

Action Plan and Countywide Transportation Plan Update

Clayton City Council

September 20, 2022



CONTRA COSTA
transportation
authority

Agenda

- Background
- Project Overview and Update
- Relation to Safety and Housing Element
- Potential Routes
 - ▶ Roadways
 - ▶ Transit
 - ▶ Bike/Ped
- Next Steps



The Measure J Growth Management Program

- Part of Measure J ½ Cent Sales Tax Measure
- Seeks to manage impacts of land use decisions on the transportation system
- Requires compliance through Checklist to receive annual Local Streets and Roads (“Return to Source”) funds – 18% of Measure J revenues

Measure J

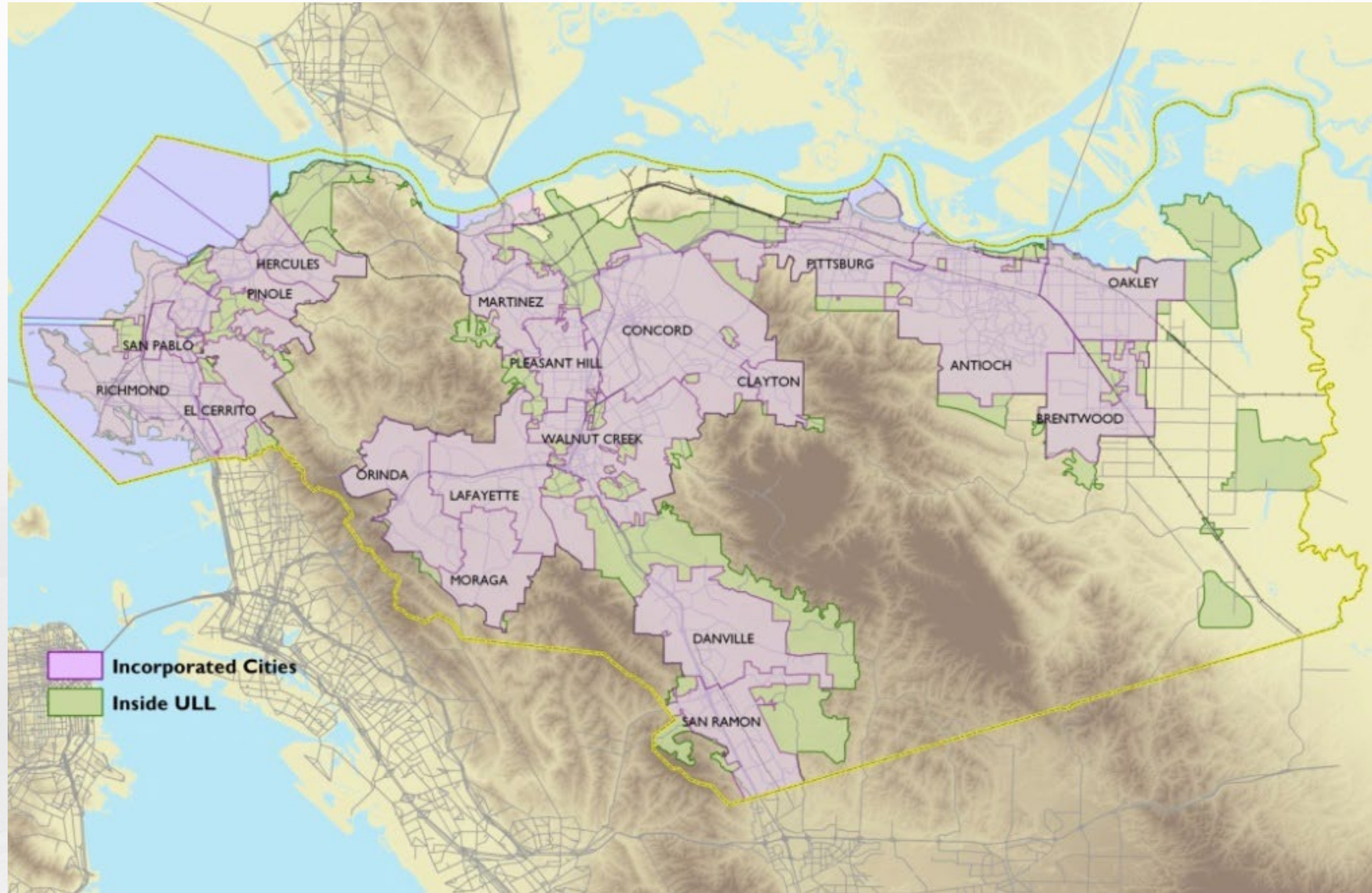
CONTRA COSTA'S TRANSPORTATION SALES TAX EXPENDITURE PLAN



Adopted November 2, 2004, as amended
through November 7, 2011

The Measure J Growth Management Program

Voter-Approved Urban Limit Line



- Focuses new development away from green fields, preserving valuable agricultural lands
- Reduces need for new infrastructure (roads, sewer, utilities)

The Measure J Growth Management Program

Action Plans for Routes of Regional Significance



- Applies goals, objectives and performance measures to major arterials, transit lines and trails
- New developments must mitigate negative impacts to Multimodal Transportation Service Objectives (MTSOs)
- Requires neighboring jurisdictions to cooperatively work together when planning for growth
- Protects communities downstream from development

Action Plan Background

- The Action Plans Implement Measure J Growth Management Program (GMP)
 - ▶ Cooperative Planning Process
 - ▶ Multi-jurisdictional
 - ▶ Establishes Flexible Objectives
 - ▶ Developed by RTPCs w/ input from local jurisdictions
 - ▶ Local responsible for implementation
- Set Goals, Objectives, and Actions to mitigate the cumulative impacts of growth on the regional transportation system

Routes of Regional Significance

- Provide vital connections that support economic and recreational activities throughout the county.
- Ensure that local jurisdictions coordinate their plans.
- Provide for operational objectives that are set by the RTPC.
- Require that future development be evaluated for impacts on the Regional Route.
- Traffic analysis is no longer required under CEQA, so RRS process is one of the only ways to ensure evaluation and coordination.
- Can lead to additional funding from CCTA, MTC and other agencies.



Criteria for Routes of Regional Significance

- These routes provide vital connections that support economic and recreational activities throughout the county.
- Criteria for designation:

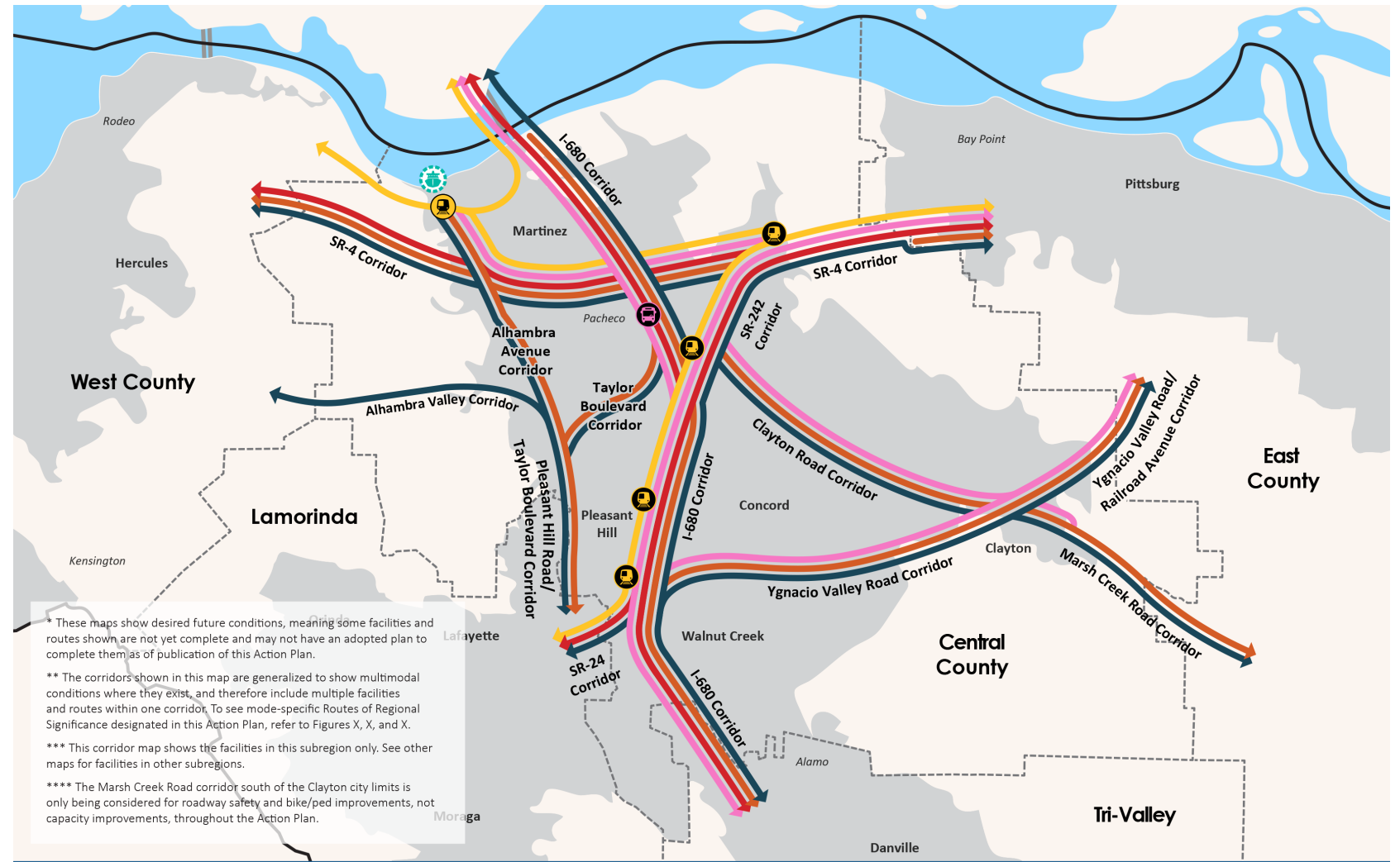
Required	Routes where the subarea wants to share regional responsibility with neighboring jurisdictions.
At least one	Connect two or more subareas of Contra Costa County.
	Cross County boundaries.
	Carry significant through-traffic.
	Provide access to a regional center, regional highway, or transit facility.

What Routes of Regional Significance are NOT

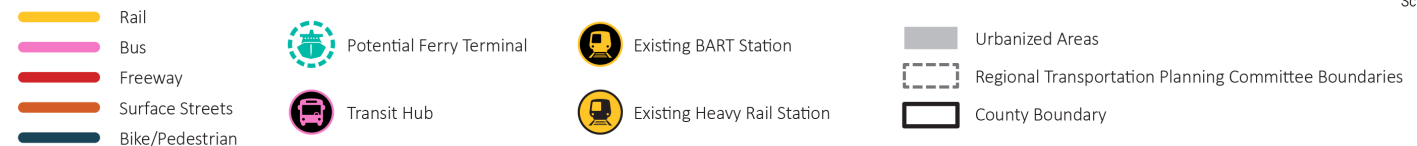
- Do not encourage through traffic, higher speeds or additional use.
- Do not give other entities jurisdiction over planning, design or enhancements.
- No requirements to enhance, widen or add capacity.
- No penalty for failing to maintain or achieve an objective.



Draft Multimodal Routes of Regional Significance



Central Contra Costa County Routes of Regional Significance Multimodal Corridor Map



Proposed Designation of Marsh Creek Road

- Specifically identified for safety improvements ONLY.
- No capacity improvements.
- Primary benefits:
 - ▶ Impact evaluation
 - ▶ Disclosure
 - ▶ Coordination
 - ▶ Funding



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