

# TRANSPLAN Technical Advisory Committee

30 Muir Road, Martinez, CA 94553

Participating entities: Cities of Antioch, Brentwood, Oakley and Pittsburg • Contra Costa County  
Tri Delta Transit • 511 Contra Costa • Contra Costa Transportation Authority (CCTA) • Caltrans District 4 • BART  
TRANSPLAN • State Route 4 Bypass Authority • East Contra Costa Regional Fee & Financing Authority (ECCRFFA)

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## Meeting Location:

**Antioch City Hall, 3rd Floor Conference Room  
Tuesday, August 20, 2013, 1:30 to 3:30 p.m.**

## AGENDA

*NOTE: The Technical Advisory Committee (TAC) agenda/packet is only distributed digitally, **no paper copies will be sent.** If you need a printed copy please contact TRANSPLAN staff.*

### **Action/Discussion Items (see attachments where noted [♦])**

**1:30 Item 1: 2013 Update for the East County Action Plan for Routes of Regional Significance:** *The TAC will discuss results of the MTSO forecasts for East County, and a draft Action Plan chapter on proposed actions. A copy of the 2009 East County Action Plan can be found [here](#). ♦ Page 2*

**2:30 Item 2: Release of the Administrative Draft 2013 Congestion Management Program (CMP) and Capital Improvement Program (CIP):** *The Contra Costa Transportation Authority has released the Administrative Draft 2013 CMP to Regional Transportation Planning Committees (RTPCs) and other interested parties for review and comment. Project sponsors are being asked to use the review period for the draft CMP to examine their projects in the Countywide Transportation Project List (CTPL), and identify new projects or edit the information on existing projects. The CTPL website has been re-opened for editing by project sponsors (link provided below). Comments on the draft CMP and CIP edits, as well as updates to the CTPL, will be due by September 27th. Comments received and projects included in the CIP will be incorporated and forwarded to MTC as part of the 2013 CMP in October, with Authority adoption of the final 2013 CMP occurring in December.*

- CTPL Website: <http://www.ctplupdate.com/index.asp>
- Draft CMP and CIP (large files): <http://transplan.us/agenda.html>

### **3:20 Item 3: Information**

- **CCTA's Priority Development Area (PDA) Investment and Growth Strategy, released in April 2013, is available here:**  
[http://www.ccta.net/assets/documents/Planning~Tools~and~Data/Final Initial PDA Strategy 2013-04-17 all.pdf](http://www.ccta.net/assets/documents/Planning~Tools~and~Data/Final%20Initial%20PDA%20Strategy%202013-04-17%20all.pdf)

**3:30 Item 4: Adjourn to Tuesday, September 17, 2013 at 1:30 p.m.**

*The Technical Advisory Committee meets on the third Tuesday afternoon of each month, starting at 1:30 p.m. in the third floor conference room of the Antioch City Hall building. The Technical Advisory Committee serves the TRANSPLAN Committee, the East Contra Costa Regional Fee & Financing Authority, and the State Route 4 Bypass Authority.*

*Persons needing a disability-related accommodation should contact Jamar Stamps, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting. Mr. Stamps can be reached at (925) 674-7832 or at [jamar.stamps@dcd.cccounty.us](mailto:jamar.stamps@dcd.cccounty.us).*

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## Handouts

### TRANSPLAN TAC Meeting

#### East County Action Plan Update

August 20, 2013

1. Regional Route status
  - a. Master map of the Countywide RRS network will be brought to the meeting
  - b. *ACTION*: Need final confirmation of East County RRSs
2. Results of 2040 MTSO forecasting process (see attachment)
3. Administrative Draft Action Chapter (see attachment)
  - a. *ACTION*: Need input on actions items
4. Action Plan Schedule
  - a. Administrative Draft Action Plan to RTPC in November
  - b. Public Draft Action Plan in January 2014
  - c. *ACTION*: Need input on review process with TAC

## **MTSO Forecasting Results**

SR-4 Freeway Analysis for 2013 and 2040 Conditions – AM Peak Hour

Direction	Free Flow Speed (mph)	TSO		Observed		2040 Forecast	
		Speed (mph)	Delay Index	Speed (mph)	Delay Index	Speed (mph)	Delay Index
EB	65	26	2.5	61	1.1	51.7	1.3
WB	65	26	2.5	49.1	1.4	33.7	1.9

SR-4 Freeway Analysis for 2013 and 2040 Conditions – PM Peak Hour

Direction	Free Flow Speed (mph)	TSO		Observed		2040 Forecast	
		Speed (mph)	Delay Index	Speed (mph)	Delay Index	Speed (mph)	Delay Index
EB	65	26	2.5	46	1.4	39.4	1.7
WB	65	26	2.5	51	1.3	50.5	1.3

SR-4 HOV Utilization for SR-4 - 2013 and 2040 Conditions

Direction	TSO (vph)	Observed (vph)		2040 Forecast (vph)	
		AM	PM	AM	PM
EB	600	-	1029	-	2151
WB	600	826	-	1832	-

East County Intersection MTSO Forecasts

No.	Primary Street	Secondary Street	TSO	2040				2013			
				AM Peak		PM Peak		AM Peak		PM Peak	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
E50	18th Street-Main Street (SR-4)	SB SR-160 on-off ramps	D	B	19.3	C	19.2	B	15.3	B	17.0
E51	Main Street (SR-4)	NB SR-160 on-off ramps	D	B	15.3	B	15.9	B	14.2	B	16.9
E52	Main Street (SR-4)	Nelroy Rd-Bridgehead Rd	D	C	24.0	C	30.2	C	23.4	C	29.5
E53	Main Street (SR-4)	Big Break Road	D	F	223.8	F	^^^	C	24.5	D	37.3
E54	Main Street (SR-4)	Empire Rd-Charles Way	D	F	82.1	F	110.3	C	24.1	C	23.2
E55	Main Street (SR-4)	Cypress Road	D	E	65.0	C	32.6	D	36.0	C	22.6
E57	Brentwood Blvd (SR-4)	Lone Tree Way	D	F	124.6	F	107.6	C	25.3	C	31.6
E58	Brentwood Blvd (SR-4)	Sand Creek Rd	D	D	35.5	C	34.9	C	29.7	C	28.6
E59	Brentwood Blvd (SR-4)	Central Blvd-Sycamore Road	D	C	26.7	C	30.0	B	17.6	B	19.9
E60	Brentwood Blvd (SR-4)	Oak Street	D	C	32.5	C	30.3	C	27.7	C	26.3
E61	Brentwood Blvd (SR-4)	Balfour Road	D	E	65.4	E	57.7	D	54.7	D	54.3
E62	Walnut Boulevard	Oak Street	D	C	28.1	B	18.8	B	18.8	B	14.8
E63	Walnut Boulevard	Balfour Road	D	D	46.4	E	74.7	D	41.0	D	35.3
E64	Walnut Boulevard	Marsh Creek Road	D	F	^^^	F	^^^	C	29.3	D	47.6
E65	Bailey Road	Willow Pass Road	E	C	25.1	D	46.7	C	24.0	C	21.8
E66	Bailey Road	WB SR-4 on-off ramps	E	D	33.4	B	17.5	C	21.6	B	13.6
E67	Bailey Road	EB SR-4 on-off ramps	E	C	29.1	D	36.2	C	21.6	C	27.6
E68	Bailey Road	Leland Road	E	F	88.6	F	132.4	D	39.1	D	39.0
E69	Railroad Avenue	WB SR-4 on ramp	D	F	100.6	B	19.7	D	38.1	C	21.2
E70	Railroad Avenue	EB SR-4 on-off ramps	D	C	33.5	D	52.8	D	36.2	C	34.9
E71	Railroad Avenue	Leland Road	D	F	123.3	F	103.8	E	59.0	F	81.9
E72	Railroad Avenue	Buchanan Road	D	C	33.6	C	27.6	C	34.2	C	22.8
E73	Somersville Road	WB SR-4 on-off ramps	D	C	27.8	C	29.5	C	21.4	C	25.6
E74	Somersville Road	EB SR-4 on-off ramps	D	B	11.8	B	14.7	B	10.9	B	10.3
E75	Somersville Road	Delta Fair Boulevard	D	C	34.9	E	59.2	C	31.1	D	36.5
E76	Somersville Road	Buchanan Road	D	D	38.1	C	29.6	D	47.1	D	39.9
E77	Lone Tree Way-A Street	WB SR-4 on-off ramps	D	C	24.6	D	45.5	C	20.4	D	34.3
E78	Lone Tree Way	EB SR-4 on-off ramps	D	C	25.4	D	39.1	C	29.5	C	29.7
E79	Lone Tree Way	W. Tregallas Road	D	E	59.9	C	23.8	B	16.0	C	20.2
E80	Lone Tree Way	James Donlon Boulevard	D	E	79.7	D	37.6	D	47.7	D	36.9
E81	Lone Tree Way	Deer Valley Road	D	D	47.2	C	31.5	D	41.1	D	43.6
E82	Lone Tree Way	Hillcrest Avenue	D	D	39.1	C	27.8	C	33.9	C	34.7
E83	Lone Tree Way	Empire Avenue	D	C	31.0	D	36.9	D	38.3	D	36.9
E84	Lone Tree Way	Fairview Avenue	D	F	120.3	F	90.3	D	48.6	D	46.9
E85	Lone Tree Way	O'Hara Avenue	D	F	169.2	F	159.5	D	38.1	D	37.9
E86	Hillcrest Avenue	WB SR-4 on-off ramps	D	C	30.2	C	25.4	C	26.4	C	27.6
E87	Hillcrest Avenue	EB SR-4 on-off ramps	D	B	17.7	E	71.0	C	23.2	C	27.5
E88	Hillcrest Avenue	Deer Valley Road	D	D	37.8	C	31.6	C	29.9	C	30.8
E89	Leland Road	Loveridge Road	D	D	45.2	D	35.4	D	48.2	D	38.2
E90	Buchanan Road	Loveridge Road	D	C	27.0	B	19.8	C	34.5	C	20.4

NOTES:

Year 2040 analysis assumed the following improvements:

- #51 - westbound approach is widened to provide one left-turn lane and three through lanes  
eastbound approach is widened to provide two through lanes and one shared through-right-turn lane
- #57 - southbound approach is widened to provide one left-turn lane, one through lane and one shared through-right turn lane  
northbound approach is widened to provide one left-turn lane, two through lanes and one right-turn lane
- #59 - westbound approach is widened to provide one left-turn lane, two through lanes and one right-turn lane
- #84 - westbound approach is widened to provide one left-turn lane, three through lanes and one right-turn lane  
eastbound approach is widened to provide one left-turn lane, three through lanes and one right-turn lane

Yellow highlight denotes location that would operate below TSO

The peak hour factor is set at 0.95 at all intersections under 2040 conditions

^^^ Average intersection delay exceeds 300 seconds

## **Administrative Draft Chapter on East County Actions**



# Chapter 5.

## Proposed Regional Actions to Achieve the MTSOs

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

### A. Maintain or improve efficiency of freeway and arterial operations

#### 1. Regional Highway Transportation Facility Improvements

Since the last update of the Action Plan, there has been significant progress on improvements along the SR 4 corridor, including widening of SR 4 through Antioch and completion of several elements of the facility formerly known as the SR 4 Bypass (now designated as SR 4) through Antioch, Oakley and Brentwood.

- 1a) **Current SR 4 Freeway Projects:** For projects currently under construction, TRANSPLAN and the local jurisdictions should continue to work with the Contra Costa Transportation Authority (CCTA) and Caltrans to ensure successful completion



of the new facilities. The following projects are currently under construction, with estimated completion dates ranging from late 2013 to late 2015:

- SR 4 widening and interchange reconstruction from Loveridge Road to Hillcrest Avenue, including median to accommodate eBART
- SR 4 widening from Laurel Road to Sand Creek Road, and construction of the Sand Creek Road interchange

1b) **Future SR 4 Freeway Projects:** For projects not yet under construction, TRANSPLAN and the local jurisdictions should work in cooperation with CCTA and Caltrans to complete studies and design, and initiate construction. Anticipated projects include:

- SR 160/SR 4 Connector Ramps
- Balfour Road interchange
- Marsh Creek Road interchange
- Vasco Road interchange
- Widening of SR 4 from Balfour Road to Vasco Road (Segment III)

1c) **TriLink (also referred to as SR 239):** Work with Caltrans and CCTA on the ongoing TriLink feasibility study. Tasks include public workshops, committee meetings, board presentations, and Project Study Report (PSR). Estimated completion in 2014. (TRANSPLAN, Brentwood, Contra Costa County)

1d) **SR 84:** Work with Alameda County jurisdictions to determine the feasibility of a Route 84 extension into East County. (TRANSPLAN, Contra Costa County)

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

1f) **Main Street/Brentwood Boulevard:** Pursue the widening of Main Street/Brentwood Boulevard through Oakley and Brentwood to Discovery Bay. Specific elements include:

- Improve Interchange at SR 160 and Main Street. (CCTA, Caltrans, Oakley)
- Improve and widen Main Street from SR 160 to Delta Road. (Oakley, ECCRFFA)
- Widen Brentwood Boulevard from Delta Road to Sellers Avenue (Brentwood, ECCRFFA)
- Improve California Delta Highway from Sellers Avenue to Marsh Creek Road (where State Route 4 rejoins). (Contra Costa County)

1g) **Byron Highway – Vasco Road Connector:** Pursue project to connect Vasco Road with Byron Highway; note that a Byron Airport Connector element is included in the current TriLink (SR 239) feasibility study. (Contra Costa County)

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

- 1i) **Northern Parallel Arterial Improvements:** Pursue projects to provide additional vehicle capacity on arterial routes parallel to and north of SR 4 in Antioch, Pittsburg, and Contra Costa County. This includes widening Pittsburg-Antioch Highway to four lanes. (Antioch, Pittsburg, Oakley)
- 1j) **Vasco Road:** Improve safety along Vasco Road with widened pavement and median barrier; coordinate with the Tri-Valley Transportation Council (TVTC) and be consistent with the TVTC Gateway Constraint Policy. Also seek opportunities to work with TVTC to advance a Vasco Road Corridor project into the *Countywide Comprehensive Transportation Plan* and *Bay Area Regional Transportation Plan*, subject to the conditions of the “East County Corridors (Vasco Rd, SR 4, and Byron Highway)” Project in the *Measure J Expenditure Plan*. (Contra Costa County, TRANSPLAN)
- 1k) **SR 160:** Study future needs along this route. (TRANSPLAN, Oakley, CCTA)

## 2. Construct Targeted Traffic Engineering Improvements

- 2a) Monitor conditions on the regional route system and construct improvements as necessary to alleviate conditions that exceed traffic service objectives. Improvements will be listed in the Countywide Transportation Project List (CTPL) maintained by CCTA.



### 3. Make Operational Improvements to Freeways and Arterials

Operational improvements are important for smoothing traffic flow and making optimal use of the investments in freeways and major arterials. Such improvements can include ramp metering, freeway service patrols, vehicle detectors and closed-circuit TV for real-time traffic monitoring, and changeable message signs or other traveler information systems.

- 3a) 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 traffic flow without creating excessive localized air pollution and reducing parallel street capacity. (TRANSPLAN, Pittsburg)
- 3b) Coordinate with Caltrans and local jurisdictions for ongoing cooperation regarding ramp metering operations at freeway interchanges. (Local jurisdictions, CCTA, Caltrans)
- 3c) Identify and plan for future rail grade separations where feasible. (Local jurisdictions, CCTA)
- 3d) Encourage coordination with the California Highway Patrol to promote safer traffic operations, including facilitating enforcement. (Local jurisdictions, CCTA, Caltrans)

## B. Support an efficient and effective transit system

### 1. Support Rail Transit Operations

- 4a) Support construction of eBART from the current BART terminus at Pittsburg/Bay Point to a new station at Hillcrest Avenue, and participate in any future studies regarding rail options for East County that may be conducted by the Capitol Corridor Joint Powers Authority, Caltrans, Altamont Commuter Express (ACE) and/or AMTRAK. (Local jurisdictions, TRANSPLAN, CCTA)

### 2. Expand Transit Service

Public transit is an important element of the East County transportation system, serving the mobility needs of the population and providing alternatives to driving. In particular, bus services can readily complement BART service by allowing East County residents to access the BART system without using their cars. Expansion of bus transit, both within East County and between East County and other regions, should be emphasized. Planning for expansion of transit service at the regional or corridor level should also consider other modes, including possible ferry and rail service.

- 2a) Work with Tri-Delta Transit to provide bus-oriented improvements along local routes, and to improve and expand service. (Local jurisdictions)

- 2b) If a community is considering transit-oriented development, encourage adoption of development guidelines that would incorporate transit-oriented design, where feasible, to be determined by each local jurisdiction. (Local jurisdictions)
- 2c) Continue working with TRANSPLAN and CCTA to pursue funding opportunities for expanded bus service, both in upcoming funding cycles and Measure J reauthorization. (Local jurisdictions, Tri-Delta Transit)
- 2d) Consider 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)
- 2e) 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, Local jurisdictions)
- 2f) 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)
- 2g) 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, Local jurisdictions)

### 3. Provide Intermodal Transit Centers

Significant East County transit stations can function as intermodal transit centers, allowing travelers to efficiently transfer between different transit services.

- 3a) Develop the proposed BART, eBART and other rail stations as major transportation and business hubs for East County. (BART, CCTA, Tri-Delta Transit, Local jurisdictions)
- 3b) Consider the adoption of station-area specific plans to guide development and transportation infrastructure around intermodal transit centers. (Local jurisdictions)
- 3c) Explore the feasibility and development of ferry service to East County. (TRANSPLAN, CCTA)
- 3d) Continue exploring development of new rail station sites as appropriate with rail corridor proposals. (Local jurisdictions)

### 4. Expand Park-and-Ride Lots

Park-and-ride lots allow East County commuters to significantly shorten their driving trips and make use of the public transit services that connect East County with other regions. Park-and-ride lots should be considered at strategic locations across East County.

- 4a) In coordination with 511 Contra Costa (511CC), continue to pursue development of additional park-and-ride lots along the SR 4 corridor and at other appropriate

locations, including potential shared-use agreements at shopping centers which have unused spaces. (511CC, Tri-Delta Transit)

- 4b) Maintain and improve park-and-ride lots in East County. (TRANSPLAN, BART, Tri-Delta Transit, Local jurisdictions)
- 4c) Promote greater awareness of East County park-and-ride lots for transit and ridesharing where capacity is available. (511CC, TRANSPLAN, Local jurisdictions, BART)

## C. Improve multi-modal mobility and decrease single-occupant vehicle travel

### 1. Offer Transportation Demand Management Programs

Transportation demand management (TDM) strategies can benefit the region by promoting the use of travel modes that are more efficient and environmentally friendly, and by providing information so that travelers can make the most informed choices about their travel options.

- 1a) Continue to provide and promote express commuter bus service to major employment centers. (511CC, Tri-Delta Transit, TRANSPLAN/TRANSPAC TDM Program)
- 1b) Monitor and report on the effectiveness of East County TDM programs. (511CC, TRANSPLAN/TRANSPAC TDM Program)
- 1c) Promote alternatives to the single occupant vehicle through public outreach, working with employers and residents. (511CC, TRANSPLAN/TRANSPAC TDM Program, Tri-Delta Transit)
- 1d) Promote transit, carpooling, bicycle use, and walking to students, employees and residents at K-12 schools, technical schools and college sites. (511CC, TRANSPLAN/TRANSPAC TDM Program)
- 1e) Promote Safe Routes to School programs. (511CC)
- 1f) Encourage tele-work, compressed work week and other alternative work location strategies to reduce traffic congestion at peak hours. (511CC, TRANSPLAN/TRANSPAC TDM Program)

### 2. Encourage Active Transportation

Active transportation (walking and bicycling) provides dual benefits: environmentally friendly travel that also achieves public health goals for higher levels of physical activity. The East County region is committed to supporting active transportation, through provision of appropriate infrastructure and elimination of physical barriers to bicycle and pedestrian travel.

- 2a) Continue to update and implement local and regional bicycle plans. (TRANSPLAN, Local jurisdictions, East Bay Regional Park District)
- 2b) Maintain existing regional multipurpose trails such as the Delta de Anza Trail through Oakley, Antioch, Pittsburg and Bay Point, the American Discovery Trail through Antioch to the summit of Mount Diablo, and the Marsh Creek Regional Trail through Brentwood, Oakley, and north to the Delta. (TRANSPLAN, Local jurisdictions, East Bay Regional Park District)
- 2c) Complete unbuilt segments of regional multipurpose trails such as the Mokelumne Coast-to-Crest Trail, Delta de Anza Trail, Union Pacific Rail Trail, Big Break Regional Trail, and the Marsh Creek Trail. (TRANSPLAN, Local jurisdictions, EBRPD)
- 2d) Prioritize unbuilt segments of Class II and Class III bikeways on the Countywide Bikeway Network, as identified in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan. (Local jurisdictions)
- 2e) Facilitate planning and design of the Great California Delta Trail, linking the Delta shoreline in Contra Costa County to the Bay Trail and to San Joaquin, Solano, Sacramento, and Yolo counties. (Local jurisdictions)
- 2f) Support improvements to the Delta-De Anza Trail, particularly in addressing the gap along Bailey Road; this is the subject of a current study through the SR 4/Bailey Road Interchange improvement project. (East Bay Regional Park District, Caltrans, Contra Costa County)
- 2g) Complete the East Bay Municipal Utility District (EBMUD) Trail, linking Los Medanos College in Pittsburg to Brentwood. (Local jurisdictions)
- 2h) Study bikeway connections parallel to SR 4 such as improvements on Kirker Pass Road and Marsh Creek Road.
- 2i) 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, 511CC)
- 2j) Provide bike racks and lockers at key locations and activity centers throughout the county.



(TRANSPLAN/TRANSPAC TDM Program)

- 2k) Encourage consideration of bicycle and pedestrian use in neighborhood planning and design, to ensure that infrastructure such as soundwalls do not create barriers to travel through neighborhoods on bicycle or on foot. (Local jurisdictions)
- 2l) 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. (Local jurisdictions)
- 2m) Support education programs for students and others to learn how to bicycle and walk safely. (511 CC, Local jurisdictions)

### 3. Continue Growth Mitigation and Monitoring Program

The Contra Costa County growth management strategy 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 active transportation.

- 3a) Traffic studies are required for any project or General Plan amendment that generates 100 or more net new peak hour vehicle trips, in order to achieve compliance with the Measure J Growth Management strategy. Results of such traffic studies should be shared with other jurisdictions, consistent with TRANSPLAN procedures, to allow for collaboration and comment. (Local jurisdictions)

## D. Maintain existing transportation network to support safety and efficiency

### 1. 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.

- 1a) Maintain and enhance local pavement management systems. (Local jurisdictions)
- 1b) Continue to explore ways to increase revenue to maintain roads and provide arterial street improvements countywide (such as through gasoline taxes and toll bridge revenues). (Local jurisdictions)
- 1c) Work with MTC to provide funding to maintain and enhance local transit facilities and to purchase replacement of rolling stock. (MTC, CCTA, Transit operators)

## E. Manage the effects of new growth on the transportation system

### 1. Monitor and update the East County sub-regional transportation mitigation fee

The East Contra Costa Regional Fee and Finance Authority (ECCRFFA) administers a sub-regional transportation impact fee that is designed to use revenues generated by new growth to improve the regional transportation system to serve the travel demands of that growth.

- 1a) 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)
- 1b) Continue to update its Strategic Plan to reflect new trends or growth assumptions. (ECCRFFA)
- 1c) Continue to participate in the fee program through the East Contra Costa Regional Fee & Financing Authority. (ECCRFFA, Local jurisdictions)
- 1d) 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)

### 2. Transportation Funding

Funding for adequate transportation systems and services comes from a wide variety of sources, and resources are limited. The East County is committed to advocating for increased transportation funding at the federal, State and regional level.

- 2a) 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)
- 2b) Continue to explore ways to increase revenue to maintain roads and provide arterial street improvements countywide, such as through gasoline taxes and toll bridge revenues. (Local jurisdictions)

### 3. Pursue jobs-housing balance in East County

East County jurisdictions have long been focused on growth policies and programs to promote more employment development within East County, in order to support shorter commutes for area residents and to more efficiently use available transportation capacity in what is now the “reverse commute” direction.



- 3a) Coordinate with economic development agencies and non-governmental organizations (NGOs) on a cooperative East County effort to attract new employment development. (Local jurisdictions)
- 3b) Support the study of new transportation facilities (such as TriLink/SR 239) that could attract new business development in East County by improving accessibility between East County and neighboring regions. (Local jurisdictions, TRANSPLAN, CCTA)