

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda

THURSDAY, MARCH 13, 2025

REGULAR MEETING

9:00 A.M. to 11:00 A.M.

Pleasant Hill City Hall – Large Community Room
100 Gregory Lane, Pleasant Hill

**SPECIAL NOTICE – PUBLIC MEETING GUIDELINES FOR
PARTICIPATING VIA PHONE/VIDEO CONFERENCE**

The TRANSPAC Board meeting will be accessible in-person or via telephone or video conference to all members of the public. The meeting may be accessed virtually via the methods below:

Video Conference Access: Please click the link at the noticed meeting time:

<https://us02web.zoom.us/j/89954012950?pwd=gSCKqZbG59qV1AdAk6mRqTFp1lAykF.1>

Meeting ID: 899 5401 2950 Password: 684035

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 899 5401 2950 Password: 684035

Public Comment: 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.

Virtual Public Comment: To comment by video conference, click the “Raise Your Hand” button to request to speak when the Public Comment period is opened on an Agenda item and then wait to be called on by the Chair. After the allotted time, you will then be requested to mute your microphone. To comment by phone, indicate the “Raise Your Hand” icon by pressing “*9” to request to speak when the public comment is opened on an Agenda item and then wait to be called on by the Chair. Press “*6” to unmute/mute. After the allotted time of 3 minutes, you will then be requested to mute your microphone. Please begin by stating your name and indicate whether you are speaking for yourself or an organization.

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

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 before the time of the meeting.

1. Convene Regular Meeting / Pledge of Allegiance /Self-Introductions.
2. Public Comment. At this time, the public is welcome to address TRANSPAC on any item not on this agenda. Please refer to the “Public Comment” section above for participation guidance.

ACTION ITEMS

3. CONSENT AGENDA.

a. APPROVAL OF MINUTES 🌀 Page 7

- Minutes of the February 13, 2025, TRANSPAC Board meeting.

b. CCTA EXECUTIVE DIRECTOR’S REPORT REGARDING CCTA ACTIONS / DISCUSSION ITEMS 🌀 Page 15

- CCTA Executive Director Timothy Haile’s Report dated February 19, 2025.

c. ITEMS APPROVED BY THE CCTA OR CIRCULATION TO THE REGIONAL TRANSPORTATION PLANNING COMMITTEES AND RELATED ITEMS OF INTEREST 🌀 Page 19

- CCTA Executive Director Timothy Haile’s RTPC Memo dated March 7, 2025.

d. RTPC MEETING SUMMARY LETTERS: 🌀 Page 21

1. TRANSPAC – Meeting summary letters dated February 20, 2025.
2. TRANSPLAN – Meeting summary letter dated January 31, 2025.
3. SWAT – Meeting summary letter dated February 3, 2025.
4. WCCTAC – Meeting summary letter dated January 27, 2025.

e. CCTA MEETING UPDATES AND COUNTYWIDE INFORMATION LINKS.

1. Street Smarts Programs in the TRANSPAC Region can be found at: <https://streetsmartsdiablo.org/events/>
2. County Connection Fixed Route Monthly Report: https://countyconnection.com/wp-content/uploads/2025/02/7a.FINAL_Fixed-Route-Report-January-2025.pdf

3. County Connection Link Monthly Report:
https://countyconnection.com/wp-content/uploads/2025/02/7b.FINAL_Partransit-Monthly-Report-January-2025.pdf
4. The CCTA Quarterly Project Status Report may be downloaded at:
<https://ccta.net/wp-content/uploads/2025/03/QPSR-Oct-Dec-2024-Final-Combined-Package.pdf>
5. The CCTA Board Meeting was held on February 19, 2025. The next meeting is scheduled for March 19, 2025.
6. The CCTA Administration & Projects Committee (APC) Meeting was held on March 6, 2025. The next meeting is scheduled for April 3, 2025.
7. The CCTA Planning Committee (PC) Meeting was held on March 6, 2025. The next PC Meeting is scheduled for Thursday, April 3, 2025.
8. The CCTA Calendar for March 2025 to May 2025 may be downloaded at:
<https://ccta.primegov.com/Portal/viewer?id=0&type=7&uid=0ae71d26-c8a5-4d8a-a8b1-775798b44c25>

f. CORRESPONDENCE AND COMMUNICATION.

- g. TRANSPORTATION MEETINGS ATTENDED BY STAFF.** Staff members regularly attend transportation-related meetings outside of the TRANSPAC Board and Technical Advisory Committee meetings. This report provides a summary of the outside meetings attended. 🌀 **Page 27**

Attachment: Staff Report

- h. 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 29**

ACTION RECOMMENDATION: Appoint Matt Redmond (Walnut Creek), Aaron Elias (Concord), and Jason Chen (Clayton) as primary representatives and Ryan McClain (Pleasant Hill) as the alternate representative to the TCC for the term April 1, 2025 - March 31, 2027.

Attachment: Staff Report

- i. INNOVATE 680 TECHNICAL ADVISORY COMMITTEE APPOINTMENTS.** Innovate 680 is a program of projects that promotes an integrated approach to redefining mobility and addressing the increasing congestion on I-680 through seven key strategies that range from completing the High Occupancy Vehicle (HOV) lanes

to deploying a suite of technologies to improve traffic flow. CCTA established a Policy Advisory Committee (PAC) and Technical Advisory Committee (TAC) to ensure close coordination and provide guidance for the Innovate 680 program. The last committee appointments occurred in 2023. 🌀 **Page 31**

ACTION RECOMMENDATION: Appoint Matt Redmond (Walnut Creek) and Srinivas Muktevi (Martinez) as primary members, and Ann James (Pleasant Hill), Briana Byrne (Walnut Creek), and Trevor McGuire (Martinez) as alternate members to the Innovate 680 TAC.

Attachment: Staff Report

- j. **DRAFT CONTRA COSTA COUNTYWIDE COMPREHENSIVE TRANSPORTATION SAFETY ACTION PLAN FOR LOCAL AGENCIES.** 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. The TRANSPAC Committees have had the opportunity to review the plan and provide comments. At this meeting, the Board is requested to approve the Draft CCTSAP. 🌀 **Page 33**

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

Attachment: Staff Report

END CONSENT AGENDA

INFORMATION ITEMS

- 4. **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, TRANSPAC staff will provide an overview of the STMP and review any relevant development projects of note. (INFORMATION). 🌀 **Page 43**

Attachment: Staff Report

5. **MEASURE J LINE 21A PROGRAM.** Measure J Line 21A, 'Safe Transportation for Children,' funds projects to improve transportation access for students. The fund generates approximately \$600,000 annually and has a current balance of \$4.2 million. Staff is currently exploring a potential pilot program to provide free bus fares for students. At this meeting, staff will outline a potential pilot program framework and seek Board input on this concept to shape the program's scope, funding strategy, and implementation approach. (INFORMATION). 🌀 **PAGE 77**

Attachment: Staff Report

6. **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. At this meeting, CCTA staff will provide additional information about the CTP development and process. (INFORMATION) 🌀 **Page 81**

Attachment: Staff Report

7. **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 128**

Attachment: Staff Report

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. **TRANSPAC CCTA REPRESENTATIVE REPORTS.**

10. **METROPOLITAN TRANSPORTATION COMMISSION REPORT.**

11. **TAC ORAL REPORTS BY JURISDICTION.**
12. **BOARD MEMBER COMMENTS.**
13. **MANAGING DIRECTOR'S REPORT.**
14. **ADJOURN / NEXT MEETING.**

The next regular meeting is proposed for April 10, 2025, at 9:00 A.M at the Pleasant Hill City Hall Large Community Room at 100 Gregory Lane, Pleasant Hill. There will be a remote teleconference option for members of the public. Remote teleconference information for members of the public will be included in the posted meeting materials.

TRANSPAC Committee Meeting Summary Minutes

MEETING DATE: February 13, 2025

MEMBERS PRESENT: Carlyn Obringer, Concord (Chair); Ken Carlson, Contra Costa County (Vice Chair); Sue Noack, Pleasant Hill; Kevin Wilk, Walnut Creek; Richard Enea, Clayton; Greg Young, Martinez

PLANNING COMMISSIONERS PRESENT: Molly Clopp, Walnut Creek

STAFF PRESENT: Abhishek Parikh, Concord; Ryan McClain Pleasant Hill; Samantha Harris, Contra Costa County, Colin Clarke, CCTA, Joan Hoang, CCTA; Matt Braughton, Kittelson; Matt Todd, TRANSPAC; Tiffany Gephart, TRANSPAC

MINUTES PREPARED BY: Tiffany Gephart

1. Convene Regular Meeting / Pledge of Allegiance / Self-Introductions

Chair Noack called the meeting to order at 9:00 A.M.

2. PUBLIC COMMENT

There were no comments from the public.

3. Election of Chair and Vice Chair.

On a motion by Commissioner Noack seconded by Commissioner Carlson to elect Carlyn Obringer, the current Vice Chair, to assume the role of TRANSPAC Chair by unanimous vote of the members present (Noack, Obringer, Wilk, Enea, Carlson, Young).

On a motion by Commissioner Noack seconded by Commissioner Wilk to elect Ken Carlson the Vice Chair for the term February 1, 2025, through January 31, 2026, by unanimous vote of the members present (Noack, Obringer, Wilk, Enea, Carlson, Young).

4. Consent Agenda

On a motion by Commissioner Wilk seconded by Commissioner Noack to approve the consent agenda by unanimous vote of the members present (Noack, Obringer, Wilk, Enea, Carlson, Young).

End Consent Agenda

5. TRANSPAC ANNUAL FINANCIAL REPORT AS OF JUNE 30, 2024, AND 2023 WITH INDEPENDENT AUDITORS' REPORT.

The TRANSPAC annual financial report for the fiscal years ending June 30, 2024, and June 30, 2023, including an independent auditor's report. Mr. Todd provided an overview of the audit, emphasizing its compliance with TRANSPAC's Joint Powers Agreement (JPA) and Government Code Section 6505. The audit was described as "clean," with the only notable adjustment relating to an expense from the 2023-24 fiscal year that had initially been recorded in 2024-25 with the discrepancy being corrected in accordance with the auditor's recommendation.

On a motion by Commissioner Noack seconded by Commissioner Carlson to accept the audit report by unanimous vote of the members present (Noack, Obringer, Wilk, Enea, Carlson, Young).

6. TRANSPAC FY 2024/2025 WORKPLAN PROGRESS REPORT.

Mr. Todd provided an update on key initiatives, including regional coordination, transportation demand management programs, funding allocations, and policy discussions. Highlights included funding approvals for Iron Horse Trail maintenance, bike improvements in Walnut Creek, and Safe Routes to School programs. There was also discussion on upcoming agenda items, including a review of the TRANSPAC Subregional Transportation Mitigation Program, updates on the 511 Contra Costa program, Assembly Bill 413/California Daylighting law, and a call for projects for Transportation Fund for Clean Air (TFCA) funding.

Board members raised specific concerns, including the status of student transit passes previously funded through 511 Contra Costa, the availability of funding for electric vehicle charging infrastructure, and an update on Measure J Line 20a accessible transportation programs. It was noted that mid-year reports on these programs would be gathered in June and presented in early fall.

7. CALIFORNIA DAYLIGHTING LAW (AB413).

A copy of the presentation is included in the agenda materials available at transpac.us.

Ryan McClain, the Pleasant Hill Transportation Manager, provided a presentation on Assembly Bill 413, the California Daylighting Law. He emphasized that with new law took effect in the beginning of 2025 and it became apparent that there was a lack of public awareness and understanding of the law and its impacts. In response, the Technical Advisory Committee (TAC) discussed how each TRANSPAC jurisdiction planned to approach and publicize the new regulations and handle enforcement.

Mr. McClain clarified that Assembly Bill 413 pertains to "daylighting," which in this context refers to ensuring that drivers approaching a crosswalk have an unobstructed view of pedestrians. The law mandates a 20-foot no-parking zone on the approach side of crosswalks, reduced to 15 feet if there is a curb extension. This regulation applies not only to marked crosswalks but also to unmarked crosswalks, which exist wherever sidewalks extend across an intersection, even if no painted lines are present.

Mr. McClain acknowledged that many drivers are unaware of unmarked crosswalks and their associated rules, posing a challenge for enforcement. He explained that while some cities discussed painting red curbs or installing no-parking signs to raise awareness, the consensus was to instead, focus on education efforts, including online resources, newsletters, warning notices placed on vehicles, and website updates to inform the public.

During the discussion, concerns were raised about enforcement, including whether officers would be required to measure distances and how citations would be handled. Mr. McClain noted that the violation would result in a parking ticket rather than a moving violation, and enforcement practices would vary by jurisdiction. He also addressed concerns regarding the practicality of the law in high-density areas like San Francisco, where parking is already scarce.

Commissioner Enea commented that state legislators are considering amendments to the law to provide cities with greater flexibility in implementation. Some jurisdictions, particularly smaller cities with limited downtown areas, may have different enforcement approaches. Mr. McClain reiterated that the primary goal is education and voluntary compliance, rather than immediate widespread ticketing.

Commissioner Carlson raised a point regarding the placement of red curbs in relation to intersections, ensuring that enforcement and public education efforts clearly distinguish between the approach and departure sides of a crosswalk. McClain confirmed that the restriction applies only to the approach side, further emphasizing the importance of clarity in outreach materials.

8. DRAFT CONTRA COSTA COUNTYWIDE COMPREHENSIVE TRANSPORTATION SAFETY ACTION PLAN FOR LOCAL AGENCIES.

A copy of the presentation is included in the agenda materials available at transpac.us.

Mr. Clarke from the Transportation Authority provided an overview, explaining that the TRANSPAC TAC had reviewed the item in October and November. This item had been intended for discussion with TRANSPAC in December prior to the CCTA Board approving the plan (also in December). He emphasized the importance of gathering feedback from various jurisdictions and noted that any verbal or written comments received would be considered moving forward.

Mr. Clarke explained that the initiative, which began around 2023, was designed to empower local agencies to serve as lead applicants for the Safe Streets and Roads for All (SS4A) grant program. This initiative aimed to address state and federal compliance while integrating local road safety plans into a coordinated, countywide approach. He elaborated on public engagement efforts, which included leveraging the Countywide Transportation Plan (CTP) and participating in community events to gather input. As a result, the effort resulted in a \$1.6 million grant application involving multiple agencies.

Mr. Clarke then provided an overview of the Safe Systems Approach and highlighted the policy goal of eliminating traffic fatalities by 2034, with a 50% reduction target by 2029. Mr. Clarke also discussed data analysis conducted between 2008 and 2017, which identified common collision patterns such as pedestrian incidents, right-turn slip lanes, and other high-risk factors.

Mr. Clarke provided additional insights, summarizing the top three collision types for each jurisdiction. He noted that common incidents included broadside collisions at intersections and single-vehicle crashes involving fixed objects. He emphasized the high priority placed on pedestrian safety due to their vulnerability in severe accidents. Mr. Clarke further outlined how the findings were compiled from local road safety plans adopted by each jurisdiction.

Discussing the economic impact of collisions, Mr. Clarke presented data demonstrating the significant financial burden resulting from traffic incidents. He explained that annual costs attributable to crashes within Contra Costa County amounted to approximately \$1.3 billion, factoring in emergency response, loss of productivity, legal expenses, and medical care.

Commissioner Obringer asked for clarification regarding the data sources cited in the presentation. Mr. Clarke explained that the Transportation Injury Mapping System (TIMS), maintained by UC Berkeley, compiles data from the California Highway Patrol (CHP) to spatially map crash locations. Commissioner Enea sought additional clarification regarding TIMS, confirming that it relies on CHP data for mapping injury and fatal collisions.

Commissioner Noack shared her observations regarding public concerns over recent roadway modifications aimed at enhancing safety. She noted that some community members perceived these changes as contributing to congestion rather than improving safety. Commissioner Noack suggested that broader public outreach efforts were necessary to communicate the economic and safety benefits of such projects. She proposed that cities incorporate key findings from the presentation into public communications, including newsletters and council presentations.

Mr. Clarke acknowledged the challenge of public perception and noted that CCTA had shared this information with the Bay Area Council in an effort to reach business communities. Commissioner Noack emphasized that outreach efforts should extend beyond businesses to directly inform the public. She recommended incorporating relevant slides into city presentations and newsletters to better convey the rationale behind transportation safety initiatives.

9. COUNTYWIDE EMERGENCY EVACUATION PLAN.

John Hoang, Director of Planning for the Contra Costa Transportation Authority, presented on the Countywide Emergency Evacuation Plan. He shared that the project had finally reached a significant milestone, as Caltrans approved an agreement the previous morning after a long waiting period.

Mr. Hoang explained that the application was submitted in January 2024, with the grant award notification received in the summer. The agreement was then taken to the Board for approval in September, with final signatures obtained just the previous day.

The project is funded through the Caltrans Sustainable Transportation Planning grant under the Climate Adaptation Planning Category. Mr. Hoang noted that similar evacuation planning grants had been successfully secured by other regions in Southern California. The Contra Costa Transportation Authority (CCTA) took the lead on this effort due to the direct link between transportation and evacuation, as well as ongoing projects that would enhance evacuation capabilities. The total project cost is approximately \$1.7 million, with \$1.5 million covered by the grant and CCTA providing a local match of \$208,000.

This countywide initiative involves collaboration with all sub-regions, including West County, East County, Central (TRANSPAC), and Southwest County. Mr. Hoang emphasized that the project aims to leverage the existing Local Hazard Mitigation Plan, recently completed by the County Office of Emergency Services (OES), utilizing its structure and stakeholders in the plan's development. The initiative also seeks to address evacuation needs in compliance with legislation such as SB 99 and AB 747, which mandate safe evacuation planning at the local level.

Mr. Hoang outlined the various hazards the plan seeks to mitigate, including earthquakes, sea level rise, and wildfires—an increasingly significant concern in both Southern and Northern California. He cited the devastating Paradise fire as an event that initially prompted CCTA to explore evacuation planning. Other potential disasters under consideration include tsunamis, landslides, and refinery-related incidents in the Martinez and Richmond areas. Given the inevitable strain that any evacuation would place on the county's transportation network, CCTA's involvement is crucial in ensuring the region's resilience and ability to move residents to safety efficiently.

The project originated from discussions with staff in Lafayette and Orinda, who were dealing with local evacuation challenges. These conversations led to the realization that a countywide effort would be more beneficial, particularly for underserved communities. As part of the grant requirement 50% of the grant would serve underserved communities. Mr. Hoang explained that underserved communities overlap significantly with Economic Priority Communities (EPCs), and both will be included in the planning.

The initiative will require extensive community engagement, involving county OES, fire districts, committees, and interested commissioners. Mr. Hoang acknowledged the significant effort required to bring together various stakeholders. The project's approach involves evaluating five different sub-regions and developing up to six emergency event scenarios for each. Modeling will be used to identify evacuation routes, assess emergency activities, prioritize responses, estimate associated costs, and coordinate efforts with first responders. These findings will be consolidated into strategic recommendations.

The scope of work includes forming a technical advisory committee, engaging stakeholders, conducting a resiliency assessment, and ensuring that cities receive actionable plans. Given the interconnected nature of municipalities—such as Pleasant Hill, Concord, and Martinez—multi-city coordination will be essential. Transit agencies will also play a significant role, as mass transit must be integrated into evacuation strategies. Mr. Hoang noted that BART has already expressed interest in participating. Additionally, the plan will examine contraflow measures to optimize evacuation routes.

Now that the agreement has been executed, CCTA plans to release a Request for Proposals (RFP). If the process proceeds as anticipated, a contractor will be selected within the next few months, with the project expected to be completed by June 2027.

Commissioner Enea highlighted the presence of a gasoline pipeline running through the town, questioning whether it posed any evacuation risks.

Commissioner Young sought clarification on whether 50% of the \$1.7 million budget would be specifically allocated to underserved communities or if the requirement only referred to the project's focus. Mr. Hoang responded that 50% of the work would be dedicated to these communities, though the financial allocation would align proportionally. Commissioner Young emphasized the importance of ensuring that real resources are directed toward underserved areas. Commissioner Obringer affirmed Commissioner Young's concerns and requested that Mr. Hoang provide additional information to TRANSPAC staff for better clarity.

10. 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.

11. TRANSPAC CCTA REPRESENTATIVE REPORTS.

There were no CCTA Representative Reports.

12. METROPOLITAN TRANSPORTATION COMMISSION REPORT.

Commissioner Noack provided an update on the latest activities at the Metropolitan Transportation Commission (MTC). She began by highlighting ongoing efforts to address the fiscal cliff facing transit agencies. MTC is in the early stages of working with legislators to explore potential revenue measures. Three primary options are being considered:

1. A four-county option with a half-cent sales tax.
2. A four-county option with a variable rate—three counties at a half-cent, while San Francisco would have a seven-eighths-cent tax to address the San Francisco Municipal Transportation Agency (SFMTA) shortfall.
3. A nine-county, 30-year hybrid proposal, which combines a half-cent sales tax with a parcel tax.

Commissioner Noack noted that polling results on these options would be presented at MTC the following morning. Additionally, meetings with legislators have already taken place, and a visit to Sacramento is scheduled for March to assess the status of the bill. There is interest in consolidating this with a housing proposal, but also concern about how that will impact the overall support.

Another major issue MTC is addressing is the Richmond-San Rafael Bridge bike lane. Currently, there is an active barrier seven days a week. MTC has submitted a proposal to the San Francisco Bay Conservation and Development Commission (BCDC) to modify this to the weekend (Friday, Saturday and Sunday). This would allow the lane to serve as a shoulder during the heavy commute days, Monday through Thursday, with the goal of reducing congestion caused by accidents or stalled vehicles. The proposal is scheduled for a hearing in March, and is receiving a lot of feedback. In the long term, MTC is proposing to convert the third lane on the bridge into a High-Occupancy Vehicle (HOV) or bus-only transit lane.

Commissioner Noack also discussed the recently approved toll increase, set to take effect in 2026 under the Bay Area Toll Authority. By 2027, there will be a price differential for bridge crossings between drivers using FasTrak and those without it. The goal is to encourage FasTrak adoption, as the cost of invoicing and collecting unpaid tolls is substantial—resulting in losses of \$25–35 million annually.

Commissioner Young inquired about whether unpaid tolls impact vehicle registration through the Department of Motor Vehicles (DMV). Commissioner Noack confirmed that unpaid tolls are reported to the DMV, potentially affecting registration. However, enforcement was suspended during the pandemic and has only recently resumed. Additionally, MTC is emphasizing FasTrak adoption not just for bridge tolls but also for the Express Lanes expanding to Interstates 80 and 680.

Commissioner Noack concluded by announcing that at the end of the month, she would assume the role of Chair of MTC.

13. TAC ORAL REPORTS BY JURISDICTION.

No comments from the TAC.

14. BOARD MEMBER COMMENTS.

No comments from the Board.

15. MANAGING DIRECTOR’S REPORT.

Mr. Todd provided an update regarding new TRANSPAC members, stating that efforts are underway to schedule orientation meetings. Additionally, Mr. Todd noted we received an email from Bruce Olson regarding the Willow Pass Highway 4 off-ramp area which is provided as a handout at the meeting.

16. ADJOURN / NEXT MEETING.

The next regular meeting is proposed for March 13, 2025, at 9:00 A.M at the Pleasant Hill City Hall Large Community Room at 100 Gregory Lane, Pleasant Hill.

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EXECUTIVE DIRECTOR'S REPORT February 19, 2025

Countywide Transportation Plan Survey: January 13, 2025

CCTA is conducting a survey to gather input from the public to help understand unique perspectives, ideas, and needs related to transportation to inform the Countywide Transportation Plan. CCTA began promoting the survey the week of January 13th and has received more than 1,500 responses thus far. We intend to keep the survey open until mid-March. You can access the survey [here](#).

Bay Area Council Transportation Committee: January 15, 2025

I was invited to speak alongside Glydways, Zoox, and Waymo at the Bay Area Council Transportation Committee meeting in which about 200 people attended our panel discussion on leveraging innovative technologies to improve transit in the Bay Area. We discussed several demonstrations and planned deployments using autonomous vehicles (AV) to support public transit including exploring new public-private partnerships. The event was also attended by San Francisco Chronicle and other media outlets. Check out CCTA's LinkedIn post about this event for photos and more information: [CCTA @ [BAC](#)]

Victoria Department of Transportation (DOT): January 16 – 17, 2025

CCTA hosted Victoria DOT and Planning from Australia to discuss our Innovate 680 (I-680) and Presto programs. They shared lessons learned from their deployment of management motorways and plans for their next generation motorways, while we shared our progress on the Coordinated Adaptive Ramp Metering (CARM) project on I-680. We provided tours of the Presto shuttles in Martinez, Rossmoor, and Bishop Ranch, as well as a tour of the GoMentum Station.

Autonomous Vehicle and Public Transport 2025 Conference: January 28 –29, 2025

Newell Arnerich and I were invited to speak at the AV Conference in San Francisco, California to discuss our Presto program and GoMentum Station. Commissioner Arnerich participated in a panel to discuss the role of transit agencies and operators in connected autonomous mobility including challenges and lessons learned. I participated in a panel to discuss our partnership with the Amalgamated Transit Union, County Connection, and May Mobility to provide workforce from representative labor as AV operators, which is the first in the country. We discussed our first-hand experience with the process and developing a career pathway to train bus drivers to be AV operators. We had a great showing from Contra Costa County including CCTA, County Connection, and Tri-Delta Transit. Tri-Delta Transit was featured on a panel to discuss equity and accessibility in small urban transit operations, such as Tri My Ride.

CCTA Achieves AAA Credit Rating: February 3, 2025

CCTA achieved AAA fiscal assessment by credit rating giants Fitch and S&P Global for our outstanding fiscal management and significant achievements in delivering Measure J. The AAA standard is the highest possible rating given by credit agencies, reflecting CCTA's strong financial health and its ability to meet its obligations with minimal risk of default. The AAA score signals to

investors, partners, and the public that CCTA is a stable and financially healthy organization. See [link](#) to the press release.

Refunding Sales Tax Revenue Bonds, Series 2025A: February 4, 2025

CCTA offered the refunding of sales tax revenue bonds of \$54,720,000 as a competitive sale to the market on February 4, 2025. We received 17 competitive bids in which the awarded bid refunded the bonds with approximately \$8 million in savings to CCTA. Thank you to Brian Kelleher, our Chief Financial Officer, for his leadership and watchful eye over the CCTA finances.

Engineering News Record (ENR) Interview: February 5, 2025

John Hoang and I were interviewed by ENR to discuss our new data dashboard at data.ccta.net. The dashboard provided insights of our traffic safety, congestion, transit, and projects throughout Contra Costa County. The dashboard is the beginning of developing a digital twin to support planning, managing, and monitoring the transportation system in Contra Costa County. By using data insights, we will be able to make performance-based planning decisions, connecting transportation systems, and determine the positive impact on reducing congestion.

On the Patio Podcast: February 7, 2025

I interviewed Susan Shaheen from the University of California, Berkeley and the Transportation Sustainability Research Center. We discussed the challenges and benefits of developing a multimodal transportation system with a focus on the environment, safety, security, and workforce development. Susan shared findings from a recently published paper by TRSC focused on how you can optimize public transit in suburban settings using microtransit. We opined on how shared autonomous mobility could improve public transit rider experience and potentially improve business models.

PAVECast: February 11, 2025

I was invited to speak on the PAVECast Podcast to discuss workforce development and the creation of the GoMentum Station Innovation Alliance. Partners for Automated Vehicle Education (PAVE) is a national nonprofit coalition working to raise the level of public knowledge about autonomous vehicle technology. CCTA was spotlighted based on the groundbreaking work we are doing with workforce development, career path development with ATU, and the development of gaps and needs to build the workforce of the future.

Innovate 680 Policy Advisory Committee: February 12, 2025

CCTA hosted the Innovate 680 Policy Advisory Committee where we provided a program and project update including ramp metering strategy for the I-680 corridor, public feedback on the express lane complete project, and the Presto program.

California Transportation Foundation (CTF) Transportation Forum: February 13, 2025

As the Chair of the Board for CTF, I was the master of ceremonies for the Transportation Forum and introduced the keynote speaker Laura Chase, ITS America Chief Executive Officer, and an esteem

panel to discuss the state of transportation, which includes Honorable Senator Dave Cortese, Honorable Assemblywomen Lori Wilson, Secretary Toks Omishakin, and Caltrans Director Tony Tavares.

Bishop Ranch Ridership

2,147 passengers

Rossmoor Ridership

889 passengers

Website Update

In January, CCTA’s website recorded approximately 5,400 users, including 4,900 new visitors. The majority of website traffic continues to originate from direct search. Notably, there was an increase in referral traffic, indicating that stakeholders across the county are actively sharing links to our website and the Countywide Transportation Plan (CTP) page.

The impact of our CTP outreach efforts is evident in website engagement. The CTP page received over 3,500 views, representing a 952% increase in traffic.

Additionally, the homepage and meetings page remain among the most frequently visited sections of the site.

Social Media - General Metrics

Platform	Posts	Followers	Impressions	Engagements
LinkedIn	4	+48 (2.6% increase)	5,676 (0.5% ↓)	244
Facebook	13	+12 (0.4% increase)	78,601 (240% ↑)	1,899
Twitter	5	-5 (0.4% decrease)	1,697 (101% ↑)	117
Nextdoor (New!)	2	Automatically subscribed to all Nextdoor accounts in Contra Costa County (~620K)	20,510	21
Blue Sky (pilot)	2	13	BlueSky does not currently provide	3

Key Context:

- CCTA kicked off social media outreach for our Countywide Transportation Plan (CTP) survey in January, helping generate huge impressions on Facebook with an ad campaign in both English and Spanish.
- Posts on LinkedIn and Facebook and Twitter about **autonomous vehicle (AV) partnerships and RFP opportunities** performed well, generating higher than average engagement scores.

CCTA's participation in the Transportation Research Board (TRB) annual meeting gained high engagement on both platforms by including photos of staff interacting with the public.

- CCTA launched (2) new social media accounts in January in support of CTP outreach – a **Nextdoor government agency account**, which automatically subscribes all ~600,000 accounts registered in Contra Costa County to CCTA's updates. CCTA was able to generate 20,000 impressions without spending any money on ads; for comparison, CCTA reached ~78,000 people on Facebook but spent \$1,000.
- CCTA also launched a new pilot account on **BlueSky**, an upstart **competitor to Twitter/X** designed around breaking news. CCTA will evaluate whether to transition content from Twitter to BlueSky to reach a more engaged, growing audience.



COMMISSIONERS

Aaron Meadows, Chair

Darlene Gee, Vice
Chair

Mark Armstrong

Newell Arnerich

Ron Bernal

Diane Burgis

Ken Carlson

Chris Kelley

Sue Noack

Carlyn Obringer

Rita Xavier

Timothy Haile,
Executive Director

MEMORANDUM

To: Matt Todd, TRANSPAC
Chris Weeks, SWAT
Robert Sarmiento, TRANSPLAN
Diane Friedmann, TVTC
John Nemeth, WCCTAC
Shawn Knapp, LPMC

From: Timothy Haile, Executive Director

Date: March 7, 2025

Re: Items of interest for circulation to the Regional Transportation Planning
Committees (RTPCs)

At its February 19, 2025 meeting, the Authority Board discussed and approved the following agenda item recommendations, which may be of interest to the RTPCs:

A. Authority Board/Committee Assignments for 2025:

Aaron Meadows, City of Oakley, was appointed as the Authority Board Chair and Darlene Gee, City of Orinda, was appointed as the Authority Board Vice Chair

*Assignments to Administration and Projects Committee (APC):
Commissioners Newell Arnerich, Ron Bernal, Darlene Gee, Sue Noack, and Rita Xavier*

*Assignments to Planning Committee (PC):
Commissioners Mark Armstrong, Ken Carlson, Chris Kelley, Aaron Meadows, and Carlyn Obringer*

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

-
- B. *The Authority Board approved Resolution 25-08-P, which authorized submittal of an allocation request to the Metropolitan Transportation Commission, in the amount of \$7 million in Regional Measure 3 funds, for Right-of-Way capital costs for the Interstate 680/State Route 4 Interchange Improvements, Phases 1, 2A, and 4 (Project 6001).*
 - C. *The Authority Board authorized the Chair to execute Master Agreement No. 43.00.122 with the West Contra Costa Transportation Advisory Committee to allow disbursement of Measure J funds based on approved funding resolutions for Measure J Programs 20b (West County Sub-Regional Additional Transportation Programs for Seniors and People with Disabilities) and 21b (West County Sub-Regional Safe Transportation for Children).*
 - D. *The Authority Board approved Resolution 23-03-G (Rev 1), which will appropriate \$192,000 in Measure J Transportation for Livable Communities (TLC) (Program 12) funds for the construction phase of the Clayton Town Center Pedestrian Safety Improvements (Project 120040) (Project) and revise the scope for the design (\$60,000 in TLC funds) and construction phases of the Project.*
 - E. *The Authority Board approved Resolution 25-03-G, incorporating the Authority's Fiscal Year 2025-26 Transportation Fund for Clean Air (TFCA) 40% Fund Expenditure Plan and allocation of the TFCA 40% funds in the amount of \$1,988,906, and authorized the Executive Director or designee to sign and submit the Expenditure Plan Summary application to the Bay Area Air Quality Management District.*
 - F. *The Authority Board approved Resolution 25-02-G, which will program and appropriate Measure J Pedestrian, Bicycle and Trail Facilities (Program 13) funds in the amount of \$500,000 to the East Bay Regional Park District, for the construction phase of the Iron Horse Trail Rehabilitation (Concord Avenue to Diamond Boulevard and Walden Road to Ygnacio Valley Road) (Project 130034).*

***To view the full meeting packet with additional agenda item information, please visit our meetings webpage [here](#). Attachments to the Authority Board packet can be found in the Administration and Projects Committee and Planning Committee packets as referenced in the staff report.**

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

February 20, 2025

Timothy Haile
Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: Status Letter for TRANSPAC Meeting – February 13, 2025

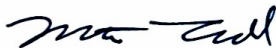
Dear Mr. Haile:

The TRANSPAC Committee met on February 13, 2025. The following is a summary of the meeting and action items:

1. The Board accepted the Quarterly Financial Report for the period ended December 31, 2024.
2. The Board accepted the Annual Financial Report as of June 30, 2024, and 2023 with Independent Auditors' Reports thereon.
3. The Board received information on TRANSPAC FY 2024/2025 Workplan Progress Report.
4. The Board received information on California Daylighting Law (AB413).
5. The Board received the Draft Contra Costa Countywide Comprehensive Transportation Safety Action Plan for Local Agencies.
6. The Board received information on the Countywide Emergency Evacuation Plan.
7. The Board received information on Form 700 FILING Requirements.

Please contact me at (925)-937-0980, or email at matt@graybowenscott.com if you need additional information.

Sincerely,



Matthew Todd
Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Matt Kelly and John Hoang, CCTA Staff
Robert Sarmiento, TRANSPLAN; Ron Bernal, Chair, TRANSPLAN
Chris Weeks, SWAT; Renata Sos, Chair, SWAT
John Nemeth, WCCTAC; Rita Xavier, Chair, WCCTAC
Tarienne Grover, CCTA Staff
Sue Noack, Andrei Obolenskiy

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

January 31, 2025

Mr. Timothy Haile, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Haile:

The TRANSPLAN Committee undertook the following activities during its special meeting on January 30, 2025:

1. Elected Susannah Meyer (Brentwood) as the 2025 TRANSPLAN Chair.
2. Elected Aaron Meadows (Oakley) as the 2025 TRANSPLAN Vice-Chair.
3. Appointed Aaron Meadows (Oakley) as the TRANSPLAN Primary Representative to the CCTA Board for the Odd-Year Seat (February 1, 2025 through January 31, 2027).
4. Appointed Susannah Meyer (Brentwood) as the TRANSPLAN Alternate Representative to the CCTA Board for the Odd-Year Seat (February 1, 2025 through January 31, 2027).
5. Appointed Ron Bernal (Antioch) as the TRANSPLAN Primary Representative to the CCTA Board for the remainder of the current term of the Even-Year Seat (February 1, 2024 through January 31, 2026).
6. Appointed Juan Banales (Pittsburg) as the TRANSPLAN Alternate Representative to the CCTA Board for the remainder of the current term of the Even-Year Seat (February 1, 2024 through January 31, 2026).
7. Adopted the 2025 TRANSPLAN meeting calendar.

Should you have any questions, please feel free to contact me at 925-655-2918 or robert.sarmiento@dcd.cccounty.us.

Sincerely,



Robert Sarmiento
TRANSPLAN Staff

c: TRANSPLAN Committee	M. Todd, TRANSPAC	T. Grover, CCTA
D. Friedmann, TVTC	J. Nemeth, WCCTAC	TRANSPLAN TAC
C. Weeks, SWAT	J. Hoang, CCTA	

Phone: 925.655.2918 :: robert.sarmiento@dcd.cccounty.us :: www.transplan.us

File: Transportation > Committees > CCTA > TRANSPLAN > 2025

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SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

February 3, 2025

Mr. Tim Haile, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: SWAT Meeting Summary Report for February 3, 2025

Dear Mr. Haile:

The Southwest Area Transportation Committee ("SWAT") met Monday, February 3, 2025. The following is a summary of the meeting and action items:

1. SWAT **elected** City of San Ramon as the 2024 SWAT Chair represented by San Ramon Mayor Mark Armstrong in accordance with the annual rotation , for a 12-month term, from January 2025 through January 2026. (Agenda Item 4B)
2. SWAT **elected** County, Supervisor Candace Anderson representing Contra Costa County as Vice Chair, in accordance with the annual rotation , for a 12-month term, from January 2025 through January 2026. (Agenda Item 4B)
3. SWAT **appointed** Chair Mark Armstrong as the SWAT primary representative from the San Ramon Valley (SRV) to Contra Costa Transportation Authority for a two-year term effective January 31, 2025, through January 31, 2027. (Agenda Item 4C)
4. SWAT **appointed** Representative Darlene Gee as the SWAT primary representative from Lamorinda to Contra Costa Transportation Authority for a two-year term effective January 31, 2025, through January 31, 2027. (Agenda Item 4D)
5. SWAT **appointed** Chair Mark Armstrong of SWAT to the Innovate 680 Policy Advisory Committee (PAC). Chair Armstrong replaces former San Ramon Vice Mayor Scott Perkins as the SWAT San Ramon representative at the in-person Quarterly meetings. (Agenda Item 4E)
6. SWAT **received** a presentation on the status of the Contra Costa Countywide Transportation Plan (CTP) and associated Blueprint and business plan by Principal Transportation Planner, Matt Kelly from CCTA. (Agenda Item 6A)

Cc: SWAT; SWAT TAC; Hisham Noemi ,CCTA; Stephanie Hu, CCTA; Matt Kelly, CCTA; John Hoang, CCTA; Matt Todd, TRANSPAC; Tiffany Gephart, TRANSPAC; John Nemeth, WCCTAC; Robert Sarmiento, TRANSPAC; Ying Smith, CCTA; Tarienne Grover, CCTA



SWAT

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Actions taken 02/03/2025			
Position	Member	Term	Meetings
SWAT (Chair)	Mayor Mark Armstrong, San Ramon	January 2025 through January 2026	First Mondays 3:00 PM-5:00 PM
SWAT (Vice Chair)	Supervisor Candace Anderson, Contra Costa County	January 2025 through January 2026	First Mondays 3:00 PM-5:00 PM
SWAT SRV Representative (CCTA Board)	Chair Mark Armstrong, San Ramon	January 31, 2025, through January 31, 2027	Full Authority Board (CCTA) Third Wednesday of the month at 6:00 PM
SWAT Lamorinda Representative (CCTA Board)	Councilmember Darlene Gee, City of Orinda	January 31, 2025, through January 31, 2027	Full Authority Board (CCTA) Third Wednesday of the month at 6:00 PM
SWAT San Ramon Representative, Innovate 680 PAC	Chair Mark Armstrong, San Ramon (Replacing former San Ramon, Vice Mayor Scott Perkins)	No term dates	Quarterly, In-Person
Next SWAT BOD Meeting March 3rd, 2025			

Please contact me at (925) 973-2547 Desk, (925) 678-4955 Cell, or email cweeks@sanramon.ca.gov, if you need more information.

Regards,

Chris Weeks

San Ramon Transportation Division Manager/SWAT Administrator

January 27, 2025

Ms. Tarienne Grover
Director, Administrative Services
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: WCCTC Appointments to the CCTA Board

Dear Tarienne,

The WCCTAC Board, at its meeting on January 24, 2025, appointed Rita Xavier (San Pablo) as its “odd-year” representative to the CCTA, and Claudia Jimenez (Richmond) as the alternate representative. Chris Kelley (Hercules) remains the “even-year” representative.

If you have any questions, feel free to contact me.

Sincerely,



John Nemeth
Executive Director

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TRANSPAC BOARD Meeting STAFF REPORT

Meeting Date: March 13, 2024

Subject:	TRANSPORTATION MEETINGS ATTENDED BY STAFF
Summary of Issues	Staff members regularly attend transportation-related meetings outside of the TRANSPAC Board and Technical Advisory Committee meetings. This report provides a summary of the outside meetings attended.
Recommendations	For information only.
Attachment(s)	None.

Background

To support TRANSPAC's mission and stay informed on regional transportation initiatives, staff participate in external meetings that address key topics and foster collaboration with partner agencies.

Staff have attended the following meetings:

Meeting	Date
TRANSPAC New Member Orientation Meeting – Richard Enea	2/21/25
TRANSPAC New Member Orientation Meeting – Molly Clopp	2/19/25

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TRANSPAC Board Meeting **STAFF REPORT**

Meeting Date: March 13, 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	Appoint Matt Redmond (Walnut Creek), Aaron Elias (Concord), and Jason Chen (Clayton) as primary representatives and Ryan McClain (Pleasant Hill) as the alternate representative to the TCC 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 current primary members and Aaron Elias (Concord) the alternate on the TCC for the term ending March 31, 2025. At the February meeting, the TAC recommended the appointment of Matt Redmond (Walnut Creek), Aaron Elias (Concord), and Jason Chen (Clayton) as primary representatives and Ryan McClain (Pleasant Hill) as the alternate representative to the TCC for the term April 1, 2025 - March 31, 2027. It is requested that the Board appoint the primary and alternate members as recommended.

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TRANSPAC Board Meeting STAFF REPORT

Meeting Date: March 13, 2025

Subject:	INNOVATE 680 TECHNICAL ADVISORY COMMITTEE APPOINTMENTS
Summary of Issues	Innovate 680 is a program of projects that promotes an integrated approach to redefining mobility and addressing the increasing congestion on I-680 through seven key strategies that range from completing the High Occupancy Vehicle (HOV) lanes to deploying a suite of technologies to improve traffic flow. CCTA established a Policy Advisory Committee (PAC) and Technical Advisory Committee (TAC) to ensure close coordination and provide guidance for the Innovate 680 program. The Board approved Innovate 680 PAC appointments at the January special meeting. At this meeting, the Board is requested to approve the Innovate 680 TAC appointments as recommended.
Recommendations	Appoint Matt Redmond (Walnut Creek) and Srinivas Muktevi (Martinez) as primary members, and Ann James (Pleasant Hill), Briana Byrne (Walnut Creek), and Trevor McGuire (Martinez) as alternate members to the Innovate 680 TAC.
Options	Delay the appointment of members to the Innovate 680 TAC to a future meeting.
Financial Implications	None.
Attachment(s)	None.

Background

Innovate 680 is a program of projects that promotes an integrated approach to redefining mobility and addressing the increasing congestion on I-680 through seven key strategies that range from completing the High Occupancy Vehicle (HOV) lanes to deploying a suite of technologies to improve traffic flow. CCTA proposed the formation of a Policy Advisory Committee (PAC) and Technical Advisory Committee (TAC) to ensure close coordination and help guide Innovate 680.

Each jurisdiction that I-680 travels through along the corridor is represented on the committees. The PAC will be made of elected officials while the TAC will be comprised of technical staff from

the jurisdictions. CCTA has also requested alternates be identified where appropriate. The PAC and TAC representatives from TRANSPAC have members representing Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County. The committees are expected to meet about four times a year to assess progress and provide input on the various projects that make up Innovate 680.

The current appointments include:

TRANSPAC Policy Advisory Committee (PAC) Appointments

Jurisdiction	Elected Representative	Alternate
City of Concord	Carlyn Obringer	
City of Martinez	Debbie McKillop	Brianne Zorn
City of Pleasant Hill	Sue Noack	
City of Walnut Creek	Kevin Wilk	
Contra Costa County – District IV	Ken Carlson	

TRANSPAC Technical Advisory Committee (TAC) Appointments (Recommended)

Jurisdiction	Staff Representative	Alternate
City of Concord	Abhishek Parikh	Virendra Patel
City of Martinez	Srinivas Muktevi	Trevor McGuire
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

The TRANSPAC Board is requested to approve the TAC appointments to the Innovate 680 TAC as recommended.

TRANSPAC BOARD Meeting STAFF REPORT

Meeting Date: March 13, 2025

Subject:	DRAFT CONTRA COSTA COUNTYWIDE COMPREHENSIVE TRANSPORTATION SAFETY ACTION PLAN FOR LOCAL AGENCIES
Summary of Issues	<p>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.</p> <p>CCTA staff presented the CCTSAP to the TAC at the October regular meeting and December special meeting. The TAC provided comments to CCTA and approved the Draft CCTSAP in December. The Board also received information on the CCTSAP in February and provided comments. At this meeting, it is requested that the Board approve the Draft CCTSAP with the understanding that comments forwarded by TRANSPAC will still be incorporated.</p>
Recommendations	Approve the Draft Contra Costa Countywide Comprehensive Transportation Safety Action Plan
Attachment(s)	<ol style="list-style-type: none">1. CCTA Board Draft Final Contra Costa Countywide Comprehensive Transportation Safety Action Plan (CCTSAP) for Local Agencies - 12/18/20242. Draft CCTSAP – Visit Countywide Vision Zero webpage

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. The CCTSAP will be integrated into the existing September 2021 Contra Costa Countywide Transportation Safety Policy and Implementation Guide.

Summary of TRANSPAC CCTSAP Comments

At the October regular meeting and December special meeting, the TAC provided comments on the CCTSAP. A primary recommendation is to ensure that the methodology for identifying the High-Injury Network (corridors identified as having a disproportionately high number of serious injuries and fatalities resulting from traffic crashes), is clearly defined and reflects local traffic conditions and incorporates input from city-specific transportation plans. TAC members emphasized the importance of aligning the Safety Action Plan with upcoming capital improvement projects to maximize impact and funding opportunities.

There was a desire for greater attention to bicycle and pedestrian safety, particularly in areas with high foot traffic and transit access and the inclusion of infrastructure solutions like protected bikes lanes and pedestrian refuge islands. The TAC also stressed the importance of considering equity when prioritizing safety improvements and the value of balancing quick-build projects with long-term infrastructure investments to create both immediate and lasting safety benefits.

The TAC also recommended enhancing public engagement efforts, particularly in underrepresented communities, to gain additional insight into high-risk areas that may not be reflected in high-level data and to ensure a broader range of perspectives. Lastly, there was a suggestion to include alternative speed management strategies beyond enforcement such as road design measures like lane narrowing and traffic calming.

The TAC also provided detailed written comments to CCTA staff and approved the Draft plan at the December special meeting inclusive of those comments.

At the February regular meeting, CCTA staff presented information about the CCTSAP. The Board provided comments emphasizing the need for broader public outreach to address negative public perceptions of critical safety-related infrastructure improvements that may not alleviate congestion. Although the CCTA Board approved the Draft CCTSAP in December, it is requested that the TRANSPAC Board approve the DRAFT CCTSAP with the understanding that comments forwarded by TRANSPAC will still be incorporated.

Planning Committee **STAFF REPORT**

Meeting Date: December 05, 2024

Subject	Draft Final Contra Costa Countywide Comprehensive Transportation Safety Action Plan (CCTSAP) for Local Agencies
Summary of Issues	<p>In September 2021, the Authority Board adopted the Contra Costa Countywide Transportation Safety Policy and Implementation Guide for Local Agencies (Guide), 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.</p> <p>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 or provide consistent local lead applicant agency 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>

	<p>projects consistent with the Safe Systems Approach and the Countywide Vision Zero Toolbox and policy, and support 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>Recommendations</p>	<p>Staff seeks approval of Resolution 21-40-G (Rev 2), and review and comment, in support of the Authority’s commitment to its Countywide Vision Zero policy, and recommendation to adopt the CCTSAP, <u>which incorporates comments from the jurisdictions and the Regional Transportation Planning Committees and ensures a Local Road Safety Plan for each jurisdiction. The CCTSAP</u>which would be integrated into the Contra Costa Countywide Transportation Safety Policy and Implementation Guide for Local Agencies, <u>which was</u> adopted by the Authority Board in September 2021, to provide jurisdictions a consistent Safe Systems Approach to eliminate fatal and severe injuries.</p>
<p>Staff Contact</p>	<p>Colin Clarke</p>
<p>Financial Implications</p>	<p>None</p>
<p>Options</p>	<p>The Authority Board may direct staff to take alternative actions on the proposed CCTSAP.</p>
<p>Attachments (<i>Attachment B has been Revised; Attachments C-D are New</i>)</p>	<ul style="list-style-type: none"> A. Draft Final CCTSAP and Guide – Draft viewed at Countywide Vision Zero webpage (via Planning webpage) located at https://ccta.net/planning/countywide-vision-zero/ B. Resolution 21-40-G (Rev 2) – <i>Revised</i> C. Presentation – <i>New (PC Meeting handout)</i> D. Revised Presentation – <i>New (To follow)</i>

Changes from Committee

At the December 5, 2024 PC Meeting, the PC recommended that the Authority Board approve and adopt the CCTSAP, on the condition that Authority staff continue to coordinate with subregions in responding to comments on the iterative planning materials online after the annual cost estimate for countywide economic impacts from fatal and severe injuries is revised to reflect “per capita” figure.

Background

The Authority’s Countywide Bicycle and Pedestrian Plan (CBPP), adopted in July 2018, included as its first key recommendation for implementation the development of a consistent multi-agency Countywide Vision Zero framework and “Safe Systems Approach.” This approach acknowledges that responsibility for safety outcomes includes (redundancy within) road design and is shared by multimodal 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 (labeled, “Countywide Safety Priority” locations within a High-Injury Network) and developed the countywide “How-To” Guide for local agencies throughout Contra Costa County. This Guide includes the Countywide Vision Zero Toolbox of strategies to improve safety by eliminating fatal and severe injuries. The Guide was developed and summarized the analysis of road collision data from 2008 through 2017 (while the CCTSAP summarizes the regional analysis of road collision data from 2013 through 2022). On average, eight people walking or bicycling were involved in a collision on a road within 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 accounted for 38% of collisions with a fatal or severe injury, however, represent only 20% of all collisions (including drivers). Of the collisions that resulted in fatal or severe injury, 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 (HIN)) within Countywide Pedestrian Priority Areas and a Toolbox with specific actions that can help local staff move toward Vision Zero, which acknowledges that fatal and severe (life-altering and traumatic) injuries are preventable. The CCTSAP adds and bundles multi-jurisdiction projects and scoping that uses a Safe Systems Approach 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 the CCTSAP, e.g., based on their overlap with the Authority’s 2021 Vision Zero 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 an 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 fatal 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 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 CIPs), 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 and Improvement 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, 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 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 an 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 while using the Safe Systems Approach, create demonstration projects that use quick-build materials and methods, and gain community support. MTC was awarded a grant in the amount of almost \$10 million that the Authority will help administer, including amplifying locally requested improvements to, the regional safety data dashboard online tool for local agencies, e.g., disaggregating data per jurisdiction (California Department of Transportation vs. each city/town). The Authority continues to encourage local agencies to leverage multiple existing funding sources to implement the Countywide Vision Zero policy 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/Town Councils or Boards 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.
- Summarize next steps for SS4A compliance for local agency action.

A draft was presented for input from the CBPAC on July 22, 2024, from the TCC on October 17, 2024, and from the RTPCs (technical advisory committees' staff) and policy advisory committees' elected representatives. [Authority staff will continue coordinating with the RTPCs to address comments received on the CCTSAP. This document continues to be a living document that will be updated as necessary.](#)

The common countywide collision patterns known as emphasis areas (2010 through 2019), from the State Highway Safety Plan from the California Department of Transportation, 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 approval of Resolution 21-40-G (Rev 2), and review and comment, in support of the Authority's commitment to its Countywide Vision Zero policy, and recommendation to adopt the CCTSAP, which incorporates comments from the jurisdictions and the Regional Transportation Planning Committees and ensures a Local Road Safety Plan for each jurisdiction. The CCTSAP which would be integrated into the Contra Costa Countywide Transportation Safety Policy and Implementation Guide for Local Agencies, which was adopted by the Authority Board in September 2021, to provide jurisdictions a consistent Safe Systems Approach to eliminate fatal and severe injuries.

TRANSPAC Board Meeting **STAFF REPORT**

Meeting Date: March 13, 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 Contra Costa Transportation Authority (CCTA) Growth Management Program (GMP).</p> <p>The TAC has discussed the STMP over the last few months, including the overall program and policies, and approaches to tracking developments. Through these discussions, the TAC proposes to implement a tracking list of development proposals/environmental processes as a standing item in our agendas. At this meeting, TRANSPAC staff will provide an overview of the STMP and review relevant development projects of note.</p>
Recommendation(s)	For information only.
Option(s)	None.
Financial Implications	No TRANSPAC financial implications.
Attachment(s)	<ol style="list-style-type: none">1. 2017 Central County Action Plan: STMP Segment2. Draft 2022 Central County Action Plan: STMP Segments3. CCTA GMP Implementation Guide - Chapter 4: Evaluating the Impacts of Proposed New Development and General Plan Amendments

Background

The STMP generates funding for project mitigations from private developers whose projects increase traffic on Routes of Regional Significance and outlines a process for identifying transportation mitigation needs. Local agencies in the TRANSPAC subregion negotiate transportation mitigation fees on a project-by-project basis. The current TRANSPAC STMP complies with the Measure J Growth Management Program and has evolved since the initial program approval in 1996, with updates included in the 2017 Central County Action Plan.

TRANSPAC STMP Status and Approach

The TRANSPAC STMP, which applies to jurisdictions with the power to approve development projects, differs from the fee programs adopted in other parts of the county. Instead of applying a uniform fee to all new development, the Central County program requires jurisdictions to execute a “developer-sponsored mitigation agreement” with affected Central County jurisdictions when a proposed development would generate more than 500 net new peak hour vehicle trips and subsequently 100 or more interregional net new vehicle trips on Routes of Regional Significance. An “interregional trip” is defined as any trip with an origin or destination outside of the “home” jurisdiction in which the development is located.

Historically in Central County, new development consist primarily of infill projects and redevelopment of areas near transit, activity centers and downtowns. With regard to its regional mitigation program, TRANSPAC acknowledges that “While more dense development will reduce the number of vehicle trips generated by new development, these trips will add to existing congestion. This additional congestion is the price paid for denser, more transit efficient development. TRANSPAC recognizes that even with the implementation of its Action Plan, it may not be possible to reduce congestion on its Routes of Regional Significance and arterial network. While some major projects remain to be completed, TRANSPAC is focusing on management and operational strategies to help keep traffic moving through the region.”(*Letter from Chair of TRANSPAC to Chair of CCTA, January 7, 2008*).

Staff also notes that TRANSPAC is has a 2017 Action Plan for Routes of Regional Significance and a 2023 Draft Central County Action Plan. TRANSPAC is operating under the guidance of the 2017 Action Plan at this time. The 2023 Draft is still required to be approved by the CCTA, which will occur at the time the new Countywide Transportation Plan is approved, schedule to be in 2026.

Considering the ongoing changes in development and congestion in the region and in anticipation of future coordination needed amongst TRANSPAC member jurisdictions, the TAC held several discussions on the STMP, including the overall program and policies, and approaches to tracking developments. Through these discussions, the TAC proposes to implement a tracking list of development proposals/environmental processes as a standing agenda item. TRANSPAC is

presenting a similar item in their agendas. At this meeting, TRANSPAC staff will provide an overview of the STMP and review any new table to track relevant development projects of note.

5. FINANCIAL OUTLOOK

On an ongoing basis, TRANSPAC makes every possible effort to identify its major capital investment priorities for inclusion in local, regional, state, and federal funding plans. TRANSPAC provides input to the Authority on the development of financial strategies that, if successful, result in the allocation of funds toward projects in Central County. In addition, TRANSPAC has implemented a Subregional Transportation Mitigation Program (STMP) to generate funding for project mitigations from private developers whose projects are found to increase traffic on Routes of Regional Significance (Regional Routes).

This Action Plan is not financially constrained; it includes both funded and unfunded projects. The Central County projects listed in Table 5-1 (pages 45-50) have a lead agency, a projected cost estimate and secured funding as well as possible funding sources. This list comprises more than just projects for Routes of Regional Significance. These projects qualify for inclusion in the Authority's Comprehensive Transportation Project List, part of the 2014 CTP Update.

5.1 TRANSPAC Subregional Transportation Mitigation Program (STMP)

TRANSPAC has adopted a Subregional Transportation Mitigation Program (STMP) to ensure that new development pays to mitigate its impacts, as required by Measure J. The TRANSPAC STMP was included in the 2009 Central County Action Plan based on the TRANSPAC Regional Transportation Mitigation Program (RTMP), which was adopted by TRANSPAC and its member jurisdictions in 1996.

The STMP is modeled after the approach used for Oakhurst development in Clayton in the early 1990s. The Oakhurst project, with 1,480 units, generated \$1.1 million in transportation fee revenues. An origin-and-destination study determined the percentage of westbound peak-hour Ygnacio Valley Road through-trips at Civic Drive attributable to Clayton, and this percentage formed the basis cost of the transportation mitigations.

Under the TRANSPAC STMP, the impacts of any new development are determined through the CEQA environmental assessment process, and project-specific mitigations are developed based on the environmental assessment. While the STMP is predicated on a project basis and, as a result, calculated differently from the per-unit and per-commercial-square-foot fee programs used by other Contra Costa RTPCs, the combination of regional and local fees generally aligns in the aggregate with the fee programs in the other RTPC areas, especially fee charges in the Tri-Valley area, which has slightly lower commercial fees than the TRANSPAC area.

Agreements negotiated by TRANSPAC jurisdictions with jurisdictions in other RTPCs have also required similar traffic mitigation. For example, in March 2006, the cities of Concord and Pittsburg negotiated fee agreements for the Vista Del Mar (formally known as Alves Ranch) and Bailey Road Estates projects. In addition to paying the standard East County local and regional fees, the Vista Del Mar and Bailey Estates developer will also pay additional fair-share traffic mitigation to the City of Concord.

5.2 Local Fees

Prior to the passage of Measure C in 1988, each of the six Central County jurisdictions had established fees for local transportation improvements; some local fee programs preceded Measure C by as much as eight years.

Since the passage of Measure C and the adoption of the TRANSPAC RTMP, the six Central County jurisdictions have used both the RTMP/STMP and their local fee programs to address regional and local transportation needs. Examples of local fee programs are provided below.

Table 5-1: TRANSPAC - Example Traffic Impact Fees

Single Family Dwelling	Concord	Walnut Creek
Regional	\$268	\$0*
Local		\$2,639
Off-Site Street Improvement Program Fee (OSIP)****	\$3,251	n/a
TVTD2	n/a	n/a
Total Traffic Impact Fee Per Dwelling	\$3,519	\$2,639
Retail Building 50k SF		
Regional	\$0*	\$0*
Local		\$275,000
Off-Site Street Improvement Program Fee (OSIP)****	\$440,500	n/a
TVTD2	n/a	n/a
Total Traffic Impact Fee	\$440,500	\$275,000
Per Commercial Square Foot	\$8.81/sq ft	\$5.50/sq ft

Information compiled from local jurisdictions

* No examples exist

5.2.1 TRANSPAC Subregional Transportation Mitigation Program (STMP)

This Program is intended to fulfill the requirement for a Subregional Transportation Mitigation Program (STMP) established by the Contra Costa Transportation Authority as part of each jurisdiction's compliance with the Measure J Growth Management Program. STMP requirements are applicable to jurisdictions with statutory land use authority in the Central Contra Costa TRANSPAC area.

This program creates a requirement for an interjurisdictional agreement(s) to mitigate traffic impacts of net new peak hour vehicle trips should a proposed development meet or exceed the established interregional net new peak hour vehicle trip threshold for Routes of Regional Significance and that result in significant cumulative traffic impacts on such Routes. As provided under CEQA, an impacted jurisdiction may request an analysis of and mitigation from a proposed development outside that jurisdiction even if the established thresholds in the STMP may not have been met.

1. While the standard for project notifications to TRANSPAC and other RTPCs remains at 100 net new peak hour vehicle trips, the STMP is geared to an assessment of the cumulative impacts of net new peak hour vehicle trips and net new peak hour interregional vehicle trips on Routes of Regional Significance. Nexus and rough proportionality requirements are to be individually addressed as part of the proposed development's environmental assessment under the California Environmental Quality Act, (CEQA) as amended. For the purposes of the STMP, "interregional trip" is defined as any trip with origin or destination outside of the "home" jurisdiction in which the development is located.
2. The STMP requires the execution of an interjurisdictional agreement(s) to mitigate the cumulative impacts of development generating peak hour and interregional vehicle trips at or above the thresholds established in paragraph 3 for the development and for Routes of Regional Significance (Note: a jurisdiction may voluntarily choose to address impacts of interregional trips on roads other than Routes of Regional Significance).
3. STMP requirements are to be followed if it is first determined that a development project generates 500 or more net new peak hour vehicle trips and subsequently is determined to generate 100 or more interregional net new vehicle trips in any peak hour on a Route of Regional Significance as defined in the Central County Action Plan and/or the Comprehensive Countywide Transportation Plan. Jurisdictions are to execute a mitigation agreement(s) with all impacted TRANSPAC jurisdictions.

Interjurisdictional agreements are strongly encouraged to be executed to address impacts on TRANSPAC jurisdictions by outside jurisdictions.

TRANSPAC jurisdictions also expect to execute such agreements with jurisdictions impacted by TRANSPAC area projects as well.

For the purpose of determining if the above thresholds are met (i.e. 500 net new peak hour project vehicle trips and 100 net new interregional peak hour vehicle trips) and assessing cumulative traffic impacts on Routes of Regional Significance, a cumulative trip analysis must be completed as part of the CEQA assessment. This cumulative analysis is to review incremental trips (net new peak hour vehicle trips) not only generated by the proposed development, but also trips from "related past, present, and reasonably probable future projects" as defined by CEQA. If such cumulative analysis meets the trip thresholds and results in significant cumulative traffic impacts, the proposed development is responsible for mitigating its proportionate share of the impacts via an interjurisdictional agreement(s). Cumulative impacts are generally defined as a) existing traffic counts plus b) approved projects which have not yet been constructed or operated plus c) pending projects under review and consideration for approval by the proper agency(ies) plus d) any anticipated projects for which environmental review (e.g. Negative Declaration, Mitigated Negative Declaration or Environmental Impact Report/Study) has been completed.

4. The required CEQA environmental assessment for a development project is to be used to determine if cumulative impacts on Routes of Regional Significance need to be mitigated.
 - A. If a development project meets or exceeds the thresholds established in Section 3 above and the environmental assessment can be accomplished by a Negative or Mitigated Negative Declaration, the jurisdiction will undertake a focused traffic study to determine if the requirements of the STMP apply. The traffic study will assess cumulative traffic impacts on Routes of Regional Significance beyond the home jurisdiction.
 - B. Should the requirements apply, the interjurisdictional agreement(s) on mitigation measures, actions and/or fees would require the voluntary consent and sponsorship of the project applicant. (Note: if such voluntary consent is not achieved, CEQA requires that an EIR be prepared, see Section 4B.) The agreement(s) will be developed in cooperation with affected jurisdictions and are to include the identification, implementation and monitoring mechanism(s) for mitigation of impacts (e.g. Central County Action Plan and Countywide Comprehensive Transportation Plan mitigation measures, actions, payment of fees, etc.)
 - C. If a development project meets or exceeds the thresholds and the environmental assessment requires the preparation of an Environmental Impact Report (EIR), the EIR will include an analysis of cumulative traffic

impacts outside the home jurisdiction to determine if the requirements of the STMP apply. Should the requirements apply, an interjurisdictional agreement(s) establishing the developer responsibility to mitigate project impacts (e. g. Central County Action Plan and Countywide Comprehensive Transportation Plan mitigation measures, actions, payment of fees, etc.) is required. The agreement(s) will be developed in cooperation with the affected jurisdictions and include the identification, implementation and monitoring mechanism(s) for mitigation requirements. Early consultation with affected jurisdictions is suggested.

- D. If a development project does not exceed the thresholds as determined under the cumulative analysis) and the required CEQA assessment is accomplished through a Categorical Exemption, Negative or Mitigated Negative Declaration, the jurisdiction is not required to develop an interjurisdictional agreement(s). Such development projects are likely to be small infill projects which are to be encouraged to promote jobs/housing balance, increased services and sustainability.
 - E. It is also possible that after a traffic analysis has been completed under 4A or 4B above, the participating jurisdictions may determine that no significant cumulative traffic impacts are expected to occur on Routes of Regional Significance. Similarly, it may be determined that the development does not create or increase congestion on a Route of Regional Significance and/or that the traffic increase is insignificant relative to the existing traffic volumes and/or capacity of the Route, and, as a result, does not warrant the development/execution of an interjurisdictional agreement. Under such circumstances, the parties may determine, and should document, that an interjurisdictional agreement is not necessary.
5. TRANSPAC may amend the STMP with the approval of its member jurisdictions at any time.

TRANSPAC Subregional Transportation Mitigation Program (STMP)

TRANSPAC adopted an STMP to ensure that new development pays to mitigate its impacts, as required by Measure J. The TRANSPAC STMP was included in the 2009 and 2017 Central County Action Plan based on the TRANSPAC RTMP, which was adopted by TRANSPAC and its member jurisdictions in 1996.

The STMP is modeled after the approach used for Oakhurst development in Clayton in the early 1990s. The Oakhurst project, with 1,480 units, generated \$1.1 million in transportation fee revenues. An origin-and-destination study determined the percentage of westbound peak-hour Ygnacio Valley Road through-trips at Civic Drive attributable to Clayton, and this percentage formed the base cost of the transportation mitigations.

Under the TRANSPAC STMP, the impacts of any new development are determined through the size and type of development, and project-specific mitigations are developed through case-by-case developer-sponsored mitigation agreements with affected Central County jurisdictions. While the STMP is predicated on a project basis and, as a result, calculated differently from the per-unit and per commercial-square-foot fee programs used by other Contra Costa RTPCs, the combination of regional and local fees generally aligns in the aggregate with the fee programs in the other RTPC areas, especially fee charges in the Tri-Valley area, which has slightly lower commercial fees than the TRANSPAC area. Fees range from \$0 to \$496 per square foot of residential space.

Agreements negotiated by TRANSPAC jurisdictions with jurisdictions in other RTPCs have also required similar traffic mitigation. For example, in March 2006, the cities of Concord and Pittsburg negotiated fee agreements for the Vista Del Mar (formally known as Alves Ranch) and Bailey Road Estates projects. In addition to paying the standard East County local and regional fees, the Vista Del Mar and Bailey Estates developer will also pay additional fair-share traffic mitigation to the City of Concord.

Actions

- Financial-1: Continue to participate and periodically update the TRANSPAC Subregional Transportation Mitigation Program and the Central Contra Costa Traffic Management Program to ensure it will produce sufficient funds in light of current and anticipated growth rates and construction costs.

Shared Facilities

Implementation of many of the transportation system improvements in this Action Plan will benefit multiple jurisdictions. Each of these improvements needs a negotiated agreement about cost sharing between jurisdictions. The cost-sharing approach could be based on which jurisdiction's traffic is expected to use the facility, on the boundaries within which the facility lies, or a combination. These agreements should be negotiated in advance so that when development takes place, the responsibility for improvements is clear.

Central County Action Plan

Chapter 13: Procedures for Notification, Review, and Monitoring



Action Plans are required to include a set of procedures to share environmental documents, review GPAs, and monitor progress in attaining the traffic service objectives. The procedures for notification, monitoring, and review are described herein.

Role of Regional Transportation Planning Committees

The RTPC for each subregion is made up of one elected and appointed representative from each jurisdiction within that subregion. One official from each transit agency and planning commissions also serve on some of the RTPCs, either as voting or nonvoting members. The RTPCs are groups that engage in multi-jurisdictional and collaborative planning work to improve the transportation system in Contra Costa and build consensus for projects and programs over the whole subregion. Each RTPC

oversees one Action Plan, except for the Southwest Area Transportation Committee, which oversees two subregions (each with its own Action Plan).

In addition to their responsibilities for preparing and updating the Action Plans, the RTPCs are involved in various transportation planning efforts. Central Contra Costa Transportation Committee, also known as the Transportation Partnership and Cooperation committee (TRANSPAC), for example, is involved in the Innovate I-680 project, and WCCTAC started Richmond ferry service and completed over- and undercrossing projects. In East County, TRANSPLAN continues planning for a link to Pittsburg/Antioch BART and improvements to SR-239 with Alameda and San Joaquin Counties. In the Southwest Area, work underway includes several bicycle and pedestrian overcrossings of major thoroughfares.

Circulation of Environmental Documents and Transportation Impact Studies

The Action Plan is required to have a set of procedures to share environmental documents and transportation impact studies. This notification is to occur through the process outlined in Chapter 4 of the CCTA *Implementation Guide*.²⁵

The Action Plan sets the threshold for circulating transportation impact studies and/or environmental impact reports (EIRs) to neighboring jurisdictions, consistent with the CCTA *Implementation Guide*.²⁶ This threshold states that any project that generates at least 100 Net New Peak Hour Vehicle Trips (NNPHVTs) triggers preparation of a transportation impact study and notification of neighboring jurisdictions. Examples of projects that could generate more than 100 NNPHVTs are:

- A single-family residential development of more than 100 units
- A condominium development of more than 180 units
- A retail center of at least 14,000 square feet
- A general office building of at least 44,000 square feet

The following procedures are to be followed by the jurisdictions of TRANSPAC regarding circulation of environmental documentation:

- For any proposed project or GPA that generates more than 100 NNPHVTs during the peak hour and for which an environmental document is being prepared (Negative Declaration, EIR, or Environmental Impact Statement), the lead agency shall issue a “notice of intent” to issue a negative declaration or NOP for an EIR to TRANSPAC staff, all RTPC chairs or designated staff persons, and to each member jurisdiction of TRANSPAC, and shall complete a transportation impact study.

²⁵ More information on the thresholds and procedures around circulating of environmental documents and transportation impact studies can be found in Chapter 4 of the CCTA *Implementation Guide*, Evaluating the Impacts of Proposed New Development and General Plan Amendments.

- For any proposed project or GPA that generates more than 100 NNPHVTs during the peak hour and for which an environmental will not be prepared, the lead agency shall complete a transportation impact study and alert TRANSPAC staff, all RTPC chairs or designated staff persons, and each member jurisdiction of TRANSPAC of the study's preparation.
- TRANSPAC shall notify its member jurisdictions of receipt of such notices from jurisdictions in other subregions.
- When the environmental document and/or transportation impact study described under points one and two are completed, the lead agency shall notify TRANSPAC staff, all RTPC chairs or designated staff persons, and each member jurisdiction of TRANSPAC.
- TRANSPAC staff shall review development projects for compliance with the technical procedures regarding evaluation of new development proposals.

Note that these requirements apply to all projects generating 100 NNPHVTs or more, regardless of whether a CEQA document is prepared.²⁷ Further, the transportation impact study required under CCTA regulations is to cover congestion impacts and VMT, and hence will meet and exceed the requirements of CEQA, which no longer requires assessment of congestion impacts since the implementation of Senate Bill 743.

Review of General Plan Amendments

This Action Plan was developed using land use forecasts that generally reflect future land development allowed within the framework of the adopted general plans for jurisdictions in Central County, and do not yet reflect additional development capacity and by-right land use modifications under state laws that became effective on January 1, 2023. GPAs enacted after adoption of the Action Plan could therefore adversely affect the ability to meet this Action Plan's goals, policies, and objectives.

The CCTA *Implementation Guide* requires that each Action Plan contain a process for notification and review of the impact of proposed GPAs that exceed a specified threshold size of 500 NNPHVTs and subsequently is determined to generate 100 or more interregional NNPHVTs on an RRS. Accordingly, the process outlined here has been adopted by TRANSPAC. This process is also shown in more detail in the CCTA *Implementation Guide* in Chapter 4, Evaluating the Impacts of Proposed New Development and General Plan Amendments.

In addition to the project review procedures described, the following procedures are to be followed for GPAs that generate more than 100 NNPHVTs:

- Through its participation in TRANSPAC, the jurisdiction preparing the GPA shall notify TRANSPAC and its member jurisdictions of the proposed GPA in accordance with the above notification and circulation requirements for environmental documents and transportation impact studies, along with any mitigations.

²⁷ This threshold matches the CCTA *Implementation Guide* recommendation for circulation of environmental documents and transportation impact studies. Some subregions may adopt more stringent thresholds if desired.

- Upon request by TRANSPAC, the jurisdiction considering the amendment shall confer with TRANSPAC staff and/or attend a meeting of either the TRANSPAC TAC and/or the TRANSPAC Committee, to discuss the impacts of the proposed GPA on the adopted Action Plan, along with any mitigations. During these discussions:
 - The lead agency proposing the GPA should demonstrate that the amendment will not adversely affect the TRANSPAC jurisdictions' ability to implement this Action Plan or should propose amendments to the GPA to allow this to be the case.
 - Alternatively, the lead agency proposing the GPA can propose modifications to this Action Plan for consideration by TRANSPAC.

The lead agency and TRANSPAC will participate in these discussions with the intent of arriving at an interjurisdictional agreement to mitigate cumulative impacts that could occur and to reach consensus for the proposed GPA that will not adversely affect the ability to implement this Action Plan (as it may be amended).²⁸ If this does not occur, approval of the GPA by the lead jurisdiction may lead to compliance issues with the CCTA GMP.

Schedule for Action Plan Review

From time to time, this Action Plan will be reviewed in coordination with CCTA's CTP Update. In accordance with the CCTA GMP *Implementation Guide* for guidance on the development and updates of Action Plans.

The review process will involve:

- Regular monitoring of transportation conditions on RRS and reporting to TRANSPAC on RTO performance.
- Identification of RTOs not being met, which would trigger a focused revision to the Action Plan.
- A complete review of the Action Plan on a four- to five-year cycle, coordinated with updates to the CTP.
- Review of individual corridors, RTOs, and other Action Plan components as deemed appropriate by TRANSPAC.

Regional Traffic Management

As with the 2014 Action Plan process, the analyses conducted in preparing this Action Plan update have revealed that traffic conditions in Central County are influenced by many factors beyond the control of TRANSPAC and its jurisdictions. TRANSPAC and its jurisdictions remain committed to work individually and collectively to pursue cooperative planning studies and projects with other Contra Costa RTPCs and Bay Area counties to address regional transportation issues.

²⁸ Cumulative impacts are generally defined as a) existing traffic counts plus b) approved projects which have not yet been constructed or operated plus c) pending projects under review and consideration for approval by the proper agency(ies) plus d) any anticipated projects for which environmental review has been completed.

Implications for Compliance with the Measure J Growth Management Program

The CCTA *Implementation Guide* describes the conditions for GMP compliance that relate specifically to Action Plans. According to the *Implementation Guide*, each member jurisdiction must:

- ▣ Participate in the preparation and adoption of Action Plans.
- ▣ Implement actions to attain RTOs.
- ▣ Place conditions on project approvals consistent with the growth management strategy.
- ▣ Circulate environmental documents and transportation impact studies as specified in this Action Plan and consistent with CCTA policy.
- ▣ Participate in the development application and GPA review procedure.

Process for Addressing RTO Exceedances

CCTA will monitor transportation conditions in Central County and all of Contra Costa County to determine whether the RTOs in this and other Action Plans are being achieved. Under adopted CCTA policy, exceedance of an RTO does not constitute a compliance issue with the GMP.

If it is determined through CCTA's monitoring program that any RTOs are not being met, CCTA will convey this information to TRANSPAC and the respective local agency for consideration in its ongoing monitoring of the Action Plan. The *Implementation Guide* states that if satisfactory progress is observed, then implementation of the Action Plan will continue. If progress has not been satisfactory, then the procedures for development application review and GPAs, as established in the *CCTA Implementation Guide*, shall apply.

Given the level of expected growth in Central County and elsewhere throughout Contra Costa County and the constraints on adding new capacity to the system, it should not be surprising if some RTOs are not attained. If nonattainment occurs, the only required action required is for TRANSPAC to document the condition and continue to monitor and address the RTOs in future updates to the Action Plan every four to five years, as established in this chapter.

In the case where a proposed development project or GPA causes an exceedance or exacerbates a situation where an already exceeded RTO is worsened, then the procedures for development application review and GPAs, as established in the *CCTA Implementation Guide* shall apply.



4 Evaluating the Impacts of Proposed New Development and General Plan Amendments

When a local jurisdiction approves or denies a proposed development project within its adopted General Plan, the jurisdiction is making a short-range policy decision. Longer-range policy decisions are made when the local jurisdiction amends its General Plan to change land use policies that may affect the local and regional transportation system in the longer term. State law also requires Congestion Management Programs (CMPs) to include programs to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems.

Analysis of the impacts of GPAs on the transportation priorities and the local and regional transportation system has been integrated into the process for the preparation, implementation, and monitoring of the Action Plans. Each Action Plan is based upon long-range assumptions regarding future land use, consistent with local general plans, as reflected in the Authority's LUIS. Because the Action Plans are based on land use assumptions reflecting local general plans, GPAs may affect the effectiveness of Action Plan policies or the RTPC's ability to attain its RTOs.

Previously, Measure J required that local jurisdictions work with the RTPCs to apply the Authority's travel demand model and Technical Procedures to the analysis of GPAs and developments exceeding specified CEQA thresholds for their effects on the local and regional transportation system. However, the updated GMP removes the requirement to evaluate major projects and GPAs through the environmental review process. Instead, it now requires that the impact of major projects and GPAs on the six transportation priorities be analyzed in order for local jurisdictions to remain in compliance with the GMP. Such analysis now occurs during project review and is triggered when a project is proposed on or near a designated regional route or facility, or if the project could potentially interfere with an active transportation mode RTO or threshold. CEQA analysis may occur if applicable to the proposed GPA.

Some projects and GPAs may not involve development that would result in an impact to any of the transportation priorities or to the performance of the RTOs in an adopted Action Plan. However, where a development or GPA would likely cause an impact, the analysis of the project or GPA with regard to RTOs need only show that

the project or GPA is generally consistent with the adopted thresholds used to evaluate the RTOs. Analysis of a development's or GPA's consistency with the Action Plans will require a detailed review of the proposed development or GPA to determine whether it would interfere with attainment of the adopted RTOs. When applicable, transportation impact analyses shall be used to identify project-related measures to mitigate the impacts on the local and regional transportation system. As outlined in Table 3, Authority policy defines "major development projects and GPAs" as ones that would generate more than 100 net new peak hour vehicle trips. Some of the RTPCs have chosen to specify a lower trip threshold. A traffic analysis must be completed and subject to public review prior to action on any proposed major development project or GPA. Table 3 outlines the minimum number of net new peak hour vehicle trips for major development projects and GPAs above which the Sponsoring Jurisdiction must notify RTPCs, prepare a Transportation Impact Analysis, and undertake the Authority's process for reviewing GPAs. An RTPC may set a more stringent threshold for triggering a Transportation Impact Analysis through its Action Plan. Consultation among local jurisdictions shall be triggered by whichever threshold is lower. Furthermore, consultation is not limited to jurisdictions within the RTPC or the County, but should occur wherever project impacts are expected to occur.

This Chapter addresses how local jurisdictions should consult with one another in the evaluation of the impacts of new development, both within its adopted General Plan and in the context of a GPA. This procedure is intended to be consistent with the land use impact analysis program required by the CMP to minimize time and costs imposed on local jurisdictions and provide for coordinated review of the impacts of new development on the local and regional transportation system. Similarly, it is intended to support other regional and State transportation initiatives.

Table 3. Threshold for Notification and Review, in Net New Peak Hour Vehicle Trips

	Notification ¹	Traffic Study Preparation ²	Authority GPA Review Procedure ³
The Project is Consistent with the Adopted General Plan:	100	100	—
The Project Involves a GPA:	100	100	500

1 Applies to any project for which an environmental document (either a Negative Declaration or an EIR/EIS) is being prepared.

2 Included in the Authority’s adopted Technical Procedures and Implementation Guide. The traffic analysis is to be prepared in accordance with the Authority’s Technical Procedures, and consistent with standard traffic engineering practice as applicable under the CEQA Guidelines.

3 Requires that the lead agency undertake the GPA review process shown in Exhibit 4-1.

4.1 TRANSPORTATION IMPACT ANALYSES FOR PROJECTS WITHIN AN ADOPTED GENERAL PLAN

The Authority’s *Technical Procedures* describe the Authority’s transportation impact analysis requirements in detail. Fundamentally, these analyses include three major components:

- An evaluation of the traffic congestion impacts, following traditional Level of Service or delay-based methodologies. Although traffic congestion impact analyses are no longer required under CEQA, the Authority continues to require them for roadway routes of regional significance as part of the Growth Management Program and Action Plan processes, provided that the analyses and the implementation of their results do not conflict with goals to reduce VMT.
- An evaluation of project or GPA vehicle miles traveled (VMT).
- An evaluation of project or GPA impacts on regional active mode and transit routes of significance.

This Chapter explains the overall requirements for such analyses.

Note that a project or GPA Transportation Impact Assessment is not required to include an evaluation of impacts on attainment of RTOs regarding safety, climate change and equity. Instead, the Authority expects that progress toward attainment of RTOs for these three factors will be evaluated during periodic monitoring of the

RTOs. However, RTPCs may use their Action Plans to set requirements for analysis of these factors in project and GPA Traffic Impact Analysis if they desire.

A key consideration is that the study area should be independent of jurisdictional boundaries. That is, the locations to be studied, and the selection of other transportation facilities that may be affected by the project and therefore included for analysis, are selected based upon RTPC threshold criteria rather than based upon local jurisdictional limits.

Traffic Congestion Impacts

The required transportation impact report must fully document the approach, methodology, and assumptions of the traffic analysis. It should clearly explain the reasons for any adjustments to traffic generating characteristics, assumptions for assigning and distributing traffic, and assessment of impacts and mitigations. Recommended mitigation measures should be clearly stated and should indicate the relative share of the mitigation costs assigned to the project. The analysis should consider impacts on regional roadway routes, freeways and any ramp intersections, as well as identified regional active mode routes and transit routes. The analysis must not end when traffic gets on the freeway if the traffic generated by the project would significantly add to freeway ramp or mainline volumes, or affect interchange operations. The Authority's Countywide Model and LOS methodology are used to conduct the analysis.

In general, the analysis must evaluate baseline conditions that include existing conditions plus any development that has already been approved. The project is then added in to determine its project impacts based upon existing plus approved conditions. Finally, a cumulative condition is included to address all development that is expected to occur within the adopted General Plan. Land use assumptions for each scenario should apply the latest figures in the Authority's LUIS, which are based upon land use projections from ABAG, with some modifications based upon local review.

The transportation impact analysis should identify project-related impacts on the local and regional transportation system. Where an impact has been found during the transportation impact analysis or during project review, the local jurisdiction can suggest modifications to the project to mitigate an impact. These modifications shall ensure that proposed projects do not conflict with local adopted plans or with the RTOs and their thresholds identified in the Action Plans.

VMT Impacts

When assessing land use and development projects, each Contra Costa jurisdiction is required to implement consistent VMT analysis and mitigation procedures, as well as continued capacity and operational analysis and mitigation, in order to continue to receive Return to Source funds. The Authority's adopted VMT analysis and mitigation approach includes the following specific features:

- Specific metrics to quantify VMT from land use and development projects based on the land use type.
- Screening criteria which allow a jurisdiction to exempt a project that lacks substantial evidence that the project characteristics might lead to a significant amount of VMT.
- Minimum criteria that will apply to analysis and mitigation of VMT impacts from projects that are not exempted from analysis. Jurisdictions will also be able to apply more stringent VMT screening, significance and mitigation criteria if they desire.
- A set of tools to assist local jurisdictions in mitigating VMT. If adoption and implementation of all feasible mitigation measures will fail to lessen impacts to the less-than-significant levels, a jurisdiction may adopt a Finding of Overriding Consideration under CEQA.
- Collaboration with other jurisdictions to identify and mitigate capacity and operational impacts on Routes of Regional Significance.

Jurisdictions will be considered to be in compliance with the VMT analysis portion of the GMP so long as they follow these established procedures, regardless of whether these procedures result in exemption of a project from VMT analysis, a finding that a project would have no significant VMT impact, mitigation of a project to achieve less-than-significant levels of impact, or findings of significant unavoidable impacts

accompanied by findings of overriding consideration. Local jurisdictions may choose to apply methods and thresholds that are more stringent than those required by the Authority, and would still be considered to be in compliance with the GMP. The lead agencies have the ultimate responsibility for determining the most appropriate way to comply with CEQA when conducting environmental review of their projects. Appendix F describes the VMT analysis methodology.

Impacts to Regionally-Significant Active Mode and Transit Routes

The Measure J GMP requires RTPCs analyze the impacts that GPAs and other proposed developments may have on active mode routes and on transit routes. Evaluating impacts to these types of routes requires different methodologies than conventional LOS methods. The RTPCs are encouraged to explore RTOs and evaluation methods that address identified concerns in their subregions. For example, the *Countywide Bicycle and Pedestrian Plan* uses the Level of Traffic Stress (LTS) methodology to measure how stressful a street is for people bicycling on it, and to identify a countywide network of bike facilities that can accommodate cyclists of all ages and abilities. The LTS method could be used to evaluate the impact of a GPA or other proposed development on streets that are identified as part of that countywide network.

In cases where a transportation impact analysis may not be appropriate for evaluating project-related impacts on the active mode transportation system, an analysis of a development's or GPA's consistency with the applicable Action Plan shall be conducted. Such review will require a detailed look at the components of the proposed development or GPA and whether such activity would interfere with the implementation of RTOs adopted in the subject Action Plan.

4.2 Consultation and Review of GPAs

The jurisdiction considering the GPA (the Sponsoring Jurisdiction) should notify all affected local jurisdictions and applicable RTPCs as early as possible of potential impacts with respect to adopted RTOs, actions, or thresholds. Affected jurisdictions may voice concerns to the Sponsoring Jurisdiction by commenting on the project application. The Sponsoring Jurisdiction is responsible for adequately addressing the project's impacts on the regional route system by using the thresholds established to track the RTOs. If the GPA points toward revisions to the adopted Action Plan, the affected RTPC can work with the local jurisdictions to revise the Action Plan as necessary and appropriate. Ultimately, the proposed revisions to the Action Plan, if approved by the RTPC, will be incorporated into the CTP. During the project review

process, either the Sponsoring or the Affected Jurisdiction may initiate cooperative resolution discussions, with the goal of reaching an agreement regarding impacts and project modifications that reduce impacts on shared components of the transportation system. Upon request, the Authority will procure and pay for professional facilitation services to help the parties develop written principles of agreement to be memorialized in a Memorandum of Understanding (MOU).

Exhibit 4-1 provides a detailed description of each step that is required. Following the close of cooperative resolution discussions, if the Affected Jurisdiction remains unsatisfied with the outcome of those discussions, it may file a "Letter of Concern," detailing the basis for its concerns, and the proposed mitigations. Prior to approving the GPA, the Sponsoring Jurisdiction may provide a written response to the Affected Jurisdiction's "Letter of Concern." This information, along with any further written exchanges among the involved parties, is taken under consideration when the Authority evaluates a local jurisdiction's compliance with the GMP through the Biennial Compliance Checklist.

Exhibit 4-1
 GPA Review Process
Detailed Description³

- 1** **Project Review.** Could the project result in an impact to one of the six transportation priorities' RTOs or thresholds or to a shared component of the transportation system?
- ➔ **NO:** Project is exempt from the GPA Review Process, although it is still subject to notification requirements in the applicable Action Plan.
 - ➔ **YES:** Sponsoring Jurisdiction shall move to the next step of the GPA Review Process.

- 2** **Notify Affected Parties.** The Sponsoring Jurisdiction shall notify potentially affected jurisdictions and RTPCs in accordance with the notification procedure as set forth in this Guide and the applicable Action Plan.
- The notification shall be issued as early as possible, but *no later* than the deadlines established in these procedures.

³ **Plural vs. singular use of the terms “Jurisdiction”, “RTPC” and “Action Plan”.** Throughout the discussion, the Sponsoring and the Affected Jurisdiction are referred to in the singular, as though only one “upstream” jurisdiction could initiate a GPA, and only one “downstream” jurisdiction could be affected. In practice, there may be more than one Sponsoring Jurisdiction and, clearly, more than one affected jurisdiction. In either case, the plural – “jurisdictions” – would apply. Similarly, if more than one RTPC and, consequently, more than one Action Plan were involved, the plural – “RTPCs” and “Action Plans” – would apply.

Exhibit 4-1
GPA Review Process
Detailed Description ⁴

3 Traffic Impact Analysis. The Sponsoring Jurisdiction conducts a traffic impact analysis for the motorized transportation priorities - review using the thresholds established for the applicable RTOs in the adopted Action Plan(s). The traffic impact analysis shall be conducted in a manner consistent with the Authority's adopted *Technical Procedures*.

The Sponsoring Jurisdiction may raise the performance level of an RTO established in the adopted Action Plan if it believes that the target RTO is not stringent enough to serve as a meaningful threshold. The Sponsoring Jurisdiction shall provide the traffic impact analysis, complete with all necessary supporting technical information, as requested by the Affected Jurisdiction to provide an informed response.

4 Prepare Comment Letter. An Affected Jurisdiction may submit comments to the Sponsoring Jurisdiction expressing its concerns and issues regarding the potential impacts of the proposed GPA on Regional Routes.

The Affected Jurisdiction shall submit its comments as early as possible. To the greatest extent possible, the comment letter should indicate issues, what modifications are sought and/or acceptable for the project, as well as any changes in scope desired in the project, and the reasons why such changes are deemed to be appropriate.

5 Initiate Cooperative Resolution Discussions. At the request of either the Sponsoring or Affected Jurisdiction, the Authority shall facilitate cooperative discussions structured to offer an opportunity for conflict resolution. The objective of the discussions is to create principles of agreement that will serve as a framework for monitoring, review, and mitigation of potential impacts as the GPA develops over time. The goal for these discussions is to reach, through cooperative planning, an agreement regarding

Exhibit 4-1
GPA Review Process
Detailed Description ⁴

impacts on the six transportation priorities and the proposed modifications.

The affected RTPC may monitor and/or participate in the cooperative resolution discussions. Furthermore, the Sponsoring and Affected Jurisdictions shall confer with their respective RTPCs to seek concurrence with any proposed Action Plan revisions. The principles of agreement shall be memorialized in a written agreement, such as a Memorandum of Understanding (MOU), between the Sponsoring and Affected Jurisdictions. The Authority shall be responsible for procuring and paying for professional facilitation services.

Have the involved jurisdictions entered into cooperative resolution discussions?

- ➔ **YES:** Sponsoring and Affected Jurisdictions move to Step 6 of the GPA review process.
- ➔ **NO:** Any jurisdiction that declines to participate in cooperative resolution discussions shall be subject to a compliance review, as specified through the Checklist review procedure, and to a finding of noncompliance by the Authority (Step 16).

6 **Develop Principles of Agreement.** Have the involved parties agreed to a set of principles, specified actions, timing and responsibilities for monitoring impacts on the six transportation priorities and memorialized them in a writing?

- ➔ **YES:** Sponsoring and Affected Jurisdictions have adopted Principles of Agreement and, if necessary, asked the RTPC to revise the affected Action Plan to reflect the actions in the agreement. (All involved parties move to Step 14)
- ➔ **NO:** Through their respective RTPCs, both the Sponsoring and Affected Jurisdictions report on progress to date on the development of principles of agreement. If Principles of Agreement have not been adopted in time for

Exhibit 4-1
GPA Review Process
Detailed Description ⁴

Authority review of the GMP Biennial Compliance Checklist of one or more involved jurisdictions, then Step 16 comes into play

Note: If the Sponsoring and Affected Jurisdictions cannot come to consensus or agreement, the RTPC may still amend its Action Plan for the purposes of providing mitigation.

7

Response to Comments. If the Affected Jurisdiction comments on the traffic impact analysis, the Sponsoring Jurisdiction shall

- a. Consider requests for changes in the scope of the project;
- b. Address the comments directly to the Affected Jurisdiction;
- c. Incorporate Principles of Agreement into the comments provided to the Affected Jurisdiction (if applicable); and

Provide that response, along with the final environmental documents and all affiliated supporting documents, directly to the Affected Jurisdiction.

8

Notice of Intent to File a Letter of Concern. If the Affected Jurisdiction remains unsatisfied with the response of the Sponsoring Jurisdiction, it must notify the Sponsoring Jurisdiction with a "Notice of Intent to File a Letter of Concern" outlining a summary of its remaining issues prior to or at the scheduled public meeting when the Sponsoring Jurisdiction considers approval of the environmental document and/or GPA. The Affected Jurisdiction must also submit a copy of this letter to the Authority, and subsequently document the basis for its concerns per Step 10.

9

Final Cooperative Resolution Discussions. The Sponsoring and Affected Jurisdictions enter into final discussions to address the issues raised in the "Notice of Intent to file a Letter of Concern". (Note: the Authority shall continue to facilitate these discussions.)

Exhibit 4-1
GPA Review Process
Detailed Description ⁴

10 **File Letter of Concern.** The Affected Jurisdiction prepares a “Letter of Concern” for review and approval by its Council or Board. The letter should provide the detailed basis for its concerns, as well as proposed changes to the project, transportation system enhancements and/or management plans to help offset the impacts, and/or other mitigations. The Affected Jurisdiction’s Council or Board must approve the “Letter of Concern” and transmit it to the Sponsoring Jurisdiction, and also submit a copy of this letter to the Authority.

11 **Respond to Letter of Concern.** The Sponsoring Jurisdiction may provide a written response letter to the Affected Jurisdiction, with copies of the documentation to the RTPC and Authority.

12 **GPA Approval.** Has the Sponsoring Jurisdiction approved the proposed GPA?

- **YES:** Sponsoring Jurisdiction shall move to step 13 of the GPA Review Process.
- **NO:** GPA Review Process is concluded, suspended or cooperative resolution discussions continue (return to Step 5).

Exhibit 4-1
GPA Review Process
Detailed Description ⁴

13 **Affected Jurisdiction Responds.** Has the Affected Jurisdiction that submitted a Letter of Concern concluded that the Sponsoring Jurisdiction has adequately responded to the concerns and issues outlined in its Letter of Concern

→ **YES:** Affected Jurisdiction informs the Authority in writing with a copy to the Sponsoring Jurisdiction, and all involved parties move to Step 14 of the GPA review process.

→ **NO:** Affected Jurisdiction informs the Sponsoring Jurisdiction in writing, with a copy to the Authority, that its actions on the GPA do not adequately respond to the concerns and issues of the Affected Jurisdiction. Proceed to Step 16.

14 **RTPC Revises Action Plan.** The affected RTPC, working with the Sponsoring and Affected jurisdictions, revises the Action Plan as necessary and appropriate to incorporate projects, programs, systems management investments and processes, mitigations or other actions to address the anticipated impacts and proposed mitigations and monitoring as set forth in either the Principles of Agreement from Step 6 or the Sponsoring Jurisdiction's response to comments (if the outcome of Step 13 was "yes").

15 Incorporate Action Plan Revisions into the CTP. The Authority considers the proposed revisions to the Action Plan (if such revisions were approved by the RTPC) and incorporates the revisions into the CTP, as appropriate.

Exhibit 4-1
GPA Review Process
Detailed Description ⁴

16

CCTA Evaluates Compliance with the GMP. If all of the above steps have been followed, and the GPA remains the subject of dispute, the Authority may find one or both of the parties out of compliance with the GMP. As part of the evaluation of the GMP Biennial Compliance Checklist review, the Authority will determine good faith participation in the GPA review process as described in Table 4. If Principles of Agreement are adopted, future compliance would be assessed based on ongoing adherence of the Sponsoring and Affected Jurisdictions to the Principles of Agreement.

END OF PROCESS

Table 4. Examples of Good Faith Participation in the GPA Review Process

For the Sponsoring Jurisdiction, did it take the following actions:

1. **Analysis:** Were the Countywide Model and Authority Technical Procedures used to evaluate impacts on the six Action Plan transportation priorities?
2. **Evaluation:** Were impacts to and the six Action Plan transportation priorities identified and appropriate and feasible project modifications defined?
3. **Notification:** Were all Affected Jurisdictions properly notified?
4. **Meet and Confer:** Did the Sponsoring Jurisdiction meet and confer with the Affected Jurisdiction, RTPC, and others who expressed interest in and/or concerns about the proposed GPA?
5. **Responsiveness to concerns/comments:** Did the Sponsoring Jurisdiction agree to evaluate specific concerns and impacts? Was the Sponsoring Jurisdiction responsive and did it attempt to resolve and work out issues and concerns? Did the Sponsoring Jurisdiction propose to and/or agree to participate in continued discussions? And if so, has the Sponsoring Jurisdiction taken action to implement the identified mitigation measures?

For the Affected Jurisdiction, did it take a sufficient number of the following actions:

1. **Accept Improvements:** Agree to accept improvements to the transportation system which are not in fundamental conflict with the jurisdiction's socio-economic character.
2. **Accept active transportation mode improvements, and/or other "non-physical" improvements** to enhance the transportation system.
3. Accept additional transit service.
4. **Support federal, state or regional funding** for improvements that serve the proposed development.

For all involved parties, have they, for example:

1. Committed to monitor RTOs; and
2. **Agreed on thresholds** for each RTO;

NOTE: If the Authority finds a party to be noncompliant with the GMP, the Authority may set deadlines and conditions for achieving compliance.

**Exhibit 4-2
GPA Review Process
Summary Description of GPA Review Process**

Steps	Action	Responsible Party			
		Sponsor Jurisdiction	Affected Jurisdiction	RTPC	CCTA
1	Project Review	✓			
2	Notify Affected Parties	✓			
3	Traffic Impact Analysis	✓			
4	Prepare Comment Letter		✓	✓	
5	Initiate Cooperative Resolution Discussion	✓	✓	✓	✓
6	Develop Principles of Agreement	✓	✓	✓	✓
7	Respond to Comments	✓			
8	Notice of Intent to File a Letter of Concern		✓		
9	Final Cooperative Resolution Discussion	✓	✓	✓	✓
10	File Letter of Concern		✓		
11	Respond to Letter of Concern	✓			
12	GPA Approval	✓			
13	Affected Jurisdiction Responds		✓		
14	RTPC Revises Action Plan			✓	
15	Incorporate Action Plan Revisions into the CTP				✓
16	CCTA Evaluates Compliance with the GMP				✓

✓ = Participation is Optional

4.3 MITIGATION OF IMPACTS THROUGH THE MEASURE J DEVELOPMENT MITIGATION PROGRAM

Measure J requires that each jurisdiction adopt and maintain a development mitigation program to ensure that new growth pays its share of the costs associated with that growth. The program consists of both a local and a regional component. The local program is intended to mitigate impacts on local streets and other non-regional facilities. The regional program is to fund regional and subregional transportation projects, consistent with the countywide CTP. The key GMP requirement for the local program is that the revenue received through the 18% return-to-source funds and 5% Contra Costa Transportation for Livable Communities funds do not replace private developer funding that has been or would have otherwise been committed to mitigate project impacts.

The jurisdiction's local development mitigation program should ensure that revenue provided from Measure J does not replace private developer funding that should be committed to a project. Therefore, impacts that are identified in traffic impact analyses should be incorporated into the local jurisdiction's mitigation program, and identified in the jurisdiction's five-year CIP, specifying the funding arrangements for the mitigations.

The regional development mitigation program establishes fees, exactions, assessments, or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development. The regional mitigation programs that have been adopted within each subarea address the process for setting fees and other mitigations for new development. Consistent with the regional mitigation program, the traffic impact analysis should clearly indicate recommended mitigation measures and the relative share of the mitigation costs that are to be assigned to the project.

Regular review of Subregional Transportation Mitigation Programs (STMPs) is required to ensure that these programs are mitigating the impacts of new development on the regional transportation system. Occasional re-evaluation of these programs is necessary as proposed projects are constructed, development plans are implemented, and new mitigation projects are proposed.

STMPs with a uniform fee program should review project lists and fee structures every four to six years.

STMPs using other mitigation techniques should decide on an appropriate review schedule based on program components. Regular reviews are important to evaluate program effectiveness and to consider possible improvements.

The Countywide Model may be used to assess changes in a number of factors other than traffic volumes and LOS. These factors could include VMT, vehicle hours traveled, public transit hours travelled, and use of active transportation modes, among others. This information may be applied to establish a “nexus” between the impacts of new development and the costs of mitigating those impacts. Such nexus can be determined through a select link analysis, by analyzing how much the new residents and employees from a development are going to use a particular transportation facility.

4.4 CONSULTATION PROCEDURES

Local jurisdictions will need to review their procedures to ensure that proposed development complies with the thresholds established in the Action Plans, where applicable, and that the notification procedure ensures that all jurisdictions are apprised of proposed development plans.

As outlined in Exhibit 4-1, when considering a development proposal that meets the threshold for invoking the GPA review process, a Sponsoring Jurisdiction must, at a minimum, use the established thresholds in the adopted Action Plans in the transportation impact analysis.

When a proposed project is suspected to impact one of the six transportation priorities or an adopted RTO, notification of RTPC chairs or designated staff is required. The Sponsoring Jurisdiction is responsible for ongoing notification to all interested parties as the proposed project continues through the development review process. Furthermore, as noted above, consultation with the affected jurisdictions and RTPC(s) is required for GPAs that would exceed the thresholds specified in Table 3.

TRANSPAC Board Meeting STAFF REPORT

Meeting Date: March 13, 2025

Subject:	MEASURE J LINE 21A PROGRAM
Summary of Issues	<p>Measure J Line 21A, 'Safe Transportation for Children,' funds projects to improve transportation access for students. The fund generates approximately \$600,000 annually and has a current balance of \$4.2 million. Staff is currently exploring potential programs to best utilize these resources. As a result of several discussions, a pilot program to provide free bus fares for all students (in the TRANSPAC area) has emerged as a preferred option.</p> <p>This program is envisioned to build upon the existing model of the Pass2Class program, which provides a limited amount of free bus passes to students (for a limited period) at the beginning of the school year to encourage public transit use. This initiative would likewise aim to increase student participation in public transit, reduce school-related vehicle trips, and promote environmental benefits while providing a broader participation window. At this meeting, staff will outline a potential program framework and seek Board input on this concept to shape the program's scope, funding strategy, and implementation approach.</p>
Recommendations	For information only.
Options	None.
Attachment(s)	None.

Background:

Measure J Line 21A, "Safe Transportation for Children," funds projects that improve transportation access for students. TRANSPAC is responsible for selecting specific projects to support this goal, which may include programs such as "SchoolPool" and Transit Incentive Programs, pedestrian and bicycle infrastructure, sidewalk construction, and signage. Measure J allocates 0.5% of Measure J sales tax revenue to Line 21A in the TRANSPAC subregion, approximately \$600,000 annually (current year dollars). Measure J Line 21A funds have been

used to support 511 Contra Costa programs in the past. There is a balance of about \$4.2 million available for programming to eligible TRANSPAC projects.

Given the current available funding, staff is exploring potential programs to best utilize these resources. Through various discussions, a pilot program to provide free bus fares for all students (in the TRANSPAC area) for an extended period emerged as a preferred option. This initiative builds upon the existing programs such as the Pass2Class program.

Current Pass2Class Program: The Pass2Class program provides free transit passes to Contra Costa County students at the beginning of the school year to encourage public transit use for school commutes. The program is designed to alleviate traffic congestion and reduce air pollution, while providing more mobility options for students. It involves collaboration with transit operators across the county, who are reimbursed for the fares of the free student trips

How the Program Works:

- The program provides free County Connection, Tri Delta Transit, WestCAT, or AC Transit bus passes for up to two students per household for roughly two months at the beginning of the school year (typically between August and October).
- Parents/guardians must complete an application and agree to have their student take the bus instead of being driven to school.
- Passes are mailed directly to students' homes and are available on a first-come, first-served basis while supplies last.
- The program partners include County Connection, 511 Contra Costa, and other participating transit agencies in the county.

Proposed Pilot Program Framework: The proposed pilot program will provide free bus rides to students within the designated service area for an extended period, i.e. the program could initially run for six months, starting in mid-summer and concluding in the fall. The primary objectives would be similar to those of Pass2Class.

The funding sources identified for this initiative include Measure J Line 21 A funds and TFCA funding.

Staff is in discussions with potential partners and stakeholders including County Connection, SWAT and CCTA to explore a potential program framework.

Since County Connection serves both the TRANSPAC and SWAT service areas, it was suggested to explore a collaborative approach to provide a seamless experience for students and avoid operational and logistical challenges that could come with limiting the program to TRANSPAC only. These discussions are ongoing and topics being discussed include:

1. Program Structure: Defining an extended eligibility period, transit provider participation, and funding needs.
2. Scalability and Impact: Estimating ridership impacts and cost projections.
3. Partnerships: Exploring collaboration and coordination with SWAT, County Connection, and 511CC.

Staff seeks Board input on the concept of a free student bus fare pilot program. Feedback will help shape the scope, funding strategy, and implementation approach of the program. Pending Board support, staff can bring back a more detailed framework for review at a future meeting.

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TRANSPAC Board Meeting STAFF REPORT

Meeting Date: March 13, 2025

Subject:	COUNTYWIDE TRANSPORTATION PLAN
Summary of Issues	<p>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.</p> <p>At the February meeting, the TAC received information on the CTP framework and provided comments. At this meeting, CCTA staff will provide additional information about the CTP development and process.</p>
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).

The TAC had an opportunity to review the CTP framework in detail at the February meeting. Below is a summary of comments:

- Consider both current conditions and aspirational goals for 2050 when designating streets.
- Focus on collaboration and clear guidelines for implementing the framework.
- Include trails as connectors, especially multi-jurisdictional ones.
- Add a transit overlay showing BART and Amtrak locations.
- Consider including community services like the County Hospital on the map.
- Ensure flexibility within each street designation category.
- Consider consolidating alternating street typology designations on the livable streets map for clarity and consistency, and to better reflect the road's core function (e.g., Clayton Road).
- Include schools and trails as critical context factors on the map.
- Address concerns about the economic impact messaging related to street typology.
- Clarify the process for updating designations in the future.
- Ensure alignment between street design and future land use/development plans.
- Consider local agency input for potential changes to the initial approach based on local needs and significance.

At this meeting, CCTA staff will provide additional information about the CTP development and process.



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

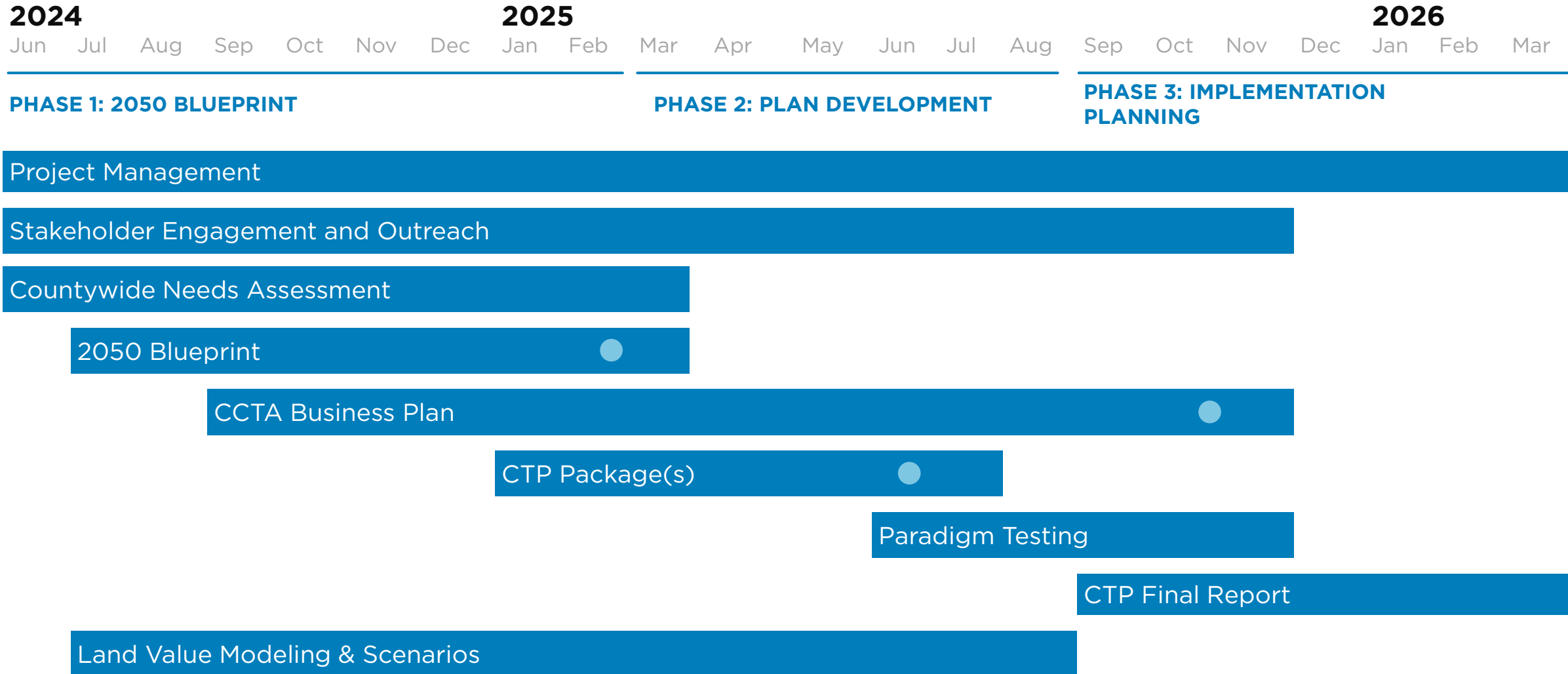
Prioritizes a set of projects, programs, and requirements for funding.



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

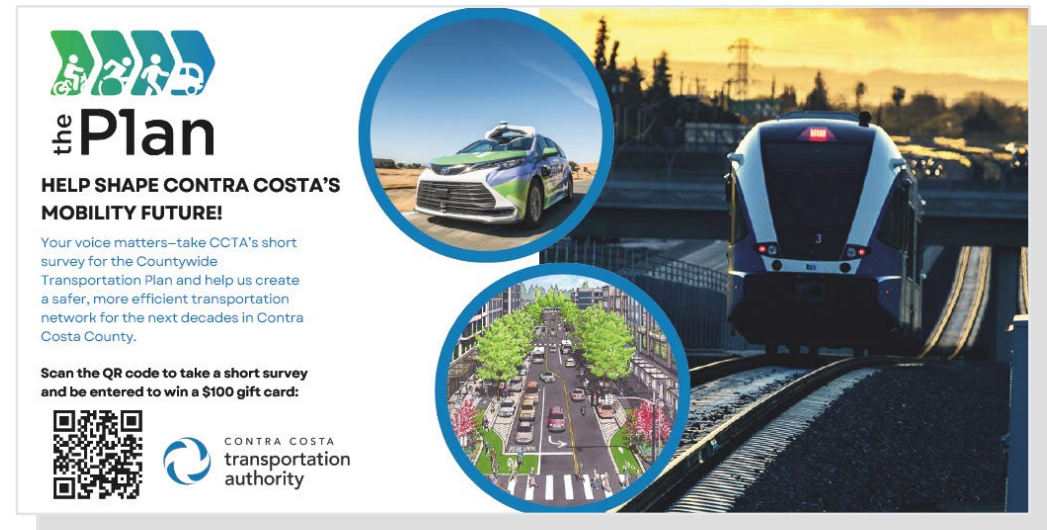
December 19, 2024


CTP Task Force

February 4, 2025

Public Engagement

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







HELP SHAPE CONTRA COSTA'S MOBILITY FUTURE!

 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.

Scan the QR code to take a short survey and be entered to win a \$100 gift card:

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



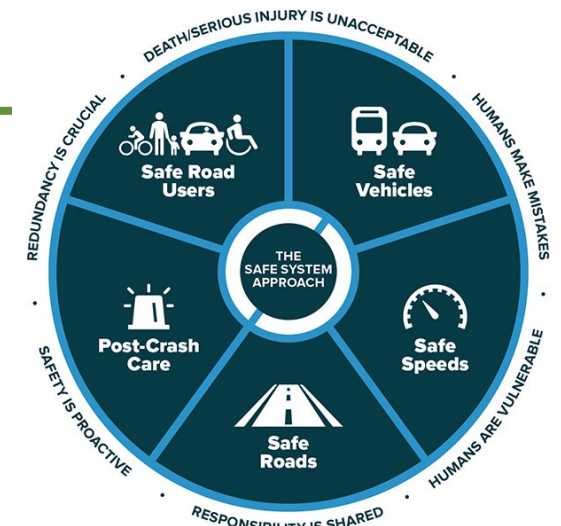
What is the Livable Streets Proposal (LSP)?

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

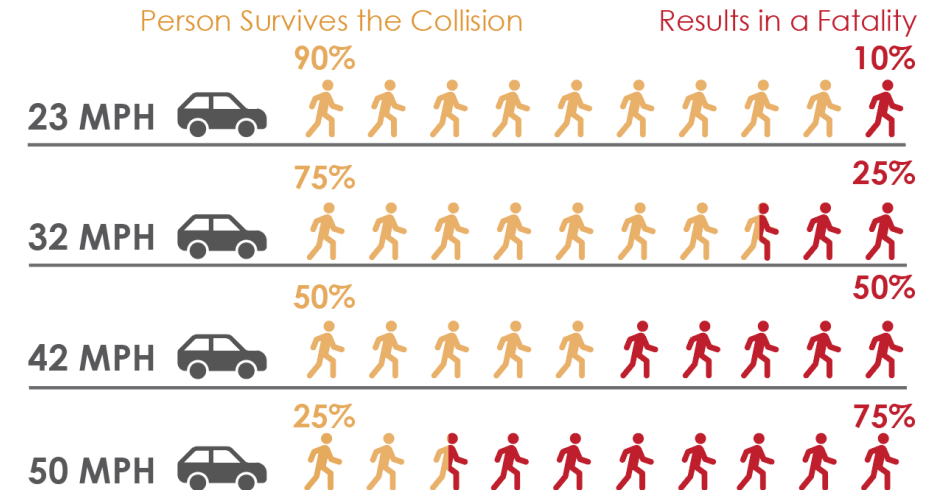
- ✓ Improves safety by right-sizing vehicle movement to the surrounding context
- ✓ Creates economically thriving places
- ✓ Aligns community vision for transportation with the vision for land use
- ✓ Increases transportation options
- ✓ Plans streets to move people and goods, and as places for people 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:

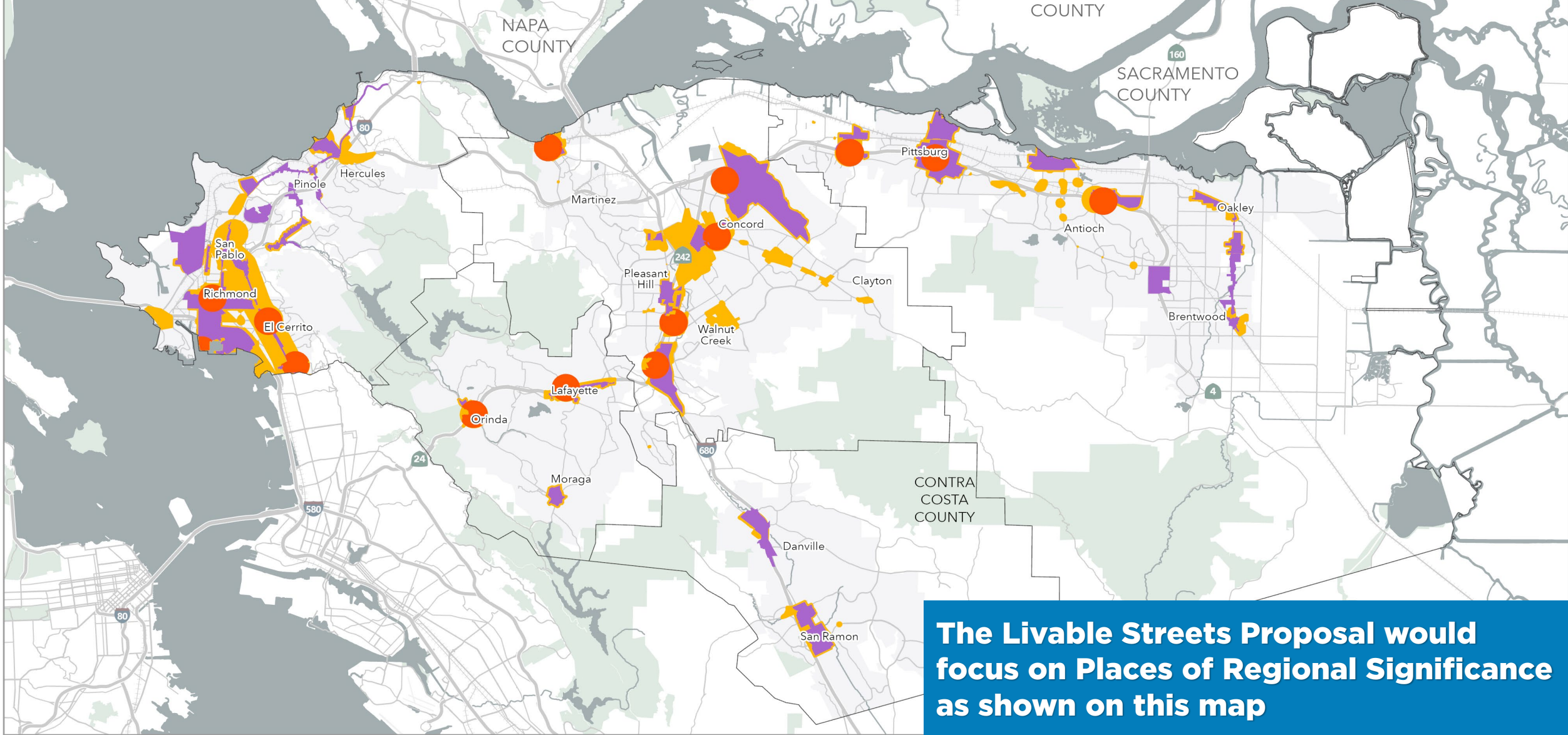
- Valuing and prioritizing **place-oriented streets**,
- Encouraging **transportation-land use coordination**,
- Making **multimodal trips** more viable, and
- Creating clear planning and **design expectations**.

Land valuation is low where streets are auto-focused.

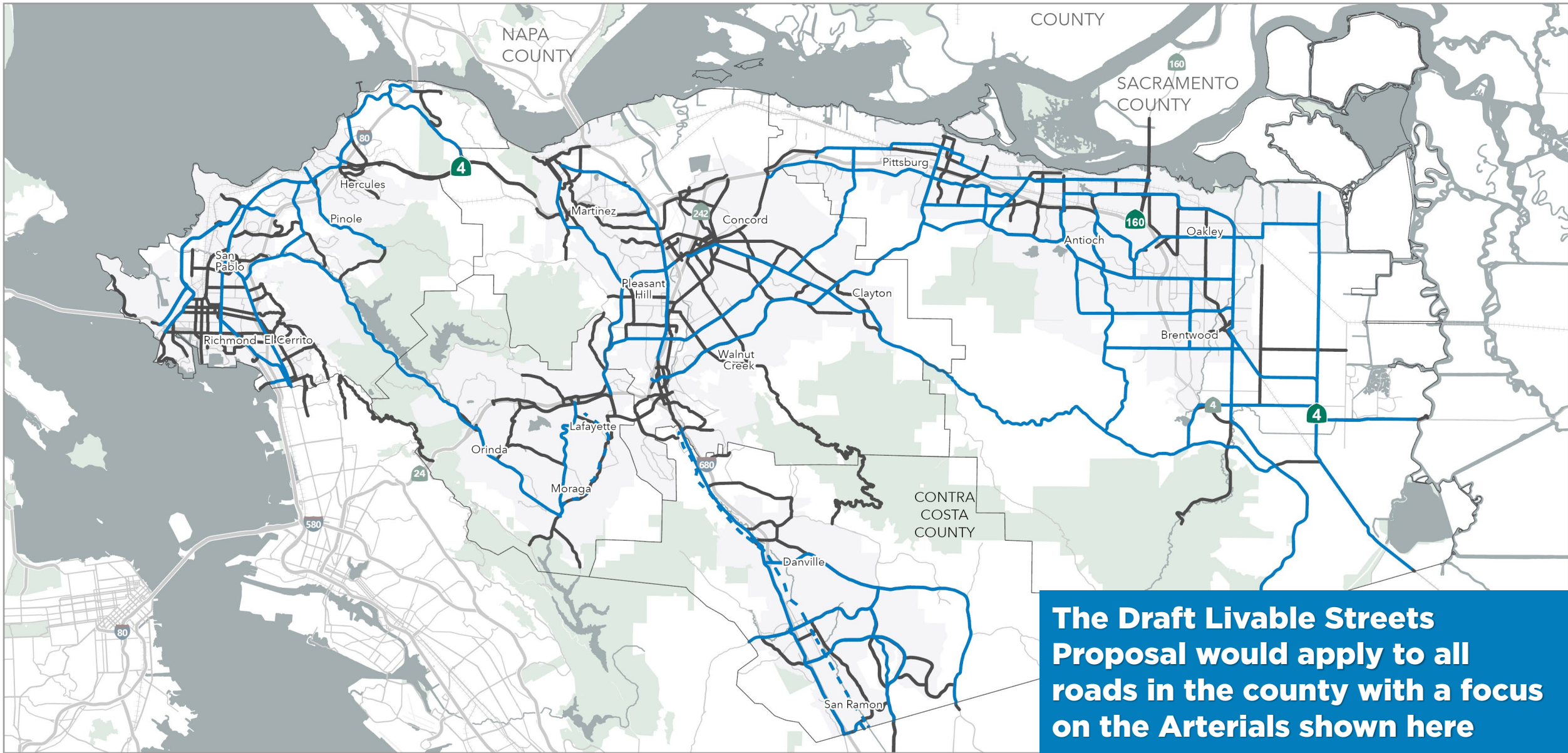


The DRAFT Livable Streets Proposal has four street types:

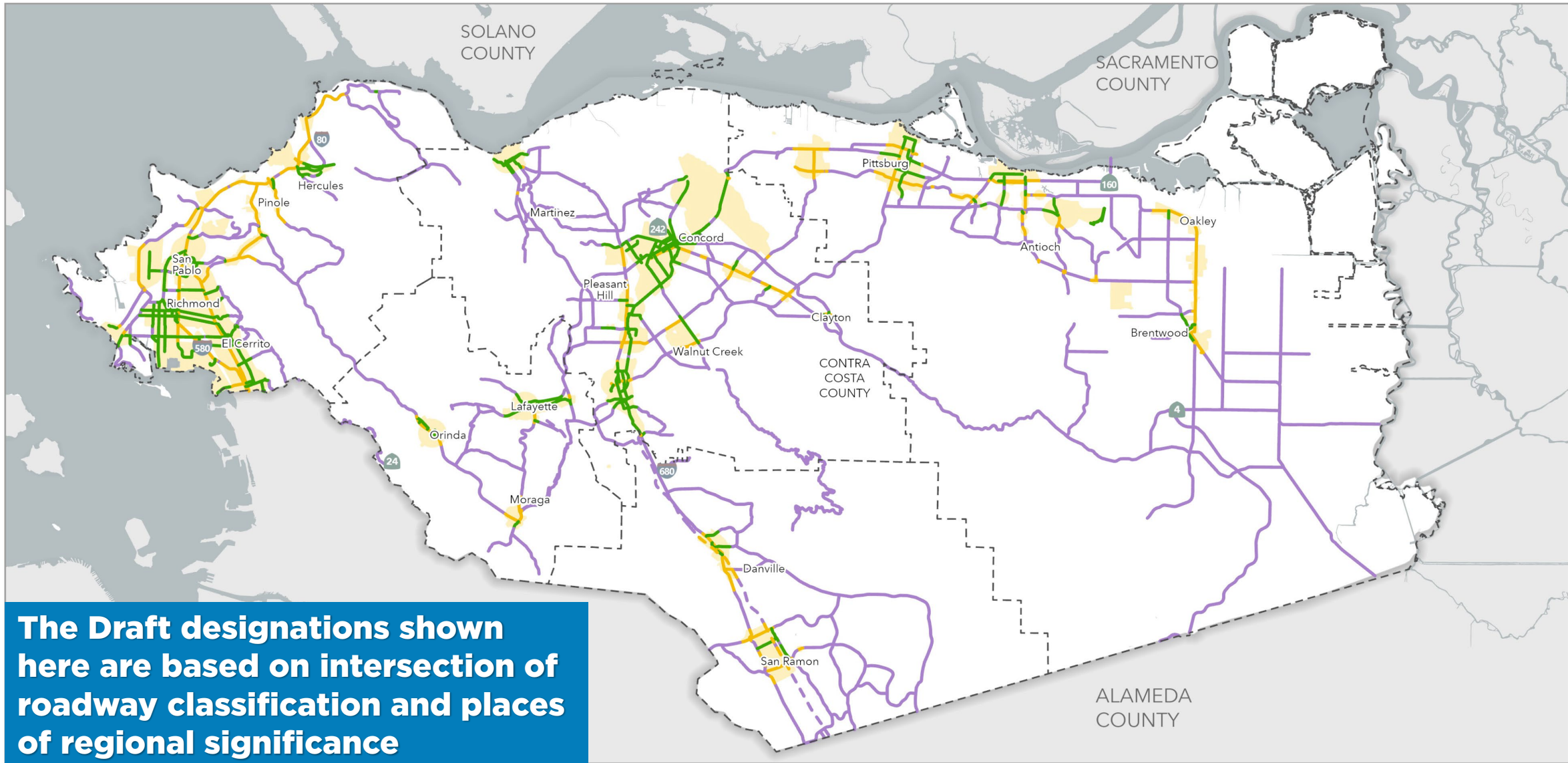




- MTC Transit Oriented Communities (TOCs)
- CCTA Pedestrian Priority Areas
- MTC Priority Development Areas (PDAs) (Plan Bay Area 2050)
- Urbanized Area
- RTPC Boundary



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



The Draft 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.

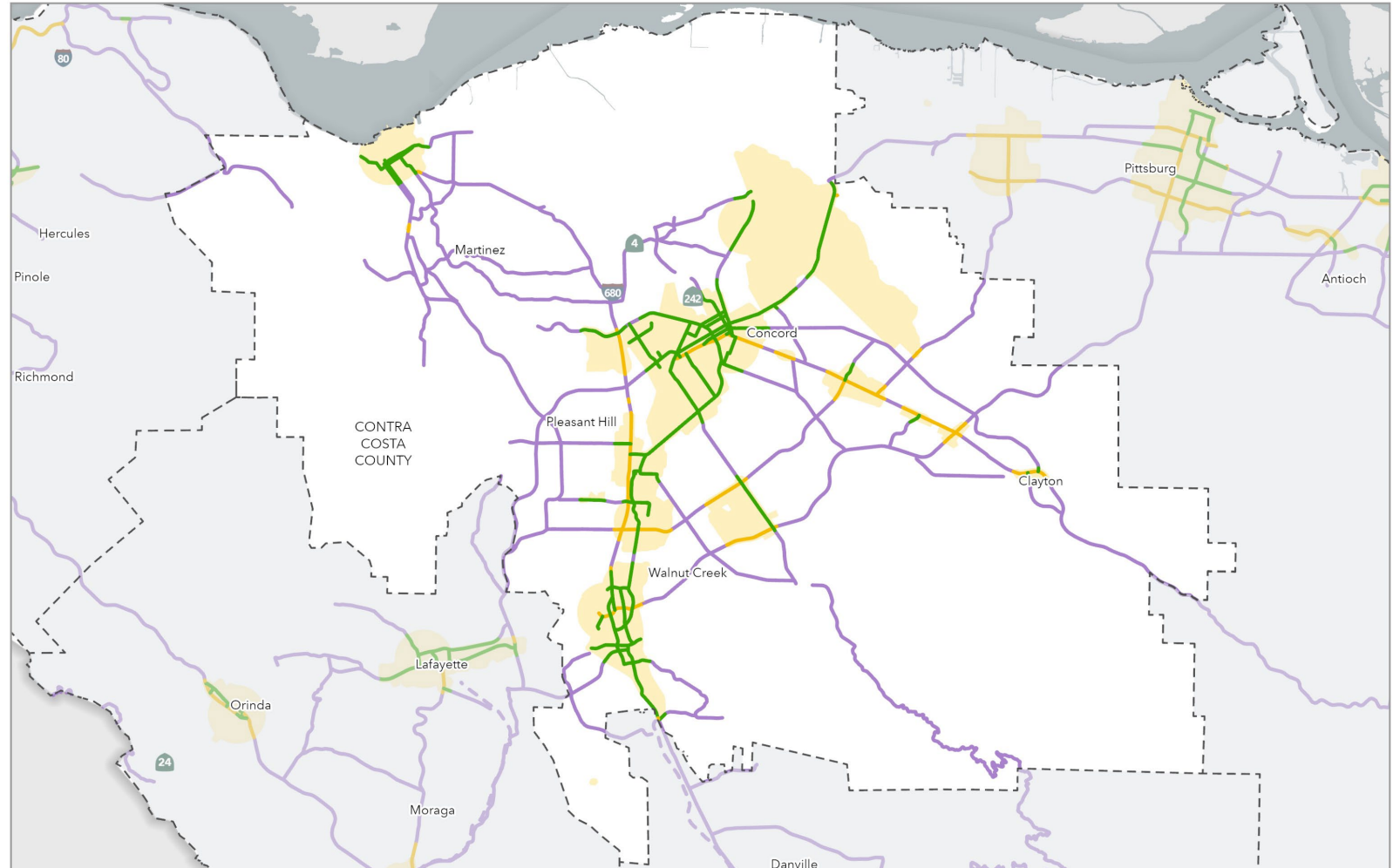
Focus on TRANSPAC Area

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

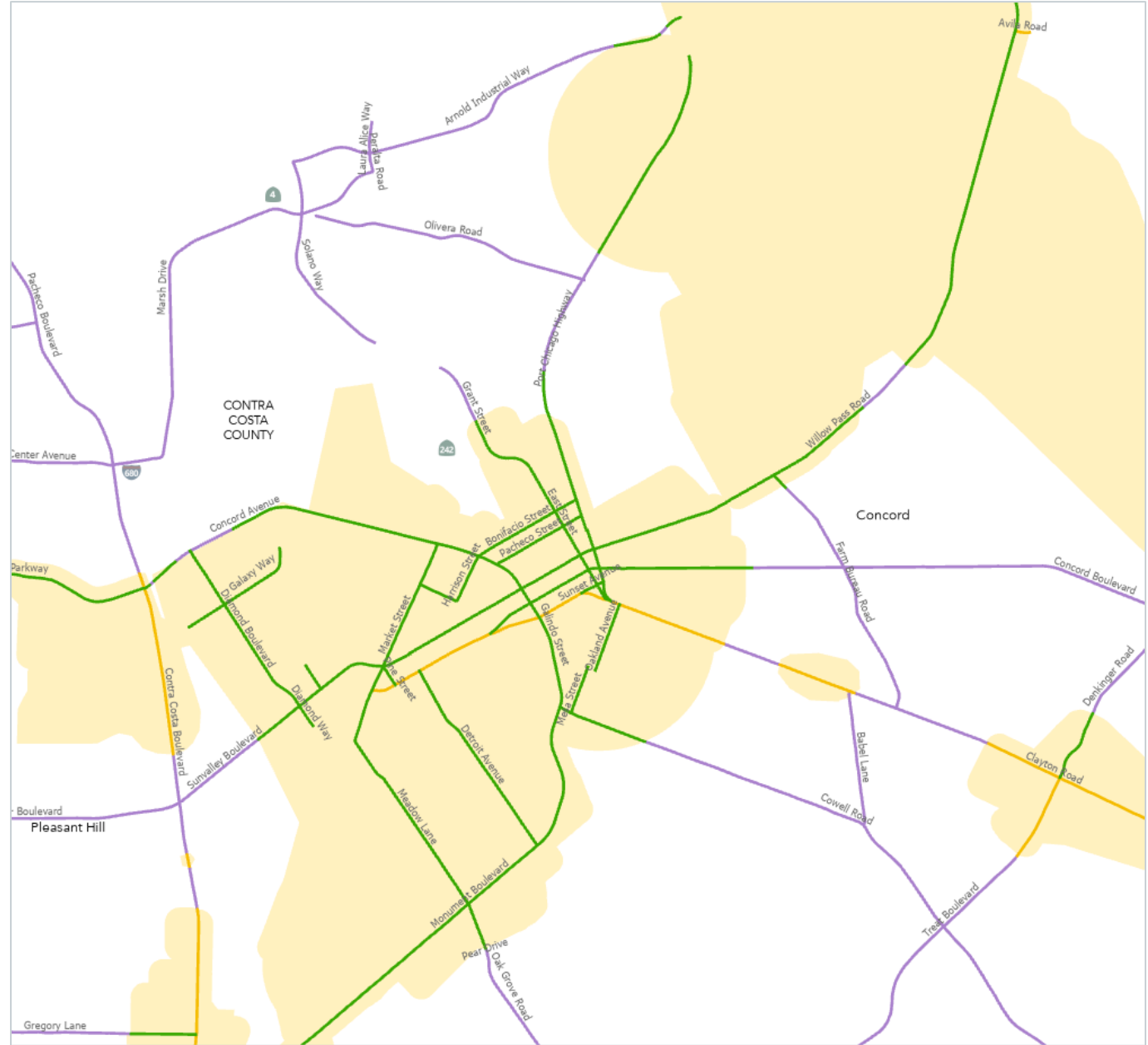
- Connector Street (dashed line: trails)¹
 - Core Street (dashed line: trails)¹
 - Place Street²
 - Place of Regional Significance (PDAs, MTC designated TOCs, CCTA Pedestrian Priority Areas)
 - Urbanized Area³
 - RTPC Boundary
- All other Contra Costa streets are Neighborhood Streets.

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.

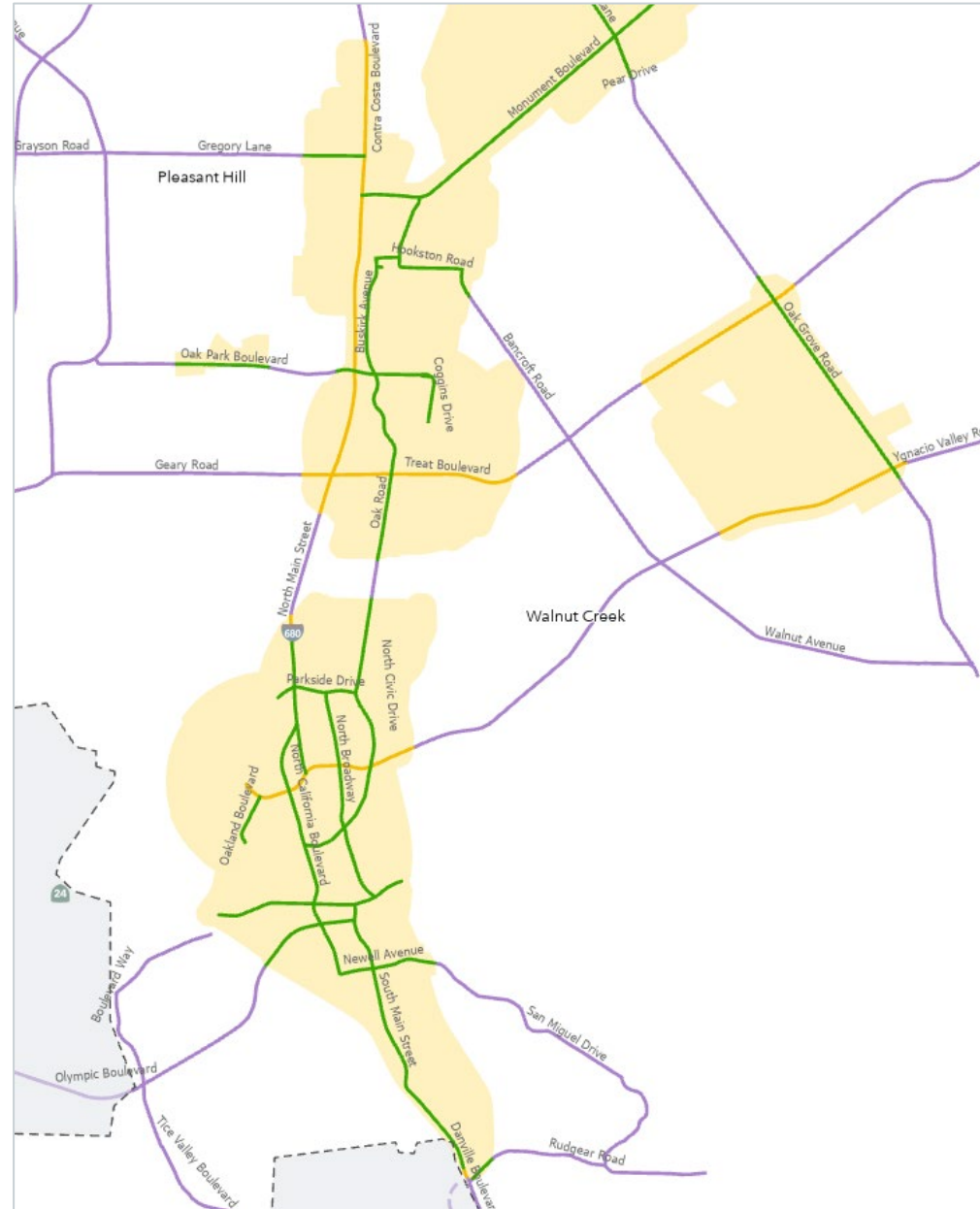
Concord

DRAFT Connector, Core and Place Streets are shown here.



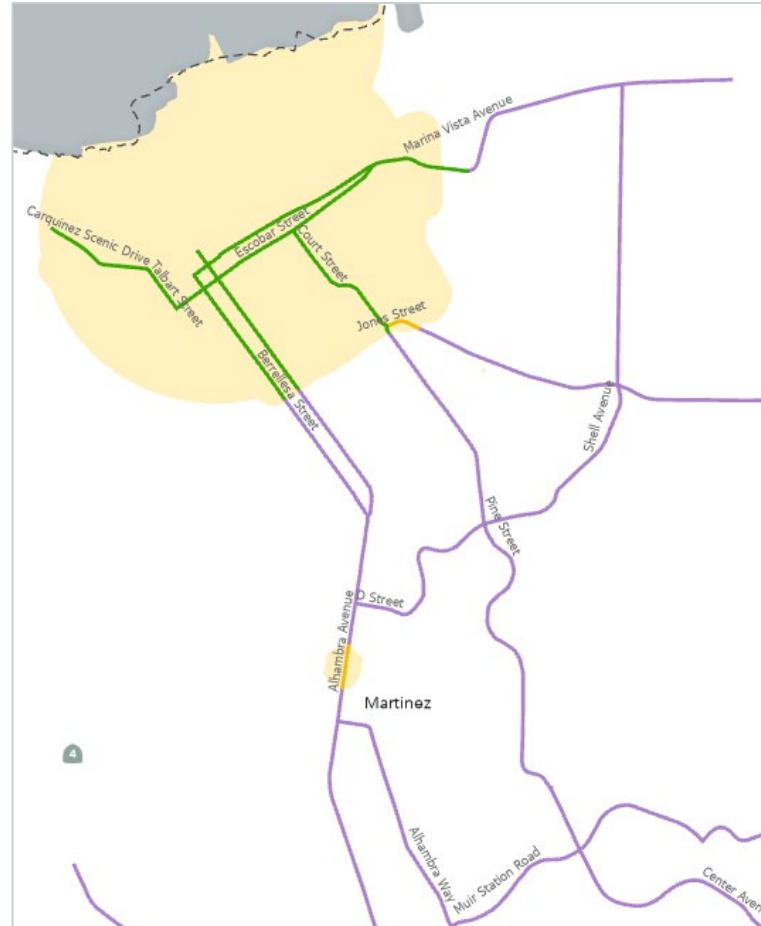
Walnut Creek & Pleasant Hill

DRAFT Connector, Core and Place Streets are shown here.



Martinez & Clayton

DRAFT Connector, Core and Place Streets are shown here.



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

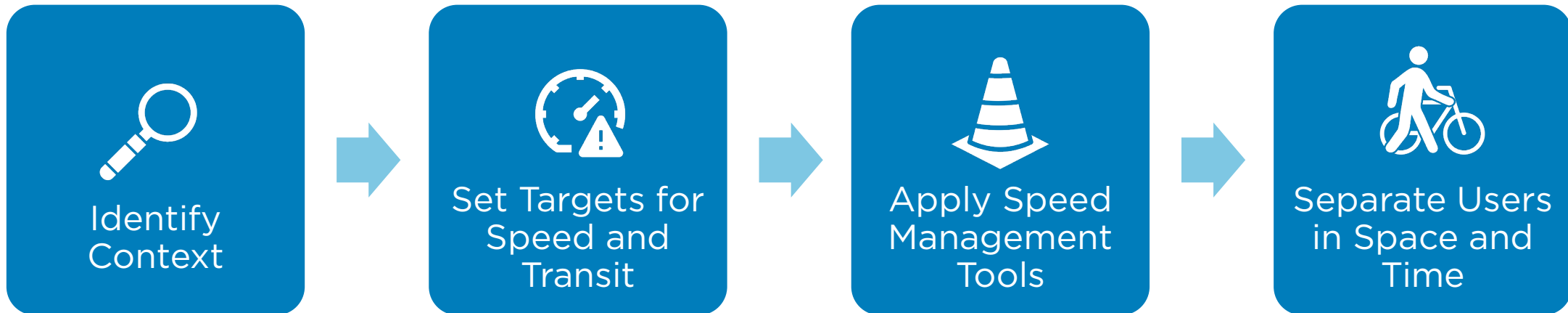
The Draft Livable Streets Proposal is a decision support tool for CCTA and its partners.

- 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...



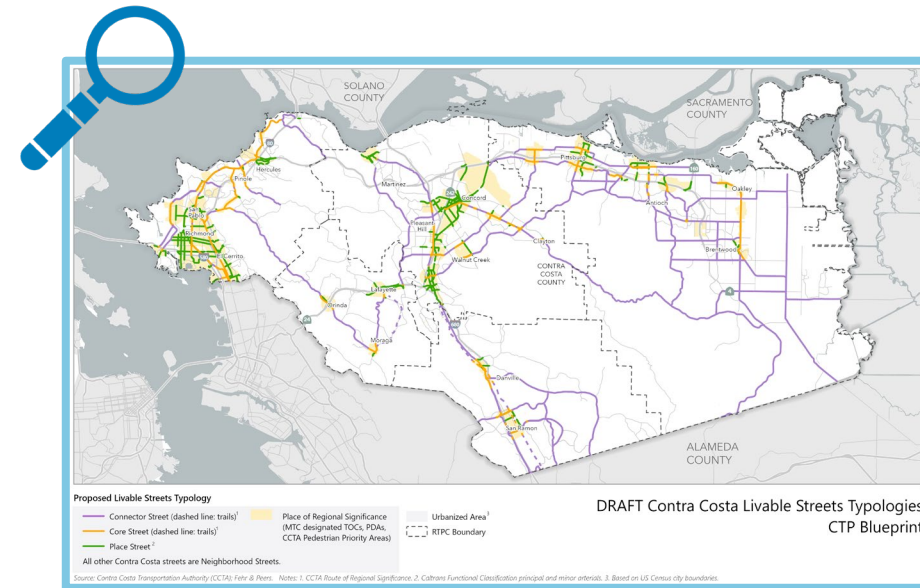
Step 1

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.

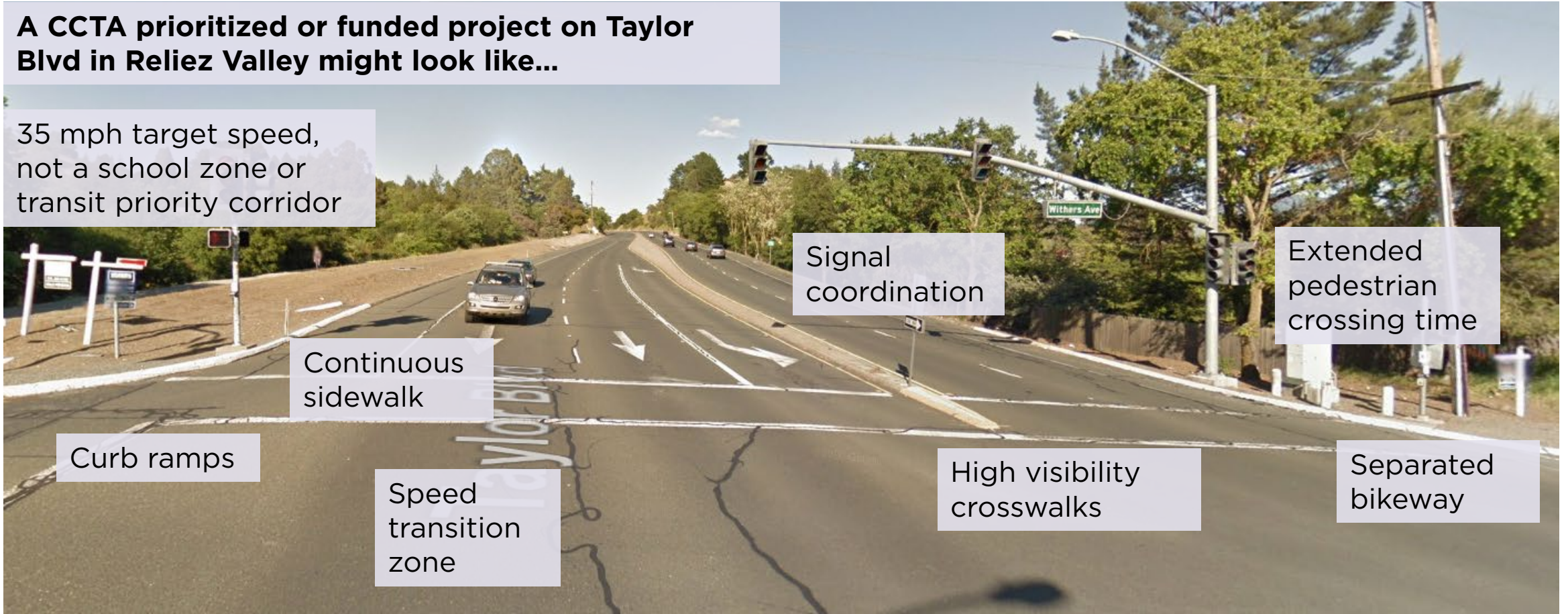
Items to consider

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

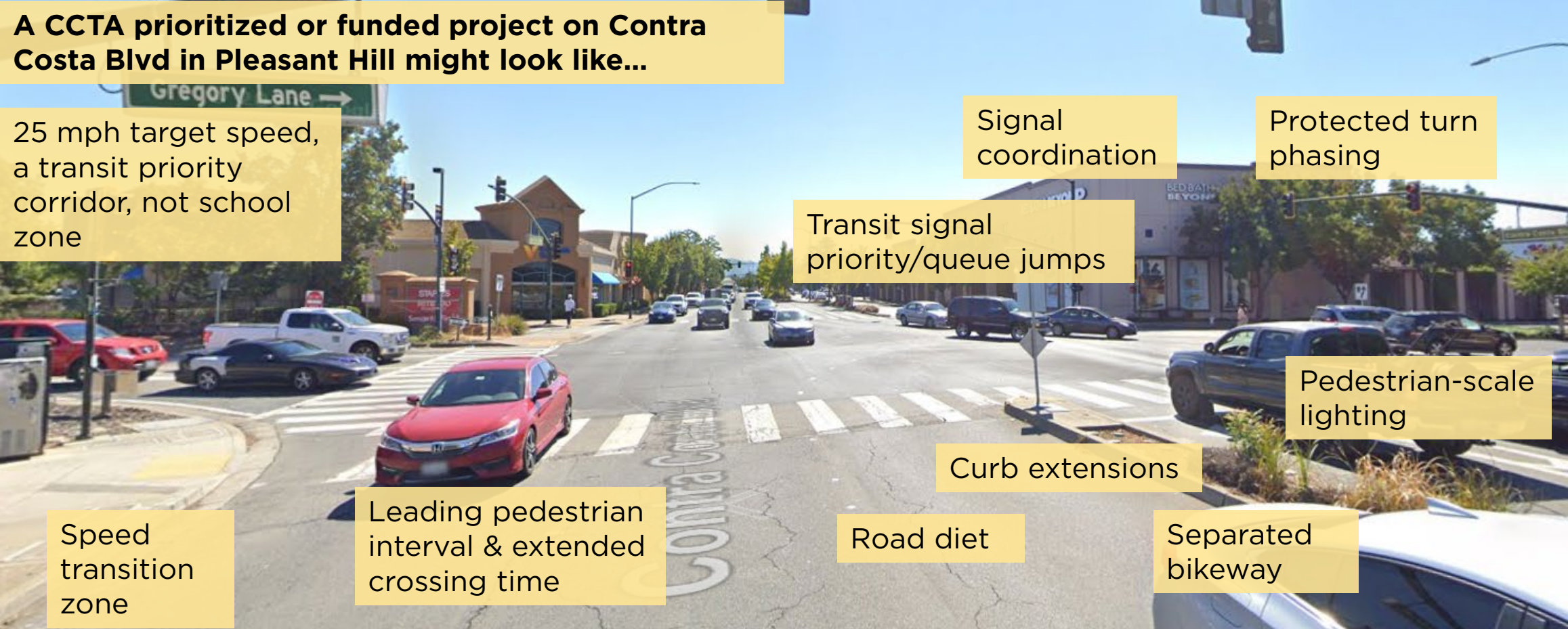
Connector Streets would support auto movement while adding pedestrian, bike, and transit facilities.

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.



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

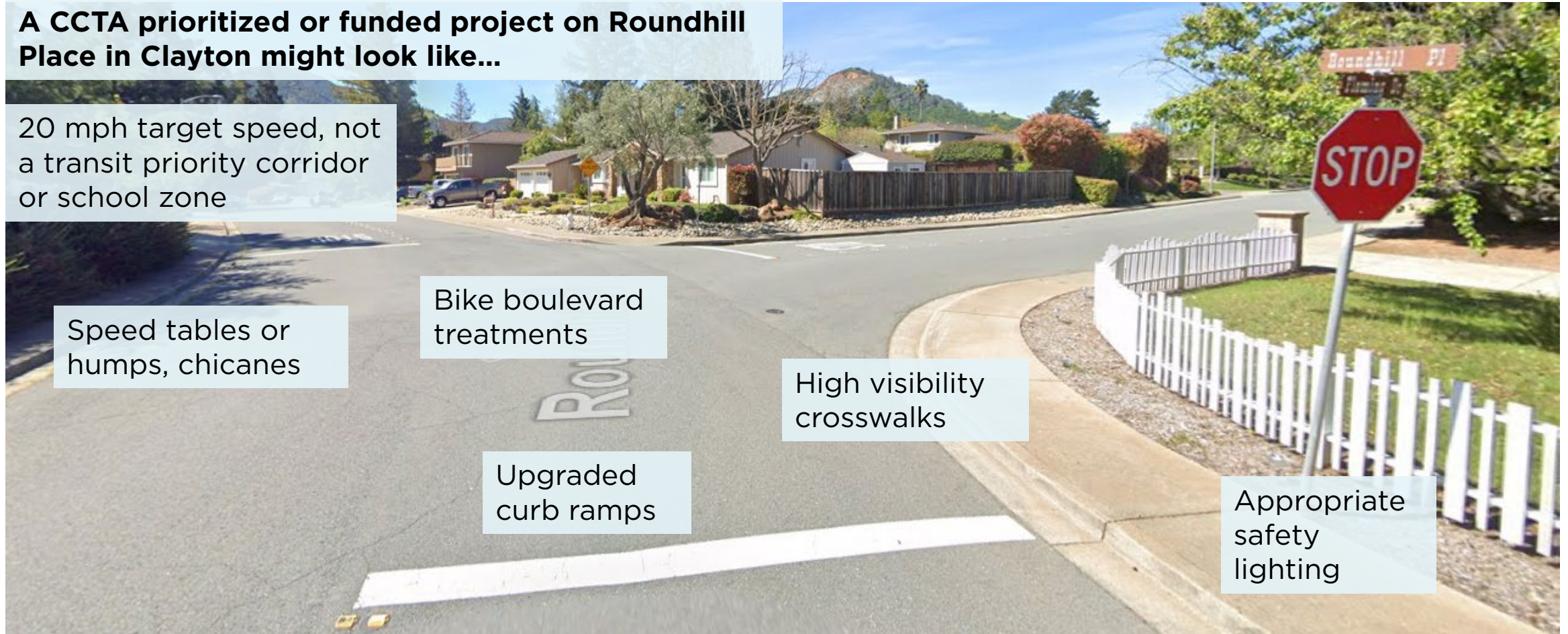
Speed tables or humps, chicanes

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?



CONTRA COSTA
transportation
authority

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 May 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!



TRANSPAC Board Meeting STAFF REPORT

Meeting Date: March 13, 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.