider

- Which speed management tools are needed to achieve the target speed?
 - Context specific tools
- Are there priority bus corridors on the street? What transit reliability needs are there?

Step 4

Separate Users in Space and Time.

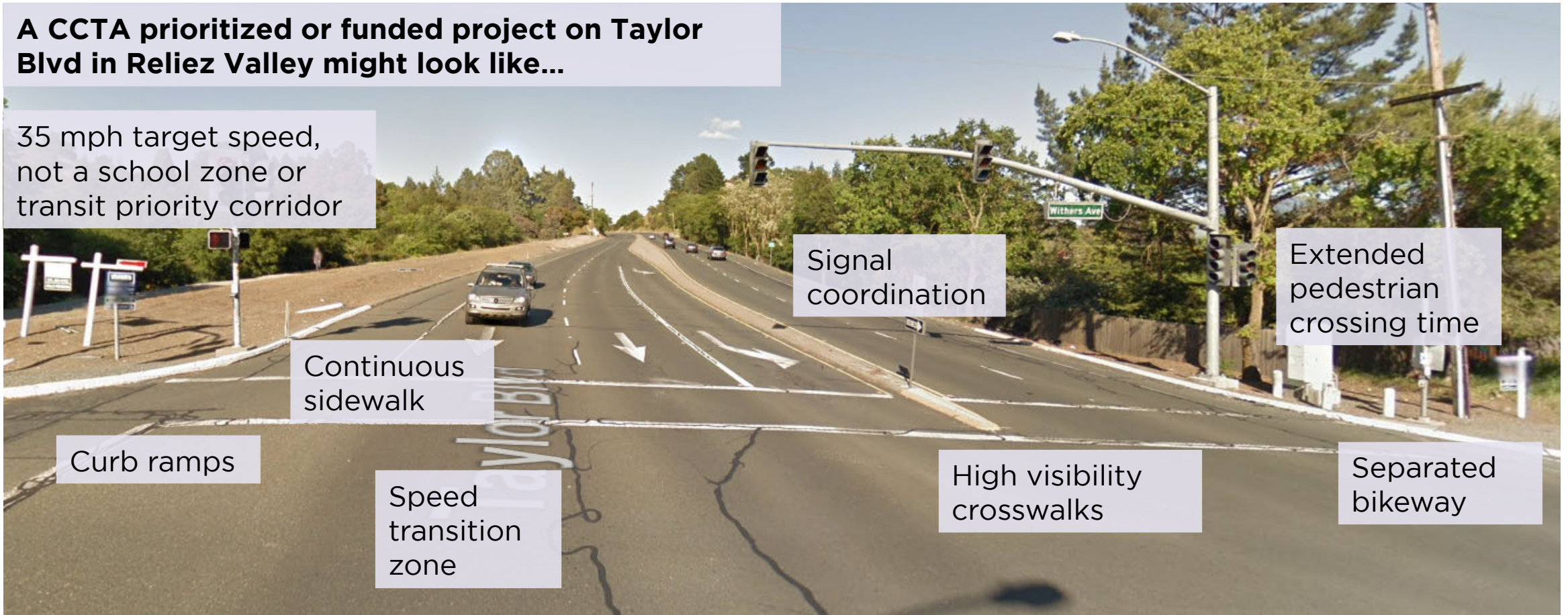
Items to consider

- What are the design elements, including for vulnerable users, that are appropriate based on the roadway speeds, volumes, and geometry?

Connector Streets would support auto movement while adding pedestrian, bike, and transit facilities.

A CCTA prioritized or funded project on Taylor Blvd in Reliez Valley might look like...

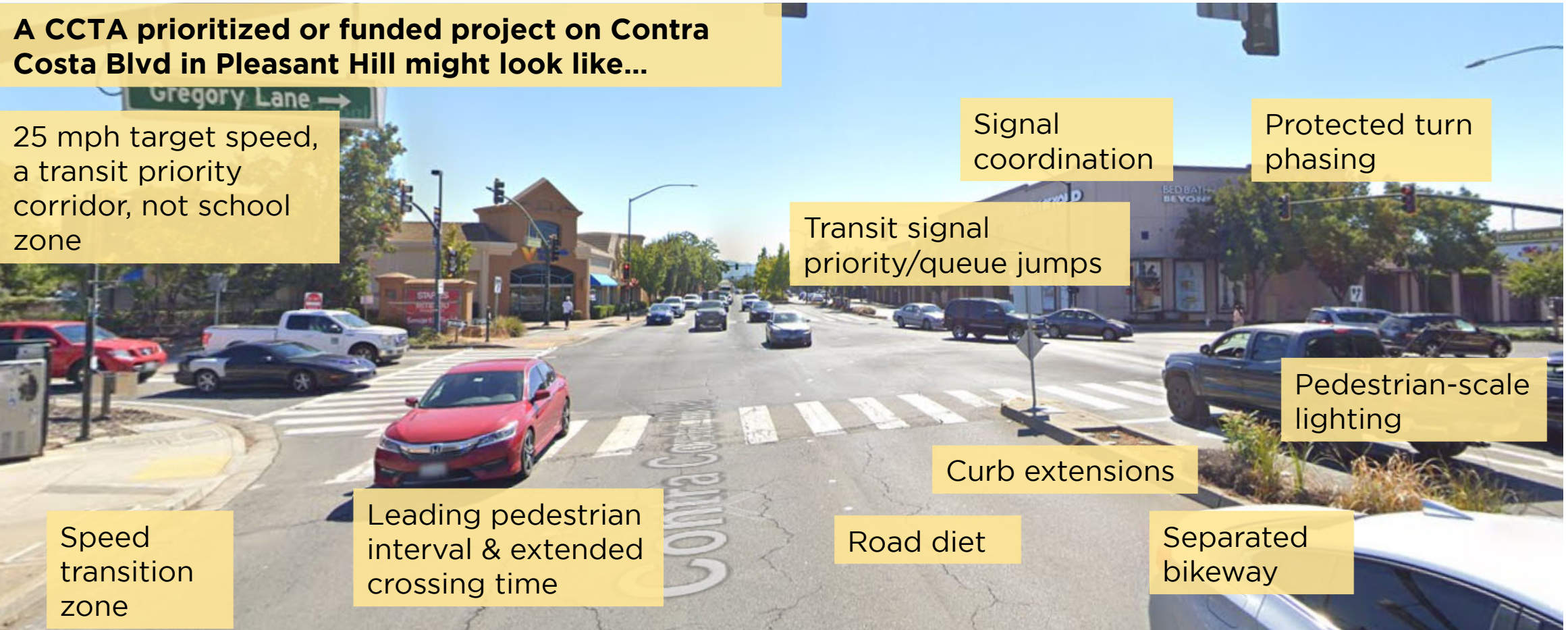
35 mph target speed, not a school zone or transit priority corridor



Core Streets would prioritize transit and people walking & biking in Places of Significance while still moving all modes.

A CCTA prioritized or funded project on Contra Costa Blvd in Pleasant Hill might look like...

25 mph target speed, a transit priority corridor, not school zone



Signal coordination

Protected turn phasing

Transit signal priority/queue jumps

Pedestrian-scale lighting

Curb extensions

Road diet

Separated bikeway

Speed transition zone

Leading pedestrian interval & extended crossing time

Place Streets would prioritize biking and walking with a “layered network” approach prioritizing autos, bikes & transit.

A CCTA prioritized or funded project on Colfax Street in Concord might look like...

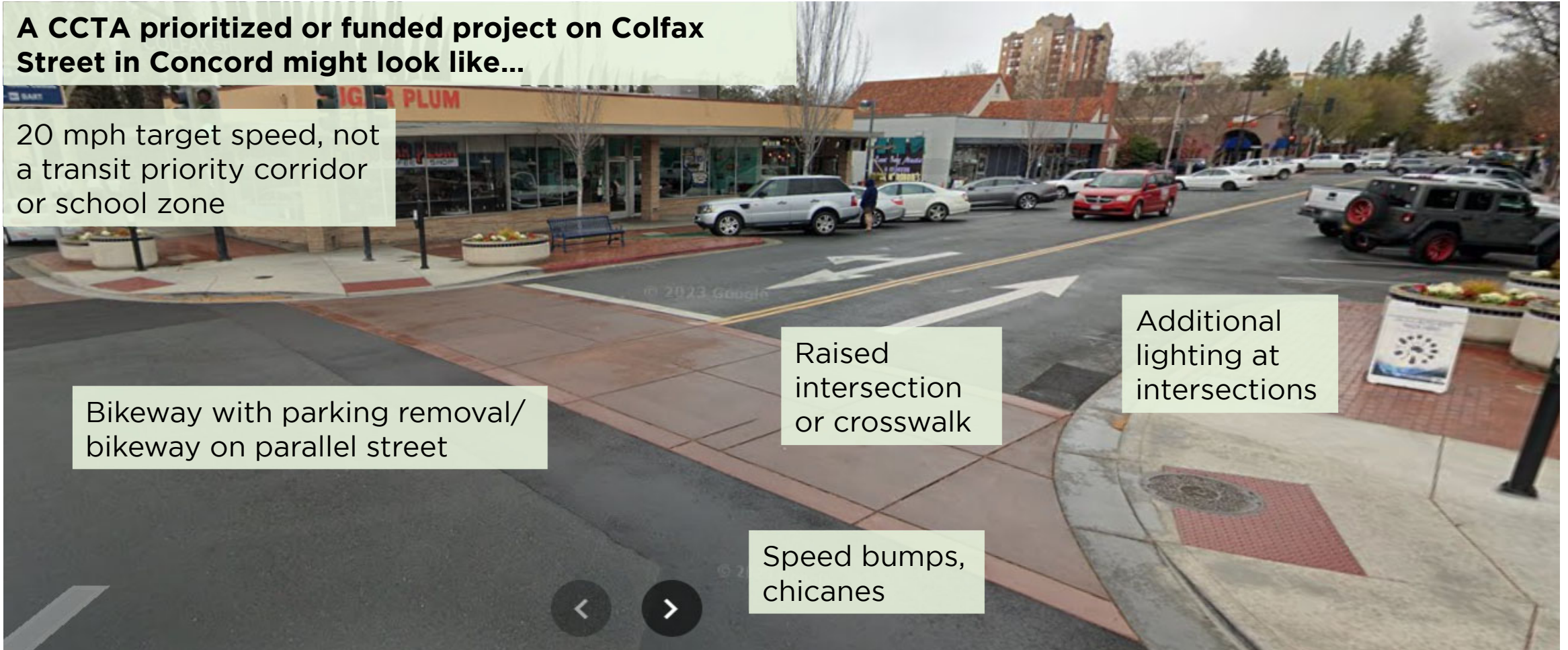
20 mph target speed, not a transit priority corridor or school zone

Bikeway with parking removal/
bikeway on parallel street

Raised intersection
or crosswalk

Additional lighting at intersections

Speed bumps,
chicanes



Neighborhood Streets would focus on safety for people walking and driving near their homes.

A CCTA prioritized or funded project on Roundhill Place in Clayton might look like...

20 mph target speed, not a transit priority corridor or school zone

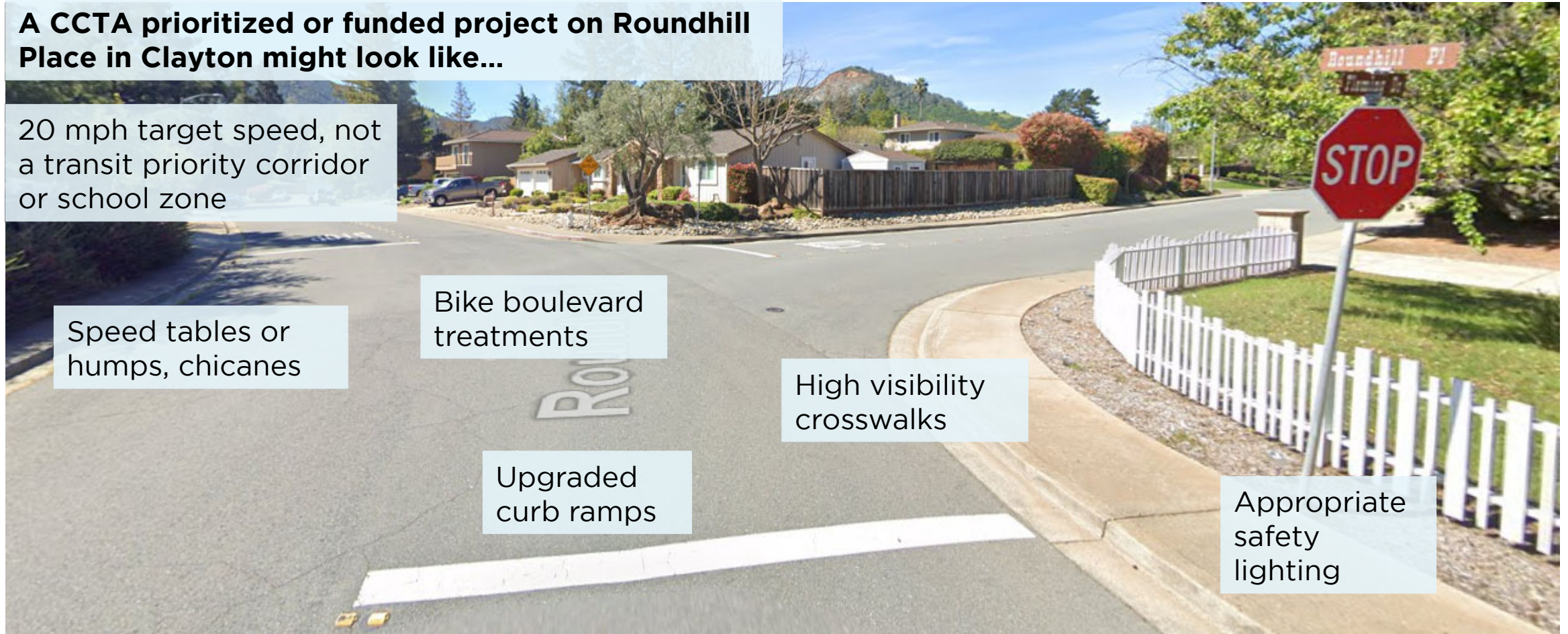
Speed tables or humps, chicanes

Bike boulevard treatments

High visibility crosswalks

Upgraded curb ramps

Appropriate safety lighting



Discussion

1. Do the design expectations resonate?
2. Which do you have the most questions about?
3. What type of collaboration from CCTA will localities need in implementing this framework?
4. What are the barriers to implementation?



Wrap-Up and Next Steps

Next Steps for the Livable Streets Proposal

- **Stakeholder Engagement:**
 - 8 RTPC meetings on the Draft Livable Streets Proposal in January-March
 - The Blueprint will go to the Board in April for approval
 - The next phase of engagement on the CTP will begin in June
- **Livable Streets Proposal integrated into draft CTP** (June 2025)
- LSP to potentially be used in **CTP project prioritization** and **future CCTA funding decisions** - still under discussion

Next Steps for CTP and Business Plan

Jan

Feb

Mar

Apr



Phase 1 Public Engagement

Confirm existing needs and gather feedback on draft principles and strategies through an online survey and community meetings.



CTP Blueprint

Lay out the principles and strategies that will guide the development and implementation of the CTP.



CCTA Business Plan

cont.

Focus on how CCTA will fund and implement the CTP with a variety of partners and business practices



CTP Package(s)

cont.

Develop a Project Prioritization and CTP Evaluation methodology and finalize the draft Transportation Project and Program List.

Thank You!



Funding Opportunities Summary 02/06/2025

Upcoming Funding Opportunities

Funding Program	Fund Source*	Application Deadlines	Program and Contact Information
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program	F	2/24/2025	<p>The Promoting Resilient Operations for Transformative, Efficient, and Cost- Saving Transportation (PROTECT) Discretionary Grant Program is a competitive grant program created by the Bipartisan Infrastructure Law to plan for and strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. The Bipartisan Infrastructure Law provides over \$1.4 billion over five years through this program to fund projects that address the climate crisis by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail.</p> <p>https://www.fhwa.dot.gov/environment/protect/discretionary/</p>