

Will Casey,
Chair
Pittsburg
City Council

Mary N. Piepho,
Vice-Chair
Contra Costa County
Board of Supervisors

Donald P. Freitas
Antioch
City Council

Bob Taylor
Brentwood
City Council

Brad Nix
Oakley
City Council

Gil Azevedo
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Carmen Gaddis
Representing the
Contra Costa County
Board of Supervisors

Walter MacVittie
East Contra Costa
Regional Planning
Commission

Erik Nunn
Oakley
Planning Commission

Bruce Ohlson
Pittsburg
Planning Commission

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TRANSPLAN COMMITTEE MEETING

Thursday, April 10, 2008, at 6:30 p.m.

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact John Cunningham at (925) 335-1243 or jcunn@cd.cccounty.us.

AGENDA

1. Open the meeting.
2. Accept public comment on items not listed on agenda.

CONSENT ITEMS (see attachments where noted)

3. Adopt minutes from February 14, 2008 meeting. ♦
4. Accept correspondence. ♦
5. Accept recent news articles. ♦
6. Accept environmental register. ♦
7. Accept status report on major East County transportation projects.

END OF CONSENT ITEMS

ACTION ITEMS (see attachments where noted)

8. **Discussion with MTC Contra Costa Representative:** Amy Worth, Orinda City Councilmember, is the MTC representative for the Cities of Contra Costa. Ms. Worth has requested time on the TRANSPLAN agenda to discuss issues and needs for agencies in East County and for MTC.
9. **Approve Release of Draft East County Action Plan Update for Review and Comment:** TRANSPLAN and the TAC have been working on a 2008 update to the East County Action Plan as part of its 2008 Countywide Transportation Plan Update. The update is intended to address the considerable changes in demand, funding resources and planning context that have occurred since 2000. The TAC recommends circulation for review and comment with a thirty day review period. ♦
10. **Accept staff or Committee members' reports.** Staff or members of TRANSPLAN may report on items of interest to TRANSPLAN.

ADJOURNMENT

11. Adjourn to next meeting on Thursday, May 8, at 6:30 p.m.

ITEM 3
ADOPT MINUTES FROM February 14, 2008 MEETING

TRANSPLAN COMMITTEE
Antioch - Brentwood - Pittsburg - Oakley and Contra Costa County

MINUTES
February 14, 2008

The TRANSPLAN Committee meeting was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Will Casey at 6:37 P.M.

ROLL CALL

PRESENT: Gil Azevedo (Antioch), Donald Freitas (Antioch), Bruce Ohlson (Pittsburg), Brad Nix (Oakley), Edward Person (Oakley), Bob Taylor (Brentwood), Joe Weber (Brentwood) and Chair Will Casey (Pittsburg)

ABSENT: Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors), Walter MacVittie (East Contra Costa Regional Planning Commission), and Mary N. Piepho (Contra Costa County)

STAFF: John Cunningham, Senior Transportation Planner, Contra Costa County

PUBLIC COMMENT

There was no public comment.

CONSENT ITEMS

On motion by Brad Nix, seconded by Donald Freitas, TRANSPLAN Committee members adopted the Consent Calendar, as follows.

3. Adopted Minutes from January 10, 2008 Meeting.
4. Accepted Correspondence.
5. Accepted Recent News Articles [No articles were received in January]
6. Accepted Environmental Register.
7. Accepted Status Report on Major East County Transportation Projects.
8. Accepted Calendar of Meeting Dates for 2008.

REVIEW DRAFT EAST COUNTY ACTION PLAN GOALS, OBJECTIVES, AND ACTIONS

Senior Transportation Planner Cunningham introduced Joseph Story of DKS Associates and Martin Engelmann of the Contra Costa Transportation Authority (CCTA) to present the draft East County Action Plan Goals, Objectives and Actions.

Joseph Story, DKS Associates, presented some review products for input into the Draft Action Plan. He referred to items in the packet and the Draft East County Action Plan actions along with a map demonstrating the Routes of Regional Significance and potential changes.

Mr. Story stated that in working with the TRANSPLAN Technical Advisory Committee (TAC), the routes of regional significance maps had been reviewed. Routes of regional significance were considered to be connecting routes and five additions to the map had been discussed by the TAC. He referred to the Laurel Road extensions into Antioch and out to Sellers Avenue, the northern arterial system from Railroad Avenue to SR160, the Sellers Road/Cypress Road/Bethel Island Road connection to the system, the eventual connection of the Byron Highway to Bethel Island (north of SR4), and to make sure that if SR239 ever became an eventuality it would also be included as a regional route of significance.

Mr. Story stated that the CCTA had prepared a color coded map to show where the changes had been projected as well as what routes would be added in the future, which would include the SR4 Bypass, Sand Creek Road, and Dallas Ranch Road. He asked for comments on the draft map.

Brad Nix verified with Mr. Story that Sellers Avenue was on the map but for only a very small section. He requested attention to that situation.

For SR239 in response to Mr. Freitas, Mr. Story explained that the alignment for SR239 had not been defined.

Donald Freitas expressed no disagreement with the map.

Edward Person referred to SR4 Bypass heading east toward SR160 and asked if there would be a future connection. He advised that the Oakley Planning Commission had expressed concern for the traffic using Neroly Road to access the SR4 Bypass.

Mr. Story stated that the map could be amended to show the connections in both directions.

In response to the comment that Neroly Road was not a route of regional significance, Brad Nix stated that it had been included in the Draft East County Action Plan Actions at 1-b-5. *Provide interchange ramps between SR160 and SR4 Bypass.*

Mr. Story explained that while the project had been included on the list of Draft East County Action Plan Actions, it would need to be added to the map.

Bruce Ohlson referred to the routes of regional importance and observed that the West Leland Extension to Delta Fair Boulevard dead ended. He expressed concern that the continuity was lost in that case.

Mr. Story asked if there should be additional roads added, to which Mr. Ohlson suggested it would be reasonable to address that dead end section.

Donald Freitas referred to Action 3-a. *Continue to update the fee structure to ensure it will produce sufficient funds in light of current and anticipated growth rates and escalating construction costs in East County.* He asked for an elaboration of that action.

Mr. Story advised that basically what was meant was that through the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), there would be a need as a continuing process to go back and review the fee structure to make sure that the cost estimates were appropriate to keep up with, among other things, construction costs.

Donald Freitas referred to the argument that the fee was currently excessive and there might not be the political will to increase the fee. He asked what the impact would be in that case.

Mr. Story suggested that the statement could be amended to eliminate “escalating construction costs” since the cost of construction could go down.

Donald Freitas suggested it almost assumed that would happen on a periodic basis and increases would occur, which he suggested was not realistic. While he agreed with the need for ECCRFFA to review the rate structure, he suggested that would not mean that the fees would be increased. It was recommended that “update” be removed and be replaced with “*review.*”.

Brad Nix referred to Action 3-d. *Explore ways to advance revenues from the fee programs through the use of bonds or other [financial] mechanisms, such as tolls, gasoline taxes and other user fees.* He spoke to the houses proposed for the Naval Weapons Station and environs without a fee which would jeopardize East County home sales and other economies.

Donald Freitas commented that he had no problem with Action 3-d with the use of the word “explore.” He verified that the Draft Action Plan would return to the TRANSPLAN Committee which would still be able to add, delete or modify the text.

Brad Nix agreed and stated that he could support that action as written.

Joe Story explained that the actions would have to be assessed as to their impact on the transportation system. He concurred that staff would return the Draft Action Plan to offer another chance for comment.

Bob Taylor asked about the update of monies and the like. He asked what the timeline would be with respect to fees in that case.

Mr. Story commented that while he could not speak for ECCRFFA, fees were usually updated every 3 to 8 years dependent upon the situation.

Martin Engelmann advised that the fee was updated every year for inflation and updating where all the projects were evaluated and the growth new development would cause through a nexus analysis. He stated that one could easily go 5 years without updating a nexus analysis after which time updates should be considered.

Brad Nix spoke to the major differences in the fees imposed by East County with those imposed by Central County, which were much lower.

In response, Mr. Engelmann stated that the fee analysis could be revised based upon the new forecast associated with Central County if their developments were to change significantly. He cited the Concord Naval Weapons Station as a major change requiring additional analysis.

Donald Freitas referred to Action 5-a. *Continue to implement appropriate recommendations from the East Central Commute Corridor Traffic Management Plan (such as selective control point metering) to maximize flow without creating excessive localized air pollution and reducing parallel street capacity.* Noting that the study itself must be 8 years old, he did not want to continue to implement some of those recommendations given that the information was stale. He suggested that some of the assumptions might need to be updated and revised.

With respect to Action 6-b. *Pursue feasibility of a spur rail line from East County to the ACE commuter train, including participating in negotiations with ACE and UPRR for shared service between Antioch and Tracy,* Mr. Freitas expressed concern given that the negotiations with Union Pacific Railroad (UPRR) had failed. As such, he did not know why there was a desire to continue that goal.

For Action 7-a. *Promote greater awareness of East County park-and-ride lots for transit and ridesharing,* Mr. Freitas understood that most park-and-ride lots were full in the morning. With respect to Action 8-a. *Continue to provide express commute bus service to major employment centers,* he suggested that was self-serving to the 511 Program and suggested it did not make sense what resources would be dedicated to that action. Further, speaking to Action 12-b. *Encourage adoption of development approval guidelines that would call for transit-oriented design, where feasible, as conditions of approval,* he stated that raised a red flag to him and noted that any of those in and of themselves had major impacts and a more robust discussion might be required as to what they would really mean.

Mr. Freitas reiterated that there were a lot of things in the document where there was insufficient detail to truly understand the significance.

Mr. Engelmann responded and explained regarding Action 5-a that it was true that the East Central Commute Corridor Traffic Management Plan had been done a while ago and also true that very little had changed since that study had been done and the basic premise of establishing metering points. He suggested that the location of those metering points was still sound. A refresher could be provided on that study, if required. He added that the metering at Meadow Avenue in Pittsburg and proposed metering on Kirker Pass Road was still in that plan and still a proposal that could be implemented.

Mr. Engelmann added, when asked, that the modeling used some time ago was still appropriate. He reiterated the ability to provide a refresher on that issue if desired.

Brad Nix recalled the discussions on that study which had been a number of years ago and which had been a small part of the I-80 Traffic Operations Management, which seemed a much more comprehensive approach to traffic control in that the arterials had been included with that freeway study. If locating at East County at one mass traffic flow, he suggested there should be a more inclusive method.

Mr. Engelmann stated that the plan was in effect and the metering was being done at Meadows, at Clayton Road, and at Meadowbrook and Walnut Creek. The cities of Concord and Pittsburg were doing that metering. He explained that the plan was in effect and the metering was occurring.

Donald Freitas questioned whether or not the metering had worked. He suggested it had not.

Mr. Engelmann stated that information could be provided. As far as the cities of Walnut Creek, Concord and Pittsburg were concerned, it was working. Whether it was working for the City of Antioch, he did not know.

Mr. Engelmann spoke to the spur line of the rail and suggested it might be a leftover to when eBART had proposed going to Byron and Tracy although the feasibility of that being the case was much lower. He suggested the question was whether or not to continue Action 6-b. He suggested it could be stricken.

Donald Freitas suggested that Mr. Engelmann might want to communicate with BART and reconsider that item.

As far as the 511 Program with respect to Action 12-b, Mr. Engelmann stated it was voluntary and there might be cases when some kind of guideline was preferred. There was also the Best Practices and an option would be to follow Best Practices for Transit Oriented Development (TOD), where feasible.

Mr. Engelmann added that the guidelines had been established in many places.

Donald Freitas supported something in the nature of a voluntary adoption. He did not support a mandatory provision.

Brad Nix concurred and suggested it would be totally unnecessary. He added that the Metropolitan Transportation Commission (MTC) was advocating TOD all the time using a voluntary program. He suggested that the question was whether or not that action really needed to be in the Draft Action Plan if it was taken care of elsewhere.

Mr. Engelmann suggested there should be guidelines in place to establish what a good TOD was.

With respect to Action 14-c. *Maintain and enhance local transit facilities and rolling stock. This would also be congruent with existing MTC regional plans and policies*, Mr. Freitas questioned what that would mean since MTC was coming up with policies and the jurisdictions were implementing those policies.

Mr. Story stated that was a last minute request from Tri Delta. He suggested that the last sentence could be stricken. In response to Mr. Freitas who remained concerned with what that meant or what impacts might be associated with it, he stated that it should be more towards the fact that MTC had a system where they developed funding plans for transit vehicles and the like. He suggested that the words "plans" and "policies" might not be the best choice.

Mr. Freitas emphasized that the impacts to local jurisdictions would have to be identified. He reiterated that the meaning of that section was unknown.

Mr. Engelmann suggested it meant restoring policy for the use of federal funds such as bus replacement, for instance.

Brad Nix wanted to clarify if it meant that the TRANSPLAN Committee would have to bear the financial cost of rolling stock.

Mr. Engelmann stated it would put the burden on the transit operator to come up with funding. He noted that there were different schedules for bus replacement which was where the transit agencies had a problem with MTC as to what it really meant.

Donald Freitas referred to local transit facilities and senior dial-a-rides. He asked if senior dial-a-rides were impacted particularly since some cities specifically funded those programs. Mr. Engelmann did not believe the city would be affected.

Brad Nix requested that staff return with that information which would be useful to the Board.

Mr. Engelmann advised of the plan to return the item next month as an administrative draft plan and asked that it be released for comment, which could then allow it to be circulated to the Regional Transportation Planning Committees (RTPCs) when everyone would have a few months to consider it. At this point, it was a document that the TRANSPLAN TAC had worked on and was being submitted as a draft. A full preliminary draft plan would be returned in March after which there would be another opportunity to review a proposal for adoption and then on to the CCTA for final adoption. It would be released as a draft in March, with a few months for review with the Countywide Plan in the summer and brought back in the fall. Adoption of the 2008 Update of the Countywide Transportation Plan would occur afterward.

Bruce Ohlson referred to Action 11-a-2. *Complete the East Bay Municipal Utility District (EBMUD) Trail, linking Los Medanos College and Brentwood, which he noted was the Aqueduct trail; and 11-d. Encourage shoulders or sidewalks on all streets and rural roads to provide for better bicycle or pedestrian safety.* He recommended an addition to 11-d to include bike lanes on all streets and rural roads as well. He also recommended an additional Action 11-f. *When widening streets that have bike lanes, ensure that bike lanes are retained.*

Donald Freitas suggested that some members would have problems with the additional language. He did not support those recommendations.

Brad Nix referenced major changes the County was seeking in regard to County roads in the Knightsen area from Cypress Road to Highway 4 east of Brentwood. When talking about Sellers Avenue to Byron Highway he stated there were huge amounts of traffic coming down from Oakley to Vasco Road. He noted the lack of funding for that road and the huge cost involved. Just to get expanded roads was a huge problem and he did not believe that sidewalks and bike lanes would likely occur as a result.

Donald Freitas added that the cost of right-of-way (ROW) acquisition, utilities and the like would make it prohibitive to include bike lanes. If added "where feasible" that might be acceptable to him. He stated it would be virtually impossible financially to include bike lanes in some areas.

Brad Nix concurred and stated if the phraseology on country roads was to make it safer by increasing widths that would accomplish a goal, but if regarding bike lanes that would not be supported.

FURTHER DISCUSSION OF THE CCTA'S PROPOSED VISION, GOALS, AND STRATEGIES FOR THE 2008 COUNTYWIDE TRANSPORTATION PLAN (CTP) UPDATE

Mr. Cunningham stated that the item had been discussed by the CCTA's Planning Committee and had been referred to the RTPCs for discussion.

Martin Engelmann stated that a presentation had been offered some months back with many slide pictures about how congestion was increasing and how growth and households and jobs were generating higher traffic levels. There had been questions then regarding the CCTA's vision and goals related to the Countywide Transportation Plan and the CTP's goals had been discussed. The goals were identified as 1) reduce future congestion on highways and arterial roads; 2) manage the impacts of growth to sustain Contra Costa's economy and preserve its environment; 3) expand safe, convenient and affordable alternatives to the single-occupancy vehicle (SOV); and 4) maintain the transportation system.

Mr. Engelmann stated that there had not been a lot of comments on the vision, goals and strategies for the 2008 CTP. The CCTA was asking for comments related to the new text. He suggested that could take some time.

Donald Freitas recommended a separate distinct meeting when discussing the Action Plan which could include the vision, goals and strategies as well.

Brad Nix stated that there had been four members present at the Planning Committee and the issue had been split given the switch and focus in language of the "MTC-ization" of the goals. He stated that a PowerPoint that had previously been presented had been useful in demonstrating that although it was not available at this time. He referred to the robust discussion of the various points and noted that the report that was brought home was that the regions were very different. The language presented had come as a result of that discussion. He suggested that the conflict was the attempt to craft wording that made it possible to work toward East County's goals while allowing West County some comfort. He did not want to do anything that would cause a problem or future litigation.

Mr. Nix referred to the compromise that had been discussed, as shown with the four policy questions regarding the CTP goals, which goals remained unchanged.

Mr. Engelmann suggested going through each goal to see if they remained viable. He recommended a special meeting between now and March 13 to do that.

After discussion, a special workshop on the East County Action Plan was scheduled for Monday, February 25 at 6:30 P.M. in the Tri Delta Transit Board Room. It was noted that if time permitted, a discussion of the vision, goals and strategies could also occur at that time.

ACCEPT STAFF OR COMMITTEE MEMBERS' REPORTS

Mr. Cunningham referred to handouts he had distributed and stated that each item warranted discussion. One handout requested interest in serving on a Vasco Road Policy Advisory Committee, members to be appointed by the CCTA. He stated that no action was required and it would be up to the individual members to contact the CCTA.

Donald Freitas commented that there was nothing to preclude writing a letter to the CCTA recommending two appointments of elected officials.

Mr. Cunningham stated that he would follow up with CCTA staff to verify the parameters of the membership of the committee.

By consensus, the TRANSPLAN Committee directed the transmittal of a letter to the Chair of the CCTA to recommend that Brad Nix and Bob Taylor be appointed to the Vasco Road Policy Advisory Committee.

Mr. Cunningham referred to the discussion at the last meeting regarding the Measure J implementation item, the role bicycles should play and language recommended by Bruce Ohlson to highlight the importance of bicycles to routes of regional significance and the legality and the underlying intent of Measure J. He referred to a memo from Martin Engelmann who had indicated that there did not appear to be any legal issues with respect to that recommended language. The item had been added after transmission of the agenda. No action was required at this time. He noted that Brad Beck of the CCTA was in charge of shepherding the item through. He would follow up with CCTA staff as to what it intended to do with the language provided.

Bruce Ohlson thanked staff for that effort.

On motion by Bob Taylor, seconded by Joe Weber, TRANSPLAN Committee members unanimously accepted the handouts.

ADJOURNMENT

With no further business to come before the TRANSPLAN Committee, Chair Casey adjourned the meeting at 7:44 P.M. to the next meeting on March 13, 2008 at 6:30 P.M.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

ITEM 4

ACCEPT CORRESPONDENCE

MEMORANDUM

DATE: April 10, 2008
TO: TRANSPAC and TRANSPLAN Committees
FROM: Lynn Osborn, 511 Contra Costa and
TRANSPAC/TRANSPLAN TDM Program Manager
RE: Program Status Report

Employer Outreach- (Implemented by TRANSPAC/TRANSPLAN TDM staff)

- Bicycle racks were installed at Contra Costa Centre Association in Walnut Creek.
- The remaining incentive application forms were mailed to employers.
- Assisting Contra Costa County Sheriff's Department with bike lockers for employee use.
- Working with Varian Inc. in Walnut Creek to assist in the relocation of staff from the South Bay to the Shadelands office.
- Providing assistance to Contra Costa Centre in their effort to conduct an employee transportation survey for John Muir Health Concord and Walnut Creek campuses.
- Letters were mailed to employers inviting them to post employee notices about the 2008 Bicycle Commuter Assistance Program applications due to 511 Contra Costa by April 26.
- Coordination continues for the Bike to Work Day employer mailings.
- Working with the City of Walnut Creek on the procurement of a bicycle rack to be installed at Heather Farms Park.
- Staff is in contact with the County Employment Human Services Department (EHSD) on their relocation to Pleasant Hill. Incentive brochures will be made available to EHSD when they occupy the Ellinwood office complex.

Comprehensive Incentive Program- (TRANSPAC/TRANSPLAN TDM staff)

- Transit and Carpool Incentive Program applications were mailed out to all active employers.
- There has been a spike in the number of carpool applications received in the last month, probably due to higher gas prices.
- The 2008 Bicycle Commuter Assistance Program has been announced on the 511 Contra Costa website. Announcement letters for the program were sent to active employers.
- Staff worked with Fairfield/Suisun Transit to extend the Buy 1 Get 1 Free Promotion to promote service into Contra Costa County.

511 Contra Costa Website - (TRANSPAC/TRANSPLAN TDM staff)

- Updates included: Bicycle Commuter Assistance Program, Bike-to-Work notice, new form for Carbon Reduction Carpool Promotion.
- Staff attended a Web Conference on “Writing for the Web”.
- The 511 Contra Costa website has a Google rating of 5 which is very respectable. The ranking is based on how well the tags describe the services of the site, how often the site is updated, how many links are not broken and link to relevant sites, and the overall relevance of the information contained on the site. Staff is working on automating web based application form submittals.

Guaranteed Ride Home Program- (Implemented by WCCTAC staff)

- Participant surveys are ready to be distributed this spring.
- The GRH Automatic Enrollment project reminds commuters who have received a 511 Contra Costa Incentive (Carpool, Vanpool, Transit) that they are eligible for GRH services if their employment site is within Contra Costa County. Guaranteed Ride Home applications were sent to 550 participants in the 511 Contra Costa Transit, Carpool, and Vanpool Incentive programs. To date there are 3,750 participants enrolled in the Guaranteed Ride Home Program.

Other Activities

TRANSPAC/TRANSPLAN TDM staff attended the following meetings: East Bay Women’s Conference, Transportation Alliance, Mobility Management Meeting, Program Managers’ Meeting, CCTA Planning Committee, Third Green Rides Webcast to further investigate the web-based program to track incentive participant data; ACT Exec. Committee meetings; RM2 TAC, MTC TAC, TRANSPLAN/TAC and TRANSPAC/TAC meetings.



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transportation
authority

CONTRA COSTA
MARCH 23 11:40
MILLER

Letter of Transmittal

Date March 26, 2008

To Planning Directors and RTPC Managers

From Robert K. McCleary, Executive Director

A handwritten signature in black ink that reads "Bob McCleary".

RE **Transmittal of Summary Status Report for the *Regional Transportation Mitigation Program***

Attached is the most recent summary status report for the Regional Transportation Mitigation Program, or RTMP. It documents one of Measure C's greatest success stories: the creation of regional development mitigation programs that ensure "new growth pays for the facilities required to meet the demands resulting from that growth."

We estimate that, since the initiation of the RTMP in 1994, these programs have generated close to \$250 million in new transportation revenues.

In this update, we have added a new appendix that outlines all of the local transportation fees currently in place. In addition to requiring their participation in these regional mitigation programs, the Measure C GMP also requires each jurisdiction to adopt local transportation mitigation fees to "ensure that development is paying its share of the costs associated with that development."

Since we periodically update this summary report, we hope you will let us know if you have any comments or revisions you would like to see in the next update.

Comments and questions should be directed to Martin Engelmann at 925.256.4729 or mre@ccta.net. The attached report is also available for download at ccta.net; you can obtain additional copies by contacting Diane Bodon at 925.256.4720 or dbodon@ccta.net.

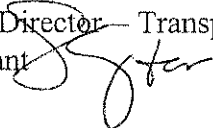


**CONTRA COSTA COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT**

651 Pine Street, North Wing - 4th Floor
Martinez, CA 94553

Telephone: (925) 335-1290 **Fax:** (925) 335-1300

TO: Members, Board of Supervisors

FROM: Steven L. Goetz, Deputy Director — Transportation Planning Division
By, Sara Welch, Consultant 

DATE: March 28, 2008

SUBJECT: **WCCTAC Committee, March 28th Meeting**

Summaries of the meetings of the Regional Transportation Planning Committees (RTPCs) are provided to keep all Board members informed of their activities. The following is a summary of the actions taken by the West Contra Costa Transportation Advisory Committee (WCCTAC) at the meeting held on March 28, 2008. Representatives from all jurisdictions were in attendance.

Vision, Goals and Strategies from the Countywide Comprehensive Transportation Plan.
The Board directed WCCTAC staff to stress that the implementation of Assembly Bill 32 should be an overriding goal.

Appointment of an alternate to the Contra Costa Transportation Authority Board. Ed Balico of Hercules was appointed as the alternate to the Contra Costa Transportation Authority Board.

The next WCCTAC meeting will be held at 7:30 AM on April 25, 2008 at the City of San Pablo, 13831 San Pablo Avenue.

c: Clerk of the Board
CAO
GTC Staff
Better Government Ordinance file

John C



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transportation
authority

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08 MAR 28 PM 1:51

COMMUNITY
DEVELOPMENT DEPT

Letter of Transmittal

Date March 26, 2008

To Planning Directors and RTPC Managers

From Robert K. McCleary, Executive Director

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Judge Quentin L. Kopp, Chairman
Fran Florez, Vice-Chair
Donna Andrews
David Crane
Rod Diridon
R. Kirk Lindsey
Curt Pringle
Lynn Schenk
T.J. (Tom) Stapleton

AS
ARNOLD SCHWARZENEGGER
GOVERNOR



FLY CALIFORNIA
Without ever leaving the ground.



2008 MAR 24 PM 12:42
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
DEVELOPMENT DEPT

March 21, 2008

Dear Stakeholder:

The California High-Speed Rail Authority's public Board Meeting will be held Wednesday, April 2, 2008, at the Sacramento Area Council of Governments Board Room, 1415 L Street, Sacramento, CA. **Please note the meeting is scheduled to begin at 10:00 am.**

At this meeting, staff will present a briefing on the policies to be included in the "Station Area Development" chapter for the Bay Area to Central Valley Program EIR/EIS. The Financing team will be updating the board on the "Request for Expressions of Interest" and will be presenting an overview of a proposed Economic Impact Study. Additionally, staff will be reporting on pending legislation affecting the High-Speed Rail Authority and the proposed high-speed train system.

At the February 6, 2008 meeting, the board approved the investigation of the feasibility of achieving zero emissions for the HST operations. The board approved the proposed Co-Operative Agreement with the French Ministry for Ecology, Sustainable Development and Spatial Planning and the Transportation. Construction Attaché from the Embassy of France presented on the French High Speed Train Program. Staff reported on the feasibility study conducted to identify viable alignment alternatives to support a station in the Visalia-Tulare-Hanford area.

For more information on the Authority's accomplishments, visit our website at www.cahighspeedrail.ca.gov.

I look forward to seeing you in Sacramento at our Board Meeting.

Sincerely,

Mehdi Morshed, Executive Director

**CALIFORNIA HIGH SPEED RAIL AUTHORITY
PUBLIC MEETING**

April 2, 2008

Sacramento Area Council of Governments

1415 L Street Sacramento, CA

10:00 a.m.

<u>Agenda Items</u>	<u>Responsible Party</u>	<u>Status</u>
1. Approval February 6 th Meeting Minutes	Chairman Kopp	A
2. Authority Members' Meetings for Compensation	Chairman Kopp	A
3. Member's Reports	Chairman Kopp	I
4. Executive Director's Report	Mehdi Morshed	A
5. Legislation Report <i>Discussion and action on pending legislation affecting the High Speed Rail Authority or the proposed high-speed rail system</i>	Mehdi Morshed	A
6. Program Manager's Report	Tony Daniels	I
7. Financial Plan Briefing <i>Infrastructure Management Group will provide an update on the Request for Expressions of Interest work as well as an overview on the scope of work for an Economic Impact study.</i>	Carrie Farley Barbara Lloyd	I
8. HST Station Development Policies <i>Staff will present a briefing on the policies to be included in the "Station Area Development" chapter for the Bay Area to Central Valley Program EIR/EIS. This will be presented as information and the Board will not be asked to take action.</i>	Dan Leavitt	I
9. Public Comment <i>An opportunity for public comment will also be provided during each public agenda item.</i>		I
10. Adjournment		

"A" denotes an "Action" item; "I" denotes an "Information" item.

Reasonable Accommodation for Any Individual with a Disability

Any individual with a disability who requires reasonable accommodation to attend or participate may request assistance by contacting the Authority at (916) 324-1541. Requests for additional accommodations for the disabled, signers, assistive listening devices, or translators should be made no later than one week prior to the meeting.



NE

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Pleasant Hill, CA 94523 (925) 969-0841

08 MAR 19 PM 12:12

March 18, 2008

CITY
DEVELOPMENT DEPT

The Honorable Dave Hudson, Chair
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, California 94523

Dear Chair Hudson:

At its meeting on February 21, 2008, TRANSPAC took the following actions that may be of interest to the Transportation Authority.

1. Approved the City of Concord's request to reprogram Measure J funds from the Waterworld Parkway project to the following projects: Ygnacio Valley Road Permanent Restoration (Phase 2) between Cowell Road and City of Walnut Creek Limit (\$3.5 million); Ygnacio Valley Road Landslide Repair @ Galindo Creek (\$0.5 million); Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements (\$2.0 million); and Waterworld Parkway Bridge over Walnut Creek (\$3.0 million).
2. Received a presentation from Hisham Noeimi on the development of the 25 Year Program for Contra Costa's projects. TRANSPAC approved the project list developed by the TRANSPAC TAC and affirmed placement of the northbound I-680 HOV project.
3. Approved the TAC recommendation to request a Strategic Plan Amendment for the I-680 Southbound HOV Restriping project to be funded with Measure 2 funds (\$3 million) and coordinated with Caltrans' 2009 Pavement Rehabilitation Project.
4. Adopted the TRANSPAC TAC recommendations on Trip Definitions to establish "net new peak hour vehicle trips" and "net new peak hour interregional vehicle trips" for both assessment of development impacts and the General Plan Amendment evaluation.

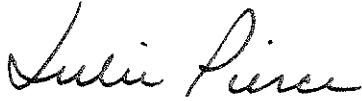
For the TRANSPAC Regional Transportation Mitigation Program, agreed to set the evaluation trip threshold at 1,000 net new peak hour vehicle trips and the interregional trip threshold at 100 trips. For project and General Plan Amendment notices, the number remains at 100 net new peak hour vehicle trips.

5. Elected Councilmember David Durant as TRANSPAC Chair for the 2008 term.
6. Elected Mark Ross as TRANSPAC Vice Chair for the 2008 term.
7. Reappointed Councilmember Julie Pierce to the position of TRANSPAC CCTA Representative for the 2008-10 term commencing March 1, 2008.
8. Appointed David Durant, City of Pleasant Hill to complete Charlie Abrams' current CCTA term from March 1, 2008 until January 31, 2009.
9. Appointed Cindy Silva, City of Walnut Creek, as the second alternate for both TRANSPAC CCTA Representatives commencing March 1, 2008.

10. Reappointed Councilmember Ross as a third alternate to be used by both TRANSPAC CCTA representatives commencing March 1, 2008.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Julie Pierce
TRANSPAC Chair

cc: TRANSPAC Representatives (packet mailing)
TRANSPAC TAC and staff
Gayle B. Uilkema, Chair, SWAT
Will Casey, Chair, TRANSPLAN
Sharon Brown, Chair, WCCTAC
Robert McCleary, Paul Maxwell, Martin Engelmann, Arielle Bourgart, Hisham Noeimi,
Danice Rosenbohm, CCTA
Lisa Hammon, WCCTAC
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
Steve Wallace, City of Pleasant Hill

27C

WCCTAC

West Contra Costa Transportation Advisory Committee

08 MAR 10 PM 1:09
March 6, 2008

Mr. Robert McCleary
Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Dear Mr. McCleary:

At the February 29, 2008 meeting, the WCCTAC Board took the following actions that may be of interest to the Authority:

- Presented a Certificate of Commendation to outgoing Board member Maria Alegria from the City of Pinole.
- Approved the consent calendar including the following items: the minutes from the January 22, 2008 and January 25, 2008 meetings; employee staff reports; TFCA/Measure C/CMAQ projects and authorized the Chair to sign the Cooperative Agreement in approximately June 2008; and received an update on the consultant RFP process for the forecast of STMP revenues and authorized the Chair to sign the Consulting Services Agreement with the top-ranked candidate.
- Received an update on the Trade Corridor Improvement Fund from Carolyn Clevenger of MTC and an update on the Truck Parking and Feasibility and Location Study from Beth Walukas of the Alameda County Congestion Management Agency.
- Reviewed and discussed the Preliminary Draft West County Action Plan Update. Authorized the release of the draft for review. Comments on the draft Action Plan will be discussed at the TAC and Board in April.
- Accepted the FY 06-07 Financial Statements/Audit, the Memorandum on Internal Control Structure, and the mid-year budget adjustments.
- Approved requests for STMP funding for the 2008 summer youth internship program and the Bay Trail Gap Closure engineering, environmental and geotechnical studies for the section between Pinole Shores and Bayfront Park in Pinole.
- Discussed the proposed AC Transit fare increase and authorized the Executive Director to send the letter that was included in the packet; requested staff to schedule the WCCTAC Board sub-committee to further discuss this issue.

The next WCCTAC Board meeting will be on March 28, 2008 at 7:30 am. If you have any questions, please call Lisa Hammon, Executive Director, at 510.215.3044.

Sincerely,


Sharon J. Brown, Chair

cc: WCCTAC Board (agenda packet mailing)
Danice Rosenbohm, CCTA
Barbara Neustadter, TRANSPAC
John Cunningham, TRANSPAN
Andy Dillard, SWAT

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

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TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
651 Pine Street -- North Wing 4TH Floor, Martinez, CA 94553-0095

February 20, 2008

Mr. Robert McCleary, Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Dear Mr. McCleary:

This correspondence reports on the actions and discussions at the TRANSPLAN Committee at their meeting on February 14, 2008.

Review Draft East County Action Plan Goals, Objectives, and Actions and Further Discussion of the CCTA's Proposed Vision, Goals, and Strategies for the 2008 Countywide Transportation Plan (CTP) Update: The Committee discussed these items and moved to hold a special meeting to continue discussion. This meeting will be held February 25, 2008 at 6:30 in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, March 13, 2008 at 6:30 p.m.

Sincerely,



John W. Cunningham
TRANSPLAN staff

G:\Transportation\Committees\Transplan\2008\Letters\summary_letter_CCTA_Jan_10_2008.doc

c: TRANSPLAN Committee
TRANSPLAN Technical Advisory Committee
A. Dillard, SWAT Committee
L. Hammon, WCCTAC
B. Neustadter, TRANSPAC
D. Rosenbaum CCTA

ITEM 5

Accept Recent News Articles

CONTRA COSTA TIMES

ContraCostaTimes.com

Contra Costa stuck in housing fallout

By John Simerman

STAFF WRITER

Article Launched: 02/14/2008 08:50:48 AM PST

The numbers are in, and Contra Costa County is every bit the drive-you-mad-for-a-patch-of-ground bastion we thought it was.

A statewide report released today found that no California county beats Contra Costa in long commutes, with nearly half of all workers needing at least 30 minutes to reach their jobs and one in six commuting an hour or more each way.

Contra Costa also tops the state's 20 most populous counties in home ownership -- at more than 70 percent --yet few can honestly afford it, the report shows. The nonprofit California Budget Project analyzed 2006 census, housing and economic data and found that the income needed to buy a median-priced home in the county -- \$138,715 -- is nearly twice what the median household makes.

That finding may explain another Contra Costa characteristic: The county ranks near the top in the rise in foreclosures.

"It's sort of everybody's picture of what Contra Costa County is," said Jean Ross, director of the research group. "People who in their 20s or early 30s might have lived in San Francisco have moved out to the suburbs, where they can buy a house with a backyard. You can't afford to live in the place you work. It's just a real problem."

The report offers a detailed account of the swell and swoon of the state housing market and the fallout on families and the economy.

In Alameda County, it takes more than twice the median household income to afford the median-priced home, based on a traditional though largely obsolete benchmark: Thirty percent of household income going toward a conventional 30-year mortgage.

Studies have shown that those loans diminished as Bay Area home prices soared and lenders heaped less desirable mortgages on an eager market.

Bernie Kellman needs no reminder. He finally shed his bike messenger life in San Francisco and moved across the Bay, got a good job and bought a house in Richmond in late 2004.

Now he's stuck with payments from a loan that rose sharply after three years. Kellman says he was duped. Hoping to stave off foreclosure, he pays two-thirds of his mortgage each month while he struggles to reach his lender. He says he gets 20 calls a month, reminding him he's behind.

"I was swept up in the idea I could own a home. I was so excited to see I could do it," said the 50-year-old psychiatric social worker with a 3-year-old daughter. "We're Bay Area people. We expect to pay more. Take 50 percent. That leaves me a lot for food, drink and toys for the kid. But I've made such a mess, got in such a deep hole. I'm not getting anywhere."

Lawmakers are scrambling to ease the pain as a new wave of homeowners face payment increases. Many experts say a recent lift of federally backed loan limits helps some higher earners but not most of those in trouble. The California Budget Project called for other steps.

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CONTRA COSTA TIMES

ContraCostaTimes.com

Among them:

Dedicating a portion of real estate document fees to affordable housing

Withholding state transportation and infrastructure money from cities and counties that fail to plan for their fair share of the state's housing needs

Demanding that cities and counties adopt policies for developers to set aside some new units for lower income buyers.

"We have a \$14.5 billion (state budget) shortfall," Ross said. "We need to use every tool we have as effectively as possible."

The challenge is daunting. According to a draft report by the Association of Bay Area Governments, the nine Bay Area counties need at least 214,500 new housing units to meet demand, including about 84,000 for low- and very-low-income households.

Still, penalizing communities that fail to craft those state-mandated plans misses the mark, said Bill Higgins of the League of California Cities. It is a costly process, he said, and most that remain out of compliance are smaller, cash-short communities. Almost 80 percent have complied, according to the state Department of Housing and Community Development. In the East Bay, Alameda, Albany, Pleasanton, Antioch, Orinda and Moraga remain out of compliance.

"People assume it's a NIMBY problem," Higgins said. "That's part of it. The real problem is a lack of money to fund affordable housing."

One Bay Area economist found that prices rose higher and fewer houses were built in cities that mandated discount housing from developers. "The policy is completely counterproductive," said

Edward Stringham, a fellow at the Oakland-based Independent Institute.

The report also called for the state to demand that lenders meet with those who fall behind. That came as a welcome note to Kellman, who has grown tight with his lender's phone tree.

"I'm not that poor. I have a good income," he said. "Maybe I can make my case for being a guy they can do business with."

Reach John Simerman at 925-943-8072 or jsimerman@bayareanewsgroup.com.


Online

The California Budget Project report, "Locked Out 2008: The Housing Boom and Beyond," can be found at <http://www.cbp.org>.

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CONTRA COSTA TIMES

ContraCostaTimes.com

Anticipated Highway 4 bypass to open

Segment One begins three phases of opening that will conclude Sunday

By Hilary Costa

STAFF WRITER

Article Launched: 02/15/2008 03:02:16 AM PST

By Hilary Costa

STAFF WRITER

No longer just a specter in the sky taunting tired commuters, the next section of the Highway 4 bypass is opening to traffic starting today, officials announced this week.

Segment One of the bypass, which connects Highway 4 east of Antioch's Hillcrest Avenue with Lone Tree Way in Brentwood, will open in three phases beginning today and concluding Sunday night. The Laurel Road extension and interchange in Oakley also will open Sunday.

"I think that will definitely be a big plus," said Discovery Bay resident Cecy Gomez, who visits family in Brentwood and Pittsburg and plans to start using Segment One as soon as it opens. "Just going through Hillcrest and Lone Tree is just madness," she added.

Segment One originally had been slated to open in mid-January, but cold and wet weather prevented crews from completing the final stages of construction.

"Without the temperatures we've had the last

couple of weeks, things would not be looking nearly so rosy," said Project Manager Dale Dennis.

Brentwood city engineers met with members of the Bypass Authority, along with engineers from Oakley, Antioch and CalTrans, to coordinate and make sure the opening goes as smoothly as possible, said Paul Eldredge, Brentwood's assistant director of public works.

Detours will be in place for the next couple days to direct traffic as the bypass is phased in and road crews stripe the existing roadways to tie them into the new one, and crews will be available throughout the weekend to help out where needed.

It's the first time the city's Public Works Department has been involved in opening such a major roadway, Eldredge said.

"It's not very often that you open up a new freeway so we wanted to make sure everyone's coordinated ... in case something happened and we did need to provide assistance," Eldredge said. "(Bypass Authority officials) really have spent a lot of time thinking about how to do this, the best way to do this," he added.

Segment Two of the bypass, which runs between Lone Tree Way and Balfour Road, opened to traffic in 2002. Segment Three, connecting Balfour and Vasco roads, is scheduled to open this summer. The Laurel Road extension will connect existing Laurel Road in Oakley to Segment One about half-way between Highway 4 and Lone Tree. Design of the 12.4-mile, \$214 million bypass began in the mid-1980s, Dennis said. The project received environmental approval in 1994.

"I think it's going to be a big benefit to East County, and I think it's a great piece of infrastructure to put in service," Dennis said.

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The State Route 4 Bypass Authority is planning to hold an official ribbon-cutting ceremony with local officials in early or mid-March, Dennis said. What's opening this weekend is just part of the first phase, Dennis said. The second phase, which is under design, will widen part of Segment Two to four lanes and will add interchanges at Sand Creek and Balfour roads. The second phase of construction won't begin until 2009 or later.

Engineers have predicted that when the bypass opens it will experience traffic back-ups where the road narrows down to two lanes south of Lone Tree. Dennis said traffic engineers will keep tabs on conditions, and it will take some time for traffic engineers to fine-tune the timing of signal lights.

Reach Hilary Costa at 925-779-7139 or hcosta@bayareanewsgroup.com.

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CONTRA COSTA TIMES

ContraCostaTimes.com

Highway 4 bypass section opens

EAST COUNTY: Though scheduled for mid-January, weather prevented premiere

By Hilary Costa

STAFF WRITER

Article Launched: 02/17/2008 03:04:59 AM PST

A second section of one of East County's most anticipated road projects has opened to traffic this weekend.

Segment 1 of the Highway 4 bypass, which connects Highway 4 east of Antioch's Hillcrest Avenue with Lone Tree Way in Brentwood, opened in three phases beginning Friday and concludes today. The Laurel Road extension and interchange in Oakley will also open today. Segment 1 was originally slated to open in mid-January, but cold and wet weather prevented crews from completing the final stages of construction.

"Without the temperatures we've had the last couple of weeks, things would not be looking nearly so rosy," project manager Dale Dennis said.

Segment 2 of the bypass, which runs between Lone Tree Way and Balfour Road, opened to traffic in 2002. Segment 3, connecting Balfour and Vasco roads, is scheduled to open this summer.

The Laurel Road extension will connect existing Laurel Road in Oakley to Segment 1 about halfway between Highway 4 and Lone Tree Way.

The designing of the 12.4-mile, \$214 million bypass began in the mid-1980s, Dennis said. The

project received environmental approval in 1994.

"I think it's going to be a big benefit to East County, and I think it's a great piece of infrastructure to put in service," Dennis said.

The State Route 4 Bypass Authority is planning an official ribbon-cutting ceremony with local officials for early or mid-March, Dennis said.

What's opening this weekend is just part of the first phase, Dennis said. The second phase, which is being designed, will widen part of Segment 2 to four lanes and will add interchanges at Sand Creek and Balfour roads. Second phase construction won't begin until 2009 or later.

Engineers have predicted that the bypass will experience traffic backups when it opens where the road narrows down to two lanes south of Lone Tree Way. Dennis said traffic engineers will keep tabs on conditions, and it will take some time for traffic engineers to fine-tune the timing of signal lights.

Detours will be in place over the weekend to direct traffic as the bypass is phased in and road crews stripe the existing roadways to tie them in.

Reach Hilary Costa at 925-779-7139 or hcosta@bayareanewsgroup.com.

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CONTRA COSTA TIMES

ContraCostaTimes.com

Commute will only get worse

Contra Costa Times

Article Launched: 03/09/2008 03:01:32 AM PDT

IF YOU THINK your commute is bad now, brace yourself. It's only going to get worse.

Despite decades of efforts to widen highways and move people from cars to transit, the Bay Area continues to strangle itself in congestion. An economic slowdown and rising gas prices might temporarily loosen the flow on the roads. But the trends are in the wrong direction:

We use our cars more. Bay Area residents drove an average 18 miles a day in 1990. Today, it's 21. And, the Metropolitan Transportation Commission projects, it will be 23 miles a day by 2030. Factor in population growth and it turns out that there will be twice as many vehicle miles driven in the Bay Area in 2030 as there were in 1990.

Our commutes take longer. The average Bay Area commute was 24 minutes in 1980, 26 in 1990 and 29 in 2000. By 2030, MTC projects, it will be 31 minutes.

We use public transit less. While BART ridership is up, San Francisco's Muni and the East Bay's AC Transit both report less patronage. Overall, the average Bay Area resident boards public transit 10 percent less than in 1990.

There are many reasons for this. In our quest for affordable single-family homes, we're moving farther from our jobs. The growth in the suburbs means more people are dependent on automobiles for trips that, in urban areas, would be within

walking distance or a quick bus ride. Automobile travel, despite increasing gas prices, is still cheap enough that most will jump in their cars rather than wait for a bus or train.

Simply put, we're failing in our effort to get people out of their cars. We're part of a state and a nation struggling to find a way off the road to self-destruction. Gov. Schwarzenegger is calling for cutting carbon dioxide and other gases by about 25 percent by 2020. That would require a major shift in our travel habits.

To push people out of their cars, we need to make driving more expensive and public transit cheaper. It sounds brutal, especially for people in the suburbs, where public transit is woefully inadequate.

Thus far, we lack the political will. We're married to our cars. Few politicians are willing to propose gas tax increases. Fewer are willing to suggest that more of those funds should go to subsidize public transit.

That became clear when a congressional commission in January released a study on the state of our nation's transportation system. The 12-member commission was comprised of government transportation officials, academics and members of the business community. Nine of them agreed on the final, timid report. The three dissenters, including President Bush's transportation secretary, Mary Peters, thought it went too far.

The report had some laudable ideas. Most notably, the majority recommended a move toward "congestion pricing," charging drivers to use interstates during rush hour. The idea is to encourage travelers to use the roads during off-peak hours -- to more efficiently distribute the traffic load.

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The report also recommended increasing the federal gas tax by 5 to 8 cents a gallon in each of the next five years and, after that, increasing it annually to keep up with inflation. The tax hasn't been raised since 1993, so inflation has eroded its value. Indeed, the same principle applies to the state gas tax, which hasn't been raised since 1990.

dborenstein@bayareanewsgroup.com .

Raising the gas tax is a good idea. It discourages driving and the money could be used for road improvements and to subsidize public transit. Politically, the idea is probably dead on arrival. Certainly, no one is going to push for a tax increase during a election season when we're on the edge of a recession and gasoline prices are already surging.

But, once the election's over and the economy rebounds, we should consider it. However, the commission also wants to levy a "ticket tax" on transit and rail passengers. That's a silly idea. Why would we want to charge transit users more when we're trying to encourage people to take buses, subways and trains?

In the Bay Area, public transit fares are already too high. A local bus ride on AC Transit is now \$1.75. BART charges \$4.50 to ride from Walnut Creek to San Francisco. Average fares on the rail system have increased 26 percent in just over five years. Blame funding cuts. Blame labor and fuel costs. Whatever the cause, we need to find a way to bring down transit fares.

Drivers should contribute. After all, the more people taking public transit, the fewer people in cars, the easier the commute. And we pollute less. Everyone benefits.

Borenstein is a staff columnist and editorial writer. Reach him at 925-943-8248 or

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Ribbon-cutting makes shortcut official

By Hilary Costa

STAFF WRITER

Article Launched: 03/15/2008 03:00:40 AM PDT
 ANTIOCH -- It's been a month since Segment One of the State Route 4 Bypass opened to rave reviews from drivers and traffic engineers alike.

"I have used it every day since it has opened. I have been looking for excuses to go that direction," said Antioch resident Julie Zmerzlikar. "Put me down in the 'love it' category."

The 3.1-mile shortcut connects Highway 4 just east of Hillcrest Avenue with Segment Two at Lone Tree Way -- providing a quicker and highly anticipated alternative to the heavily signaled, twisty raceway that Hillcrest had become.

On Friday, the engineers and local officials that made the bypass possible gathered under a tent set up near the Lone Tree onramp for a ribbon-cutting and official ceremony to dedicate Segment One.

"I really think this will change the face of East County," said Brentwood Mayor Bob Taylor, who served as master of ceremonies for the event.

The \$214 million first phase of the bypass, which in all will stretch 12.4 miles from Highway 4 to Vasco Road, was financed entirely through developer fees that flowed into East County during the housing boom.

The mood under the tent was festive despite the blustery weather. Since 20 years had elapsed since

planning for the bypass began, it was a day for celebrating. Attendees had their choice of refreshments (including a cake with an aerial photo of the bypass printed on it), baseball caps and other bypass schwag.

Engineers are still working out a few kinks -- including the "Hercules" signs that were the butt of many jokes Friday. So far there have been no major glitches with the bypass, and drivers seem to have adjusted to it pretty quickly, said Brentwood Traffic Engineer Steve Kersevan.

"It's still a little work in progress, but overall, it's just fantastic," Kersevan said.

Prior to its opening, traffic engineers had predicted Segment One would take just a few minutes to traverse, as opposed to Hillcrest's 12-minute average. On a recent drive, the 3.1-mile distance was covered in 2 minutes, 49 seconds.

A lead civil engineer with the construction firm Parsons Brinckerhoff, Wesley Pipes, started working on the project 21/2 years ago before the first pile of dirt was moved. It has been gratifying, he said, to see the bypass so well-received.

"It's just so nice to have people so happy about it ... and really see that it's saving time," Pipes said.

Segment Three, which will connect Balfour Road to Vasco Road, is slated to open this summer. Plans are under way to widen Segment Two from Lone Tree to Sand Creek Road and to build an interchange at Sand Creek.

Reach Hilary Costa at 925-779-7139 or hcosta@bayareanewsgroup.com.

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CONTRA COSTA TIMES

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County plan lets commuters go west

BAY POINT: Proposal would ease traffic congestion from Bay Point to Concord, improve biking trails

By Paul Bugarino

STAFF WRITER

Article Launched: 03/20/2008 03:02:26 AM PDT
Plans to make it easier to venture west from East County are on the road again.

County officials unveiled Tuesday a draft spending plan for \$8.6 million in federal money aimed at easing commuter congestion between Bay Point and Concord.

In front of about 80 residents who attended a town hall-style meeting at the Ambrose Recreation and Park District Community Center, John Greitzer of the county's Community Development staff outlined a revised version of a plan to spend money the U.S. Navy gave the county following the closure of the Concord Naval Weapons Station.

The plan would put \$1.3 million toward a second left-turn lane from Evora Road onto Willow Pass Road, thus reducing the morning backup as commuters drive over the hill into Concord, Greitzer said. Other road improvements on Evora Road have been identified in plans for redeveloping old Concord Naval Weapons Station land.

The turn lane was the only road improvement identified in the draft plans, much to the chagrin of several residents.

"When Port Chicago Highway was closed, we lost a road. In this plan, we don't get a road back," said Bay Point resident Angelika Wall. "This project is supposed to have a regional impact, and we're basically only gaining a left-hand turn signal. I'm not impressed."

However, the bulk of the audience -- many of whom were bicyclists and proponents of building trail land -- praised the plan.

Expenditures included \$1.5 million for bicycle safety along Bailey Road, \$750,000 for landscaping connecting the Delta DeAnza Regional Trail to the waterfront and \$2.35 million toward looking at building a stretch of the Great California Delta Trail from Pittsburg through Bay Point Park into Martinez.

"The money would be a wonderful kickstart," Greitzer said, referring to the trail project. Supervisor Federal Glover, who hosted the discussion with Supervisor Susan Bonilla, said the plan "didn't put all the eggs in one basket."

Some, like Bay Point resident and East County regional planning commissioner Ed Stevenson, liked that the plan met a lot of different needs, or what Greitzer called "doable" projects.

"It seems to meet a lot of different needs. It will enhance property values and solve part of the park problem," he said, adding that Bay Point has a disparity between park space and development.

The plan would also give bicyclists a flat land path to Concord, which they had lost when Port Chicago Highway closed, Stevenson said.

Greitzer said most of the proposed projects could be completed with the set-aside money.

The funding -- originally a \$5 million allocation

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back in the late 1980s -- was from the Navy as compensation to get rid of a part of Port Chicago Highway between Bay Point and Clyde. Plans to use the money in 1991 to expand Evora Road were nixed due to objections by the City of Concord over possibly having to relocate the Diablo Creek Golf Course.

Use of the funds for projects was brought forward again by state Sen. Tom Torlakson, D-Antioch, in April 2007 and developed from many public meetings, officials said.

More input and public outreach is to be conducted on the plan in April, Greitzer said. The county Board of Supervisors will consider adopting a final version in mid- to-late May, he said.

To view the plan, go to <http://www.cocoplans.org>

Paul Bugarino covers Pittsburg and Bay Point. Reach him at 925-779-7164 or pbugarino@bayareanewsgroup.com.

the plan's main points

Would add second left-turn lane from Evora Road onto Willow Pass Road. Cost: \$1.3 million.

Would improve pedestrian and bicycle safety on Bailey Road from Mims Avenue to BART station. Cost: \$1.5 million.

Would build trail along unused railroad corridor by Port Chicago Highway. Cost \$1.5 million.

Would improve existing trail between Bella Vista Avenue and Bailey Road. Cost: \$500,000.

Would restore landscaping on Driftwood Drive between Delta DeAnza Regional Trail and Bay Point

waterfront. Cost: \$750,000.

Would improve access of Bay Point Waterfront Park. Cost: \$450,000.

Would establish environmental impact review and start building segments of the Great California Delta Trail from Pittsburg to Martinez. Cost: \$2.35 million.

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BART seeking feedback on Antioch extension plan

By Hilary Costa

STAFF WRITER

Article Launched: 03/20/2008 03:01:50 AM PDT

ANTIOCH -- BART officials are seeking feedback from the public on a plan to extend service to Antioch.

The first phase of the eBART extension would use a system of diesel trains to carry passengers between Hillcrest Avenue and the Pittsburg/Bay Point BART station. Residents have until April 15 to voice their opinions on how the eBART extension could affect the environment, local businesses and neighborhoods. Comments are being sought as part of the environmental impact report process.

The 10-mile extension is projected to cost \$500 million, and is fully funded through local, regional and state sources. BART spokeswoman Luna Salaver said construction is expected to begin in 2010 and finish in 2015.

East County leaders have been working on eBART for close to a decade, seeing it as a means of easing commutes and doing a better job connecting residents with the greater Bay Area.

"It is our fervent hope that it will reduce the number of cars on Highway 4," said Oakley City Councilman Brad Nix, who serves as a commissioner for the Metropolitan Transportation Commission and for TRANSPLAN. "Secondarily, if it helps generate more business and jobs coming to East County, that would be frosting on the cake."

According to documents prepared by BART, the extension would use Diesel Multiple Unit trains to shuttle passengers between the Pittsburg/Bay Point station and a new station near Hillcrest Avenue. The tracks would run in the Highway 4 median like they do west of Pittsburg. Multiple sites are being considered for the Hillcrest station, including the Highway 4 median and land north of Highway 4 near Hillcrest.

Up to four of the DMU trains, which are already popular in Europe and are self-propelled, can be coupled to form a single train.

No estimates are available on the number of riders BART expects the extension will add, but officials are shooting for a capacity of 500,000 weekday riders system-wide by 2025. The current weekday average is 351,000, Salaver said, while the highest single-day ridership was 381,000 on June 12, 2007 -- the day The Police played at McAfee Coliseum and the Giants took on Toronto.

The eBART extension in total is proposed to stretch southeast through Oakley and Brentwood, terminating in Byron. Salaver said BART will move forward with subsequent phases as funding becomes available.

"We really intend to have this phase one as a foundation for a longer extension into Contra Costa County," Salaver said.

Nix said officials will work to ensure that eBART construction has a minimal impact on Highway 4 traffic, and that Highway 4 widening still takes top priority among many East County leaders.

"I would not be in favor of anything that would detract from that objective," Antioch Mayor Don Freitas said.

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Comments on the proposal can be submitted via mail, e-mail or fax. Send comments to BART Planning Dept., Attn: Katie Balk, 300 Lakeside Drive, Oakland, CA 94612; e-mail to info@ebartproject.org; or fax to 510-464-7673.

For more information on eBART log onto <http://www.eBARTproject.org>.

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Parking a rare commodity at BART stations

Spaces filling up faster on weekday mornings, but agency says building more lots and garages would be costly and impractical

By Kelli Phillips

STAFF WRITER

Article Launched: 03/24/2008 03:11:27 AM PDT

Jessica Morgan wants to take her mind and her car off the road, but she can't find parking.

The Walnut Creek resident enjoys riding BART to work in San Francisco, but finding an empty space at nearby stations has become increasingly difficult.

"Lately, there are times when I've just given up and got on the freeway," Morgan said. "Once I drove from Walnut Creek to Lafayette and then Orinda, and there wasn't a single parking space."

On weekdays, more than half of BART's 46,392 parking spaces are filled by 8 a.m., and it jumps to at least 73 percent by 8:45 a.m., according to BART parking data analyzed by the Times.

Parking is an issue at several stations, and while a few lot expansions are in the works, BART says just building more parking lots and garages is a costly and impractical solution.

With 441 spaces, the West Oakland station is the first to fill on weekdays at 6 a.m., while Concord (2,367 spaces) and San Bruno (1,083 spaces) are the last to reach capacity at 8:45 a.m.

Pleasant Hill, which has the most parking at 3,011

spaces, is fully occupied by 8:30 a.m.

The West Dublin station, slated to open in 2009, will add another 1,200 parking spaces along the Dublin-Pleasanton line, and the Richmond, Ashby, Pittsburg-Bay Point and West Oakland stations are negotiating for additional parking over the next several years.

But, the cost is significant.

The 1,200-space garage scheduled to open this spring at the Dublin-Pleasanton station carries a \$42 million price tag -- or \$28,000 per parking space, said BART spokesman Linton Johnson.

"Having more parking in general will encourage people to live further out, which means they have to drive further back in," Johnson said.

"It's really environmental, cost and land planning. It's not just BART, but there are state-mandated goals to reduce greenhouse gases, and you do that by getting people out of their vehicles," he said.

Transit-oriented development, such as the transit village in Fruitvale or proposed sites in Pleasant Hill and Walnut Creek, are putting the land around BART stations to better use, Johnson said.

"There are people who say they don't want to live in a transit village, but there are people who would," he said. "That frees up a parking spot for those in the suburbs because (transit village residents) don't have to drive to the station."

Marci McKillican of Pinole takes public transportation to hiking-club activities around the Bay Area. During a recent trip to the El Cerrito del Norte station, McKillican found parking in a nearby neighborhood.

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"I parked 4 1/2 blocks away because all the closer streets were either full or four-hour parking," she wrote via e-mail. "It was no problem to walk down to the station, but after hiking for almost five miles, another 4 1/2 blocks up El Cerrito hills was a bit much for an 83-year-old."

The Walnut Creek station's 2,089 spaces and Lafayette's 1,509 are taken by 8 a.m., and the 1,406-space lot in Orinda reaches capacity 30 minutes later.

Lots are filling faster each morning, but it's not deterring patrons. The transit agency saw a ridership increase of 23,000 between this February and last.

"Our parking hasn't increased that much, but we're seeing lots and lots of new riders," Johnson said. "The cost and convenience of commuting drives our ridership, and gas prices are one of the most volatile factors."

With a gallon of unleaded going for \$3.50 or higher, more people are turning to BART instead of turning the ignition.

BART's average weekday ridership is about 360,000 people, up from 301,000 three years ago. "Even with this monstrous ridership increase, people are finding other ways to get to BART," Johnson said.

The transit agency is also encouraging those who can, to carpool, walk or bike to nearby stations. BART is installing more than 2,000 electronic bike lockers systemwide, and it's working with County Connection and AC Transit to better inform riders of the "Bus to BART" option.

"There are only a couple of routes that don't hit a BART station," said County Connection spokeswoman Mary Burdick.

The bus agency is working to produce schedules that are more user-friendly to BART riders.

"There's a perception that our schedules don't mesh," Burdick said "We're not going to meet every train, but to make (the schedule) more understandable, we've added the train (times) our buses are scheduled to meet."

AC Transit has 14 park-and-ride lots where BART riders can catch a bus to stations in Castro Valley, Fremont, Oakland and Richmond. "Part of our plan is to provide an available service for riders to get to BART," said AC Transit spokesman Clarence Johnson.

Linton Johnson said BART is trying to devise "all kinds of ways to help those who don't have to take their car to BART," but the agency realizes it's crazy to expect people to just "ditch their cars."

Some motorists, such as Jonathon Peacock, have found ways around the parking issue, at least for now.

The Pittsburg resident lives 10 minutes from the Pittsburg-Bay Point station, but he doesn't bother looking for a space because the lot is full by 7:40 a.m. "I don't leave until about 9 a.m., and parking is long gone by the time I'm looking," he said.

Instead, Peacock, who takes BART to the Montgomery station in San Francisco, slugs through Highway 4 traffic to the North Concord-Martinez station.

The detour adds 15 minutes to his commute, but it guarantees him an empty spot. But, even there, the number of available spaces is shrinking, he says.

"It's getting bad lately," Peacock said. "The

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lower lot is in three pieces. I was finding a space in the middle of the second portion, but now I find myself parking three-fourths of the way down the third portion. I'm going to have to start leaving earlier."

For those who have to drive, BART does offer a limited number of "single-day parking permits" at 11 stations and "monthly parking permits" at those stations and 21 others.

Monthly permits range from \$30 to \$115.50 per month, while single-day permits go for \$3 to \$6.

On Thursday, monthly permits were sold out at 22 of the 32 stations, including all seven in Contra Costa County, and single-day permits for the Walnut Creek station were sold out through April 2.

These permits guarantee the user a parking space at a specific location before 10 a.m. Monday through Friday.

Some motorists become so frustrated with parking that they risk a ticket by parking illegally. BART's Board of Supervisors voted March 13 to raise fines for permit violations from \$25 to \$40.

"A \$25 fine is a bargain. It's cheaper than paying the bridge toll and trying to park in downtown San Francisco," Linton Johnson said. "We're hoping the higher fines will eliminate some parking poachers."

Reach Kelli Phillips at 925-945-4745 or kphillips@bayareanewsgroup.com.

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Posted on Wed, Mar. 26, 2008

Report says Crows Landing rail plan worth a look

By **TIM MORAN**
tmoran@modbee.com

last updated: March 26, 2008 12:33:45 PM

PCCP West Park LLC's short-haul rail proposal still lacks some detail, but it is a creative plan that "is certainly worth a careful look," according to a study commissioned by Stanislaus County.

West Park, headed by Sacramento developer Gerry Kamilos, is proposing a short-haul rail link between the Port of Oakland and a 4,800-acre business and industrial park Kamilos wants to build in and around the former Crows Landing Naval Air Station.

The rail link would serve distribution companies Kamilos hopes to attract to the business park, and valley ag exporters, according to West Park consultants.

The county hired Global Insight to do an impartial review of Kamilos' numbers for the system. County Deputy Executive Officer Keith Boggs said the firm was hired because of the county's lack of expertise on rail issues.

Supervisor Jim DeMartini, a consistent critic of the proposal, contends that the proposal will lose money. He's referred to the rail connection as a "Trojan horse" to bring housing development into the area.

Kamilos acknowledges that the project will lose money in its infancy and proposes to subsidize it with assessments on business park tenants. He has pledged that no houses will be built in West Park.

Kamilos touts the environmental benefits of the service, contending that it will take thousands of trucks off Altamont Pass, easing the valley's air pollution. The development will create 37,000 jobs over the course of 30 years, he said.

A preliminary draft of the plan by Global Insight, released in December, questioned whether there is enough freight demand to support the concept. The analysis called for a more comprehensive survey of potential customers, and questioned whether West Park can attract large distribution centers as tenants and clients for the rail link.

West Park officials have contended that details such as customer surveys are premature because the first trains wouldn't run for an additional four years.

The final Global Insight review says West Park's customer surveys aren't conclusive, and more study will be needed to measure how much truck traffic would switch to train service.

Union Pacific talks ongoing

The West Park cost analysis of the train service is difficult because negotiations for track rights with Union Pacific haven't been completed. West Park should use best- and worst-case scenarios to inform the county of projected minimum and maximum subsidy levels, the Global Insight review says.

While calling for more information as the project progresses, the Global Insight review notes that short-haul rail and industrial park developments have been successful elsewhere, including the redevelopment of an arsenal in Joliet, Ill.

The economic development and job growth at the Illinois site have been "unusually strong," the review says.

"It is possible that the Crows Landing site -- connected by rail to the Port of Oakland -- could become just such an engine of economic development for the region," the review states. "As port volumes and local road congestion both continue to increase, the demand for inland port capacity is likely to accelerate.

"With a number of strategic options available to Stanislaus County for the Crows Landing redevelopment, the West Park Inland Port/Short Haul Rail Master Plan is certainly worth a careful look."

Supervisor Dick Monteith said Boston-based Global Insight is an impartial firm.

"I like the fact that the company is not on the West Coast and not involved in all the politics," Monteith said. "It helps give some credibility to what they are saying."

Monteith is a member, along with DeMartini, of an ad hoc committee negotiating with Kamilos on a master developer agreement for West Park.

Location a plus

The study notes that the biggest difficulty in launching inland port projects is finding a site with rail and port access, Monteith said. "It points out the uniqueness we have, of having all the pieces close together," he said.

Monteith said he liked the conclusion that more study is needed. "I don't like people who come in and think they have all the answers," he said.

The study's conclusion isn't likely to please West Side opponents of the project. Most West Side governmental agencies oppose the plan, citing its size, the traffic congestion it would cause and the disruption of up to six new round-trip trains running daily through Patterson.

Ron Swift, president of WS-PACE, a group formed to oppose the project, presented the supervisors with 1,200 petition signatures Tuesday opposing the railroad and container use of the air station property.

Swift had not read the Global Insight review Tuesday afternoon but said an inland port would make more sense in San Joaquin County. That would be closer to existing warehouse development, and would require less road construction to serve the port, he said.

Patterson Mayor Becky Campo declined to comment because she had not read the Global Insight report.

Bee staff writer Tim Moran can be reached at tmoran@modbee.com or 578-2349.

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ITEM 6

ENVIRONMENTAL REGISTER

TRANSPLAN COMMITTEE REGISTER OF ENVIRONMENTAL NOTICES AND DOCUMENTS RECEIVED: February 1 – March 31, 2008					
LEAD AGENCY	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
Bureau of Indian Affairs	Final Environmental Impact Statement	Scotts Valley Rancheria: Proposed Fee to Trust Casino.	The Scotts Valley Band of Pomo Indians applied to the Bureau of Indian Affairs to take approximately 30 acres into federal trust for gaming purposes.	April 28, 2008	None required. The project does not impact East County routes of regional significance.
City of Brentwood	Notice of Intent to Approve a Negative Declaration	City of Brentwood Capital Improvement Program Budget (CIP)	The CIP identifies proposed capital improvements and budget for projects throughout the city over a five year period.	April 29, 2008	None required. The project does not impact East County routes of regional significance.
City of Oakley	Notice of Public Hearing for Specific Plan/Final EIR	River Oaks Crossing	The City of Oakley and the Oakley Redevelopment Agency is planning a regional commercial development with up to 770,000 sq. ft. of commercial, restaurant and hotel uses.	Hearing is April 7 th , 2008	TRANSPLAN submitted comments in November 2007 which were addressed in the FEIR.
City of Martinez	Intent to Adopt a Negative Declaration	Inclusionary Housing Ordinance and Density Bonus	Adoption of an ordinance that will require new residential projects to include affordable units or pay an in-lieu fee amount. Adoption of an ordinance to implement California State Density Bonus Law (Gov Code Sec. 65915)	February 25, 2008	None required. The project does not impact East County routes of regional significance.
City of San Ramon	Notice of Continued Public Hearing	Sphere of Influence Amendment: Tassajara Valley	The City of San Ramon has deferred its application for a sphere of influence amendment.	N/A	None required. The project does not impact East County routes of regional significance.
Contra Costa County	Notice of Exemptions	Vacate Road Offers of Bixler Road	Vacating two offers of dedication for roadway purposes	N/A	None required. The project does not impact East County routes of regional significance.

MEMORANDUM

TO: TRANSPLAN
THROUGH: Martin Engelmann, CCTA
FROM: Joe Story, DKS Associates
DATE: April 2, 2008
SUBJECT: Release of Draft East County Action Plan P/A No. 07085-002
Update for Review and Comment

Recommended Action

TRANSPLAN-TAC recommends that TRANSPLAN release the Draft Action Plan to local jurisdictions, adjoining Regional Transportation Planning Committees and the public for a thirty-day review and comment period.

Background

TRANSPLAN adopted its first *Action Plan For Routes of Regional Significance* in 1994. This plan outlined goals, objectives, recommended improvements and an implementation program for addressing transportation issues within East County, and was conducted in parallel with establishment of the East Contra Costa Regional Fee and Financing Authority (ECCRFFA). The East County Action Plan was updated in 2000 in conjunction with the 2000 Update to the *Contra Costa Countywide Comprehensive Transportation Plan*.

Since the middle of last year, the TRANSPLAN and TRANSPLAN-TAC have been working on a 2008 update to the East County Action Plan. This update, initiated and funded by the Contra Costa Transportation Authority (CCTA) as part of its 2008 Countywide Transportation Plan Update, is intended to address the considerable changes in demand, funding resources — most notably, the passage of Measure J in Contra Costa and Measure B in Alameda — and planning context that have occurred since 2000.

The current update to the Action Plan revises and streamlines the organization of the document. Key changes include 1) updates to the vision and goal statements, 2) some minor refinements to the designated routes of regional significance, 3) revision and “clean up” of Growth Management Strategy (Chapter 6), and 4) updating the projects, programs, and measures that the TRANSPLAN jurisdictions propose to implement to achieve Multi-modal Transportation Service Objectives (MTSOs). The MTSOs that were in the 2000 Plan have not been changed.

At its meeting on February 14, 2008, TRANSPLAN reviewed a preliminary draft of the Action Plan. Following an extensive discussion, the TRANSPLAN Board decided that more time was needed to carry out a full discussion, so a special meeting was scheduled on February 25 to review in detail the proposed policies, goals, and objectives of the Action Plan update.

The February 25 workshop meeting gave the TRANSPLAN Board an opportunity to go through each section of the action plan in detail, and provide comments to staff.

These comments were subsequently incorporated through the TRANSPLAN-TAC at two subsequent meetings held on February 28th and March 11.

Revised Growth Management Strategy Chapter

At the March 11 TRANSPLAN-TAC meeting, the TAC revisited the Growth Management Strategy (Chapter 6), which offers a set of strategies that local jurisdictions may consider when new development proposals are found to adversely affect achievement of the Action Plan goals and objectives.

The first Growth Management Strategy was adopted by TRANSPLAN in 1996. It included a long discussion of various options plus evaluation of those options, which led up to the selection of a preferred option.

In consultation with the TAC, DKS Associates revised the Growth Management Strategy to focus on the selected option of a “mitigation toolbox” that TRANSPLAN adopted in 1996. The strategy was also revised to underscore the vital role that economic development continues to play in the achievement of TRANSPLAN’s long-range goals and objectives outlined in Chapter 4. More specifically, Chapter 6 encourages the East County jurisdictions to support continued job growth as key strategy for reduced out-commuting on Highway 4.

Next Steps

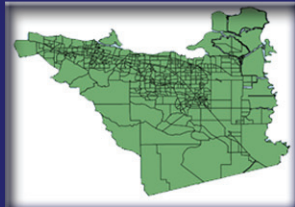
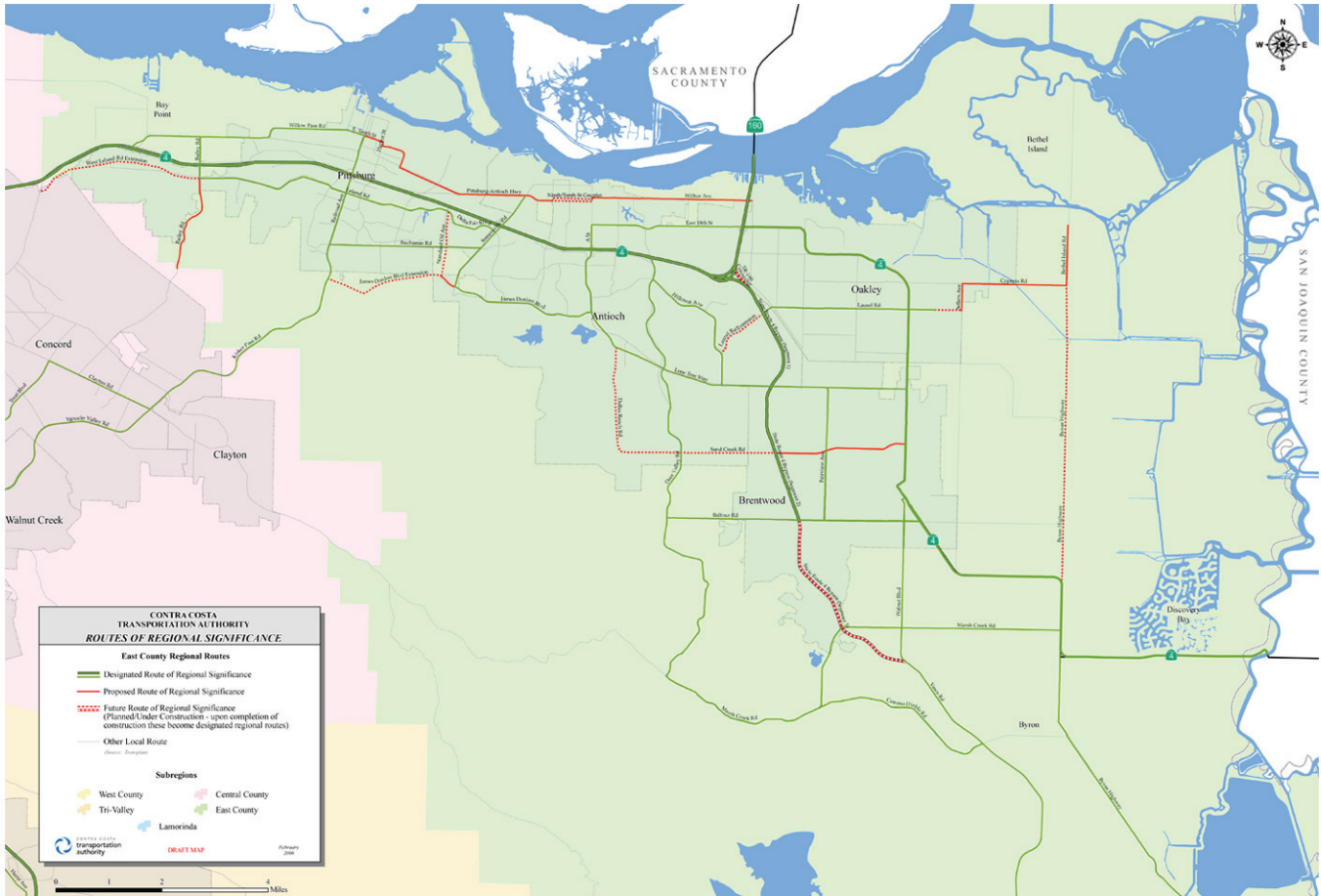
Following circulation and review of the Draft Action Plan, the TRANSPLAN Board will reconvene in June 2008 to discuss the comments received and proposed response to those comments.

If the comments are significant and require major changes, TRANSPLAN has the option to revise the first Draft and release a second Draft of the Action Plan. If comments are relatively minor in nature, TRANSPLAN could proceed to the next step, which is to forward a “Proposal for Adoption” Action Plan to the CCTA for incorporation into the 2008 Countywide Transportation Plan Update.

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CIRCULATION DRAFT

EAST COUNTY ACTION PLAN for Routes of Regional Significance



Prepared for
TRANSPLAN

Prepared by
DKS Associates
TRANSPORTATION SOLUTIONS

March 2008

EAST COUNTY ACTION PLAN

For Routes of Regional Significance

Prepared for

TRANSPLAN

PRELIMINARY DRAFT

April 1, 2008

**Preliminary
Draft**

**EAST
COUNTY
ACTION
PLAN**

For Routes of
Regional
Significance

April 1, 2008

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THE MEASURE C TRANSPORTATION IMPROVEMENT AND GROWTH MANAGEMENT PROGRAM

In November 1988, the voters of Contra Costa passed the Measure C Transportation Improvement and Growth Management Program, which established a 20-year ½ percent retail transactions and use tax to fund transportation projects and programs. Total revenues generated by the sales tax are estimated at \$1 billion in today's dollars (2008). The Measure passed by a 54 percent majority.

In November 2004, the program was renewed for an additional 25 years, when Contra Costa voters again endorsed passage of a transportation measure, this time by a resounding 72 percent margin. Measure J, which takes effect on April 1, 2009, will generate approximately \$2 billion in 2008 dollars.

Both Measures C and J include an innovative Growth Management Program, or GMP. To receive its share of 18% local street maintenance and improvement funds and to become eligible for 5 percent Transportation for Livable Communities (TLC) funds, local jurisdictions must be found to be in compliance with the GMP, which requires that each jurisdiction:

- Adopt a Growth Management Element
- Adopt a local and regional Transportation Development Mitigation Program
- Participate In an Ongoing Cooperative, Multi-Jurisdictional Planning Process
- Address Housing Options
- Develop a Five-Year Capital Improvement Program
- Adopt a Transportation Systems Management (TSM) Ordinance or Resolution
- Adopt a Voter-Approved Urban Limit Line

Among these elements, preparing action plans for routes of regional significance is included under the requirement to "Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process". A comparison between the Growth Management Requirements of Measure C and J is summarized in Table 1-1.

Table 1-1. Comparison of Measure C and Measure J Growth Management Program Requirements

Measure C Growth Management Program	Measure J Growth Management Program
Adopt a Growth Management Element	Adopt a Growth Management Element
Adopt Traffic Level Of Service (LOS) Standards	Not included in Measure J
Adopt Performance Standards	Not included in Measure J
Adopt a Development Mitigation Program	Adopt a Development Mitigation Program
Participate in a Cooperative, Multi-Jurisdictional Planning Process to Reduce Cumulative Regional Traffic Impacts of Development	Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process
Address Housing Options And Job Opportunities	Address Housing Options
Develop A Five Year Capital Improvement Program	Develop a Five-Year Capital Improvement Program
Adopt a Transportation Systems Management (TSM) Ordinance or alternative mitigation	Adopt a Transportation Systems Management (TSM) Ordinance or Resolution
Not included in Measure C	Adopt an Urban Limit Line

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For Routes of Regional Significance

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The specific requirements to participate In an Ongoing Cooperative, Multi-Jurisdictional Planning Process are outlined in Measure J, as adopted by the voters of Contra Costa. These are the following:

Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the Regional Transportation Planning Committees and the Authority to create a balanced, safe and efficient transportation system and to manage the impacts of growth. Jurisdictions shall work with the Regional Transportation Planning Committees to:

- 1. Identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives.*

2. *Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.*
3. *Create the development mitigation programs outlined in section 2 above.*
4. *Help develop other plans, programs and studies to address other transportation and growth management issues.*

In consultation with the Regional Transportation Planning Committees, each jurisdiction shall use the travel demand model to evaluate changes to local General Plans and the impacts of major development projects for their effects on the local and regional transportation system and the ability to achieve the Multimodal Transportation Service Objectives established in the Action Plans.

Jurisdictions shall also participate in the Authority's ongoing countywide comprehensive transportation planning process. As part of this process, the Authority shall support countywide and subregional planning efforts, including the Action Plans for Routes of Regional Significance, and shall maintain a travel demand model. Jurisdictions shall help maintain the Authority's travel demand modeling system by providing information on proposed improvements to the transportation system and planned and approved development within the jurisdiction.¹

The Contra Costa Transportation Authority ("the Authority") is responsible to evaluating whether each jurisdiction is fully complying with the Growth Management Program. Under Measure C, if a jurisdiction does not participate in the program, the Authority may withhold a jurisdiction's share of the sales tax revenue that will be used for local street maintenance and improvement funds. With Measure J, the jurisdiction's eligibility to receive 5 percent Transportation for Livable Community funding may also be withheld for non-compliance with the GMP.²

¹ Measure J: Contra Costa's Transportation Sales Tax Expenditure Plan, Contra Costa Transportation Authority, July 21, 2004, pp. 24 & 25.

² The Contra Cost TLC Program funds transportation enhancement projects in urban, suburban and rural communities to support a balanced transportation system, create affordable housing, and make Contra Costa's communities more pedestrian, bicycle, and transit friendly.

THE ACTION PLAN PURPOSE

The purpose of the Action Plans is for each Regional Transportation Planning Committee (RTPC) to work cooperatively to establish overall goals, set performance measures (called Multi-modal Transportation Service Objectives, or MTSOs) for designated Routes of Regional Significance, and outline a set of projects, programs, measures, and *actions* that will support achievement of the MTSOs.

Streets and roads that are not on the Regional Route system are subject to traffic level-of-service (LOS) standards designated in Measure C. These non-regional routes will, until April 1, 2009, continue to be subject to LOS standards keyed to land use type. With the transition to Measure J, LOS standards on non-regional routes will be discontinued (after April 1, 2009)

Action Plans are required to be prepared by the RTPC for each subarea of Contra Costa (West, Central, East, Lamorinda, and the Tri-Valley). The Authority is responsible for funding this effort, and for coordinating and knitting together the Action Plans from each RTPC into the Countywide Comprehensive Transportation Plan (CTP).

The East County Action Plan contains the following components:

Current Commuting Patterns and Overall Growth Trends (Chapter 2) looks at long-range land use changes and anticipated traffic growth.

Regional Routes (Chapter 3) and identification of their classification within East County.

Action Plan Goals and Objectives (Chapter 4) including Multimodal Transportation Service Objectives (MTSOs) that are a required component of the Action Plan.

Proposed Regional Actions to Achieve the MTSOs (Chapter 5) that identify specific actions, programs and measures and assigns responsibility for their implementation.

Growth Management Strategy (Chapter 6), which describes TRANSPLAN's role in an on-going effort to coordinate land use and transportation policies.

Analysis of MTSOs (Chapter 7) to determine whether or not the MTSOs are achievable.

Financial Outlook (Chapter 8) evaluates revenue sources and funding issues.

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Procedures for Notification, Review, and Monitoring (Chapter 9) including project notification procedures and the process for general plan review.

DEFINITION OF TERMS

The following terms, which are used repeatedly in this document, are defined below:

Policies. The policies of an Action Plan help guide its overall direction. Decisions regarding investments, program development, and development approvals are based on these policies.

Goals. A goal is a statement that describes in general terms a condition or quality of service desired that is in line with the policies. For example, a common goal from past Action Plans was to “provide and encourage the use of alternatives to the single-occupant auto.” This goal would be in line with a policy that calls for “an efficient transportation system.”

Multi-Modal Transportation Service Objectives. MTSOs are specific, quantifiable objectives that include a date for attainment of each objective. “Increasing daily ridership on public transportation systems by 10 percent by 2020” for example, or “increasing vehicle occupancy to 1.2 by 2020” are examples of MTSOs.

Actions. Actions are the specific programs, projects, measures, or steps that are recommended for implementation to meet the MTSOs set forth in the Action Plan. The responsibility of carrying out the actions falls to the individual local jurisdiction, or to the Regional Committee as a whole. Actions may involve implementing specific projects at the local level, or they may call for the RTPC to support major projects that have a regional impact. Implementation of adopted actions is a required condition of compliance with both the Measure C and J GMP.

Routes of Regional Significance. Routes of Regional Significance are roadways that connect two or more subareas of Contra Costa, cross County boundaries, carry significant through traffic, or provide access to a regional highway or transit facility. The Authority may designate a Regional Route that meets one or more of these criteria.

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Chapter 2. CURRENT COMMUTING PATTERNS AND OVERALL GROWTH TRENDS

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CURRENT COMMUTING PATTERNS

In 2006, the local jurisdictions of East Contra Costa, in partnership with the East County Work Force Development Board, conducted a survey to determine the workforce characteristics and commuting patterns for employed residents. The key findings of that survey are summarized below:

- **Length of Residency:** Approximately 40 percent of the employed residents in East County said that they had lived there for less than five years.. During those same five years, the number of employed residents in East County increased by only 9%.³ Therefore, based upon the survey information, 4 out of 5 newcomers to East County were replacing workers who left, while only 1 out of 5 represent “new” employed residents .
- **Internal/External Commute Characteristics:** About a third of the East County workforce works in East County; the remaining two-thirds commute elsewhere. Of those that leave East County for work, half use Highway 4. Therefore, according to the survey data, 87,000 workers enter and leave East County daily, with 43,700 going over the Willow Pass Grade.⁴ As discussed below, a still higher percentage (67%) of all traffic entering or leaving East County is observed to use State Route 4 west.
- **Commute Duration:** The survey also found that 24 percent of workers commute at least an hour in each direction to work, with another 26 percent commuting between 30 minutes to an hour.

Forecasts for future population, households and jobs in East County are taken from the Contra Costa Transportation Authority (CCTA) 2006 Land Use Information System (LUIS '06). The LUIS was derived from the Association of Bay Area Governments (ABAG) *Projections 2005*. An extensive local review process was undertaken to allow each local jurisdiction in Contra Costa to refine its land use forecasts based upon local general plans and other con-

³ Association of Bay Area Governments, *Projections 2007*, December 2006, p. 82: The number of employed residents in East County grew by 9% from 2000 to 2005.

⁴ Based upon 131,000 employed residents in 2007, as shown in Table 2-1.

siderations. The Countywide Model can produce travel demand forecasts in ten-year increments for 2000 through 2030. Current year 2007 estimates shown in this Plan are derived through straight-line interpolation between 2000 and 2010. The land use forecasts are one of several key inputs used in the Countywide Model to estimate future travel forecasts.

POPULATION FORECASTS

Forecasts of population, households, employed residents and jobs for East County are shown in Table 2-1. By 2030, total East County population is expected to grow by 34 percent from 2007– a projected increase of 94,000 residents above today. The percentage growth in households is expected to be higher, at 40 percent, with 26,000 new homes by 2030, or 1,600 new homes every year. As with the rest of the Bay Area, the number of persons per household will decrease slightly.

The total number of jobs in East County is expected to grow 97 percent, a dramatic increase. Even with 58,000 new jobs, East County will, by 2030, have 71,000 fewer jobs than employed residents. Because some of these new jobs will be filled by residents who live elsewhere, the current out-commuting travel patterns that exist today will continue into the future.

Table 2-1 East County Forecast Demographic Changes

Characteristics	Year			Change 2007 to 2030		
	2007 (est)	2010	2020	2030	No.	%
Total Population (in thousands)	276	293	341	370	94	34
Total Households (in thousands)	90	96	114	126	36	40
Total Employed Residents (in thousands)	131	141	170	189	58	44
Total Job (in thousands)	60	64	92	118	58	97
Jobs/Employed Residents Balance	0.46	0.45	0.54	0.62	0.16	36

Source: CCTA Travel Demand Model, Projections 2005

Table 2-2 summarizes forecasted population change by age group. When the age group growth is examined, the population of seniors (age 62 and over) is expected to grow the most significantly, increasing by 104 percent. The working age population is forecast to grow more modestly, at 16 percent.

Table 2-2 East County Forecast Population Changes by Age Group

Characteristics	Year				Change 2007 to 2030	
	2007 (est)	2010	2020	2030	No.	%
Senior Population	31	35	60	91	60	104%
Adult Population	179	190	216	207	28	16%
Youth Population	66	67	65	71	5	8%

Source: CCTA Travel Demand Model, Projections 2005

The challenging topography of East County limits the options for creating major corridors into and out of the subarea. State Route 4, coupled with the Route 4 Bypass, serve as the primary through corridor.

As Figure 2-1 demonstrates, the majority of East County residents and workers use State Route 4 to leave the subarea. Kirker Pass Road and Vasco Road serve 26% of out-commuters.

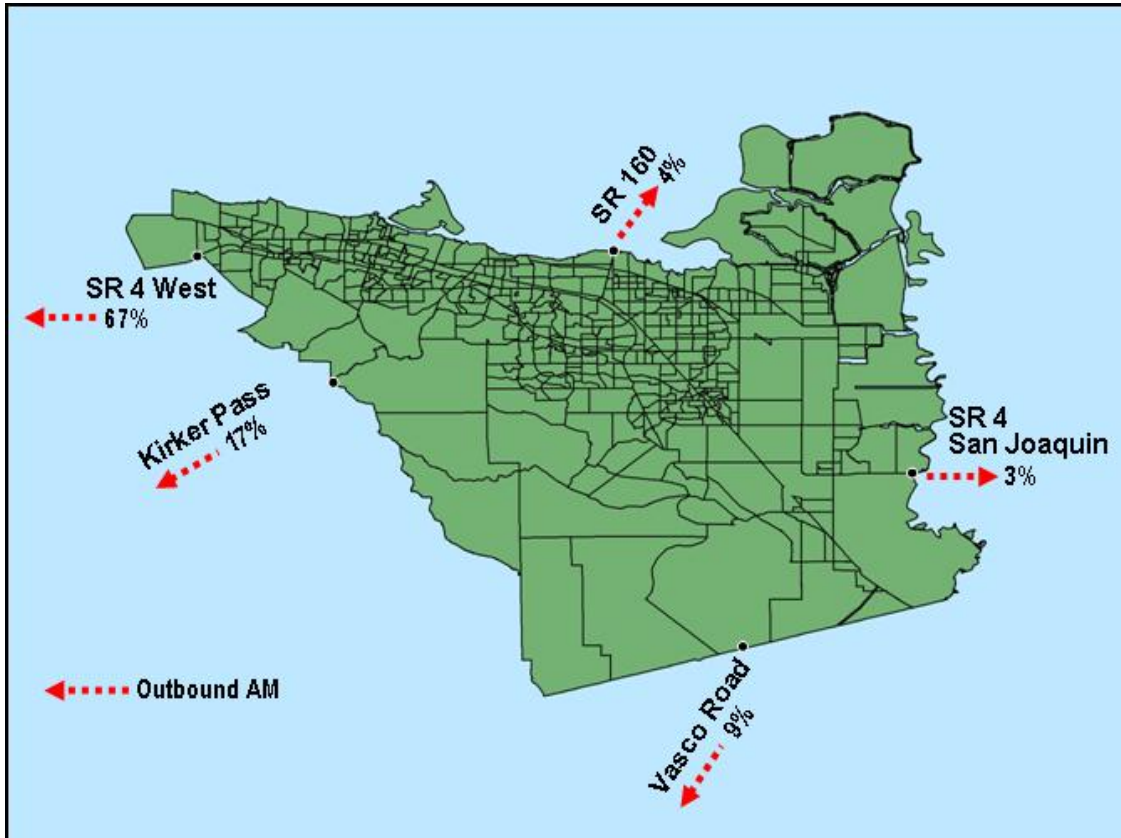
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Figure 2-1. Percentage of Traffic During AM Peak Hour



As East County continues to grow, traffic volumes at the various gateways are forecast to increase. Table 2-3 illustrates the percentage growth in traffic expected at the various roadways serving East County. Although the number of jobs and workers increases at about the same level, some of the new jobs will be occupied by workers from other areas, contributing to the increase in overall travel on these roadways.

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Table 2-3 Daily Forecast Traffic Volumes

Facility	Gateway Location	No. of Lanes	2007 Daily Volumes	2030 Daily Volumes	Numeric Change	Percent Change
Leland Rd	West of San Marco Boulevard	2	-	8,400	-	-
Bailey Rd	South of Leland Road	1	11,800	19,700	7,900	67%
Kirker Pass Rd	Kirker Pass	2	22,200	36,800	14,600	66%
Marsh Creek Rd	West of Deer Valley Road	1	3,800	7,900	4,100	108%
Vasco Rd	Contra Costa/Alameda County Line	1	21,700	26,400	4,700	22%
State Route 160	Antioch Bridge	1	10,900	26,700	15,800	145%
SR 4	Contra Costa/San Joaquin County Line	1	6,100	11,100	5,000	82%
SR 4 (Freeway)	Willow Pass	4	141,400	210,400	69,000	49%

Source: CCTA Travel Demand Model, Projections 2005

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Chapter 3. REGIONAL ROUTES

The Action Plan designates a system of Routes of Regional Significance, as defined in this chapter.

DESIGNATING REGIONAL ROUTES

East County has a robust network of regional routes that is being carried forward from previous Action Plans. This Action Plan proposes minor changes to this system of Regional Routes.

CRITERIA FOR DESIGNATING REGIONAL ROUTES

The Regional Route system includes all portions of the Interstate and State highway systems, as well as major arterial roadways that serve the following function:

- The road connects two or more “regions” of the County
- The road crosses county boundaries
- The road carries a significant amount of through-traffic (a threshold might be specified by the Regional Committee)
- The road provides access to a regional highway or transit facility (e.g. a BART station or freeway interchange.)

The Authority may designate a Regional Route that meets one or more of these criteria.

ROUTES OF REGIONAL SIGNIFICANCE LIST

The Routes of Regional Significance are shown in Figure 3-1. A description of each route is as follows:

Bailey Road. The segment between Willow Pass Road and Leland Road is currently on the list. This Action Plan proposes extending this roadway as a new Route of Regional Significance to the edge of the Concord Naval Weapons Station. This roadway provides a connection to Central County employment centers and the Concord Naval Weapons Station redevelopment site from West Pittsburg. It also provides access to the planned Bay Point BART station, and SR 4.

Balfour Road. The segment between Deer Valley Road and Brentwood Boulevard is currently a regional route.

James Donlon Boulevard (including the extension, formerly known as Buchanan Road Bypass). Together with Lone Tree Way, this provides an attractive east-west through route between Antioch, Pittsburg and Central County.

Buchanan Road. Buchanan Road between Somersville Road and Railroad Avenue serves as a conduit for traffic from Pittsburg, Antioch and Brentwood to Central County-bound traffic via Kirker Pass Road.

Byron Highway (including segments north of State Route 4). A segment of Byron Highway south of State Route 4 connects East Contra Costa County to San Joaquin County. With this action plan, the designation of Byron Highway as a Regional Route is extended northward to Bethel Island Road, once the roadway is upgraded and an extension is constructed from Delta Road to Cypress Road.

Camino Diablo Road. This roadway, between Marsh Creek Road and Vasco Road, provides a linkage between these two routes.

Cypress Road/Bethel Island Road. These two roadways are proposed for inclusion as connections between Bethel Island, Oakley and the proposed Byron Highway extension that would enable connectivity to State Route 4 and Discovery Bay to the south.

Deer Valley Road. This arterial roadway is currently a regional route from Hillcrest Avenue to Marsh Creek Road, connecting Antioch and Brentwood.

East 10th Street/ Harbor Street. These short segments of streets in the City Pittsburg connect Railroad Avenue and Willow Pass Road with the Pittsburg-Antioch Highway, as part of a Northern Arterial route. The Northern Arterial route is comprised of a series of arterial roadways connecting Pittsburg, Antioch, and Oakley, and running parallel along the north side of State Route 4.

East 18th Street. This roadway serves as a regional route from A Street to the SR 160 interchange, providing connectivity for Antioch residents eastward into Oakley.

Fairview Avenue. This roadway provides a connection between Oakley and Brentwood, and the designated segment extends from Lone Tree Way to Balfour Road.

Hillcrest Avenue. Hillcrest Avenue from State Route 4 southward to Lone Tree Way serves as a major connector through the City of Antioch.

Kirker Pass Road/Railroad Avenue. This roadway is designated from East 10th Street to Kirker Pass, where it connects with Central County.

Laurel Road. This road is currently designated between State Route 4 Bypass and Main Street in Oakley. The extensions of Laurel Road eastward to Sellers Avenue in Oakley, and westward to Hillcrest Avenue is recommended for inclusion in this Action Plan once the route is constructed, becoming an important connecting route between Antioch, the State Route 4 Bypass, Oakley, and Discovery Bay.

Leland Road/Delta Fair Boulevard. This road is an important east-west route to the south of State Route 4 between San Marco Boulevard and Somersville Road. The route is to be designated westward once the West Leland Road Extension is constructed.

Lone Tree Way/A Street. This route is designated from East 18th Street to Brentwood Boulevard, providing linkages to the significant regional shopping destinations along these roadways in Antioch and Brentwood and connecting to State Route 4 and SR 4 Bypass.

Marsh Creek Road. This roadway is designated as a Regional Route from Deer Valley Road to State Route 4. When the State Route 4 Bypass is completed, a portion of this roadway will be designated at State Route 4.

Oak Street/Walnut Boulevard. This roadway corridor connects Downtown Brentwood with Vasco Road and the State Route 4 Bypass to the south. This corridor primarily follows Walnut Boulevard. A short section of Oak Street between Brentwood Boulevard (SR 4) and Walnut Boulevard in Brentwood provides the final connection .

Ninth Street/Tenth Street. These streets that run through Central Antioch are to be an important connecting road in a newly-designated Northern Arterial route. Today, Tenth Street is the major roadway. The proposal is to create two one-way streets to act as a couplet, and then to add this to the Routes of Regional Significance once the one-way couplet project is completed.

Pittsburg-Antioch Highway. This roadway is part of a new Route of Regional Significance, the Northern Arterial route, that connects Pittsburg, Antioch and Oakley. This segment runs between Downtown Pittsburg and East 10th Street in Antioch.

Sand Creek Road/Dallas Ranch Road. This road provides another roadway connection between Antioch and Brentwood, linking Lone Tree Way and Brentwood Boulevard.

Sellers Avenue. This short segment of Road between the proposed end of Laurel Road extended and Cypress Road would connect Oakley and Bethel Island.

Somersville Road. Somersville Road currently provides access to SR 4 for Antioch and part of Pittsburg. Once the James Donlon Boulevard Extension is completed, it will be part of a through route connecting Kirker Pass Road (and Central County) to Antioch.

Standard Oil Avenue (future route). This road is proposed as a new north-south connection between James Donlon Boulevard and SR 4 once constructed.

State Route 160. This State Route is listed in its entirety, from State Route 4 to the Sacramento County line.

State Route 4. This State Route is listed in its entirety on the current alignment, from the Willow Pass to San Joaquin County line. The non-freeway section of the corridor will remain a significant regional route, even when State Route 4 Bypass becomes the designated State Route 4.

State Route 4 Bypass. This route will eventually be designated as SR 4. It provides a through traffic function between San Joaquin County and Central County, parallel to the existing non-freeway portion of State Route 4. For current status of construction, go to www.sr4bypass.org.

State Route 239. This roadway is designated as a Future Study Corridor. This roadway is identified as a possible regional connection and has Federal interests established in studying a connection between Brentwood and Tracy in San Joaquin County.

Wilbur Avenue. This roadway, part of a newly-designated Northern Arterial route, connect Central Antioch with Oakley and State Route 160. When the entire Northern Arterial route is completed, it will provide a connection between Pittsburg, Antioch and Oakley.

Willow Pass Road. This road from Railroad Avenue in Pittsburg to Willow Pass provides an important linkage, and anchors the proposed Northern Arterial Routes to SR 4.

Vasco Road. This roadway is an important inter-county connection between East Contra Costa County and Alameda County.

POTENTIAL FUTURE ROUTES OF REGIONAL SIGNIFICANCE

Roadways that may be considered for future designation as Routes of Regional Significance are listed below:

- Slatten Ranch Road
- Phillips Lane

Both of these routes are currently under study as possible connections to the Antioch e-BART station near Hillcrest Avenue.

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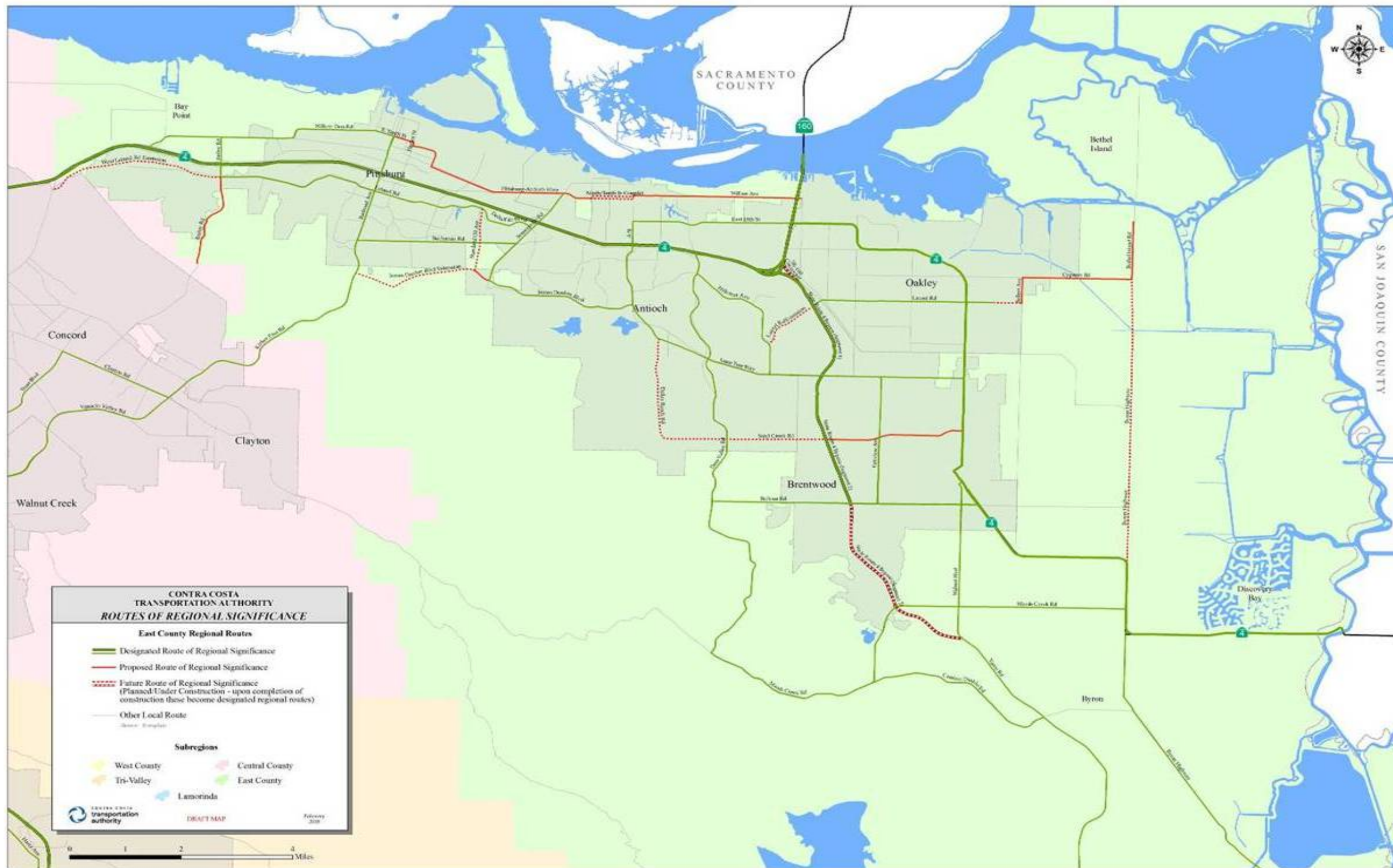
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Figure 3-1. Routes of Regional Significance Map



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Chapter 4.

ACTION PLAN GOALS AND OBJECTIVES

ACTION PLAN GOALS

There are 14 overarching goals established for this Action Plan. These are listed below.

1 – Implement Regional Highway Transportation Facility Improvements:

Pursue an aggressive campaign to implement the following East County highway transportation projects: SR 4 widening from Loveridge Road to SR 4 Bypass; SR 4 Bypass; James Donlon Blvd Extension (previously known as the Buchanan Road Bypass); SR 4 widening through Oakley, Brentwood, Byron and Discovery Bay; West Leland Road extension to Willow Pass Road in Concord; and capacity enhancements in future State Route 84 and 239 Corridors.

2 – Continue Growth Mitigation and Monitoring Program:

Implement a growth management strategy that reduces the traffic impacts of future development proposals in eastern Contra Costa County (see Chapter 6). Applying appropriate mitigation to development projects can result in development that minimizes impacts on regional routes and provides amenities that facilitate and encourage the use of non-automobile transportation.

3 – Monitor and Update the East County Subregional Transportation Mitigation Fee:

Periodically review the subregional transportation mitigation fee that pays a portion of regional improvements -- SR 4 widening from Bailey Road to SR 4 Bypass; SR 4 Bypass; and other projects -- which the East Contra Costa County Regional Fee and Finance Authority (ECCRFFA) or other appropriate agency determines are necessary to implement the East County Action Plan and Growth Management Program.

4 – Make Spot Traffic Engineering Improvements:

Monitor conditions on the regional route system and construct improvements as necessary to alleviate conditions that exceed traffic service objectives.

5 – Plan Freeway and Arterial Traffic Operations Improvements:

Aggressively pursue traffic operation improvement projects on freeways with Caltrans. Such projects might include ramp metering at on-ramps with HOV bypasses; freeway service patrol; vehicle detectors and closed-

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circuit TV for real-time traffic monitoring; changeable message signs; and highway advisory radio.

6 - Explore Rail Transit Operations: Request the Contra Costa Transportation Authority lead an exploration of rail options on existing tracks together with other agencies such as BART, the Capitol Corridor Joint Powers Authority, the San Joaquin Route (Caltrans), Altamont Commuter Express (ACE), and AMTRAK.

7 - Expand Park-and-Ride Lots: Construction or expansion of park-and-ride lots should be considered strategically across East County.

8 - Offer Transportation Demand Management Programs: Continue to participate in sub-regional transportation demand management (TDM) strategies, including information, promotion and financial incentives, and to use performance measures to ensure effectiveness.

9 - Plan Intermodal Transit Centers: Develop East County BART, eBART, and other stations as intermodal transit centers for East County. Planning efforts should also consider Amtrak, ferry and other modes. This will involve these two aspects: improve coordination and interface between all transit operators; and Station area specific plans.

10 - Transportation Funding: Advocate for increased transportation funding at the Federal, state and regional level.

11 - Encourage Walking and Bicycling Transportation: Provide improvements that encourage transportation via walking and bicycling, such as: provision of sidewalks and bicycle lanes or other facilities in conjunction with street improvement projects or new streets; and identification and elimination of physical barriers to bicycle and pedestrian travel.

12 - Expand Bus Transit Service: Foster the expansion of bus transit service both within East County and between East County and other areas, to provide an alternative to driving and to complement BART service in East County.

13 - Pursue A Jobs-Housing Balance in East County: East County jurisdictions should work on growth policies and programs to promote more employment development, to provide an opportunity for shorter East County commutes and use available transportation capacity in what is now the "reverse commute" direction.

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14 - Encourage Adequate Maintenance of the Transportation System: East County jurisdictions should work towards ensuring adequate funds and systems to properly maintain the transportation system. This applies to Routes of Regional significance, public transit vehicles and facilities, bike and pedestrian facilities and park-and-ride lots.

ACTION PLAN OBJECTIVES

Routes of Regional Significance (Regional Routes) are not subject to the same level-of-service standards as required under Measure C for non-regional routes. Instead, more flexible performance measures, called Multi-Modal Transportation Service Objectives (MTSOs) are set by the Regional Transportation Planning Committee (the RTPC) in accordance with the CCTA's *Implementation Guide*.

MTSOs are a quantifiable measure of effectiveness that include a target date for attaining the objective. For Regional Routes that connect two or more regions of the County, adopted objectives are to be the same in the Action Plans prepared by different RTPCs. Objectives are to be consistent with the overall goals adopted by the Authority.

PROCESS USED TO SET MULTI-MODAL TRANSPORTATION SERVICE OBJECTIVES

MTSOs for the East County Action Plan were updated through an iterative process, as follows:

1. The current performances of the existing Traffic Service Objectives were evaluated, and the usefulness of these was assessed.
2. Forecasts for years 2007 and 2030 were reviewed to identify how these are expected to change. These forecasts were derived by assigning traffic to the 2010 base year network for both 2000 and 2010, and then interpolating a 2007 base year.
3. The anticipated performance of the multi-modal transportation service objectives were proposed to TRANSPLAN, with recommendations from the consultants and the Technical Advisory Committee.
4. Potential actions to achieve the traffic service objectives were proposed and evaluated.

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5. The traffic service objectives were refined and revised based on the feasibility of actions to actually achieve the desired traffic conditions.

SELECTION OF MULTI-MODAL TRANSPORTATION SERVICE OBJECTIVES

The CCTA's *Implementation Guide* gives the RTPCs significant flexibility in choosing MTSOs for their Action Plans. As long as the objective is quantifiable, and includes a timeframe for achievement of the objective, it can be proposed for inclusion in the Action Plan. Unless otherwise specified, the MTSO's proposed here are to be achieved either on an on-going basis or concurrent with completion of major projects within the specified corridor.

Selection of the MTSOs outlined below was based in part on whether or not the objective could be easily measured through observation, and, more importantly, forecast through use of the Countywide Model. MTSOs that are difficult to measure or to forecast using the Countywide Model were not selected.

Five MTSOs are proposed to be carried forward from the previously adopted action plan into this East County Action Plan Update. These are described as follows.

Delay Index (DI): A measure of delay experienced by motorists on a roadway segment during a peak commute hour in a single direction. The Delay Index is calculated by measuring the time it takes to travel a segment of road during peak-period congested conditions, and comparing it to the time it takes to travel the same segment during uncongested, free-flow conditions.

Example:

It takes 40 minutes to drive from Point A to Point B during rush hour. The same drive takes 20 minutes during uncongested conditions at mid-day.

$$\text{Delay Index} = 40 / 20 = 2.0$$

Intersection Level of Service (LOS): A measure of traffic conditions at a signalized intersection. LOS is expressed in ratings from "A" through "F", with "A" being the best (all traffic clears the intersection on every cycle) and "F" being the worst (drivers must wait through more than one cycle to clear the intersection).

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Example:

LOS calculated in accordance with CCTA Technical Procedures.

The CCTA method uses a volume-to-capacity ratio (V/C) that correlates with an LOS rating of A through F.

Other calculation methods involving consideration of intersection delay may be used in addition to the CCTA method.

Roadway Segment LOS: Uses the 2000 Highway Capacity Manual (HCM) to determine an LOS rating based upon V/C ratio and speed.

Example:

Free-flow conditions are considered LOS "A." LOS "F" indicates long delays and stop-and-go conditions. Level of service is determined based upon volume counts, calculation of a V/C ratio, and correlation of that ratio with travel speed.

Free-flow conditions are maintained until the roadway segment reaches its maximum capacity of 1,000 vehicles per hour per lane (vphpl). As volumes increase beyond 1,000 vphpl, travel speeds fall, eventually resulting in stop-go-conditions (LOS F).

Roadway should be measured at a location where capacity is not controlled by a nearby signalized intersection.

Persons in Vehicles Using HOV Lane: A measure of how many persons are using the HOV lanes. It is measured by counting the number of vehicles using the HOV lanes at the highest HOV volume section, and estimating each vehicle's auto occupancy.

Example:

600 vehicles are counted.

Vehicle occupancy in the HOV lane = assumed at 2.3

Express buses riders in HOV lane at peak hour = 60

Total number of persons using HOV lane = 600 vehicles x 2.3 persons per vehicle + 60 bus riders (in 2 buses) = 1,440 persons

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Transit Productivity: A measure of the average number of boarding riders who are on a fixed-route bus on an hour of scheduled bus service when persons may board with a fare or pass.

Example:

Transit boardings on a route = 15,000 in a single month

Transit service hours on the route = 1,000 hours in a single month

Transit productivity = 15 riders per revenue service hour

The MTSOs presented below were selected based on past experience and the results of the analysis of the travel model.

SR 4: Freeway (Including the Proposed SR 4 Bypass)

Current traffic on this freeway already exceeds the common standards of peak hour level-of-service (such as "D" or "E"). Anticipated growth that has already been approved is likely to be faster than the ability of local jurisdictions and Caltrans to provide capacity relief. It is unreasonable to expect that uncongested conditions can ever be achieved in a single hour.

Travelers in urban and suburban areas have come to accept peak hour congestion, especially on the freeway routes. It is desirable, however, to ensure that point-to-point travel time be kept to a tolerable maximum, that HOV lanes be fully utilized, and that we encourage transit ridership.

Proposed MTSO

- *The Delay Index should not exceed 2.5 during the AM or PM Peak Period for this facility.*
- *The utilization of the HOV lanes is critical. The HOV lane utilization should exceed 600 vehicles per lane in the peak direction at peak hour.*
- *Rail ridership should be monitored and encouraged on this congested corridor. At least 4,000 rail boardings a day should occur.*

Measurement. Peak period conditions are defined as typical travel times dropping below 2.5 times the average travel time at free-flow conditions over the entire length of a segment as defined by TRANSPLAN.. Typical travel speed shall be defined as the free-flow speed.

Travel speeds to be monitored through Caltrans Performance Measurement System (PeMS) data provided by CCTA.

HOV volumes are to be monitored through Caltrans data provided by CCTA.

SR 4: Non-Freeway (Main Street, Brentwood Boulevard) — SR 160 to Balfour Road

Once the SR 4 Bypass is completed, the non-freeway portion of Highway 4 will no longer serve as much inter-regional travel as it does today. The traffic service objectives suggested are appropriate for an arterial street facility transitioning from a rural to suburban environment.

Proposed MTSO

- *The Delay Index should not exceed 2.5 during the AM or PM Peak Period for this facility.*
- *At signalized intersections, peak hour V/C ratio not to be worse than 0.85 (mid level-of-service D) and*

Measurement. Traffic counts are to be monitored by CCTA and signalized intersection levels of service are to be calculated using CCTA methodology.

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SR 4 Non-Freeway: Balfour Road to San Joaquin County Line

Future peak hour travel demand in this corridor is expected to significantly exceed peak hour capacity if the road remains as a two-lane facility. However, current conditions on this rural portion of SR 4 are far lower than capacity. The traffic service objective for this link is set to encourage efforts to provide additional highway capacity in this corridor.

Proposed MTSO

- *The Delay Index should not exceed 2.0 during the AM or PM Peak Period for this facility.*
- *Peak hour level-of-service "D," as calculated for rural highway links.*

Measurement. Traffic counts to be monitored by CCTA.

Vasco Road

Future peak hour travel demand in this corridor is expected to significantly exceed peak hour capacity. It is clear that additional highway capacity is needed in this corridor to accommodate anticipated growth both in eastern Contra Costa as well as Alameda County. It will be difficult to provide an increase in capacity for a variety of reasons, including high cost and concerns about environmental impacts. Considering that the long range plans for Alameda County and Livermore do not include additional capacity in the Vasco Road corridor, such concerns might ultimately prevent any improvements from being made.

Current traffic flow on Vasco Road is approaching a level-of-service F as calculated for rural highways. This means that it is nearly impossible to find gaps in oncoming traffic to pass slower vehicles and stop-and-go traffic sometimes occurs.

Proposed MTSO

- *The Delay Index should not exceed 2.0 during the AM or PM Peak Period for this facility.*
- *Peak hour Level of Service F, as calculated for rural two-lane highways.*

Measurement. Traffic counts are to be collected by CCTA.

Marsh Creek Road, Camino Diablo Road and Deer Valley Road

The primary issue on these roads is traffic safety, rather than congestion. Level-of-Service D provides a reasonable standard for these rural roads. If any of these roads is improved or widened, a new traffic service objective should be considered.

Proposed MTSO

Peak hour level-of-service shall not exceed the mid point of level-of-service D for rural highways.

Measurement. Traffic counts collected every two years.

Level-of-service would be calculated based on rural two-lane highway methodology of the 2000 Highway Capacity Manual.

Byron Highway

While future growth on Byron Highway is expected to be significant, the primary issue on this road is traffic safety. Level-of-service D provides a reasonable standard for this rural road that runs generally in a straight line, however, given the expected future growth, a lower LOS (E) is proposed. If this road is improved or widened, or if a parallel facility is built, the traffic service objective may be revised.

Proposed MTSO

Peak hour level-of-service shall not exceed the mid point of level-of-service E.

Measurement. Traffic counts to be collected by CCTA.

Level-of-service would be calculated based on two-lane highway methodology of the 2000 Highway Capacity Manual.

Kirker Pass Road/ Buchanan Road

Future peak hour travel demand in this corridor is expected to significantly exceed peak hour capacity. It is clear that appropriate management of this corridor, through programs initially identified in the East-Central Traffic Management Study, needs to occur. This program is designed to periodically delay traffic flows at key intersections in an effort to discourage commuters from using surface streets for through trips that could be better served on the State Route 4/SR-242/I-680 freeways.

The approaching intersections for this route operate at level-of-service F today, in part due to single-point metering at selected locations along the corridor. Model forecasts also indicate that the commute demands are expected to increase. Accordingly, the MTSO focuses on overall travel time rather than performance at individual traffic signals.

Proposed MTSO

The Delay Index should not exceed 2.5 during the AM or PM Peak Period for this facility.

Measurement. Travel time surveys to be conducted by CCTA.

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Other Suburban Arterial Regional Routes

Mid level-of-service D is the threshold traffic level where drivers start becoming concerned about congestion. At LOS of E or lower, drivers may have to wait through more than one signal cycle. On suburban arterials that are not subject to a Traffic Management Program and that include single-point metering, the level of service should be maintained at mid-D.

The unsignalized level-of-service objective covers other unsignalized locations that could cause congestion and safety problems if not adequately addressed.

This category covers the following regional routes:

- Lone Tree Way
- Railroad Avenue
- Leland Road
- Delta Fair Boulevard
- James Donlon Boulevard
- James Donlon Boulevard Extension (future road)
- Somersville Road
- A Street
- E. 18th Street
- Hillcrest Avenue
- Deer Valley Road (improved portion)
- Walnut Boulevard (within Brentwood)
- Willow Pass Road
- Bailey Road

Proposed MTSO

- *The Delay Index should not exceed 2.0 during the AM or PM Peak Period for these facilities.*
- *Suburban Arterials (excepting Bailey Road): Peak hour V/C ratio at signalized intersections should not be worse than 0.85 (mid level-of-service D) based on the Authority's method of LOS analysis, and*
- *Bailey Road: Peak hour V/C ratio at signalized intersections should not be worse than 0.91 (level-of-service E) based on the Authority's method of LOS analysis*

Measurement. Traffic counts to be conducted by CCTA.

Chapter 5. PROPOSED REGIONAL ACTIONS TO ACHIEVE THE MTSOs

The chapter outlines the specific project, programs, actions and measures intended to achieve the MTSOs presented in the Chapter 4. Additional actions not listed in this Chapter may be implemented as well to achieve the Goals of this Action Plan. Each action also identifies the jurisdiction(s) responsible for implementing that action.

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1 Regional Highway Transportation Facility Improvements

Pursue an aggressive campaign to implement the following East County highway transportation projects: SR 4 widening from Loveridge Road to SR 4 Bypass; SR 4 Bypass; James Donlon Blvd Extension (also known as Buchanan Road Bypass); SR 4 widening through Oakley, Brentwood, Byron and Discovery Bay; West Leland Road extension to Willow Pass Road in Concord; and capacity enhancements in Byron Highway (SR 239) Corridor.

- 1-a. SR 4 Freeway from Loveridge Road to SR 160: Assist Caltrans and the Contra Costa Transportation Authority (CCTA) in completing the studies and design, and initiate construction. Phase 1 includes:
 - 1-a-1. SR 4 Interchange (Reconstruct) at Loveridge Rd. (CCTA, ECCRFFA)
 - 1-a-2. SR 4 Widening (East of Loveridge Road to Hillcrest Avenue Interchange) - widen to six mixed-flow lanes plus two HOV lanes plus auxiliary lanes with space for rail in the median. (CCTA, ECCRFFA)
 - 1-a-3. SR 4 Widening (Hillcrest Road to SR 160/SR 4 interchange) - widen to six mixed-flow lanes. (CCTA, ECCRFFA)

- 1-b. SR 4 Bypass from SR 4 to Discovery Bay and Vasco Road: Support completion of the phased projects that include:
 - 1-b-1. Construct Segment III (southern segment). (ECCRFFA)
 - 1-b-2. Widen to four Lanes (two lanes in each direction) from Laurel Road to Sand Creek Road (ECCRFFA)
 - 1-b-3. Widen at Lone Tree Way Interchange (second bridge) to provide two lanes in each direction. (ECCRFFA)
 - 1-b-4. Provide interchange ramps between SR 160 and SR 4 Bypass. (ECCRFFA)

- 1-b-5. Widen segment from SR 160 from Lone Tree Way to 6 lanes. (ECCRFFA)
- 1-b-6. Construct Sand Creek Road Interchange. (ECCRFFA)
- 1-b-7. Construct Balfour Road Interchange. (ECCRFFA)
- 1-b-8. Construct Marsh Creek Road Interchange. (ECCRFFA)
- 1-b-9. Construct Vasco Road Interchange. (ECCRFFA)

- 1-c. SR 239: Work with Caltrans to define an alignment for SR 239. (TRANSPLAN, Brentwood, Contra Costa County)

- 1-d. SR 94: Work with Alameda County jurisdictions to determine the feasibility of a Route 84 extension into East County.

- 1-e. James Donlon Blvd Extension (also known as Buchanan Road Bypass): Pursue completion of project. (City of Pittsburg, ECCRFFA)

- 1-f. Main Street/Brentwood Boulevard ("Old" Non-freeway SR 4): Pursue the full widening through Oakley and Brentwood to Discovery Bay.
 - 1-f-1. Improve Interchange at SR 160 and Main Street. (CCTA, Caltrans, Oakley)
 - 1-f-2. Improve and Widen Main Street from SR 160 to Delta Road. (Oakley, ECCRFFA)
 - 1-f-3. Widen Brentwood Boulevard from Delta Road to Sellers Avenue (Brentwood, ECCRFFA)
 - 1-f-4. Improve California Delta Highway from Sellers Avenue to Marsh Creek Road (where State Route 4 rejoins). (Contra Costa County)

- 1-g. Byron Highway – Vasco Road Connector: Pursue project to connect Vasco Road with Byron Hwy. (Contra Costa County)

- 1-h. Southern Parallel Arterial Improvements: Pursue projects to provide additional vehicle capacity on arterial routes parallel south of SR 4 in Antioch, Pittsburg, Concord and Contra Costa County. (Antioch, Pittsburg, Contra Costa County)

- 1-i. Northern Parallel Arterial Improvements: Pursue projects to provide additional vehicle capacity on arterial routes widened connection north of SR 4 in Antioch, Pittsburg, Concord and Contra Costa County. This includes widening Pittsburg-Antioch Highway to four lanes. (Antioch, Pittsburg, Oakley)

- 1-j. Improve Vasco Road: improve safety with widened pavement and install median barrier. (Contra Costa County)

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- 1-k. Seek opportunities to work with Tri-Valley to advance a Vasco Road Corridor project into the Countywide Comprehensive Transportation Plan and Bay Area Regional Transportation Plan. (TRANSPLAN)

2 Growth Mitigation and Monitoring Program

Implement a growth management strategy that reduces the traffic impacts of future development proposals in eastern Contra Costa County. Applying appropriate mitigation to development projects can result in development that minimizes impacts on regional routes and provides amenities that facilitate and encourage the use of non-auto transportation. (See Chapter 6)

- 2-a. 100 peak period threshold for traffic impacts. Local jurisdictions should continue to review local and regional traffic impacts for development projects or general plan amendments generation more than 100 peak period trips as part of the growth management. (East County jurisdictions)
- 2-b. Share and report traffic impacts on the development reviews in 2-a, as required by adopted TRANSPLAN procedures. (TRANSPLAN).

3 East County Regional Transportation Mitigation Fee

Periodically review the regional transportation mitigation fee that funds regional improvements such as the SR 4 east widening; the SR 4 Bypass; and other projects – as specified in the East Contra Costa Regional Fee and Finance Authority (ECCRFFA) Strategic Plan.

- 3-a. Periodically update the fee structure to ensure it will produce sufficient funds in light of current and anticipated growth rates and construction costs in East County (ECCRFFA).
- 3-b. Continue to update its Strategic Plan to reflect new trends or growth assumptions (ECCRFFA).
- 3-c. Continue to participate in the fee program through the East Contra Costa Regional Fee & Financing Authority. (ECCRFFA)
- 3-d. Explore ways to advance revenues from the fee program through the use of bonds or other [financial] mechanisms, such as tolls, gasoline taxes and other user fees. (TRANSPLAN)

4 Spot Traffic Engineering Improvements

Monitor conditions on the regional route system and construct improvements as necessary to alleviate conditions that exceed traffic service objectives. Proposed improvements include, but are not limited to:

- 4-a. Pursue Phase 2 of the Hillcrest Avenue/SR 4 interchange project, which will add a northbound to westbound on ramp and widen the eastbound exit to 2 lanes (Caltrans, City of Antioch)
- 4-b. Pursue development and completion of arterial projects, such as:
 - 4-b-1. Widen SR 4 north of Havenwood Avenue in Brentwood. (Brentwood) (See also Action 1-f).
 - 4-b-2. Widen Hillcrest Avenue to 4 lanes between SR 4 and 18th Street. (Antioch)
 - 4-b-3. Seek funding for widening the Vasco Road/Camino Diablo Road intersection, and study possible improvements to Vasco Road and Walnut Boulevard south of the Brentwood city limits. (Contra Costa County)
 - 4-b-4. Widen Hillcrest Avenue at Lone Tree Way (Antioch)
 - 4-b-5. Pursue project to connect Range Road over State Route 4 with a four-lane overcrossing (no freeway ramps). (Pittsburg)
 - 4-b-6. Widen Railroad Avenue/SR4 EB ramp intersection. (Pittsburg)
 - 4-b-7. Widen Railroad Avenue/California Avenue intersection. (Pittsburg)
 - 4-b-8. Widen Railroad Avenue/Leland Road intersection. (Pittsburg)
 - 4-b-9. Widen Loveridge Road/Pittsburg-Antioch Hwy. intersection. (Pittsburg)
 - 4-b-10. Widen Bailey Road/West Leland Road intersection. (Pittsburg)
 - 4-b-11. Widen Buchanan Road to 4-lanes between Loveridge Road and Ventura Drive. (Pittsburg)

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5 Freeway and Arterial Traffic Operations Improvements

Aggressively pursue traffic operation improvement projects on freeways with Caltrans. Such projects might include ramp metering at on-ramps with HOV bypasses; freeway service patrol; vehicle detectors and closed-circuit TV for real-time traffic monitoring; changeable message signs; and highway advisory radio.

- 5-a. Review and implement appropriate operational strategies originally recommended in the East Central Commute Corridor Traffic Management Plan (such as selective control point metering) to maximize flow without creating excessive localized air pollution and reducing parallel street capacity. (Caltrans, TRANSPLAN, Pittsburg)
- 5-b. Work with Caltrans and local jurisdictions to determine the effectiveness and impacts of ramp metering at freeway interchanges, and to implement strategies with local consent. (Local jurisdictions, CCTA, Caltrans)
- 5-c. Identify and plan for future rail grade separations where feasible.
- 5-d. Coordinate with the California Highway Patrol to promote safer traffic operations, including facilitating enforcement.

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6 Explore Rail Transit Operations

Request the Contra Costa Transportation Authority lead an exploration of rail options on existing tracks together with other agencies such as BART, the Capitol Corridor Joint Powers Authority, the San Joaquin Route (Caltrans), Altamont Commuter Express (ACE), and AMTRAK.

- 6-a. Continue to design and implement plans for rail service for East County, including a linkage for rail corridor from Bay Point BART station to a station near Hillcrest Avenue. (TRANSPLAN, BART, Pittsburg, Antioch, Contra Costa County, CCTA)
- 6-b. Explore and support the additional commuter rail routes and service into and out of East County with interested rail operators.. (TRANSPLAN)

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7 Park-and-Ride Lots

Construct new or expand existing park-and-ride lots at strategic locations across East County.

- 7-a. Continue to pursue development of additional park-and-ride lots along the SR 4 Corridor and other appropriate locations, including potential shared-use agreements at shopping centers which have unused spaces at strategic locations (TRANSPLAN/ TRANSPAC Joint Transportation Demand Management Program)

- 7-b. Develop and implement strategic actions to maintain and improve park-and-ride lots in East County. (TRANSPLAN, BART, Tri-Delta Transit, East County jurisdictions)
- 7-c. Promote greater awareness of East County park-and-ride lots for transit and ridesharing where capacity is available. (TRANSPLAN, Cities of East County, Contra Costa County, BART)

8 Transportation Demand Management Programs

Continue to participate in sub-regional transportation demand management (TDM) strategies, including information, promotion and financial incentives, and to use performance measures to ensure effectiveness.

- 8-a. Continue to provide and promote express commute bus service to major employment centers. (Tri-Delta Transit, TRANSPLAN/TRANSPAC TDM Program)
- 8-b. Monitor and report on the effectiveness of specific information, promotion and financial incentive programs for TDM. (TRANSPLAN/TRANSPAC TDM Program)
- 8-c. Promote alternatives to the single occupant vehicle through public outreach, working with employers and incentives. (TRANSPLAN/TRANSPAC TDM Program, Tri-Delta Transit)
- 8-d. Promote transit, carpooling and bicycle use to students, employees and residents at K-12 schools, technical schools and college sites. (TRANSPLAN/TRANSPAC TDM Program, Tri-Delta Transit)
- 8-e. Encourage tele-work, compressed work week and other alternative work location strategies to reduce traffic congestion at peak hours.

9 Intermodal Transit Centers

Develop East County BART, eBART, and other stations as intermodal transit centers for East County. Planning efforts should also consider Amtrak, ferry and other modes. This will involve these two aspects: improve coordination and interface between all transit operators; and Station area specific plans.

- 9-a. Develop the proposed BART, eBART and other rail stations as major transportation and business hubs for East County, as well as functioning as a major park-and-ride lot location until the service opens. (BART, CCTA, Tri-Delta Transit, East County jurisdictions)

- 9-b. Explore the feasibility and development of ferry service to East County (TRANSPLAN, CCTA)
- 9-c. Continue exploring development of new rail station sites as appropriate with rail corridor proposals. (Local jurisdictions)

10 Transportation Funding

Advocate for increased transportation funding at the federal, State and regional level.

- 10-a. Work with regional and state agencies to obtain a greater local share of gasoline taxes, toll bridge revenues and other sources for major projects. (TRANSPLAN, CCTA, Tri-Delta Transit, BART)
- 10-b. Continue to explore ways to increase revenue to repair roads and provide arterial street improvements countywide (such as through gasoline taxes and toll bridge revenues). (TRANSPLAN, CCTA)

11 Encourage Walking and Bicycling Transportation

Provide improvements that encourage transportation via walking and bicycling, such as: provision of sidewalks and bicycle lanes or other facilities in conjunction with street improvement projects or new streets; and identification and elimination of physical barriers to bicycle and pedestrian travel.

- 11-a. Continue to update and implement bicycle plans. (TRANSPLAN, East County jurisdictions)
 - 11-a-1. Complete the Delta-De Anza Trail bikeway project (East Bay Regional Park District, Caltrans, Contra Costa County)
 - 11-a-2. Complete the East Bay Municipal Utility District (EBMUD) Trail, linking Los Medanos College in Pittsburg, and Brentwood. (East County jurisdictions and agencies)
 - 11-a-3. Study bikeway and pedestrian needs at school areas, including participation in Safe Routes to School and Safe Routes to Transit programs, to help plan, fund and construct future facilities in these areas. (TRANSPLAN / TRANSPAC TDM Program)
- 11-b. Continue to provide bike racks and lockers at key locations and activity centers throughout the county. (TRANSPLAN/TRANSPAC TDM Program).

- 11-c. Encourage consideration of bicycle and pedestrian use in neighborhood planning and design, to ensure that facilities such as soundwalls do not make it difficult or impossible to travel through neighborhoods on bicycle or on foot. (East County jurisdictions)
- 11-d. Maintain existing and provide new shoulders, bicycle lanes, and sidewalks on all streets and rural roads to provide for better bicycle and pedestrian connectivity and safety where feasible. (East County jurisdictions)
- 11-e. Sponsor education programs for students and others to learn how to bicycle and walk safely. (East County jurisdictions)

12 Expand Bus Transit Service

Foster the expansion of bus transit service both within East County and between East County and other areas, to provide an alternative to driving and to complement BART service in East County.

- 12-a. Work with Tri-Delta Transit to provide bus-oriented improvements along local routes, and to improve and expand service. (Cities of East County, Contra Costa County)
- 12-b. If a community is considering transit-oriented development, encourage adoption of development approval guidelines that would incorporate transit-oriented design, where feasible, to be determined by each local jurisdiction,. (Cities of East County, Contra Costa County)
- 12-c. Continue working with TRANSPLAN and the Contra Costa Transportation Authority to pursue funding opportunities for expanded bus service, both in upcoming funding cycles and Measure J. (Cities of East County, Contra Costa County, Tri-Delta Transit) (see also Action 12-a)
- 12-d. Implement the traffic signal management / bus prioritization technology on major arterials in Antioch, Oakley and Pittsburg as described in the State Route 4 Corridor Management Plan (local jurisdictions, Tri-Delta Transit)
- 12-e. Encourage the funding and provision of alternative-fueled vehicles and related fueling stations for transit operators to improve air quality, as they expand their bus fleets. (Tri Delta Transit, Contra Costa Transportation Authority, private sector, East County jurisdictions)

- 12-f. Encourage the region’s bus transit operators to increase and improve coordination where possible, particularly in linking East and Central County bus services. (Tri Delta Transit, County Connection)
- 12-g. Encourage local jurisdictions to design safety treatments (such as crosswalks, bus bulbs, bus pullouts and Americans with Disabilities Act improvements) at transit stops where appropriate, and to seek regional funding when possible. (Tri Delta Transit, East County jurisdictions)

13 Pursue a Jobs-Housing Balance in East County

East County jurisdictions should work on growth policies and programs to promote more employment development, to provide an opportunity for shorter East County commutes and use available transportation capacity in what is now the “reverse commute” direction.

- 13-a. Participate in a joint East County effort to attract new employment center development. (Cities of East County, Contra Costa County)
- 13-b. Participate in the State Route 239 Interregional Corridor Study, as a first step in implementation of this unbuilt route in the State Highway System. Route 239, linking Brentwood and Tracy, could assist in attracting business development to East County by providing fast connections between the Central Valley, Tri-Valley, Interstate 5, and East County. (Caltrans, TRANSPLAN, City of Brentwood, Contra Costa County, San Joaquin County jurisdictions)
- 13-c. Continue to work together on economic development. Particular effort should be paid to attracting more job development. (East County jurisdictions)

14 Encourage Adequate Maintenance

East County jurisdictions should work towards ensuring adequate funds and systems to properly maintain the transportation system. This applies to Routes of Regional significance, public transit vehicles and facilities, bike and pedestrian facilities and park-and-ride lots.

- 14-a. Maintain and enhance local pavement management systems. (East County jurisdictions)
- 14-b. Continue to explore ways to increase revenue to repair roads and provide arterial street improvements countywide (such as through gasoline taxes and toll bridge revenues). (East County jurisdictions)

- 14-c. Work with MTC to provide funding to maintain and enhance local transit facilities and to purchase replacement of rolling stock. (MTC, CCTA, transit operators)

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Chapter 6. GROWTH MANAGEMENT STRATEGY

The Action Plans provide the basis for multi-jurisdictional planning that focuses on the adoption of specific performance objectives and implementation of appropriate measures and programs to achieve those objectives. As outlined in Chapter 2, the level of growth forecast for eastern Contra Costa County will result in continued increases in traffic congestion, beyond that experienced today on the main commute corridors of State Route 4, Vasco Road and other facilities.

In addition to implementing the actions proposed in the previous chapter, TRANSPLAN also has an adopted Growth Management Strategy that was first introduced in the 1997 Action Plan Update, and is carried forward into the current Update. This section documents that strategy, which features a “Mitigation Toolbox” that lead agencies can use to mitigate the impacts of new development on the local and regional transportation system. The strategy also recognizes the importance of continued economic development in East County to address the issue of jobs-housing balance.

THE EAST COUNTY ACTION PLAN GROWTH MANAGEMENT STRATEGY

Objective

The objective of the growth management strategy is to develop a system to reduce the traffic impacts of future development proposals on regional routes. The focus of this process is not on limiting the number of dwelling units constructed, but on modifying the character and make up of the developments. Applying appropriate criteria to the selection of projects can result in development that minimizes impacts on regional routes and provides amenities that facilitate and encourage the use of Transit, walking, and bicycling.

General Process and Authority

Review of individual development projects would occur at the local level in accordance with the CCTA’s *Technical Procedures*, and would be shared with the TRANSPLAN jurisdictions. The process for notification regarding environmental documents and for review of proposed general plan amendments is described in Chapter 9: *Procedures for Notification, Review, and Monitoring*.

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Relationship of this Strategy to the Growth Management Element

Measures C/J includes a requirement that each jurisdiction adopt a Growth Management Element (GME) as part of its General Plan. The adopted GME must:

1. Outline the jurisdiction's goals and policies for managing growth; and
2. Show how the jurisdiction will comply with the Measure C/J requirements for a Growth Management Program.

The Growth Management Strategy proposed here is intended to be consistent with, and complementary too, each local jurisdiction's adopted GME.

Mitigation Toolbox

The growth management strategy features a mitigation toolbox that lead agencies could choose from if the lead agency determines that the project creates significant impacts on the transportation system. Agencies could choose from any or all of these measures, depending on the particular conditions and the feasibility of implementation. The list includes:

1. **Delay.** Delay the project until the projects that are required to meet the MTSO have been approved and funding is in place. This measure would be appropriate for any size project, but would be especially appropriate to larger projects with higher levels of impact.
2. **Phase.** Phase the project so that the employment portion of the project happens first, or only a limited amount of housing is built until either employment is built or key portions of the impacted Regional Route network are in place..
3. **Build.** Build that portion of the improvements to the Regional Route system that would need to be operational by the time the development project starts generating new traffic. The scope of the improvement would be based on the size of the development project. This measure would include enhanced off-site mitigations as needed to mitigate the impacts of larger development projects.
4. **Operate a Transit Connection.** Buy a bus or van, and operate a shuttle service to the closest BART station and/or a major employer. This would be appropriate for a larger housing project. Adequate funds would need to be put in a special account so that the ser-

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vice could be operated. Smaller projects could contribute an in-lieu fee to a larger transit connection program.

5. **Transit Friendly Development.** Modify the development plan to allow easier access for local and regional bus transit services in accord with "best practices" for Transit Oriented Development.
6. **Day Care Center.** Provide space for a day care center within a residential development.
7. **Economic Development Measures.** The jurisdiction could require housing developers to participate in an economic development program that might be composed of some of these features:
 - Participate in a program to write down land costs for business development
 - Pool developer resources to provide below market rate lease and/or acquisition financing for prospective business park tenants
 - Fund a local economic development corporation for securing new major employers
 - Construct child care facilities, fitness centers and other major amenities in existing business parks to attract new major employers
 - Offset permitting and/or infrastructure costs for new major employers.
8. **Other.** Other potential mitigation may be considered by local agencies. These other measures should be adequately justified before being accepted.

An agency could also choose to approve a project without additional mitigation. However, TRANSPLAN would consider such action to be - unsupportive of this Growth Management Strategy.

Relationship of Mitigation Measures to the Subregional Transportation Fee Program

The mitigation measures presented above would be in addition to payment of subregional mitigation fees as set forth in the ECCRFFA fee schedule. Furthermore, off-site mitigations, as outlined in item 3 above (the "Build" option) are in addition to the subregional mitigation fee payment.

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Consistency with Current General Plans

Projects that are consistent with adopted general plans create as much burden on the regional transportation network as general plan amendment projects. Therefore, all projects should be subject to consideration of the mitigation toolbox whenever the lead agency determines that the project will adversely affect the transportation system.

GROWTH MANAGEMENT STRATEGY AGENCY RESPONSIBILITIES AND PROCEDURES

Preparatory Responsibilities of TRANSPLAN Staff

TRANSPLAN staff would be responsible for the following activities to allow the individual jurisdictions the ability to carry out the growth management strategy on their own.

File Maintenance. TRANSPLAN staff will maintain an “environmental register” of all projects that trigger the circulation requirement.

Project Evaluation Responsibilities of Local Jurisdictions

For projects that generate 100 or more peak hour vehicle trips, local jurisdictions would be responsible for preparing a traffic study and carrying out the Growth Management Strategy on a project-by project basis

THE ROLE OF ECONOMIC DEVELOPMENT IN THE GROWTH MANAGEMENT PROGRAM

By attempting to increase job opportunities in East County, economic development activities would directly address one part of the work-trip equation. Having more job opportunities nearby would mean that more people could both live and work in East County. Nevertheless, because of the complex set of factors influencing the decisions households make in choosing where to live in relationship to where they work a substantial number of workers would continue to commute to the large job centers outside the East County sub-region, and there would continue to be substantial commuting among East County communities. Journey-to-work data from the East County Business Report indicates that more than 50 percent of East County residents commute to jobs elsewhere in Contra Costa County.

Business Location Factors and East County Job Growth Prospects

Labor availability and cost, land and/or space availability and cost, transportation costs and access, and, for some businesses, proximity to markets, are the key factors in business location decisions. With regard to those factors,

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East County locations compete with other Contra Costa County, other East Bay, North Bay, and some Sacramento and San Joaquin County locations to attract office, industrial, distribution, and institutional business activities.

Compared to other locations in the Bay Area East Contra Costa is likely to become increasingly attractive in terms of labor force and land, assuming the transportation system is there to provide access for commuters and enable goods movement. In fact, the employment growth scenario incorporated in the Association of Bay Area Governments' (ABAG) projections for Contra Costa County shows Brentwood, Rural East Contra Costa, Antioch, and Pittsburg among the top six locations in terms of percentage change in jobs from 2008 through 2030. Within Contra Costa County, Antioch, Brentwood, Pittsburg, and Rural East Contra Costa rank just after San Ramon, Concord, and Richmond in terms of the number of jobs projected by ABAG between 2008 and 2030.

Existing Economic Development Efforts

Generally, standard menus of economic development goals, objectives, and tools are incorporated in the general plans of East County jurisdictions. With respect to encouraging job growth, the programs focus on reserving land in appropriate locations, marketing and outreach, and providing adequate public services and infrastructure. Redevelopment tools are mentioned for blighted or economically depressed areas.

East County jurisdictions have focused on working independently rather than cooperatively. The five East County jurisdictions usually compete with each other for the same industry and businesses.

In redevelopment areas, incentives such as land assembly, design assistance, land-cost write downs, site preparation, low interest loans, and provision of public improvements may be offered to attract new businesses. The significant job growth in East Contra Costa County is not likely to occur in redevelopment areas, however. Therefore, for example, while the cost of land is an important factor, private market mechanisms will determine that cost-and it may be one of East County's competitive advantages.

Economic Development Tools Included in the Action Plan

Considering the above, the following economic development tools are included in the Action Plan.

Transportation Improvements as an Economic Development Tool. Considering the important factors affecting business location decisions and the ability of East County locations to compete for a significant share of potential job

growth in the region, perhaps one of the most important economic development efforts would be implementing those very transportation improvements that are identified in the Action Plan. The address the accessibility of large tracts of land that might be attractive to major employers. Thus, the most important economic development action becomes securing funding for the major East County transportation projects. Indeed, assuming those transportation and other infrastructure constraints are overcome, East County is poised to capture significant economic growth in the future.

Cooperative Marketing. Cooperative marketing efforts are included as an economic development tool. Each jurisdiction pursues this independently now. This strategy is compatible with a more comprehensive growth management strategy and plan for providing transportation infrastructure. In fact, the general plans of Brentwood and Contra Costa County contain economic development policy language supporting coordination among communities and between the public and private sector.

Financial Incentives. Exemptions from a regional traffic mitigation fee (or other development impact fees) can be a useful business attraction incentive. By law, however, such exemptions would have to be paired with some other source of funding for what would otherwise be the commercial or industrial land uses' contribution. Another way to manipulate development impact fees to provide economic development incentives would be to defer development fees for development proposals that promise certain economic development benefits. The city or district would have to finance the infrastructure not covered by current fee revenue and would be made whole as deferred fees are paid over time with interest.

Participation of Housing Developers in Economic Development Strategies. One of the options in the mitigation toolbox is to require housing developers to participate in a jurisdiction's economic development efforts.

Costs and Benefits of a Regional Economic Development Effort

A regional approach to economic development will require a concerted effort on the part of the East County jurisdictions. For example, each jurisdiction would need to devote staff time to devise and implement the cooperative marketing strategy. The strategy would also need funding to develop public relations and marketing information. It will be helpful to get the chambers of commerce of each community involved as well.

Although the East County communities are generally more competitive than cooperative when it comes to economic development activity, there are several examples where such cooperation has been achieved:

- **California Delta Highway.** The East County jurisdictions cooperated to enact a development fee to help fund improvements to State Route 4 over the Willow Pass Grade.
- **State Route 4 Bypass Authority.** This joint powers authority between Brentwood, Antioch, Oakley, and Contra Costa County is actively working to complete the construction of the State Route 4 Bypass.
- **East County Subregional Impact Fee.** The East County jurisdictions worked together to enact a subregional impact fee, and created ECCRFFA and the East County Fee Authority (ECFA) to help pay for major transportation improvements.
- **Antioch/Brentwood Open Space Buffer.** The cities of Antioch and Brentwood agreed a few years ago to preserve an open space buffer to distinguish the two communities.
- **Morrison Knudsen Rail Car Manufacturing Facility.** East County jurisdictions teamed up to attract Morrison Knudsen to Pittsburg.

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Chapter 7.

ANALYSIS OF MTSOs

To evaluate the feasibility of the proposed MTSOs, DKS Associates performed extensive analysis using the Countywide Model. The horizon year for this analysis was 2030. The inputs to the Countywide Model included the population and jobs forecasts as outlined below, and the transportation system improvement assumptions described in this chapter.

BASE TRAVEL FORECASTS

The base travel forecasts were prepared using the Countywide Model. The base forecasts provide a framework for TRANSPLAN to understand the effects of anticipated growth and transportation improvements on travel conditions, and to evaluate whether or not the MTSO is achieved in the future.

TRANSPORTATION SYSTEM IMPROVEMENT ASSUMPTIONS

A variety of transportation improvements were included in the year 2010 and year 2030 models. In general, the year 2010 network represents all completed projects or those that are nearing completion by 2010. The year 2030 networks contain both financially constrained and unconstrained assumptions.

Important East County projects are included in the 2030 model runs. A map showing the number of lanes assumed for Year 2030 is provided as Figure 7-1. These include:

- Completion of the widening of State Route 4 to the Bypass
- Completion of the State Route 4 Bypass projects that connect State Route 4 in Antioch to Marsh Creek Road and Vasco Road
- Completion of a system of arterial connections and widening as funded by the East County Regional Fee and Finance Authority.
- Construction and Operation of eBART with new stations at Railroad Avenue in Pittsburg and Hillcrest Avenue in Antioch in addition to a direct transfer station at Bay Point.

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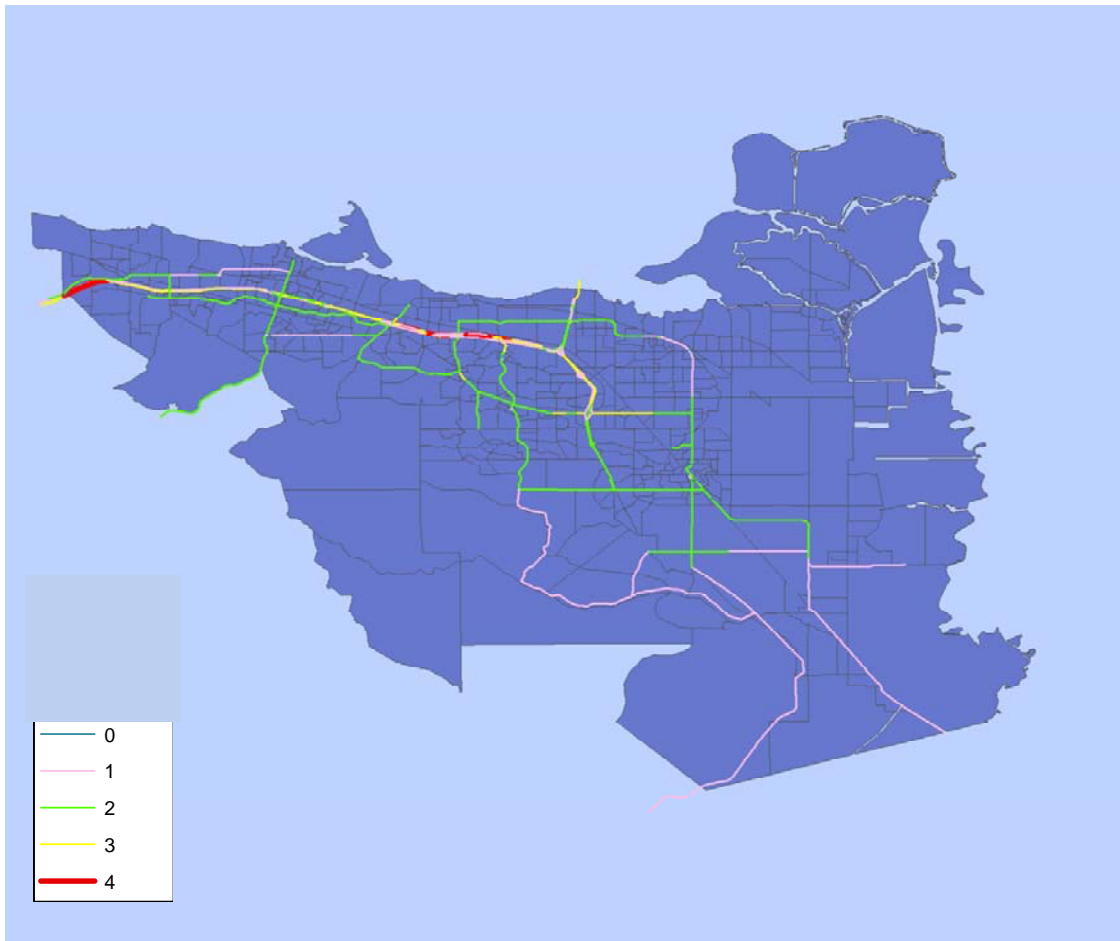
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Figure 7-1 Number of Lanes Planned for 2030



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Evaluation of Existing Condition

Delay Index. The Contra Costa Transportation Authority prepared a comprehensive report of monitored conditions for 2007. This analysis included free-way segments, intersections and transit. The first results presented are for the Delay Index. This is shown in Table 7-1 for the AM condition and Table 7-2 the PM condition. State Route 4 has significant congestion from the Loveridge Road eastward to Hillcrest Avenue because it has both high volumes of traffic and has not been widened (as sections east of Loveridge Road have been). (NOTE: revisions to 85th percentile will change results.)

Table 7-1 East County (TRANSPLAN) 2007 AM Peak Hour Delay Index

Route	Segment Description	MTSO	2007	
			NB or EB	SB or WB
State Route Facilities				
State Route 4	TRANSPLAN / TRANSPAC Border to SR-4 / SR-160 Interchange	2.5	1.01	1.89
State Route 4 (Old)	SR-160 to Balfour Road via Main Street and Brentwood Blvd	2.5	1.05	1.11
State Route 4 (Old)	Balfour Road to San Joaquin County Line via California Delta Highway	2.0	1.13	1.28
State Route 160	Antioch Bridge to SR-160 / SR-4 Interchange	2.0	1.01	1.01
North-South Regional Routes of Significance (from West to East)				
Bailey Road	Leland Road to Willow Pass Road	2.0		
Kirker Pass Rd / Railroad Ave	TRANSPLAN / TRANSPAC Border to Willow Pass Road	2.0	1.01	1.82
Somersville Rd	Northern Arterial to James Donlon Blvd	2.0	1.00	1.01
Lone Tree Way	E. 18th Street to Brentwood Boulevard (Old SR-4)	2.0	1.08	1.18
Deer Valley Road	Hillcrest Avenue to Marsh Creek Road	2.0	1.01	1.04
Hillcrest Ave	SR-4 to Lone Tree Way	2.0	1.03	1.02
Fairview Ave	Lone Tree Way to Balfour Road	2.0	1.01	1.02
Walnut Blvd (incl. Oak St)	Vasco Road to Brentwood Boulevard (Old SR-4)	2.0	1.00	1.00
Vasco Road	Walnut Boulevard to San Joaquin County Line	2.0	1.22	3.65
Byron Highway	I-580 to California Delta Highway	2.0	1.38	1.53
Byron Highway* (future RRS)	Cypress Road to Brentwood Boulevard (Old SR-4)	2.0	0.78	0.78
East-West Regional Routes of Significance (from North to South)				
Willow Pass Road	Railroad Avenue to SR-4	2.0	1.24	1.04
E. 18th Street	SR-160 to A Street	2.0	1.00	1.06
Leland Rd / Delta Fair Blvd	TRANSPLAN / TRANSPAC Border to Somersville Road	2.0	1.02	1.13
Buchanan Road	Railroad Avenue to Somersville Road	2.0	1.27	2.17

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Table 7-2 East County (TRANSPLAN) 2007 AM Peak Hour Delay Index (cont.)

Laurel Road	Sellers Avenue to SR-4 Bypass	2.0	1.00	1.01
Bethel Island Connection	Sellers Avenue / Laurel Road to Bethel Island via Sellers Avenue, Cypress Road and Bethel Island Road	2.0	1.00	1.01
James Donlon Blvd	A Street / Lone Tree Way to Railroad Avenue	2.0	1.00	1.00
Sand Creek Road	SR-4 Bypass to Brentwood Boulevard (Old SR-4)	2.0	1.00	1.00
Balfour Road	Deer Valley Road to Brentwood Blvd (Old SR-4)	2.0	1.02	1.02
Marsh Creek Road	Deer Valley Road to SR-4 Bypass	2.0	1.00	1.04
Marsh Creek Road	SR-4 Bypass to California Delta Highway	2.0	1.20	1.21
Camino Diablo Road	Vasco Road to Marsh Creek Road	2.0	1.00	1.00

* Roadway will be part of Regional Road of Significance in the future

Table 7-3 East County (TRANSPLAN) 2007 PM Peak Delay Index

Route	Segment Description	MTSO	2007	
			NB or EB	SB or WB
State Route Facilities				
State Route 4	TRANSPLAN / TRANSPAC Border to SR-4 / SR-160 Interchange	2.5	1.58	1.05
State Route 4 (Old)	SR-160 to Balfour Road via Main Street and Brentwood Blvd	2.5	1.14	1.08
State Route 4 (Old)	Balfour Road to San Joaquin County Line via California Delta Highway	2.0	1.54	1.51
State Route 160	Antioch Bridge to SR-160 / SR-4 Interchange	2.0	1.02	1.02
North-South Regional Routes of Significance (from West to East)				
Bailey Road	Leland Road to Willow Pass Road	2.0		
Kirker Pass Rd / Railroad Ave	TRANSPLAN / TRANSPAC Border to Willow Pass Road	2.0	1.06	1.01
Somersville Rd	Northern Arterial to James Donlon Blvd	2.0	1.03	1.01
Lone Tree Way	E. 18th Street to Brentwood Boulevard (Old SR-4)	2.0	1.28	1.10
Deer Valley Road	Hillcrest Avenue to Marsh Creek Road	2.0	1.15	1.01

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Table 7-4 East County (TRANSPLAN) 2007 PM Peak Delay Index (cont.)

Hillcrest Ave	SR-4 to Lone Tree Way	2.0	1.05	1.07
Fairview Ave	Lone Tree Way to Balfour Road	2.0	1.04	1.02
Walnut Blvd (incl. Oak St)	Vasco Road to Brentwood Boulevard (Old SR-4)	2.0	1.00	1.00
Vasco Road	Walnut Boulevard to San Joaquin County Line	2.0	2.56	1.54
Byron High- way	I-580 to California Delta Highway	2.0	1.19	1.20
Byron High- way* (future RRS)	Cypress Road to Brentwood Boulevard (Old SR-4)	2.0	1.00	1.01
East-West Regional Routes of Significance (from North to South)				
Willow Pass Road	Railroad Avenue to SR-4	2.0	1.05	1.01
E. 18th Street	SR-160 to A Street	2.0	1.03	1.01
Leland Rd / Delta Fair Blvd	TRANSPLAN / TRANSPAC Border to Somerville Road	2.0	1.06	1.00
Buchanan Road	Railroad Avenue to Somerville Road	2.0	1.08	1.00
Laurel Road	Sellers Avenue to SR-4 Bypass	2.0	1.96	1.31
Bethel Island Connection	Sellers Avenue / Laurel Road to Bethel Island via Sellers Avenue, Cypress Road and Bethel Island Road	2.0	1.01	1.01
James Don- lon Boule- vard	A Street / Lone Tree Way to Railroad Avenue	2.0	1.00	1.00
Sand Creek Road	SR-4 Bypass to Brentwood Boulevard (Old SR-4)	2.0	1.00	1.00
Balfour Road	Deer Valley Road to Brentwood Bou- levard (Old SR-4)	2.0	1.03	1.04
Marsh Creek Road	Deer Valley Road to SR-4 Bypass	2.0	1.03	1.00
Marsh Creek Road	SR-4 Bypass to California Delta High- way	2.0	1.21	1.20
Camino Diablo Road	Vasco Road to Marsh Creek Road	2.0	1.00	1.00

* Roadway will be part of Regional Road of Significance in the future

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Level of Service.

Intersections in East County were evaluated for level of service. The results of this analysis are shown in Table 7-3. This table shows that congestion occurs at Railroad Avenue and Leland Road in the AM condition, and at Lone Tree Way and O'Hara Avenue and State Route 4 Eastbound ramps at Hillcrest Avenue in the PM condition.

In addition, the non-freeway roadway segments were also analyzed. These are shown in Tables 7-4 for the AM peak hour condition, and Table 4-5 for the PM peak hour condition. The most significant congestion occurs on Vasco Road. This corridor is one lane in each direction from Armstrong Road southward to the County line. As the State Route 4 Bypass Segment 3 is completed, this will encourage even more cars to use this corridor, increasing congestion.

Another corridor which is approaching congestion is Brentwood Boulevard. Congestion on this segment will be somewhat alleviated by the opening of State Route 4 Bypass, but local traffic levels here are expected to increase, diminishing the benefit of the Bypass project for this roadway in the long-term future.

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Table 7-5 2007 Intersection Level of Service

No.	Primary Street	Secondary Street	Jurisdiction	AM Peak		PM Peak		MTSO
				LOS	V/C	LOS	V/C	
50	18th Street- Main Street (SR-4)	SB SR-160 on-off ramps	Antioch	A	0.45	A	0.46	D
51	Main Street (SR-4)	NB SR-160 on-off ramps	Antioch	B	0.67	C	0.79	D
52	Main Street (SR-4)	Nelroy Rd- Bridgehead Rd	County/ Oakley	A	0.58	D	0.89	D
53	Main Street (SR-4)	Big Break Road	County/ Oakley	A	0.51	A	0.60	D
54	Main Street (SR-4)	Empire Rd-Charles Way	County/ Oakley	A	0.46	A	0.57	D
55	Main Street (SR-4)	Cypress Road	County/ Oakley	A	0.43	A	0.43	D
56	Main St- Brentwood Blvd (SR-4)	Delta Rd(Unsignalized)	Brentwood/ Oakley	C	2.3 Sec	C	1.6 Sec	E
57	Brentwood Blvd (SR-4)	Lone Tree Way	County/ Brent- wood	A	0.40	A	0.46	D
58	Brentwood Blvd (SR-4)	Sand Creek Rd	Brentwood	A	0.36	A	0.45	D
59	Brentwood Blvd (SR-4)	Central Blvd- Sycamore Road	Brentwood	A	0.42	A	0.54	D
60	Brentwood Blvd (SR-4)	Oak Street	Brentwood	A	0.38	A	0.41	D
61	Brentwood Blvd (SR-4)	Balfour Road	Brentwood	A	0.59	C	0.80	D
62	Walnut Blvd	Oak Street	Brentwood	A	0.39	A	0.34	D
63	Walnut Blvd	Balfour Road	Brentwood	A	0.52	A	0.52	D
64	Walnut Blvd	Marsh Creek Road	County	B	0.66	C	0.75	D
65	Bailey Rd	Willow Pass Road	Pittsburg/ County	A	0.42	B	0.62	D
66	Bailey Rd	WB SR-4 on-off ramps-Canal Road	Pittsburg/ County	A	0.56	B	0.63	D

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Table 7-6 2007 Intersection Level of Service (cont.)

67	Bailey Rd	EB SR-4 on-off ramps	Pittsburg/ County	A	0.39	A	0.60	D
68	Bailey Rd	Leland Road	Pittsburg/ County	A	0.60	A	0.44	D
69	Railroad Ave	WB SR-4 on ramp- California Avenue	Pittsburg	A	0.54	A	0.58	D
70	Railroad Ave	EB SR-4 on-off ramps	Pittsburg	A	0.53	B	0.61	D
71	Railroad Ave	Leland Road	Pittsburg	B	0.63	E	0.98	D
72	Railroad Ave	Buchanan Road	Pittsburg	A	0.50	B	0.70	D
73	Somersville Rd	WB SR-4 on-off ramps	Antioch/ Pittsburg	A	0.45	A	0.54	D
74	Somersville Rd	EB SR-4 on-off ramps	Antioch/ Pittsburg	A	0.37	C	0.75	D
75	Somersville Rd	Delta Fair Boulevard	Antioch	A	0.50	B	0.68	D
76	Somersville Rd	Buchanan Road	Antioch	B	0.64	A	0.58	D
77	Lone Tree Way- A St	WB SR-4 on-off ramps	Antioch	B	0.70	C	0.72	D
78	Lone Tree Way	EB SR-4 on-off ramps	Antioch	A	0.48	A	0.49	D
79	Lone Tree Way	W. Tregallas Road	Antioch	C	0.74	B	0.70	D
80	Lone Tree Way	James Donlon Blvd	Antioch	C	0.76	D	0.89	D
81	Lone Tree Way	Deer Valley Road	Antioch	C	0.74	D	0.86	D
82	Lone Tree Way	Hillcrest Avenue	Antioch	A	0.36	A	0.50	D
83	Lone Tree Way	Empire Avenue	Antioch/ Brent- wood	A	0.45	A	0.58	D
84	Lone Tree Way	Fairview Avenue	Brentwood	A	0.49	C	0.78	D
85	Lone Tree Way	O'Hara Ave (Unsignalized)	Brentwood	F	14.6 Sec	F	148.4 Sec	E
86	Hillcrest Avenue	WB SR-4 on-off ramps	Antioch	B	0.63	B	0.67	D
87	Hillcrest Avenue	EB SR-4 on-off ramps	Antioch	E	1.00	F	1.30	D
88	Hillcrest Avenue	Deer Valley Road- Davison Road	Antioch	B	0.67	C	0.80	D
89	Leland Rd	Loveridge Road	Pittsburg	A	0.56	C	0.72	D
90	Buchanan Rd	Loveridge Road	Pittsburg	D	0.84	C	0.71	D

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Table 7-7 East County (TRANSPLAN) 2007 AM Peak Hour Roadway Segment LOS

<i>Location</i>	<i>MTSO</i>	<i>Direction</i>	<i>No. of Lanes</i>	<i>Total Volume</i>	<i>Volume Per Lane</i>	<i>V/C Ratio*</i>	<i>LOS</i>	<i>Direction Share</i>
SR-4 (Brentwood Boulevard)	E	NB or EB	2	293	147	0.17	C	20%
		SB or WB	2	1,199	600	0.71	E	80%
Byron Highway n/o Mountain Horse Road	Middle Point E	NB or EB	1	519	519	0.31	C	52%
		SB or WB	1	470	470	0.28	C	48%
Marsh Creek Road e/o Deer Valley Road	Middle Point E	NB or EB	1	182	182	0.11	B	26%
		SB or WB	1	530	530	0.31	C	74%
Camino Diablo Road w/o Vasco Road	Middle Point E	NB or EB	1	99	99	0.06	B	35%
		SB or WB	1	186	186	0.11	B	65%
Deer Valley Road s/o Balfour Road	Middle Point E	NB or EB	1	72	72	0.04	A	13%
		SB or WB	1	479	479	0.28	C	87%
Kirker Pass Road e/o Concord Blvd	Middle Point E	NB or EB	2	646	323	0.19	C	28%
		SB or WB	2	1,637	819	0.48	D	72%
Vasco Road s/o Camino Diablo Road	Middle Point E	NB or EB	1	277	277	0.16	B	13%
		SB or WB	1	1,782	1,782	1.05	F	87%

* V/C is Volume/Capacity

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Table 7-8 East County (TRANSPLAN) 2007 PM Peak Hour Roadway Segment LOS

<i>Location</i>	<i>MTSO</i>	<i>Direction</i>	<i>No. of Lanes</i>	<i>Total Volume</i>	<i>Volume Per Lane</i>	<i>V/C Ratio*</i>	<i>LOS</i>	<i>Direction Share</i>
SR-4 (Brentwood Boulevard)	E	NB or EB	2	1,192	596	0.70	E	66%
		SB or WB	2	620	310	0.36	D	34%
Byron Highway n/o Mountain Horse Road	Middle Point E	NB or EB	1	464	464	0.27	C	51%
		SB or WB	1	448	448	0.26	C	49%
Marsh Creek Road e/o Deer Valley Road	Middle Point E	NB or EB	1	496	496	0.29	C	82%
		SB or WB	1	107	107	0.06	B	18%
Camino Diablo Road w/o Vasco Road	Middle Point E	NB or EB	1	260	260	0.15	B	73%
		SB or WB	1	95	95	0.06	B	27%
Deer Valley Road s/o Balfour Road	Middle Point E	NB or EB	1	401	799	0.24	D	74%
		SB or WB	1	81	282	0.05	B	26%
Kirker Pass Road e/o Concord Boulevard	Middle Point E	NB or EB	2	1,598	799	0.47	E	77%
		SB or WB	2	563	282	0.17	C	23%
Vasco Road s/o Camino Diablo Road	Middle Point E	NB or EB	1	1,380	1,380	0.81	E	77%
		SB or WB	1	413	413	0.24	C	23%

* V/C is Volume/Capacity

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Auto Occupancy. District 4 performs annual monitoring of HOV lanes in the Bay Area. This includes the HOV lanes on State Route 4. The last available report, prepared based on 2005 data, show that the HOV lane in Pittsburg and over the Willow Pass receives good utilization, and in fact has a performance stronger than the I-680 HOV lanes do.

The Caltrans report for 2005 finds that 857 vehicles are using the HOV lanes in the AM peak hour westbound on State Route 4, and 845 in the PM peak hour eastbound (note that only a single direction HOV lane restriction applies).

Transit Ridership. The performance standards of Tri-Delta Transit recommend that a standard of 12 riders per revenue service hour for fixed-route bus service over the period of a year should be a key target in demonstrating cost-

effective bus transit service. Tri-Delta Transit currently achieves an average of 15 riders per revenue service hour.

Rail data (such as BART) data is often provided as a weekday and one end of most rail trips begin or end beyond East County. The target is to have at least 4,000 rail riders boarding each day. For this objective, average daily riders is used. For the 2007 average weekday condition, an estimated 4,778 passengers boarded at the Bay Point Station.

Evaluation of Future Year Condition

Delay Index. Tables 7-6 demonstrates the anticipated Delay Index for free-ways in East County. (Note: Text and discussion to be added)

Table 7-9 2030 Delay Index for East County Regional Routes of Significance

Route	Segment Description	MISO	AM		PM	
			NB or EB	SB or WB	NB or EB	SB or WB
State Route Facilities						
State Route 4	TRANSPLAN / TRANSPAC Border to SR-4 / SR-160 Interchange	2.5	1.12	2.73	1.91	1.14
State Route 4 Bypass	SR-4 / SR-160 Interchange to Walnut Boulevard	2.5	1.09	1.32	1.34	1.05
State Route 4 (Old)	SR-160 to Balfour Road via Main Street and Brentwood Boulevard	2.5	1.07	1.09	1.09	1.09
State Route 4 (Old)	Balfour Road to San Joaquin County Line via California Delta Highway	2.0	1.01	1.01	1.01	1.03
State Route 160	Antioch Bridge to SR-160 / SR-4 Interchange	2.0	1.15	1.62	1.55	1.55
North-South Regional Routes of Significance from West to East						
Bailey Road	TRANSPLAN / TRANSPAC Border to Willow Pass Road	2.0				
Kirker Pass Rd /Railroad Ave	TRANSPLAN / TRANSPAC Border to Willow Pass Road	2.0	1.04	6.82	2.97	1.06
Somersville Road	Northern Arterial to James Donlon Boulevard	2.0	1.01	1.06	1.09	1.06
Lone Tree Way	E. 18th Street to Brentwood Blvd (Old SR-4)	2.0	1.01	1.09	1.07	1.02

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Table 7-10 2030 Delay Index for East County Regional Routes of Significance (cont.)

Deer Valley Rd	Hillcrest Avenue to Marsh Creek Rd	2.0	1.00	1.03	1.02	1.01
Hillcrest Ave	SR-4 to Lone Tree Way	2.0	1.01	1.00	1.01	1.01
Fairview Ave	Lone Tree Way to Balfour Road	2.0	1.02	1.01	1.02	1.05
Walnut Blvd. (incl. Oak St)	Vasco Road to Brentwood Blvd (Old SR-4)	2.0	1.00	1.01	1.01	1.01
Vasco Road	Walnut Boulevard to San Joaquin County Line	2.0	1.23	6.97	3.27	2.38
Byron Hwy	I-580 to California Delta Highway	2.0	2.86	1.29	1.10	1.40
Byron Hwy* (future RRS)	Cypress Road to Brentwood Blvd (Old SR-4)	2.0	1.00	1.01	1.01	1.01
East-West Regional Routes of Significance from North to South						
Northern Arterial	SR-160 to Railroad Avenue	2.0	1.02	1.03	1.02	1.02
Willow Pass Road	Railroad Avenue to SR-4	2.0	1.98	1.48	1.31	1.05
E. 18th Street	SR-160 to A Street	2.0	1.00	1.01	1.01	1.00
Leland Rd / Delta Fair Blvd	TRANSPLAN / TRANSPAC Border to Somersville Road	2.0	1.36	1.37	1.06	1.08
Buchanan Road	Railroad Avenue to Somersville Road	2.0	1.01	1.04	1.02	1.05
Laurel Road	Sellers Avenue to SR-4 Bypass	2.0	1.02	1.10	1.11	1.05
Laurel Road	SR-4 Bypass to Hillcrest Avenue	2.0	1.00	1.00	1.00	1.00
Bethel Island Connection	Sellers Avenue / Laurel Road to Bethel Island via Sellers Avenue, Cypress Road and Bethel Island Road	2.0	1.00	1.01	1.02	1.01
James Donlon Boulevard	A Street / Lone Tree Way to Railroad Avenue	2.0	1.05	1.12	1.06	1.04
Sand Creek Road	SR-4 Bypass to Brentwood Boulevard (Old SR-4)	2.0	1.00	1.00	1.02	1.00
Sand Creek / Dallas Ranch Rd* (future RRS)	Lone Tree Way to SR-4 Bypass	2.0	1.00	1.00	1.00	1.00
Balfour Road	Deer Valley Road to Brentwood Boulevard (Old SR-4)	2.0	1.03	1.02	1.06	1.09
Marsh Creek Road	Deer Valley Road to SR-4 Bypass	2.0	1.00	1.05	1.06	1.00
Marsh Creek Road	SR-4 Bypass to California Delta Hwy	2.0	1.26	1.30	1.38	1.19
Camino Diablo Road	Vasco Road to Marsh Creek Road	2.0	1.00	1.00	1.01	1.00

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Level of Service

Table 7-7 demonstrates the anticipated intersection performance in 2030. By 2030, a number of intersections are projected to operate at Level of Service F. There are 8 deficient in the AM peak hour, and 13 in the PM peak hour.

Table 7-11 Intersection Level of Service - East County 2030

No.	Primary Street	Secondary Street	Jurisdiction	AM Peak		PM Peak		MTSO
				LOS	V/C	LOS	V/C	
50	18 th Street-Main Street (SR-4)	SB SR-160 on-off ramps	Antioch	0.42	A	0.53	A	D
51	Main Street (SR-4)	NB SR-160 on-off ramps	Antioch	0.57	A	0.61	B	D
52	Main Street (SR-4)	Nelroy Rd-Bridgehead Rd	County/ Oakley	0.44	A	0.66	B	D
53	Main Street (SR-4)	Big Break Road	County/ Oakley	0.47	A	0.64	B	D
54	Main Street (SR-4)	Empire Rd-Charles Way	County/ Oakley	0.39	A	0.58	A	D
55	Main Street (SR-4)	Cypress Road	County/ Oakley	0.39	A	0.59	A	D
56	Main St-Brentwood Blvd (SR-4)	Delta Rd (Unsignalized)	Brentwood/Oakley	0.50	A	0.77	C	E
57	Brentwood Bd (SR-4)	Lone Tree Way	County/Brentwood	0.59	A	0.78	C	D
58	Brentwood Bd (SR-4)	Sand Creek Rd	Brentwood	0.39	A	0.63	B	D
59	Brentwood Bd (SR-4)	Central Blvd-Sycamore Road	Brentwood	0.41	A	0.61	B	D
60	Brentwood Bd (SR-4)	Oak Street	Brentwood	0.42	A	0.48	A	D
61	Brentwood Bd (SR-4)	Balfour Road	Brentwood	0.69	B	1.05	F	D
62	Walnut Boulevard	Oak Street	Brentwood	0.47	A	0.44	A	D
63	Walnut Boulevard	Balfour Road	Brentwood	0.61	B	0.70	B	D
64	Walnut Boulevard	Marsh Creek Road	County	1.34	F	1.94	F	D
65	Bailey Road	Willow Pass Road	Pittsburg/County	0.46	A	1.00	E	D
66	Bailey Road	WB SR-4 on-off ramps-Canal Road	Pittsburg/County	0.61	B	0.92	E	D
67	Bailey Road	EB SR-4 on-off ramps	Pittsburg/County	0.47	A	0.84	D	D

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Table 7-12 Intersection Level of Service - East County 2030 (cont.)

68	Bailey Road	Leland Road	Pittsburg/ County	1.10	F	0.86	D	D
69	Railroad Avenue	WB SR-4 on ramp- California Avenue	Pittsburg	0.64	B	0.93	E	D
70	Railroad Avenue	EB SR-4 on-off ramps	Pittsburg	1.35	F	1.10	F	D
71	Railroad Avenue	Leland Road	Pittsburg	0.77	C	1.36	F	D
72	Railroad Avenue	Buchanan Road	Pittsburg	0.91	E	0.78	C	D
73	Somersville Road	WB SR-4 on-off ramps	Antioch/ Pittsburg	0.71	C	0.69	B	D
74	Somersville Road	EB SR-4 on-off ramps	Antioch/ Pittsburg	0.44	A	0.73	C	D
75	Somersville Road	Delta Fair Boulevard	Antioch	0.58	A	0.71	C	D
76	Somersville Road	Buchanan Road	Antioch	1.04	F	0.68	B	D
77	Lone Tree Way-A St	WB SR-4 on-off ramps	Antioch	1.05	F	0.76	C	D
78	Lone Tree Way	EB SR-4 on-off ramps	Antioch	0.37	A	0.85	D	D
79	Lone Tree Way	W. Tregallas Road	Antioch	0.78	C	0.61	B	D
80	Lone Tree Way	James Donlon Blvd	Antioch	0.91	E	1.18	F	D
81	Lone Tree Way	Deer Valley Road	Antioch	0.64	B	0.78	C	D
82	Lone Tree Way	Hillcrest Avenue	Antioch	0.48	A	0.65	B	D
83	Lone Tree Way	Empire Avenue	Antioch/ Brent- wood	0.49	A	0.65	B	D
84	Lone Tree Way	Fairview Avenue	Brentwood	0.62	B	1.67	F	D
85	Lone Tree Way	O'Hara Ave (Unsig- nalized)	Brentwood	1.20	F	2.45	F	E
86	Hillcrest Avenue	WB SR-4 on-off ramps	Antioch	0.51	A	0.69	B	D
87	Hillcrest Avenue	EB SR-4 on-off ramps	Antioch	0.80	C	1.13	F	D
88	Hillcrest Avenue	Deer Valley Road- Davison Road	Antioch	0.48	A	0.69	B	D
89	Leland Road	Loveridge Road	Pittsburg	0.58	A	0.78	C	D
90	Buchanan Road	Loveridge Road	Pittsburg	0.83	D	1.18	F	D

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Tables 4-8 and 4-9 demonstrate the non-freeway rural highway segment operations in East County. Brentwood Boulevard, Byron Highway, Kirker Pass Road and Vasco Road are anticipated to experience over-saturated conditions in the future.

Table 7-13 East County (TRANSPLAN) 2030 AM Peak Hour Roadway Segment LOS

Location	MTSO	Direction	No. of Lanes	Total Volume	Volume Per Lane	V/C Ratio*	LOS	Direction Share
SR-4 (Brentwood Boulevard)	E	NB or EB	2	305	153	0.18	C	19%
		SB or WB	2	1,334	667	0.79	E	81%
Byron Highway n/o Mountain Horse Road	Middle Point E	NB or EB	1	887	887	0.53	D	66%
		SB or WB	1	450	450	0.27	C	34%
Marsh Creek Road e/o Deer Valley Road	Middle Point E	NB or EB	1	79	79	0.05	A	13%
		SB or WB	1	537	537	0.31	C	87%
Camino Diablo Road w/o Vasco Road	Middle Point E	NB or EB	1	151	151	0.09	B	44%
		SB or WB	1	192	192	0.11	B	56%
Deer Valley Road s/o Balfour Road	Middle Point E	NB or EB	1	38	38	0.02	A	4%
		SB or WB	1	949	949	0.55	D	96%
Kirker Pass Road e/o Concord Boulevard	Middle Point E	NB or EB	2	1,173	587	0.35	D	35%
		SB or WB	2	2,183	1092	0.64	D	65%
Vasco Road s/o Camino Diablo Road	Middle Point E	NB or EB	1	453	453	0.26	C	18%
		SB or WB	1	2,074	2074	1.22	F	82%

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* V/C is Volume/Capacity

Table 7-14 East County (TRANSPLAN) 2030 PM Peak Hour Roadway Segment LOS

Location	MTSO	Direction	No. of Lanes	Total Volume	Volume Per Lane	V/C Ratio*	LOS	Direction Share
SR-4 (Brentwood Boulevard)	E	NB or EB	2	1,607	804	0.93	E	64%
		SB or WB	2	903	452	0.53	D	36%
Byron Highway n/o Mountain Horse Road	Middle Point E	NB or EB	1	33	33	0.02	A	4%
		SB or WB	1	792	792	0.47	D	96%
Marsh Creek Road e/o Deer Valley Road	Middle Point E	NB or EB	1	502	502	0.30	C	65%
		SB or WB	1	270	270	0.16	B	35%
Camino Diablo Road w/o Vasco Road	Middle Point E	NB or EB	1	263	263	0.16	B	58%
		SB or WB	1	188	188	0.11	B	42%
Deer Valley Road s/o Balfour Road	Middle Point E	NB or EB	1	513	513	0.29	C	86%
		SB or WB	1	82	82	0.05	A	14%
Kirker Pass Road e/o Concord Boulevard	Middle Point E	NB or EB	2	2,495	1248	0.73	E	68%
		SB or WB	2	1,187	593	0.35	D	32%
Vasco Road s/o Camino Diablo Road	Middle Point E	NB or EB	1	1,523	1523	0.88	E	75%
		SB or WB	1	511	511	0.30	C	25%

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* V/C is Volume/Capacity

Auto Occupancy. By 2030, the estimated number of vehicles on the HOV lanes on State Route 4 is 1,687 in the AM peak hour, and 1,876 in the PM peak hour. (Please note that an increase in allowed hybrid cars in the HOV lane is not assumed in the base forecasts.)

Transit Ridership. Forecasts are that model that transit ridership within East County will increase approximately 75 percent in 2030. Assuming the same hours of service, this should result in an increase to 26 riders per hour by 2030, which would be well within the 12 riders per revenue service hour in 2030.

By 2030, there are an estimated 9,182 boarding rail passengers on BART at Bay Point Station, and on eBART stations. This would be well above the objective of 4,000 boarding rail passengers on an average weekday.

SUMMARY OF MTSO ANALYSIS

Based upon the above analysis, it is evident that some of the MTSOs will not be met by 2030, even with implementation of the proposed actions. TRANSPLAN has five options for addressing this issue:

- 1. Adopt the Proposed MTSOs without Further Analysis or Modification:** TRANSPLAN has the option to adopt the MTSOs without further analysis or modification. If future CCTA monitoring reports show that and MTSO is exceeded, then TRANSPLAN would need to revisit its action plan to make further adjustments. As outlined below, exceedance of an MTSO does not result in a findings of non-compliance with the GMP. Adoption of the proposed MTSOs could, however, create issues in the future when a jurisdiction proposes a general plan amendment that adversely affects ability to meet the MTSOs. According to the analysis shown above, the MTSOs are already exceeded under East County's adopted General Plans. Therefore, new General Plan Amendments that generate additional trips could further exacerbate the MTSO deficiency.
- 2. Modify the MTSOs:** TRANSPLAN has the option to modify the proposed MTSOs or create new ones.
- 3. Change the Target Date for Achieving the MTSO:** TRANSPLAN has the option to move up the target date for achieving the MTSOs. The initial analysis was conducted using a 2030 horizon year. An alternative would be to use a different horizon year, such as 2020. Some of the MTSOs may be achievable within this time frame, and since the Action Plans are updated every four-to-five years, an longer-range ananalysis could be conducted with the next update.
- 4. Strengthen the Actions:** In this Draft, the East County Actions essentially reflect implementation of capital projects in accordance with the Measure J and ECRFFA Strategic Plans. TRANSPLAN could consider strengthening the actions, including those actions reflected in the Growth Management Program in Chapter 6. Furthermore, the analysis of MTSOs assumes continued strong growth in housing through 2030, albeit at rates well below those seen during the past two decades. TRANSPLAN could consider lowering its housing growth projections, which would further improve job-housing balance, and reduce out-commuting from East County.
- 5. Reflect Actions and Measures Proposed in Other Subareas of the County:** Other Regional Committees throughout Contra Costa are in the process of developing their action plans. Some of the proposed actions in those plans, especially ones in adjacent subareas, when im-

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plemented could improve performance of the East County transportation system. For example, the Tri-Valley Action Plan to the south includes a gateway constraint policy that limits traffic flows on I-580 and Vasco Road. Modeling this constraint could reduce the traffic entering and leaving East County during the peak hour, therefore improving system performance.

6. **Assume Implementation of New Technologies:** By 2030, undoubtedly new technologies will be available that could improve system performance. While tele-work (formerly tele-commuting) tripled between the 1990 and 2000 Census, it may very well more than triple by 2030. Tele-work could be incorporated into the Countywide Model and evaluated to determine whether it helps to achieve the MTSOs by 2030.

The TRANSPLAN-TAC proposes to proceed with above Options 3, 5 and 6. In consultation with the TCC, CCTA plans to:

- A) Review the 2020 horizon year (Option 3);
- B) Perform a Countywide model run that reflects all of the Action Plans (Option 5); and
- C) Assume implementation of new technologies (Option 6).

The model run for Option 6 will assume increased tele-work participation above the levels observed today.

Implications for Compliance with the Measure C/J Growth Management Program (GMP)

The CCTA's growth management *Implementation Guide* describes the GMP conditions for compliance that relate specifically to Routes of Regional Significance and the Action Plans as listed below:

1. Participating in the preparation and adoption of Action Plans.
2. Implementation of actions to attain MTSOs.
3. Placing conditions on project approvals consistent with the procedures outlined in Chapter 6 –the Growth Management Strategy for East County.
4. Circulation of environmental documents as specified in Chapter 9 and consistent with Authority policy.

5. Participation in the General Plan Amendment review procedure (see Chapter 9).⁵

If, however, through CCTA's monitoring program it is determined that the MTSOs are not being met, then this information would be conveyed to TRANSPLAN for consideration in its periodic review 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, a revision to the Action plan may be necessary.⁶

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⁵ CCTA, *Draft Implementation Guide*, October 18, 2008, p. 55-56.

⁶ *Ibid*, p. 35.

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Chapter 8. FINANCIAL OUTLOOK

East Contra Costa County has significant growth planned. This growth is anticipated to generate the need to provide many new transportation improvements. The additional improvements that arise through this and other planning efforts will require the mobilization of resources from local developers, other local sources of revenue, as well as revenue provided from State and Federal sources.

The East County Regional Fee and Bypass Authority (ECCRFFA) has been well-established as the oversight agency to develop, set, monitor and collect fees for major regional transportation improvements in East County. The ECCRFFA staff and board routinely monitor and adjust the fees collected in East County to reflect forecasted needs and development impacts. Some of the projects identified in the current ECCRFFA plan include:

- State Route 4 – Widening from Loveridge to State Route 4 Bypass, Loveridge Road Interchange, Hillcrest Avenue Interchange
- State Route 4 Bypass – Construction of Segments 1 and 3, widening of Segment 2, SR 160 interchange, Lone Tree Way interchange improvements, Laurel Road interchange, Sand Creek Interchange, Balfour Road interchange, Marsh Creek Road interchange, Vasco Road interchange
- James Donlon Boulevard Extension (Buchanan Road Bypass)
- Laurel Road Extension
- Byron Airport Road
- Vasco Road Safety/Operational Improvements
- State Route 239 Study
- Main Street in Oakley
- Northern Parallel Arterial Projects
- Southern Parallel Arterial Projects
- Commuter Rail (including eBART)

In addition to this, the passage of Measure J in 2004 ensured the continuation of the local sales tax to 2030. This continuation will result in support of many new key capital projects and operating programs. Key capital projects included in the Measure that in East County are:

- eBART
- State Route 3 East Widening
- East County Corridors
- BART Parking, Access and Other Improvements Bus Transit Enhancements
- Major Streets, Traffic Flow and Capacity Improvements

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Providing appropriate maintenance and operations of transportation systems is also an area where Measure J provides additional resources. Specifically, these programs are funded:

- Local Street Maintenance and Improvements
- Transportation for Livable Communities Project Grants
- Pedestrian, Bicycle and Trail Facilities
- Bus Services
- Transportation for Seniors and People with Disabilities
- Express Bus
- Commute Alternatives
- Congestion Management, Transportation Planning, Facilities and Services
- Subregional Transportation Needs

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Chapter 9. PROCEDURES FOR NOTIFICATION, REVIEW, AND MONITORING

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

CIRCULATION OF ENVIRONMENTAL DOCUMENTS

The Action Plan is required to have a set of procedures to share environmental documents. This notification is to occur through the CEQA analysis process, at the following two junctures: first, upon issuance of a Notices of Preparation (NOPs), and second at the stage of Notice of Completion (NOC) of the draft EIR.

The Action Plan are to set the threshold level at which EIRs are to be circulated to neighboring jurisdictions, however, the maximum threshold established by the Authority, is 100 net peak hour vehicle trips for development projects that do not involve a General Plan Amendment (GPA) and 500 net peak hour vehicle trips for development projects that require a GPA. Following are examples of projects that could generate in excess of 100 net peak hour vehicle trips:

- Single Family Residential developments larger than 100 units;
- Condominium development of more than 180 units;
- Shopping centers of 14 thousand square feet or larger;
- General office buildings of 44 thousand square feet or larger;

The *Implementation Guide* indicates that the threshold size should be at least as stringent as those enacted by AB 40. Although, AB 40 does not specify a project size, it does indicate that EIRs may need to be prepared when substantial evidence exists, based upon the whole record, that a project may have a significant adverse effect on the environment.

Procedure for Circulation and Review of Environmental Documentation

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

1. For any proposed project or general plan amendment that generates more than 100 trips during the peak hour for which an environmental

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document (Negative Declaration, or Environmental Impact Report or Statement) is being prepared, the Lead Agency shall issue a notice of intent to issue a Negative Declaration or a Notice of Preparation for an EIR to all Regional Transportation Planning Committee chairs or designated staff person, and each member jurisdiction of TRANSPLAN.

2. TRANSPLAN shall in turn notify its member jurisdictions of receipt of such notices from jurisdictions in other areas.
3. TRANSPLAN shall review development projects for compliance with the program for evaluating new development proposals outlined in Action 2 of Chapter 5.

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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 within East County. General plan amendments enacted after adoption of the Action Plan could therefore adversely affect ability to meet the Action Plan goals, policies and objectives.

The CCTA's *Implementation Guide* requires that each Action Plan contain a process for notification and review of the impact of proposed general plan amendments that exceed a specified threshold size. Accordingly, the process outlined below has been adopted by TRANSPLAN.

Procedure for Review of General Plan Amendments

The growth management portion of this action plan contains stringent requirements for new development applications, whether they are general plan amendments or not (see Chapter 6). The development review process identified in Action 2 pertains to the review of General Plan Amendments. In addition to the project review procedures, the following procedures are to be followed for general plan amendments that generate more than 100 net peak hour vehicle trips:

The jurisdiction considering the amendment must either demonstrate that:

- *The amendment will not violate Action Plan policies or the ability to meet Action Plan traffic service objectives, or*
- *Propose modifications to the Action Plan that are acceptable to TRANSPLAN and will prevent the general plan amendment from adversely affecting the regional transportation network.*

If neither of these can be done, approval of the general plan amendment by the lead jurisdiction may lead to a finding of non-compliance with the growth management program.

SCHEDULE FOR ACTION PLAN REVIEW

The Action Plans are to be periodically reviewed for effectiveness, i.e. whether it is successful in meeting the MTSOs. If not, an update of the Action Plan may be required.

The following schedule for review of the Action Plan is to be followed:

Traffic conditions on regional routes will be monitored every four years, and report on MTSO performance to TRANSPLAN.

If any of the MTSOs have not been met, TRANSPLAN may consider preparing a focused revision to the Action Plan.

A complete review of the Action Plan should be made on a four- to five-year cycle.

Individual corridors may be reviewed every few years, if deemed appropriate by TRANSPLAN.

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