

# Subregional Transportation Mitigation Program (STMP)

**TRANSPAC** – March 13, 2025

- **The STMP:**
  - Generates funding for project mitigations from private developers whose projects are found to increase traffic on Routes of Regional Significance
    - Defines a process for transportation mitigation
    - Ensures new development pays to mitigate its impacts

## ■ Evaluation Criteria

### Regional Routes

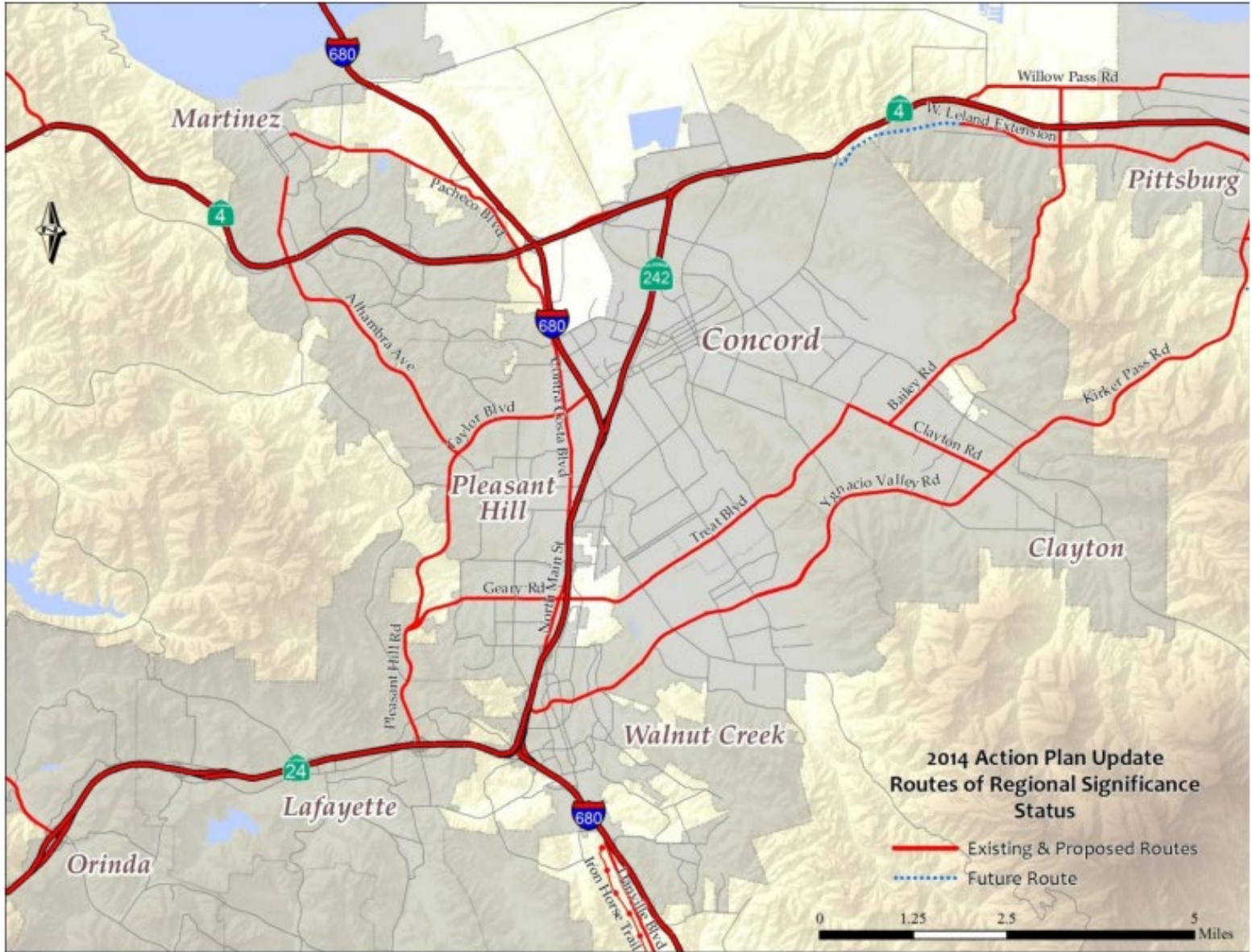
- Net New Peak Hour Interregional Vehicle Trips
- Significant Cumulative Traffic Impact

## ■ Thresholds

### Definition of “Interregional”

- Trip with an origin or destination outside the “home” jurisdiction in which development is located
- 500 net new peak hour vehicle trips
- 100 interregional net new peak hour vehicle trips

Figure 1-1: Central County Routes of Regional Significance



# California Environmental Quality Act (CEQA) Environmental Assessments and Traffic Impact

- Impacts are determined through the CEQA environmental assessment process
  - A Traffic Impact Analysis is no longer required for CEQA clearance (SB743)
- **BUT** - A Traffic Impact Analysis may be required per the STMP even though it is not required under CEQA.
- **FURTHERMORE** - An impacted jurisdiction may request an analysis (that may lead to mitigation measures) for a proposed development located outside its boundaries, even if the established thresholds in the STMP have not been met.

- **TRANSPAC is committed to**
  - Managing traffic
  - Maintaining desirable operational levels
  
- **By**
  - Working with surrounding jurisdictions on traffic management plans
  - Reduce travel demand through the 511 Contra Costa Program



- **Historical Context:**
  - Based on the TRANSPAC Regional Transportation Mitigation Program (RTMP) adopted in 1996
  - The STMP fulfills the requirements to comply with the Measure J Growth Management Program
    - Included in the 2017 Central County Action Plan, and DRAFT 2023 Update

## In the TRANSPAC Subregion

- Transportation mitigation fees for developments have been negotiated by local agencies on a project-by-project basis
- Modeled after the procedure used to evaluate the Oakhurst development in Clayton (generated \$1.1 million in transportation fee revenue)





# “The Oakhurst Model”

---

Oakhurst developer fees used to mitigate transportation impacts on the Cities of Concord and Walnut Creek, downstream jurisdictions

---

Modeled after the approach used for Oakhurst development in Clayton in the early 1990's

An origin and destination study determined the percentage of through trips traveling in peak hours

---

Study formed the basis for the fee amount transferred through an interjurisdictional agreement for specified transportation projects

---

## TRANSPAC Mitigation Approach

- Projects are selected based on impacts of the specific development project
- Mitigations are **NOT** based on predefined per-unit and per-commercial-square-foot fee programs used in other areas of Contra Costa
- Funds committed through interjurisdictional agreements



## Cumulative Trip Analyses

- The GMP Implementation Guide offers guidance on cumulative trip analyses as defined under CEQA

## Components Considered

- Current traffic volumes
- Approved but unconstructed developments
- Pending projects under review
- Future projects with completed environmental reviews

## Negative Declaration or MND

- Traffic study may still be required
- Variation on the STMP process

# Interjurisdictional Agreements Under STMP

- **Requirement:** STMP mandates execution of interjurisdictional agreements to mitigate cumulative impacts from developments exceeding thresholds with impacted TRANSPAC jurisdictions.
  - Agreements are "strongly encouraged" for projects from outside jurisdictions that impact TRANSPAC areas
- **Example:** Agreements between Concord and Pittsburg for Vista Del Mar and Bailey Road Estates Development.

# Interjurisdictional Agreements Under STMP

- TRANSPAC jurisdictions are also expected to execute agreements with other jurisdictions impacted by TRANSPAC projects.
- **Components of Agreements:**
  - ✓ Identification of impacts
  - ✓ Implementation strategies
  - ✓ Monitoring mechanisms for mitigation requirements

# 2023 Draft Action Plan

Figure E-3. Arterial Intersections and Roadway RRS (Central County)

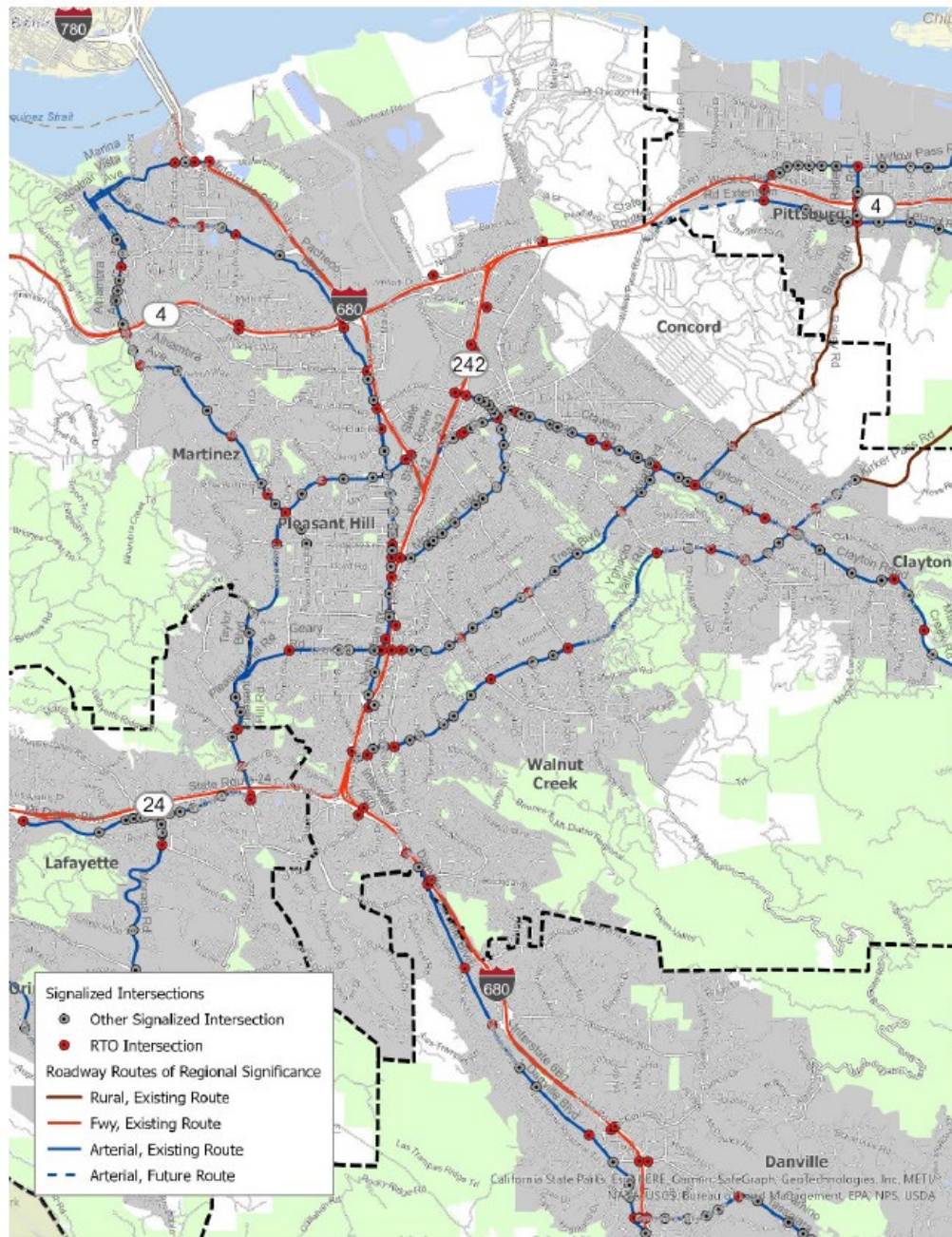
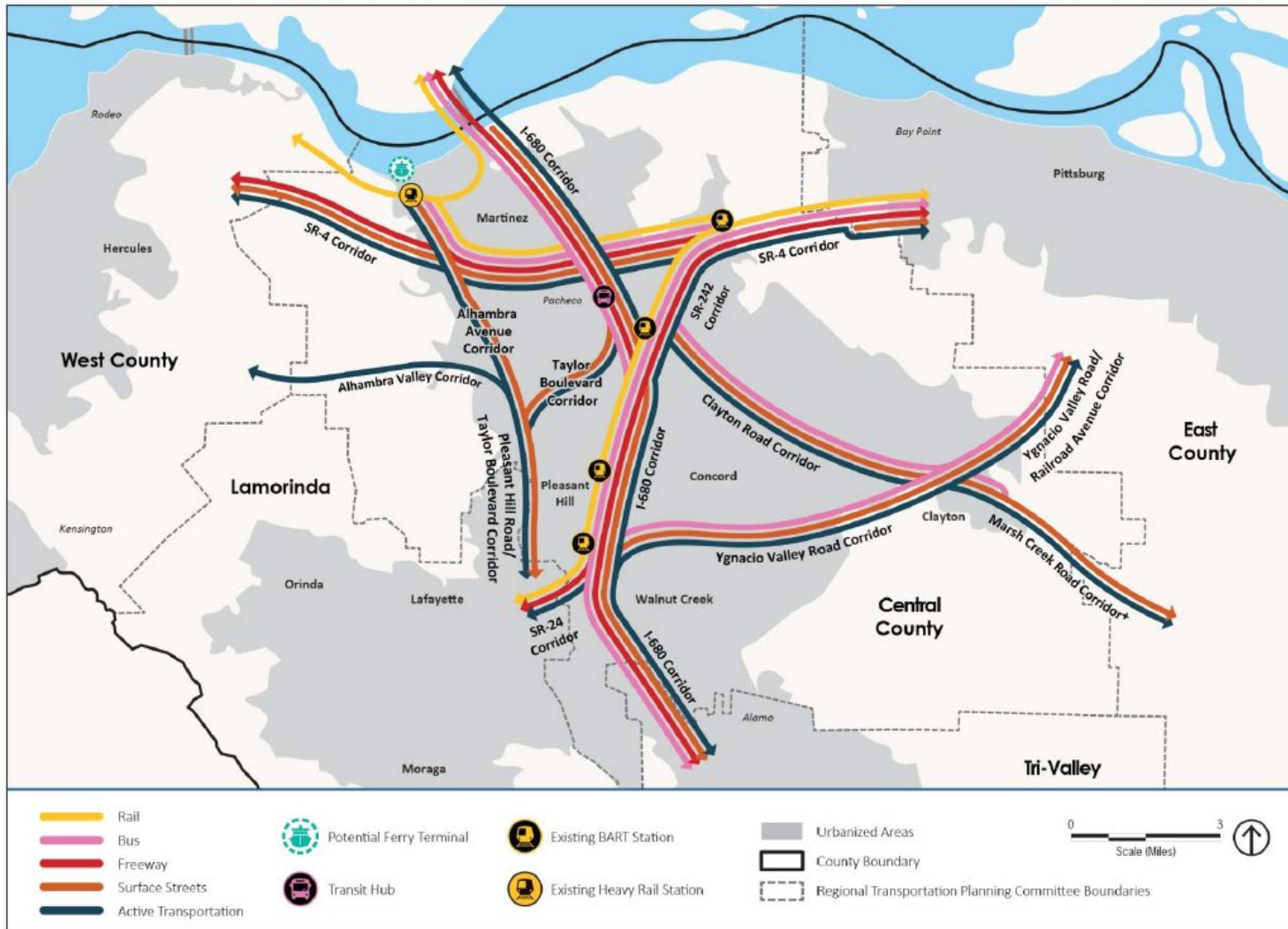




Figure 4-1: Central County Multimodal Corridor Map



\* These maps show desired future conditions, meaning some facilities and routes shown are not yet complete and may not have an adopted plan to complete them as of publication of this Action Plan.

\*\* The corridors shown in this map are generalized to show multimodal conditions where they exist, and therefore include multiple facilities and routes within one corridor. To see mode-specific Routes of Regional Significance designated in this Action Plan, refer to Figures 5-1, 6-1, and 7-1.

\*\*\* This corridor map shows the facilities in this subregion only. See other maps for facilities in other subregions.

+ The Marsh Creek Road corridor (including Clayton Road) between Ygnacio Valley Road and Deer Valley Road is designated as a Route of Regional Significance only for roadway safety and active transportation improvements, not for capacity improvements.

Source: PlaceWorks, 2023.