

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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Governor's Office of Planning & Research

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STATE CLEARINGHOUSE

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John Funderburg
Assistant Director of Community and Economic Development
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Re: 2040 Pittsburg General Plan Update – Draft Environmental Impact Report (DEIR)

Dear John Funderburg:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 2040 Pittsburg General Plan Update. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated, and efficient transportation system.

The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the December 2023 DEIR.

Project Understanding

The proposed project is a programmatic General Plan consisting of an updated land use map and goals, policies, and implementation measures that will guide future development activities and actions in the City of Pittsburg. No specific development projects are proposed as part of the General Plan Update.

Travel Demand Analysis

The project's vehicle miles traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the City's adopted VMT policy. Per the DEIR, this project is found to have a significant and unavoidable VMT impact. Caltrans commends the Lead Agency in adding VMT reduction policies and actions into the City's General Plan Circulation Element.

Using Caltrans' Smart Mobility Framework Guide 2020 ([link](#)), the proposed project site is identified as a predominately Suburban Community where community design is primarily low-density residential development and regional accessibility can vary.

Please also consider the measures listed below that have been quantified by California Air Pollution Control Officers Association (CAPCOA) and shown to have different efficiencies reducing regional VMT:

- Implementation of a neighborhood electric vehicle (EV) network, including designated parking spaces for EVs
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement
- Transit access supporting infrastructure (including bus shelter improvements and sidewalk/ crosswalk safety facilities)
- Real-time transit information systems
- Discounted transit programs
- Increased density
- Increased location efficiency
- Increased mixed-use development
- Increased transit accessibility
- Integration of affordable housing
- Pedestrian network improvements

The City of Pittsburg may also consider encouraging fair share contributions from future development projects to multimodal projects that promote mode shift and reduce single occupancy vehicle travel to mitigate VMT impacts. Caltrans suggest the following Regional Transportation Plan (Plan Bay Area 2050) projects for future fair share contribution considerations:

RTP ID	Project Description
21-T10-066	This program includes funding to implement improvements to existing County Connection bus service, including frequency upgrades (15-minute peak headways) on routes feeding BART stations.
21-T10-075	This program includes funding to implement new bus service along SR-4 between Hillcrest eBART to Brentwood Intermodal Station. Improvements include frequency upgrades (20-minute peak headways), rapid transit improvements and a new park-and-ride facility.

Equity Statement

We will achieve equity when everyone has access to what they need to thrive no matter their race, socioeconomic status, identity, where they live, or how they travel. Caltrans is committed to advancing equity and livability in all communities. We look forward to collaborating with the City of Pittsburg to prioritize projects that are equitable and provide meaningful benefits to historically underserved communities.

Multimodal Transportation Planning

Please review and include the reference to the *Caltrans District 4 Pedestrian Plan* (2021) and the *Caltrans District 4 Bike Plan* (2018) in the DEIR. These two plans studied existing conditions for walking and biking along and across the State Transportation Network (STN) in the nine-county Bay Area and developed a list of location-based and prioritized needs.

Please note that any Complete Streets reference should be updated to reflect Caltrans Director's Policy 37 ([link](#)) that highlights the importance of addressing the needs of non-motorists and prioritizing space-efficient forms of mobility, while also facilitating goods movement in a manner with the least environmental and social impacts. This supersedes Deputy Directive 64-R1, and further builds upon its goals of focusing on the movement of people and goods.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Llisel Ayon, Associate Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please contact LDR-D4@dot.ca.gov.

Sincerely,



YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse