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Oakley
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Planning Commission

Carmen Gaddis
Representing the
Contra Costa County
Board of Supervisors

Walter MacVittie
East Contra Costa
Regional Planning
Commission

Edward Person
Oakley
Planning Commission

Bruce Ohlson
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TRANSPLAN COMMITTEE SPECIAL* MEETING

*The TRANSPLAN Committee will hold a special meeting to review and discuss the preliminary Draft Action Plan for East County's Routes of Regional Significance and the CCTA proposed Vision Goals and Strategies for the 2008 Countywide Transportation Plan (CTP) Update.

Monday, February 25, 2008, 6:30 – 9:00 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)

~ None ~

END OF CONSENT ITEMS

ACTION ITEMS (see attachments where noted)

3. **Receive presentation on CCTA proposed Vision Goals and Strategies for the 2008 Countywide Transportation Plan (CTP) Update:** Authority staff will present the proposed vision and goals for the 2008 CTP, for later review and discussion by TRANSPLAN, following the Action Plan discussion. ♦
4. **Preliminary Draft Action Plan: Review and discuss proposed goals, objectives, and implementation actions for the 2008 Update to the East County Action Plan for Routes of Regional Significance:** CCTA staff and DKS Associates will give a presentation highlighting the key policy and technical aspects of the Plan Update. TRANSPLAN members are encouraged to provide feedback on proposed long-range goals, objectives, actions, measures and programs that are envisioned for East County through the year 2030. Members of the public will also have an opportunity to provide input. The meeting will be an open-workshop setting, with opportunity for all interested parties to give their input to the proposed Action Plan.♦
5. **Return to Discussion of CCTA proposed Vision Goals and Strategies:** Time permitting, and following the review of the Action Plan (item 4 above), TRANSPLAN will have an opportunity to provide input to the 2008 CTP Vision, Goals and Strategies.

ADJOURNMENT

6. **Adjourn to next meeting on Thursday, March 13, at 6:30 p.m.**

Subject	Discussion of the CTP Vision and Goals
<p>Summary of Issues</p>	<p>The Authority first adopted the Vision, Goals and Strategies document as a cornerstone of the 2000 Update to the Countywide Transportation Plan, and updated them as part of the 2004 CTP. Staff circulated the Authority’s adopted Vision and Goals from the 2004 CTP in October 2007 to the Regional Committees. Comments have been received from WCCTAC and SWAT. Staff has compiled the comments for discussion.</p>
<p>Recommendations</p>	<p>That the Planning Committee review the comments made and revise the Vision, Goals and Strategies as appropriate.</p>
<p>Financial Implications</p>	<p>No direct financial implications</p>
<p>Options</p>	<p>n/a</p>
<p>Attachments (See PC packet dated 2/6/08 for Item A-D. Attachment E is new.)</p>	<p>A. Chapter 3, Vision, Goals and Strategies from 2004 CTP</p> <p>B. October 17, 2007 letter from Martin Engelmann requesting comments from RTPCs on Vision, Goals and Strategies</p> <p>C. Letter from Lisa Hammon, WCCTAC, October 1, 2007</p> <p>D. Minutes from November 5, 2007 SWAT meeting</p> <p>E. <i>Proposed Summary of Policy Issues for Circulation to RTPCs</i></p>
<p>Changes from Committee</p>	<p><i>The PC recommended re-circulation of the vision, goals and strategy discussion to the RTPCs, for discussion of the policy issues highlighted in new Attachment E. Furthermore, the PC suggested adding the following strategy to Goal 1: 1.4: <u>Develop new strategies for reducing congestion such as traffic operations and management, and increasing multi-modal mobility.</u></i></p>

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Background

In October of last year, the Authority asked the RTPCs to review the Vision, Goals and Strategies (VGS) in the adopted 2004 *Countywide Comprehensive Transportation Plan* (CTP), identify any concerns or issues, and recommend specific changes to the currently adopted wording. The Authority received one comment letter (from WCCTAC) on updating the VGS and reviewed the minutes from SWAT’s November meeting for their comments. TRANSPLAN received and accepted the presentation on the VGS from Authority staff, but had no specific comments. TRANSPAC has not yet reviewed the VGS, instead focusing on the update of their Action Plan.

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- WCCTAC asked that the Authority also consider multi-modal transportation systems; mobility, in addition to congestion relief; and managing capacity or system management when updating the VGS.
- SWAT supported the proposed new wording for the VGS, particularly the addition of “freight movement facilities”.

In response to the comments submitted and based upon further PC discussion on February 6, the proposed rewording of the Vision, with changes from the 2004 CTP shown in redline, follows:

Strive to preserve and enhance the quality of life of local communities, by promoting a healthy environment and a strong economy to benefit the people and areas of Contra Costa, sustained by 1) a balanced, safe and efficient transportation network; 2) cooperative planning; and 3) growth management. The transportation network should integrate all modes of transportation, to meet the diverse needs of Contra Costa.

In response to WCCTAC’s comments, staff suggests that the first bullet under the heading “Finding the Right Balance” be reworded as follows:

- Completing, expanding and connecting the regional system of roads, transit and pathways while ensuring that the existing system is well maintained...

Staff believes that the issue of “managing capacity or system management” is covered by the first strategy under the goal of “reduce future congestion on highways and arterial roads”:

- 1.1. Increase the operational capacity of the existing highway and arterial roads systems through capital and operating enhancements.

In response to WCCTAC’s request that the Authority consider adding “mobility”, we could change the first goal from “reduce future congestion on highways and arterial roads” to “support mobility and address bottlenecks on highways and arterial roadways”. Even though planned improvements are forecast to reduce future congestion from what it might otherwise be, increases in congestion will still be overwhelming. For example, the recently-adopted Tri-Valley Fee Nexus Study, which used the Authority’s model, showed a 545 percent increase in vehicle hours of delay even with proposed improvements and a six-fold increase without them. A shift in focus from reducing congestion to supporting mobility and addressing bottlenecks may reflect more accurately the focus of the actions that the Authority and other transportation agencies will, of necessity, engage in.

The PC also discussed additional policy questions for circulation to the RTPCs, as shown in new Attachment E.

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Attachment E
CTP VISION AND GOALS
POLICY QUESTIONS

PROPOSED REVISIONS TO THE AUTHORITY’S “VISION”:

Strive to preserve and enhance the quality of life of local communities and promote by promoting a healthy environment and a strong economy to benefit the people and areas of Contra Costa, sustained by 1) a balanced, safe and efficient transportation network; 2) cooperative planning; and 3) growth management. The transportation network should integrate all modes highways, local streets and roads, public transit, and pedestrian and bicycle facilities of transportation to meet the diverse needs of Contra Costa

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DISCUSSION OF POLICY QUESTIONS REGARDING THE CTP GOALS:

- 1. Reduce future congestion on highways and arterial roads.** *While our planned improvements are forecast to reduce congestion from what it would otherwise be, the difference is increasingly small. Achieving substantial congestion reduction would require major new projects that far exceed our financial resources and have unacceptable environmental impacts. Measure J projects focus primarily on the elimination of bottlenecks (hot spots) and gap closure.*
 - a. Should this goal be expanded to include multi-modal mobility and access issues, in addition to congestion mitigation?
 - b. If yes, should the Authority add new collaborative strategies for reducing demand, and improving efficiency through:
 - i. Encouraging increased tele-commuting for 2035?
 - ii. Implementation of Traffic Operations Management Systems by 2035?
 - iii. Working with local jurisdictions to facilitate an increased emphasis on Density, Diversity, and Design (the 3-Ds) in development and redevelopment?

- 2. Manage the impacts of growth to sustain Contra Costa’s economy and preserve its environment.** *While the forecast development in Contra Costa reflects continued economic growth, the location of some of the new development is relatively dispersed, away from major corridors, and may not support other goals such as increasing transit ridership and reducing congestion.*
 - a. What role could the Authority play in supporting local efforts to incorporate the 3-Ds into development projects? How much emphasis should be put on the 3-Ds?
 - b. Is the Urban Limit Line sufficient to promote more sustainable communities, or can and should the Authority do more to encourage more infill?
 - c. What should the Authority approach be to address issues regarding growth that is projected to occur outside of the proposed Priority Development Areas (PDAs)?

- 3. Expand safe, convenient and affordable alternatives to the single-occupant vehicle (SOV).** *The number of transit trips per capita has been diminishing in the Bay Area and the US, while the percentage of trips using modes other than the SOV is projected to remain constant through 2030. What strategies, if any, can the Authority implement to:*
 - a. Facilitate reversing the current trend of declining per capita transit use?
 - b. Promote increased use of non-SOV modes of travel.

- 4. Maintain the transportation system.** *Financial projections indicate a significant shortfall in funding for local street rehabilitation and transit capital replacements.*
 - a. What role can the Authority play in supporting resources to attain and sustain reasonable physical conditions for both local streets and roads and the transit system?
 - b. What role, if any, should the Authority play with regard to the BART car replacement program, which is a major rehabilitation expenditure anticipated in the 2015 to 2025 timeframe?

Vision, Goals and Strategies

While our crystal ball can identify the difficulties that growth will bring, it is up to us to identify a new vision for the future and to complete the work to achieve it. For the Authority, that Vision is:

Strive to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa that is sustained by 1) a balanced, safe, and efficient transportation network; 2) cooperative planning; and 3) growth management. The transportation network should integrate highways, local streets and roads, public transit, and pedestrian and bicycle facilities to meet the diverse needs of Contra Costa.

Finding the Right Balance

Achieving the Vision will require the Authority to find the right balance among the different, and sometimes competing, needs of Contra Costa's residents and businesses, including:

- Completing and expanding the regional system of roads, transit and pathways while ensuring that the existing system is well maintained;
- Balancing the needs of through traffic with the access needs and quality of life of adjoining neighborhoods and business areas;
- Recognizing the differing needs and situations of Contra Costa's subareas while developing a comprehensive approach to transportation systems;
- Recognizing that while new highway capacity will not in the long run eliminate congestion, adding capacity for automobiles where beneficial; and
- Supporting and encouraging the use of transit, carpools, bicycles and walking.

All of these needs are important, and the goals and actions contained in the 2004 Update are designed to meet them. Finding the right balance among these needs, however, will require perseverance, cooperation among the jurisdictions of Contra Costa, and the support of residents and the business community.

Principles and Assumptions

The following principles and assumptions provide the framework for the goals for the 2004 Update and the strategies for achieving them:

- The Bay Area will continue to add more jobs and households. Accordingly, well-considered steps must be taken to accommodate and influence the amount, location and timing of Contra Costa's share of that growth.
- Projects and programs must be affordable and realistic, provide travel options, help enable independent living, and be cost-effective in improving mobility and safety.
- Decisions for directing transportation investments, managing the impacts of growth, and determining appropriate mitigation measures for new development should:
 - a. Include a cooperative transportation planning process in the context of a countywide growth management program;
 - b. Take into account the priorities of local residents and businesses;
 - c. Recognize that local governments are responsible for land use decisions; and
 - d. Involve cooperation with agencies both within and outside of Contra Costa.
- Achieving this vision will involve an ongoing effort to strengthen the economy and preserve and enhance the environment.
- Public input is a critical element for the success of the transportation and growth management program.

Goals and Strategies for the 2004 Update

To direct the actions of the Plan, the Authority established the following goals:

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-occupant vehicle; and

4. Maintain the transportation system.

The Authority will rely on a number of strategies to achieve these goals. The strategies and the goals for this plan are summarized in Table 1 on the following page. In addition, these strategies are discussed in greater detail in Chapter 4, The Transportation System, and Chapter 5, Growth Management. They also create the framework for Chapter 8, Implementation.

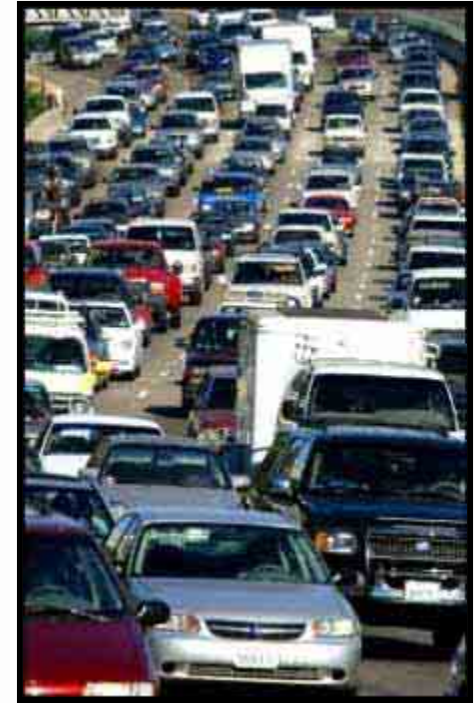
Implementing these strategies will involve cooperation with a number of Authority committees and other groups, including but not limited to the Citizens Advisory Committee (CAC), the Contra Costa Commute Alternative Network (CC CAN), the Bus Transit Coordinating Council (BTCC), the Paratransit Coordinating Committee, the Technical Coordinating Committee (TCC), the Countywide Bicycle and Pedestrian Policy Advisory Committee, and the Countywide Transportation Plan Task Force.

Table I Goals and Strategies

1. Reduce future congestion on highways and arterial roads.
 - 1.1. Increase the operational capacity of the existing highway and arterial roads systems through capital and operating enhancements.
 - 1.2. Define and close gaps in the existing highway and arterial system.
 - 1.3. Improve the highway and arterial system consistent with a countywide plan to influence the location and nature of anticipated growth.
2. Manage the impacts of growth to sustain Contra Costa's economy and preserve its environment.
 - 2.1. Require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies.
 - 2.2. Work to maintain and expand partnerships to achieve the Authority's goals.
 - 2.3. Participate in a regional cooperative land use planning process with agencies both within and outside of Contra Costa.
 - 2.4. Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.

- 2.5. Require local jurisdictions to (i) establish standards for necessary public capital improvements, (ii) have new growth pay its fair share of the cost of such improvements, and (iii) link land use decisions to the level of transportation capacity that can reasonably be provided.
- 2.6. Link transportation investments to support (i) an urban limit line jointly endorsed by the County, cities and towns, once it is established, (ii) new developments which enhance transportation efficiency and economic vitality, and (iii) infill and redevelopment in existing urban and brownfields areas.
- 2.7. Respect community character and the environment when considering proposed new transportation projects.
3. Provide and expand safe, convenient and affordable alternatives to the single-occupant automobile.
 - 3.1. Help fund the expansion of existing transit services, and maintenance of existing operations, including BART, bus transit, school buses, and paratransit.
 - 3.2. Link transit investments to increased coordination and integration of public transit services, and improved connections between travel modes.
 - 3.3. Require local jurisdictions to incorporate policies and standards that support transit, bicycle and pedestrian access in new developments.
 - 3.4. Support transit-oriented and pedestrian-friendly developments.
 - 3.5. Invest in trails, walkways, and pedestrian-oriented improvements.
 - 3.6. Promote formation of more carpools and vanpools, and greater use of transit, bicycling, and walking.
 - 3.7. Support the expansion of a coordinated system of transit and paratransit service to address the mobility needs of low-income, elderly, young and disabled travelers.
 - 3.8. Encourage local jurisdictions to develop bicycle facilities and to connect those facilities into a coordinated network.
4. Maintain the transportation system.
 - 4.1. Advocate for stable sources of funds for transit operations.

- 4.2. Require programs for effective preventive maintenance and rehabilitation of the transportation system.
- 4.3. Provide funding to reduce the backlog of transportation rehabilitation and maintenance needs.
- 4.4. Once the backlog has been addressed, promote stable funding and preventative maintenance programs that will maintain the long-term health of the transportation system.



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2008 Countywide Transportation Plan Update

The Proposed Vision for the Authority is to:



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*Strive to preserve and enhance the quality of life **of local communities by promoting a healthy environment** and **a strong economy** to benefit the people and areas of Contra Costa, sustained by 1) a balanced, safe and efficient transportation network; 2) cooperative planning; and 3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.*

The Authority's Goals Are:



- Reduce future congestion on highways and arterial roads;
- Manage the impacts of growth to sustain Contra Costa's economy and preserve its environment;
- Expand safe, convenient and affordable alternatives to the single-occupant vehicle; and
- Maintain the transportation system.

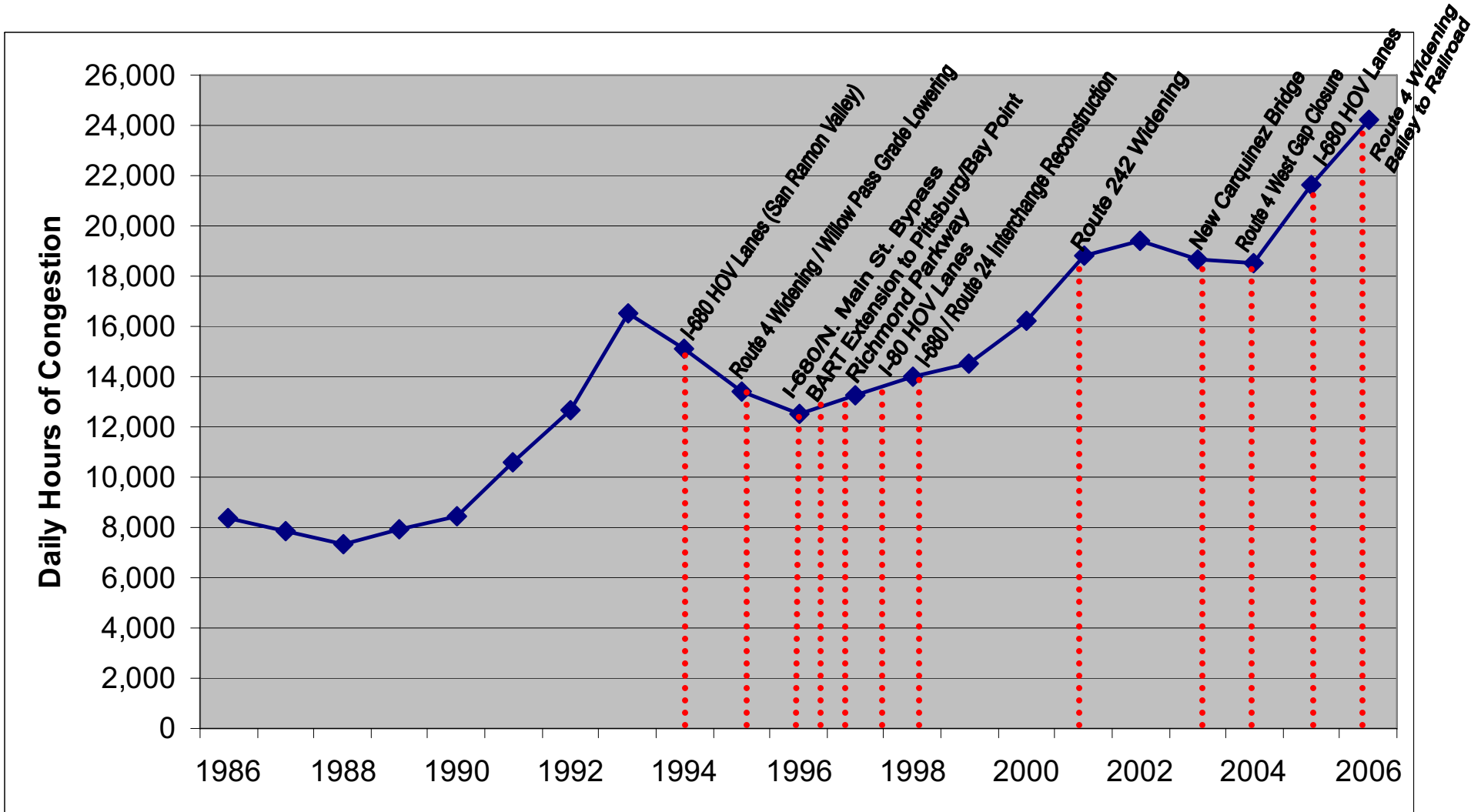


Reduce future congestion on highways and arterial roads.

Total Highway Congestion Since 1986



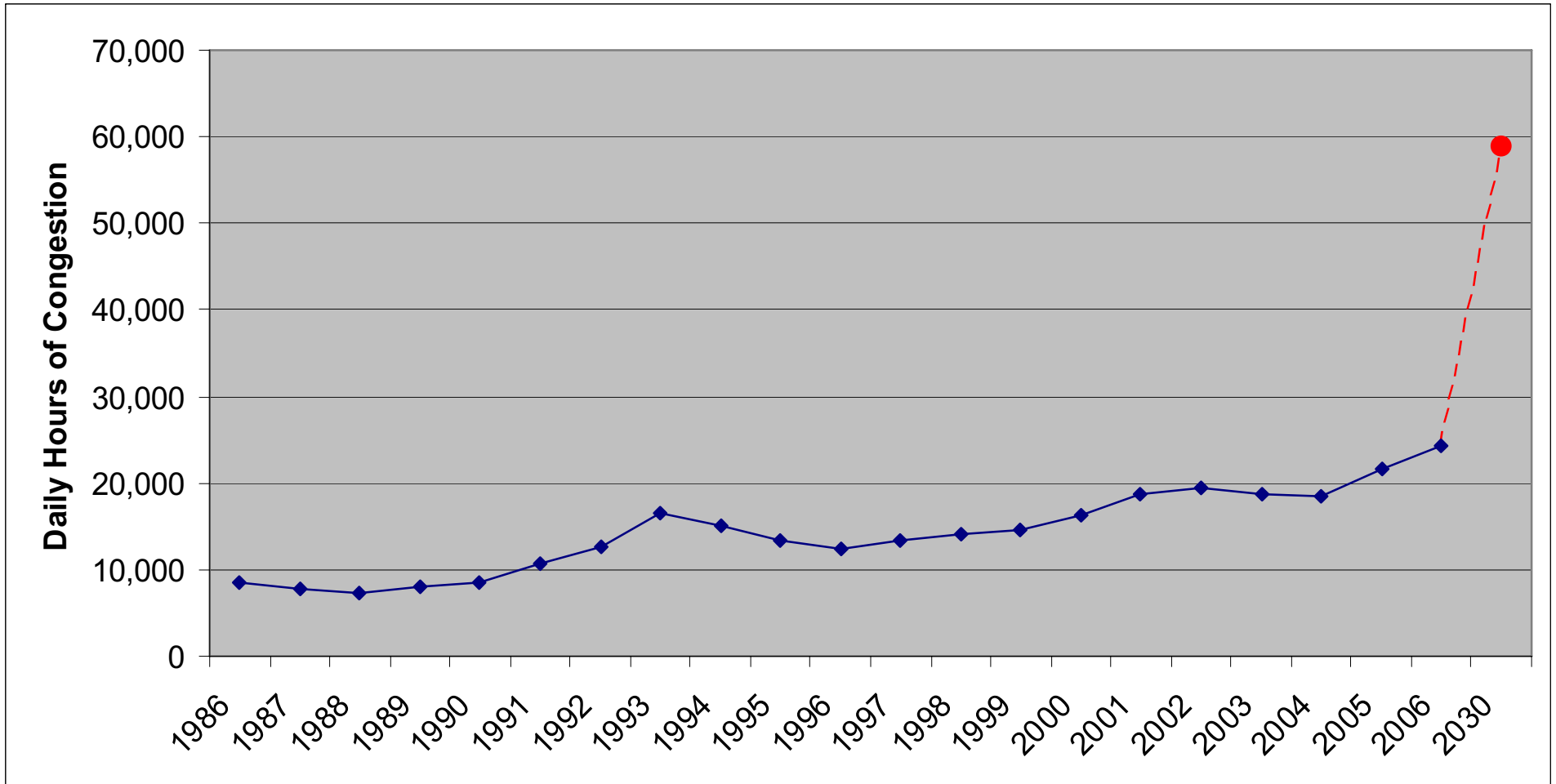
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Total Highway Congestion by 2030



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Policy Issues for Reducing Future Congestion



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- Should this goal be expanded to include multi-modal mobility and access issues, in addition to congestion mitigation?
- If yes, should the Authority add new collaborative strategies for reducing demand, and improving efficiency through:
 - Encouraging increased tele-commuting for 2035?
 - Implementation of Traffic Operations Management by 2035?
 - Working with local jurisdictions to facilitate an Increased emphasis on Density, Diversity, and Design (the 3-Ds) in development and re-development?

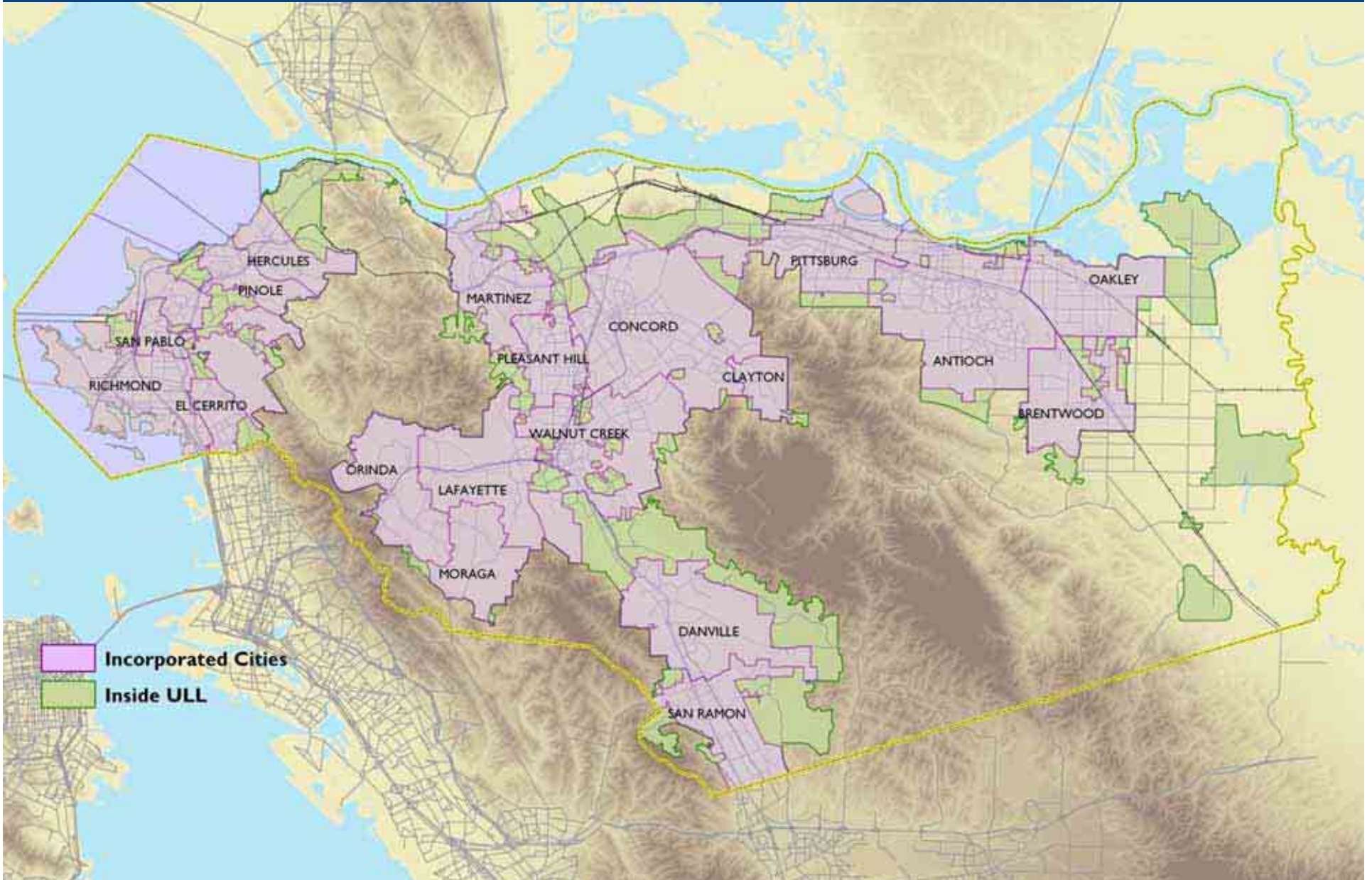


Manage the impacts of growth to sustain Contra Costa's economy and preserve its environment.

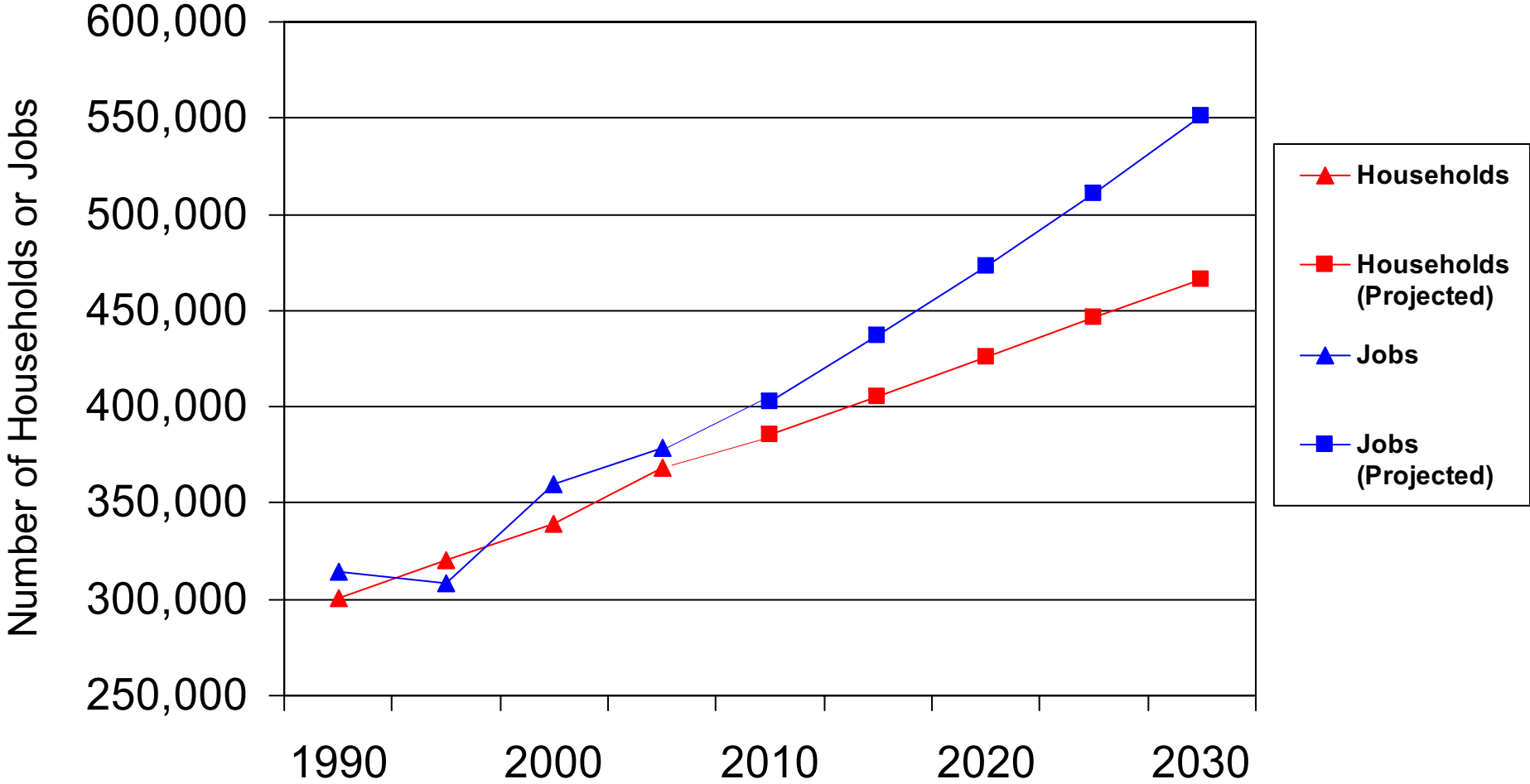
The Urban Limit Line (ULL)



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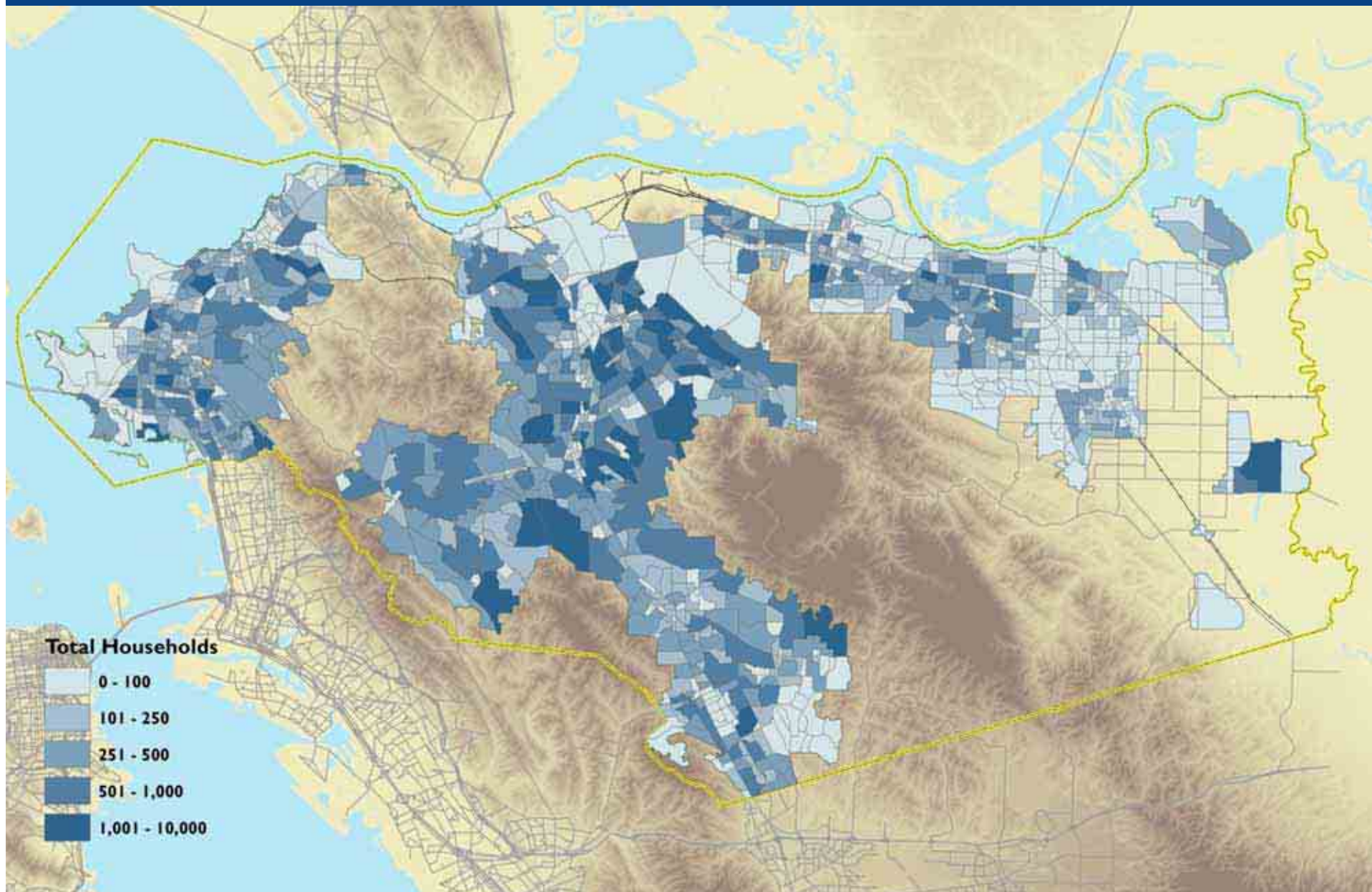
Household and Job Growth: 1990-2030



Total Households by TAZ: 2000



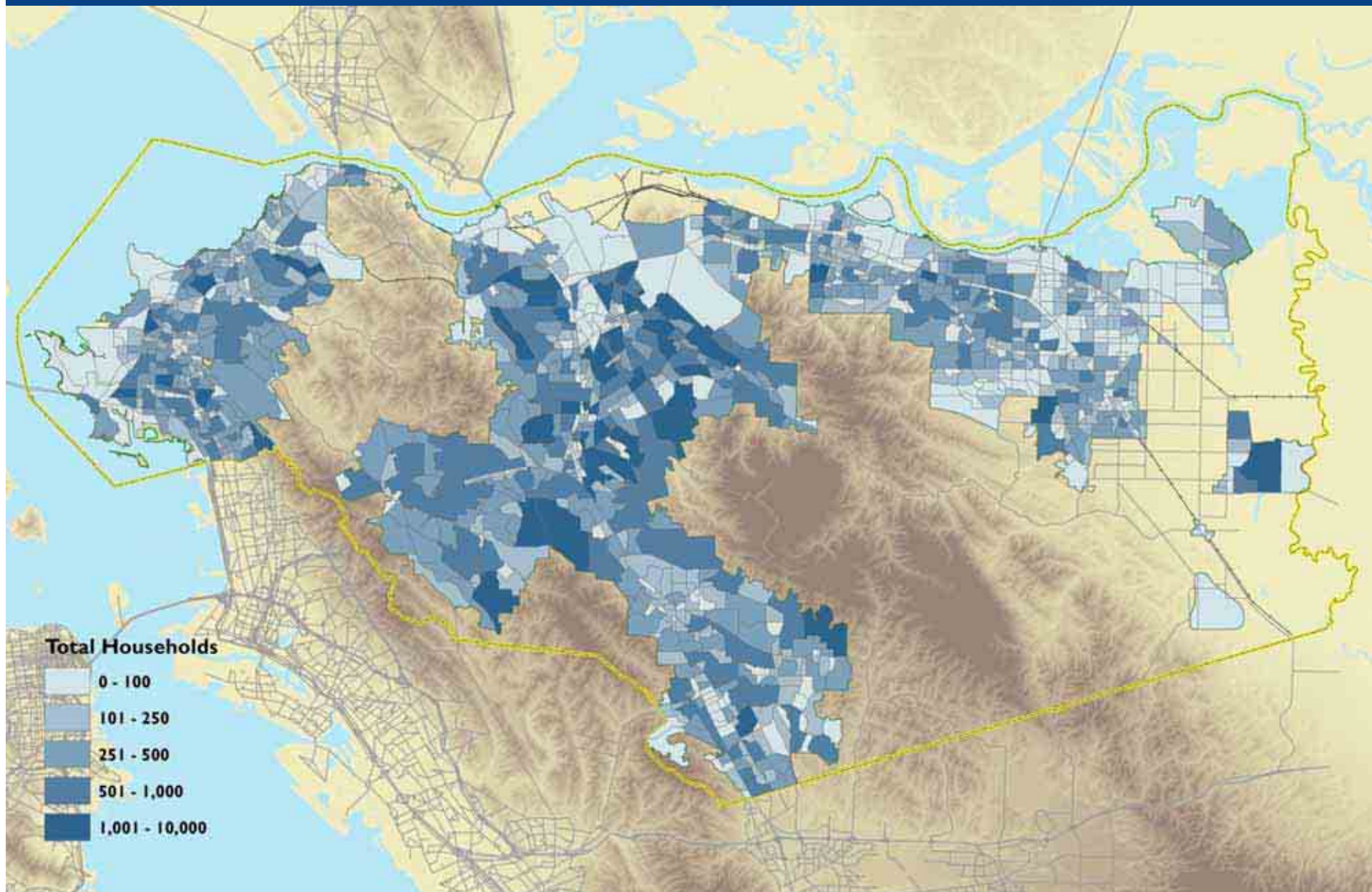
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Total Households by TAZ: 2010



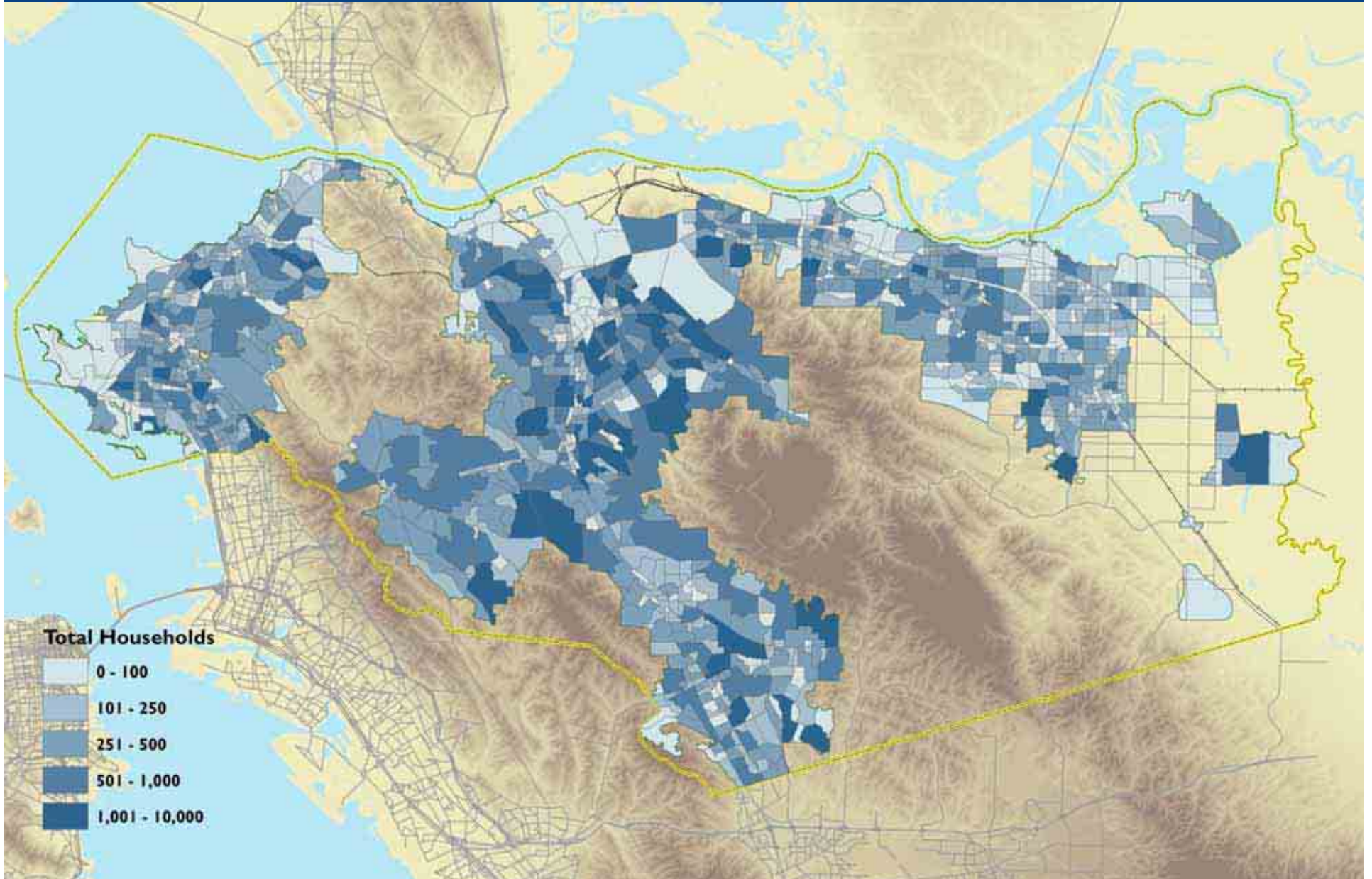
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Total Households by TAZ: 2020



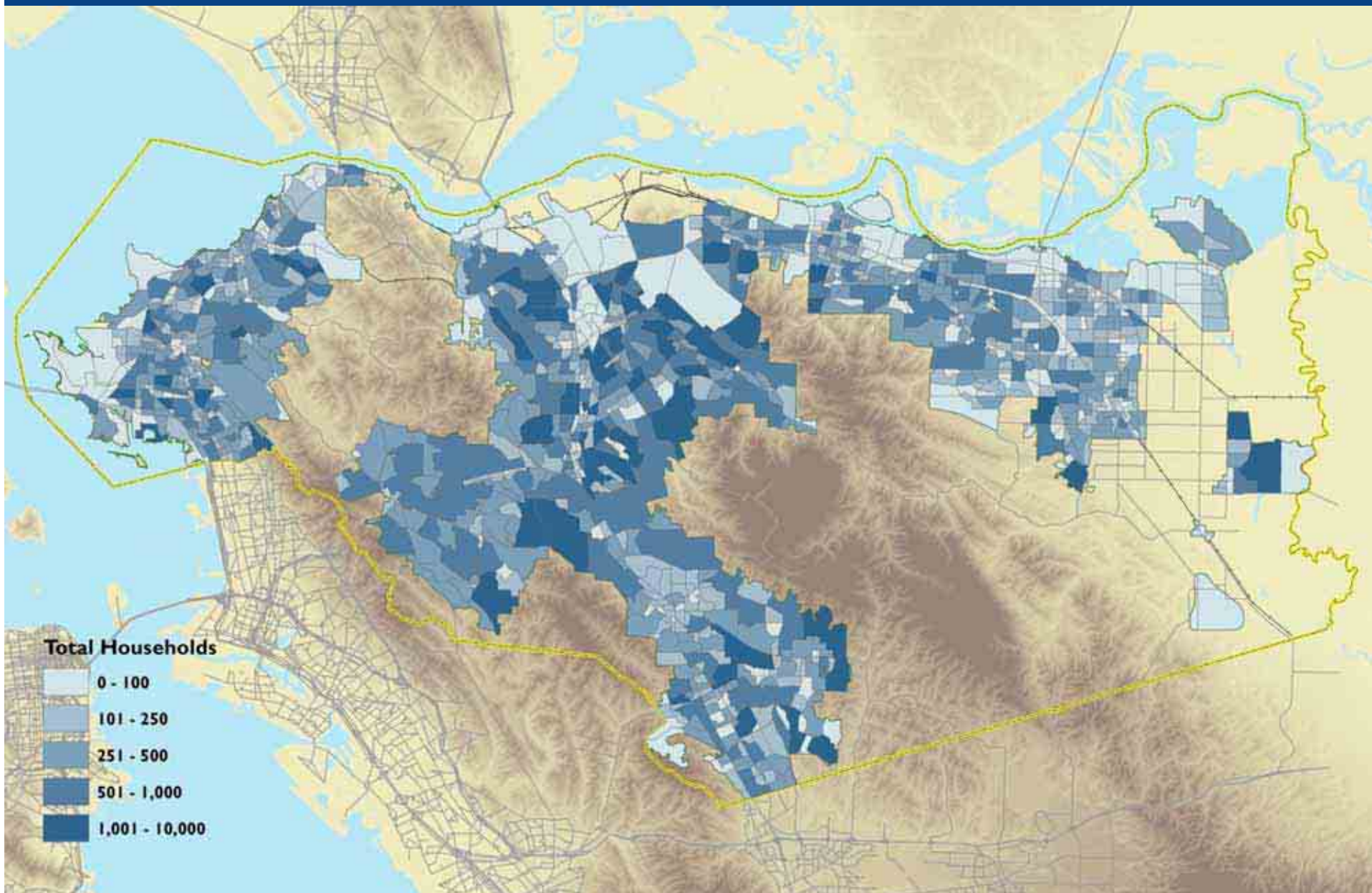
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Total Households by TAZ: 2030



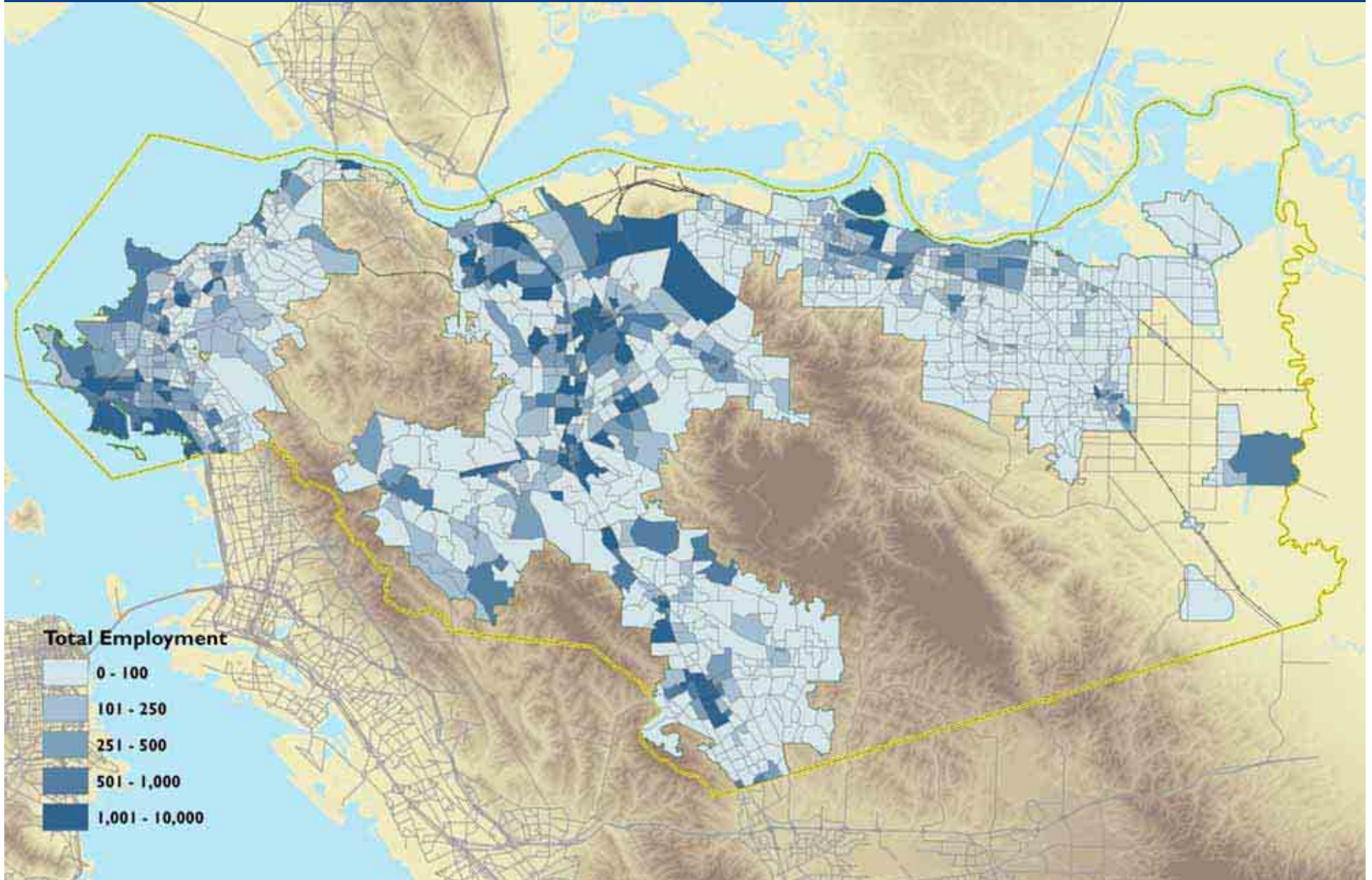
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Total Employment by TAZ: 2000



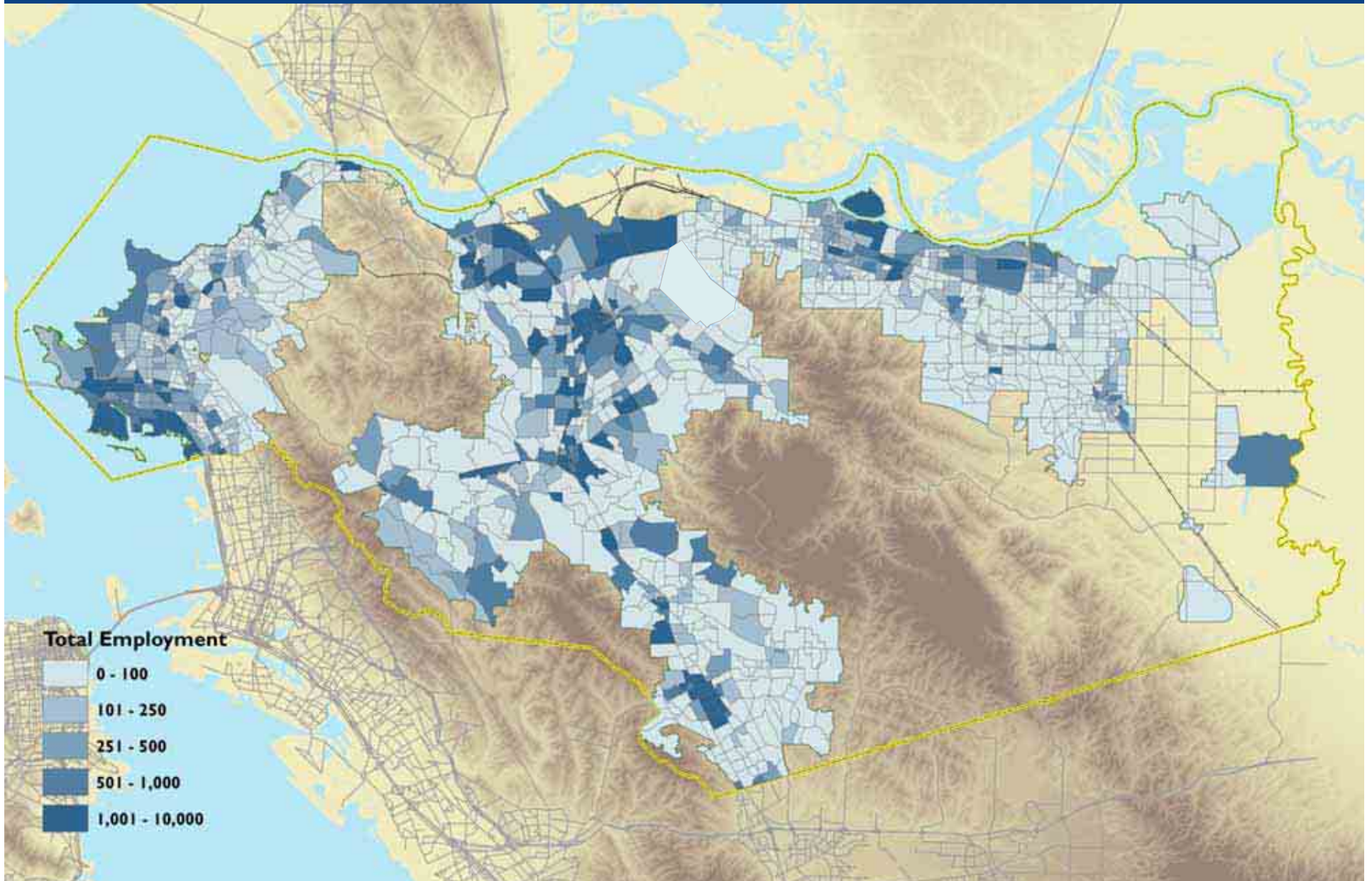
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Total Employment by TAZ: 2010



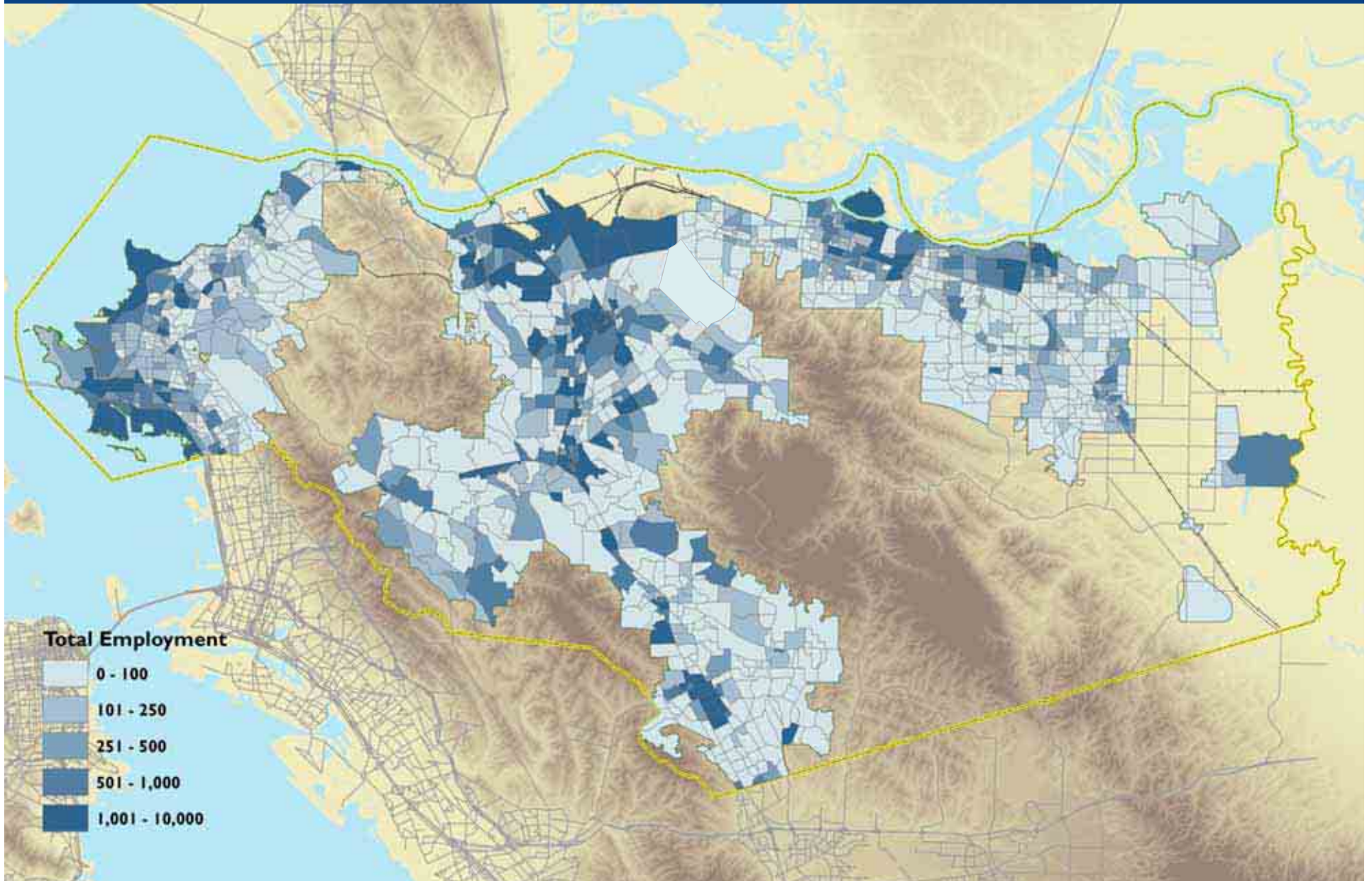
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Total Employment by TAZ: 2020



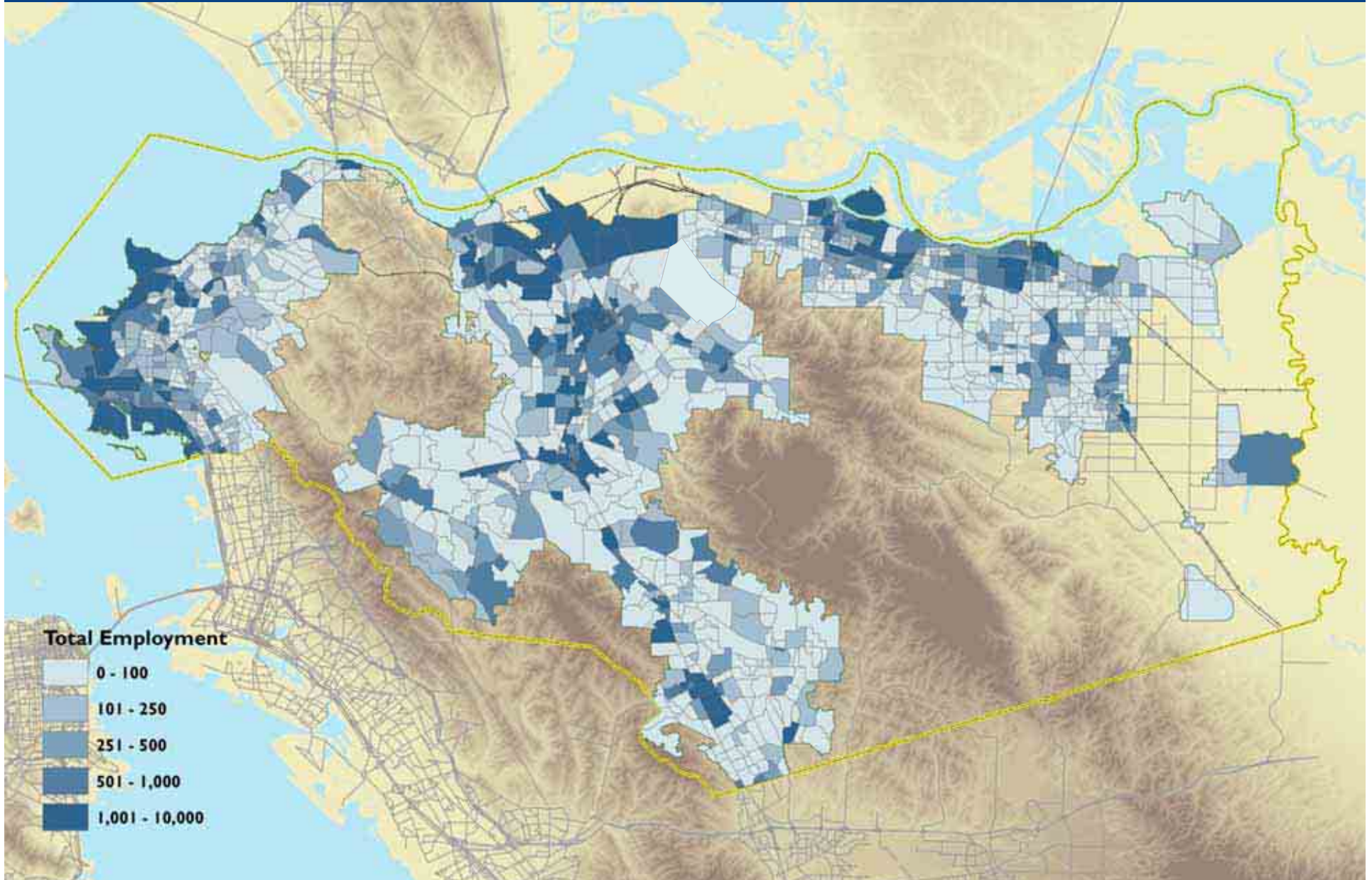
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Total Employment by TAZ: 2030



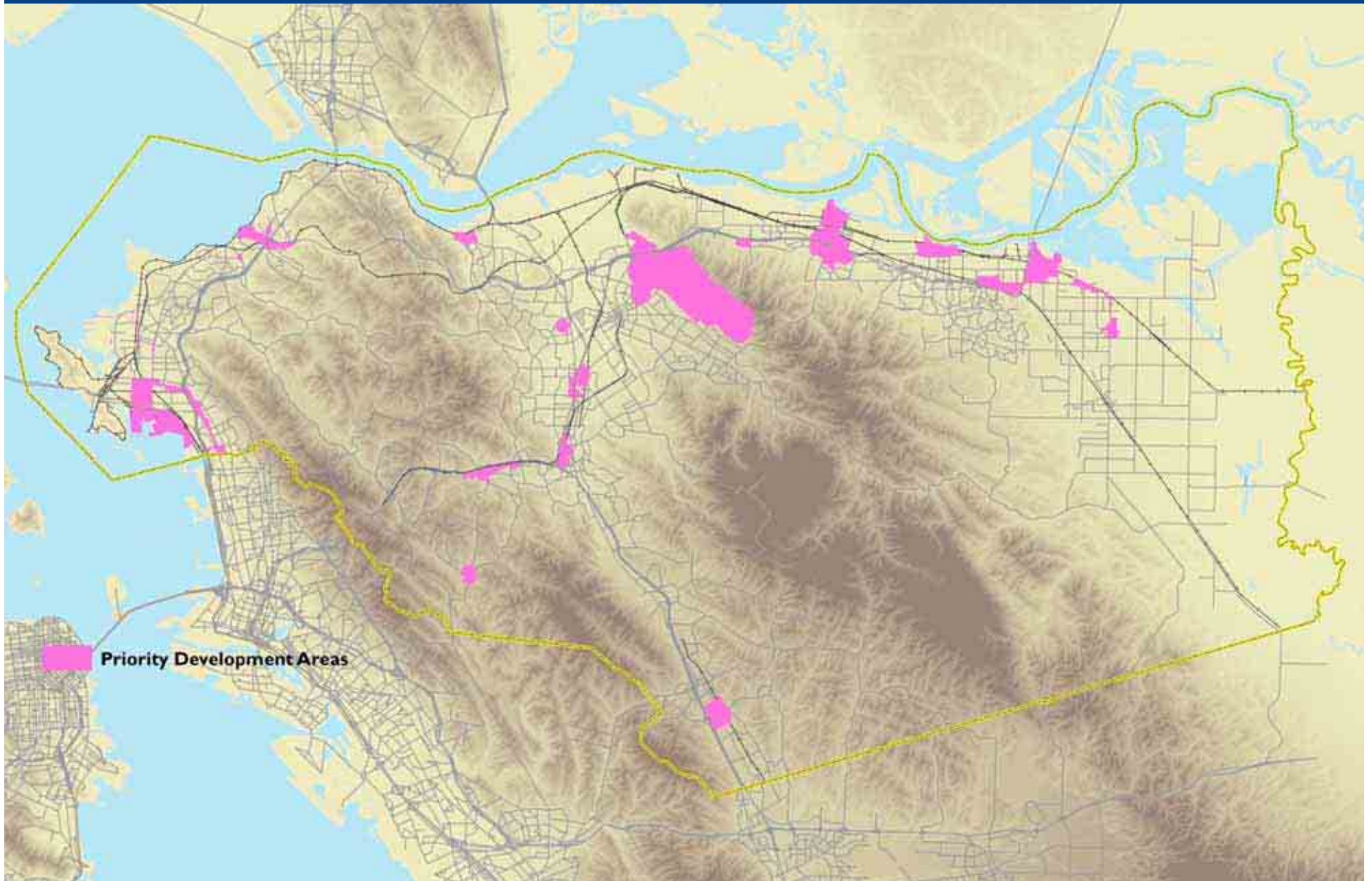
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Priority Development Areas



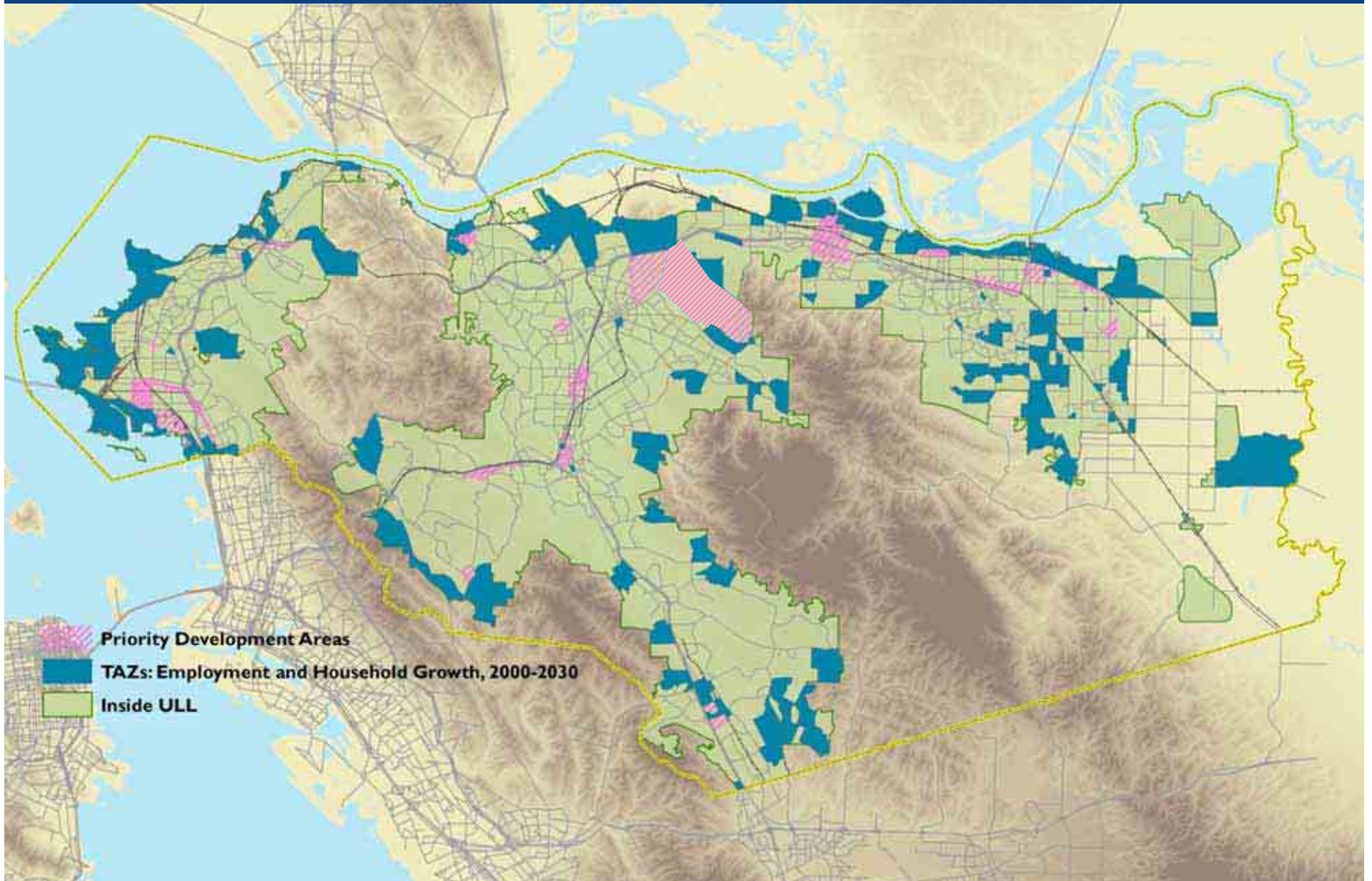
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Priority Development Areas & the ULL



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Policy Issues for Managing the Impacts of Growth



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- What role could the Authority play in supporting local efforts to incorporate the 3-Ds into development projects? How much emphasis should we put on the 3-Ds?
- Is the Urban Limit Line sufficient to promote more sustainable communities, or can and should the Authority do more to encourage more infill?
- What should the Authority approach be to address issues regarding growth that is projected to occur outside of the proposed Priority Development Areas (PDAs)?



Expand safe, convenient and affordable alternatives to the single-occupant vehicle.

Transit Ridership Nationwide: Going Up!!



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Riders crowd public transit systems

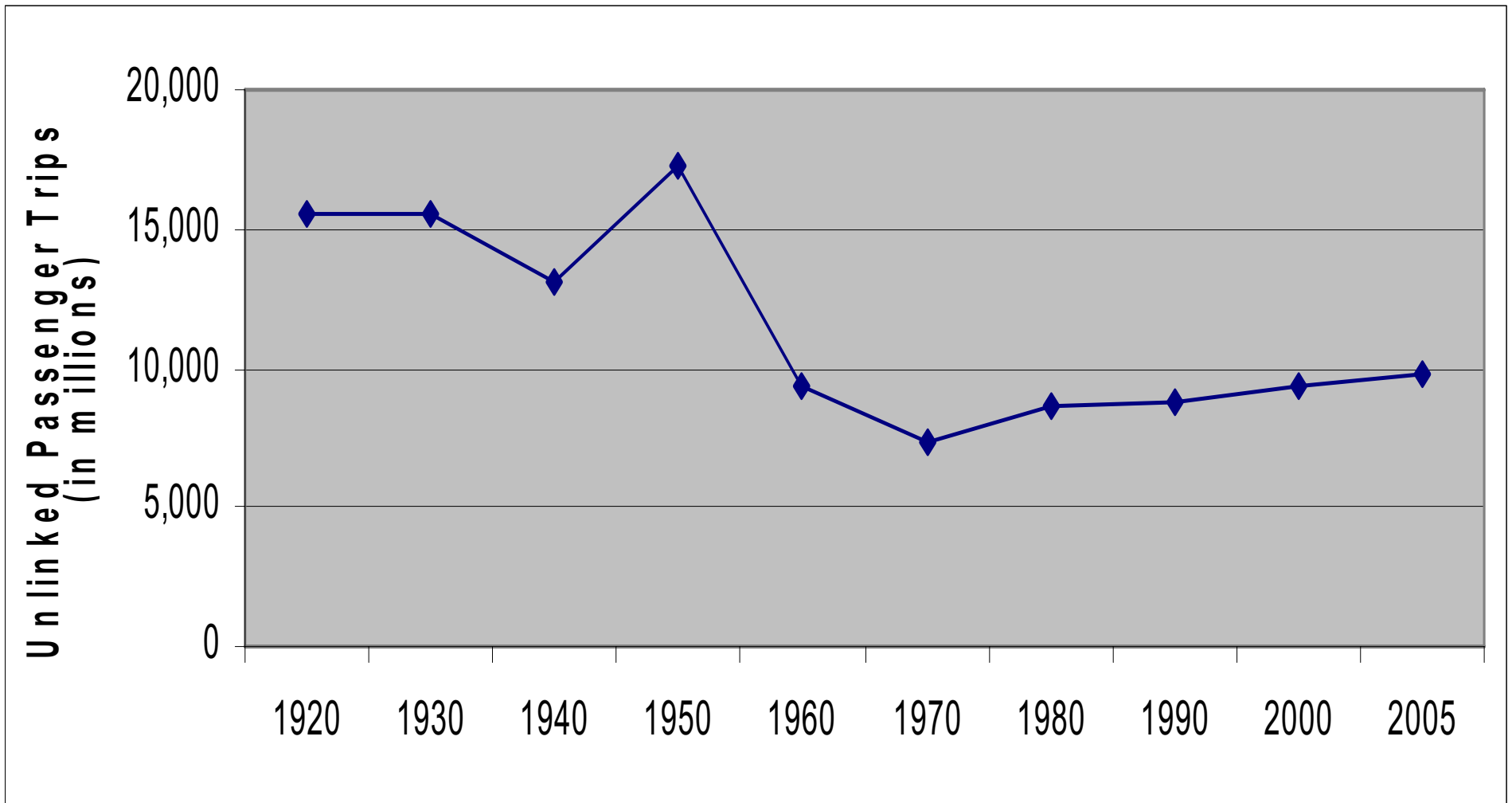
WASHINGTON, March 12 — Ridership on public transportation jumped to the **highest level in nearly five decades** in 2006 as high gas prices and expanded bus and train service enticed people to park their cars. **More than 10 billion trips** were taken on buses and rail lines last year, the American Public Transportation Association says in a report to be released Monday.

That's up 2.9% from 2005 and the highest level since 1957. Ridership rose three consecutive years through 2006 and increased 28% in the 10 years since 1996.

Transit Passenger Trips in the USA: 1920-2005



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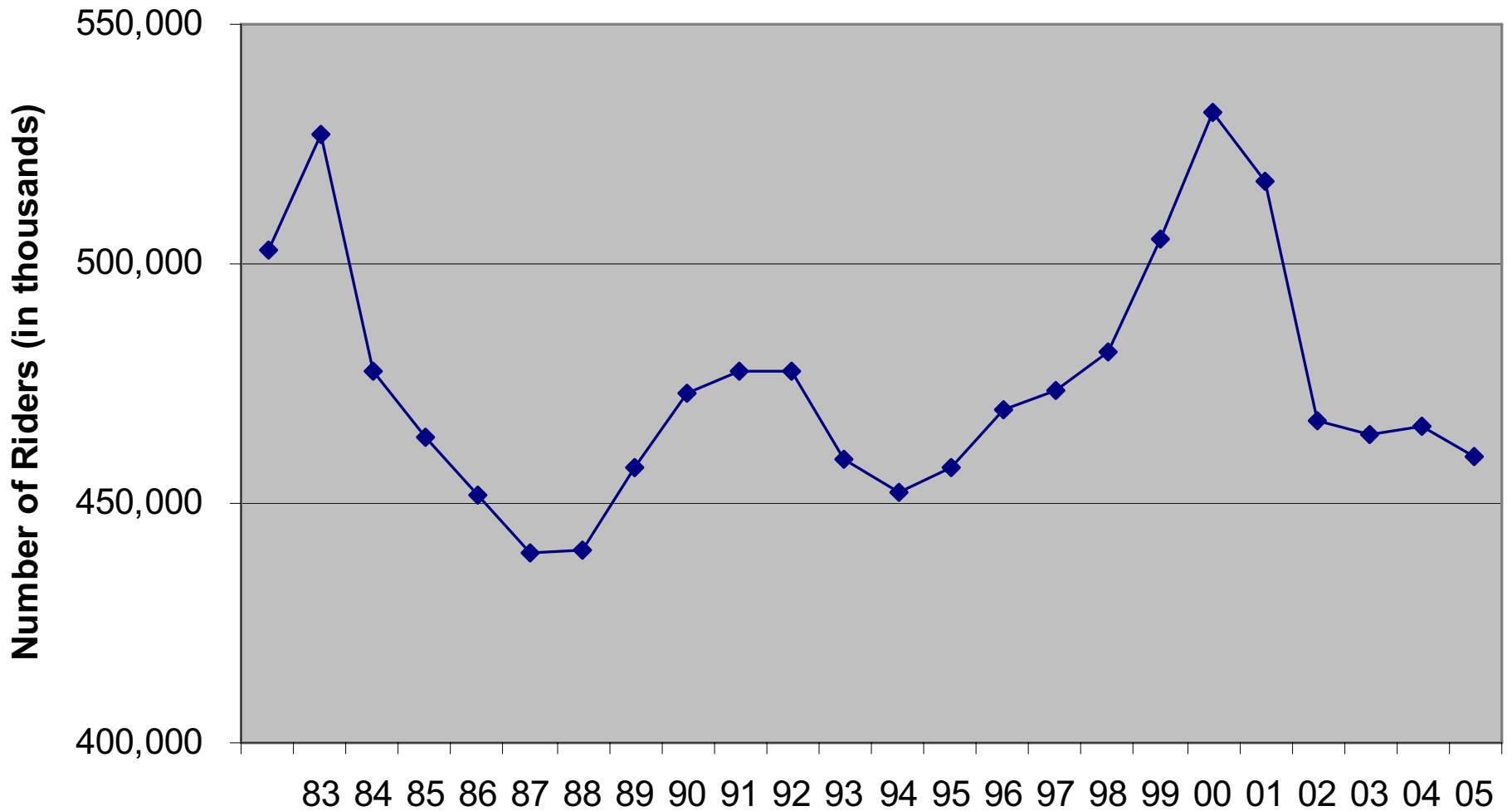


Total Bay Area Transit Ridership: 1982-2006

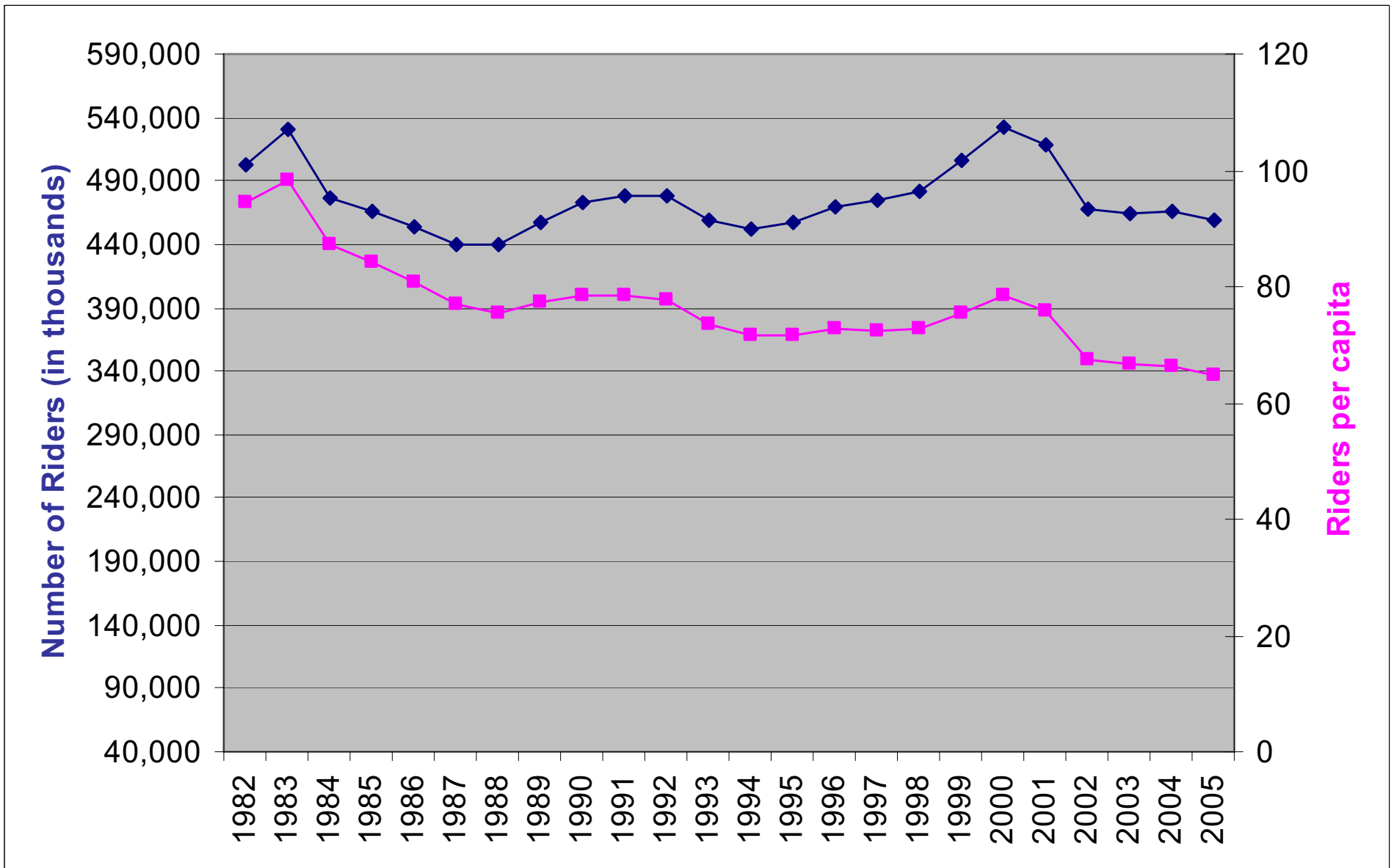


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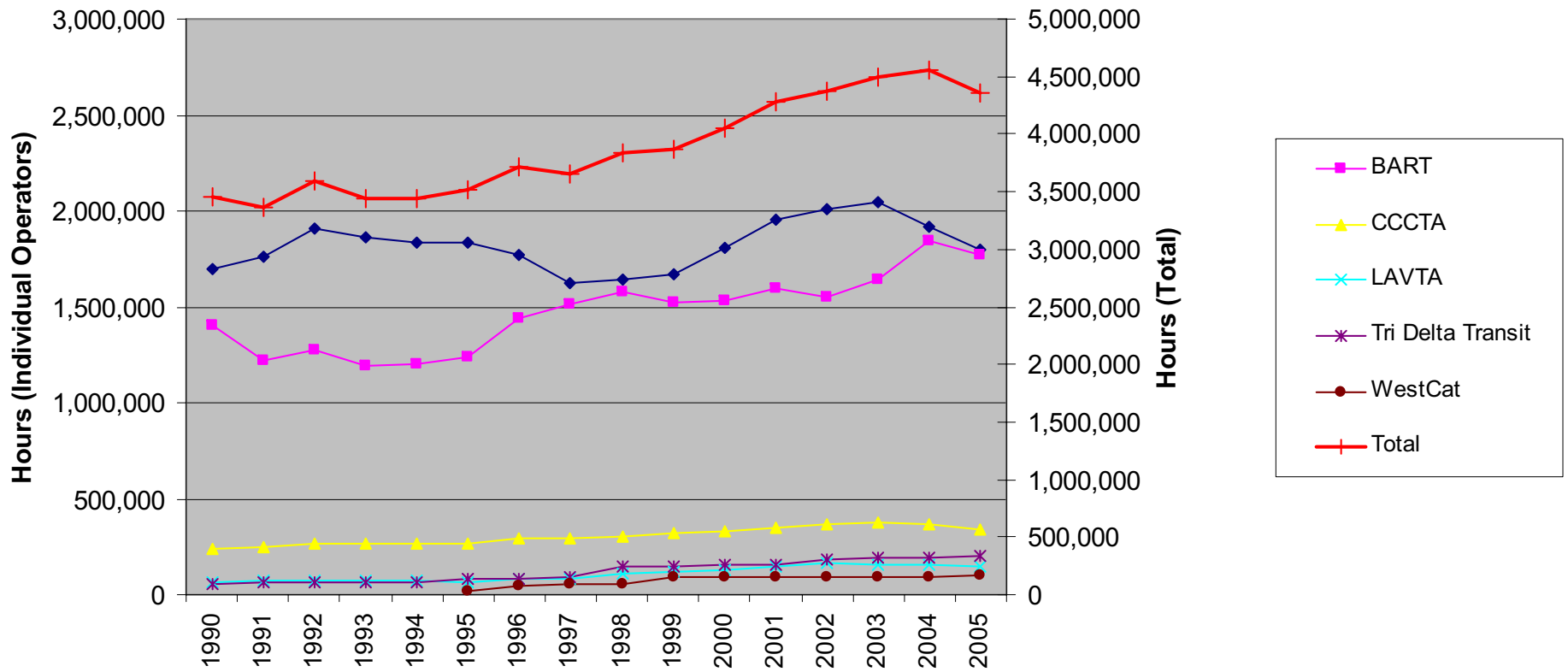
TOTAL



Total Bay Area Transit Ridership and Riders per capita: 1982-2005



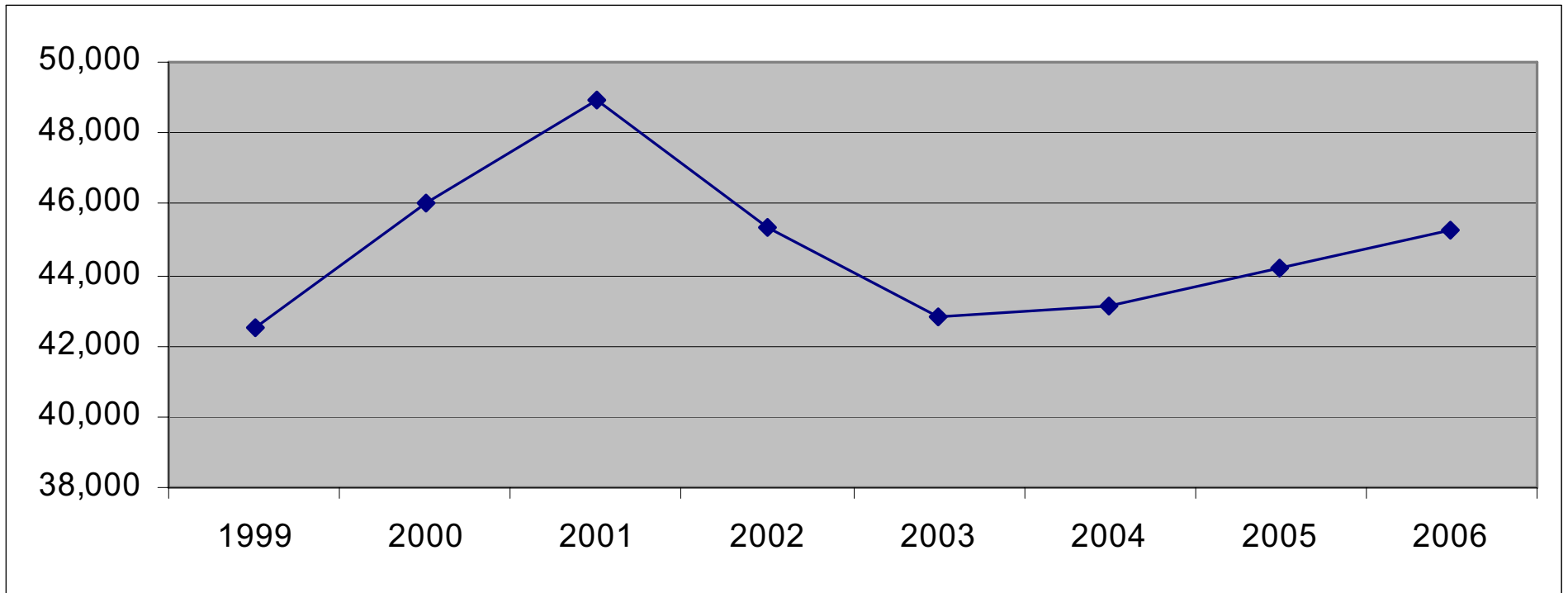
Total In-Service Vehicle Hours of Operation by Transit Operator : 1990-2005



BART Weekday Average Exits, Contra Costa County: 1999-2006



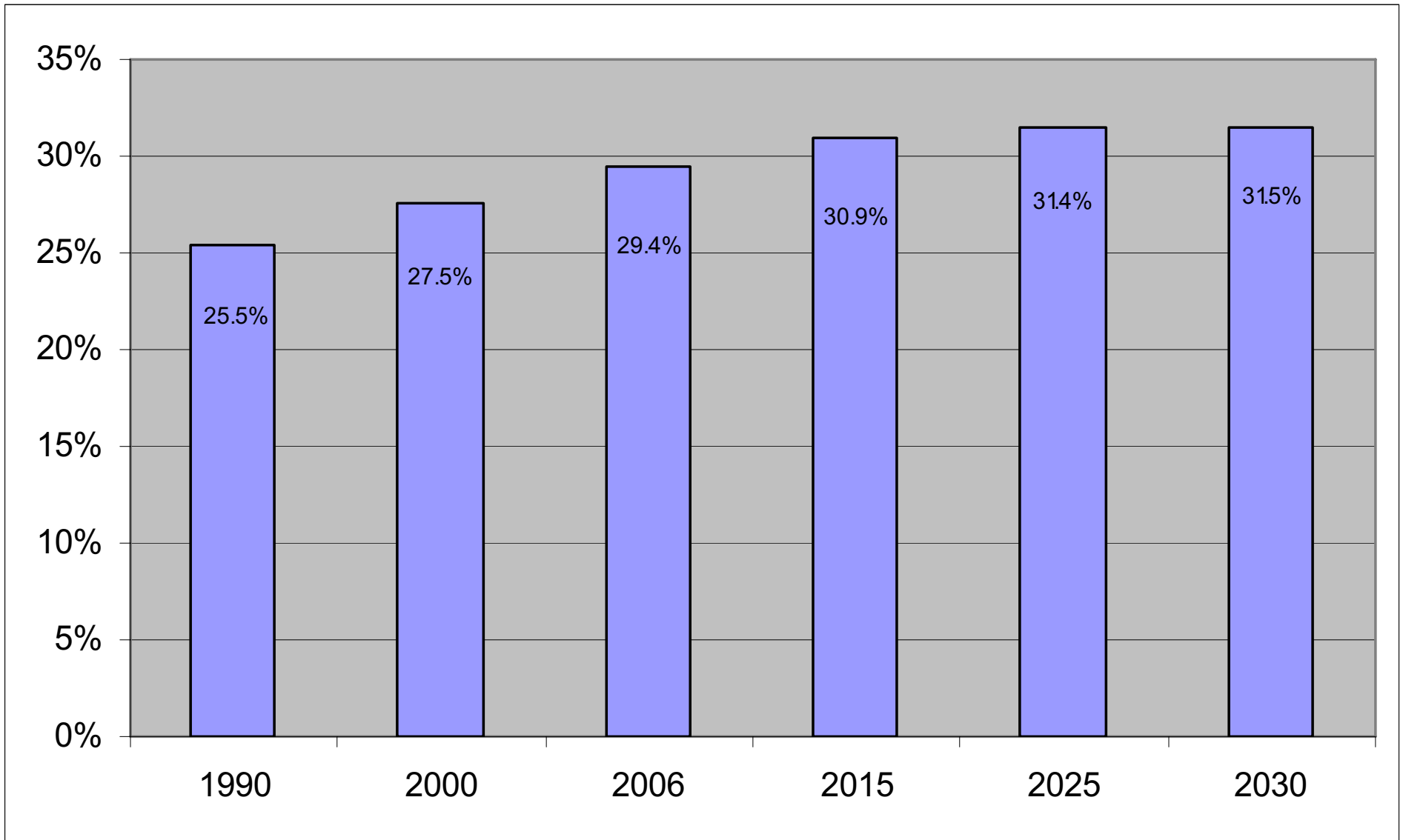
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Percentage of Non-SOV Work Trips Since 1990



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Policy Issues for Expanding Non-SOV Alternatives



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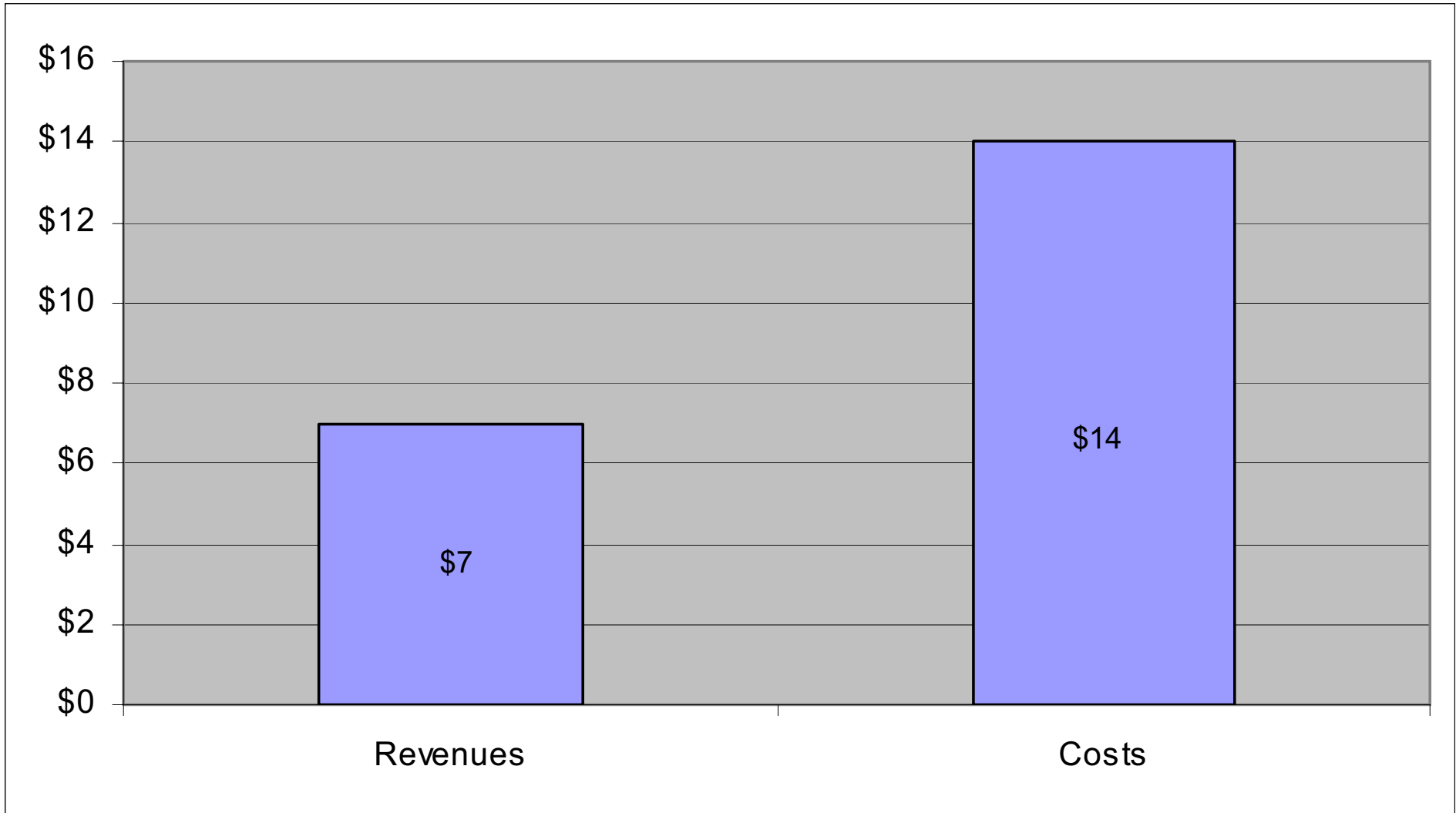
- *What strategies, if any, can the Authority implement to:*
 - Facilitate reversing the current trend of declining per capita transit use;
 - Promote increased the use of non-SOV modes of travel.



Maintain the transportation system

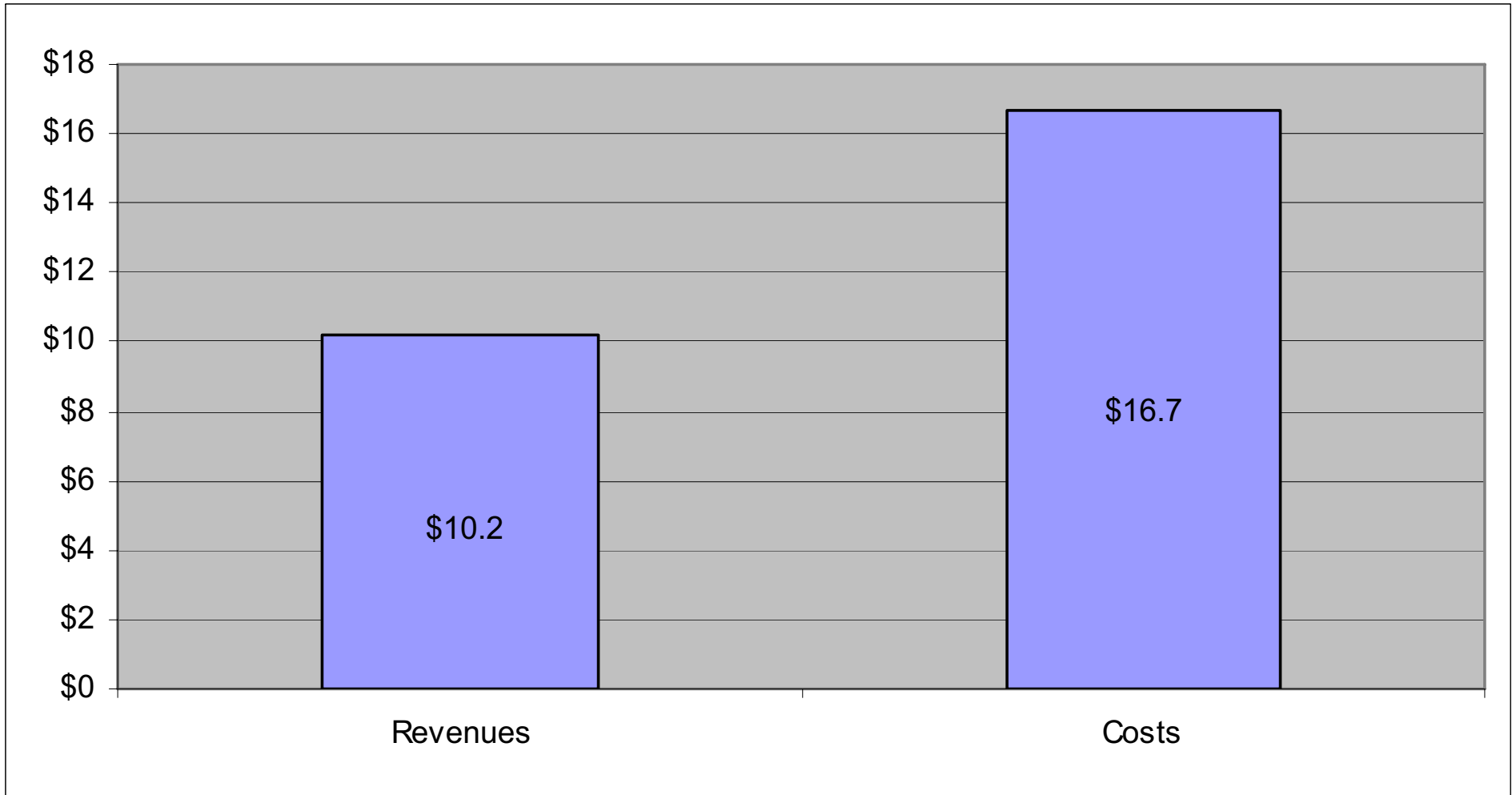
State Highway Maintenance: Revenues vs. Costs (billions of \$)

SF Bay Region



Local Roads Maintenance: Revenues vs. Costs (billions of \$)

SF Bay Region

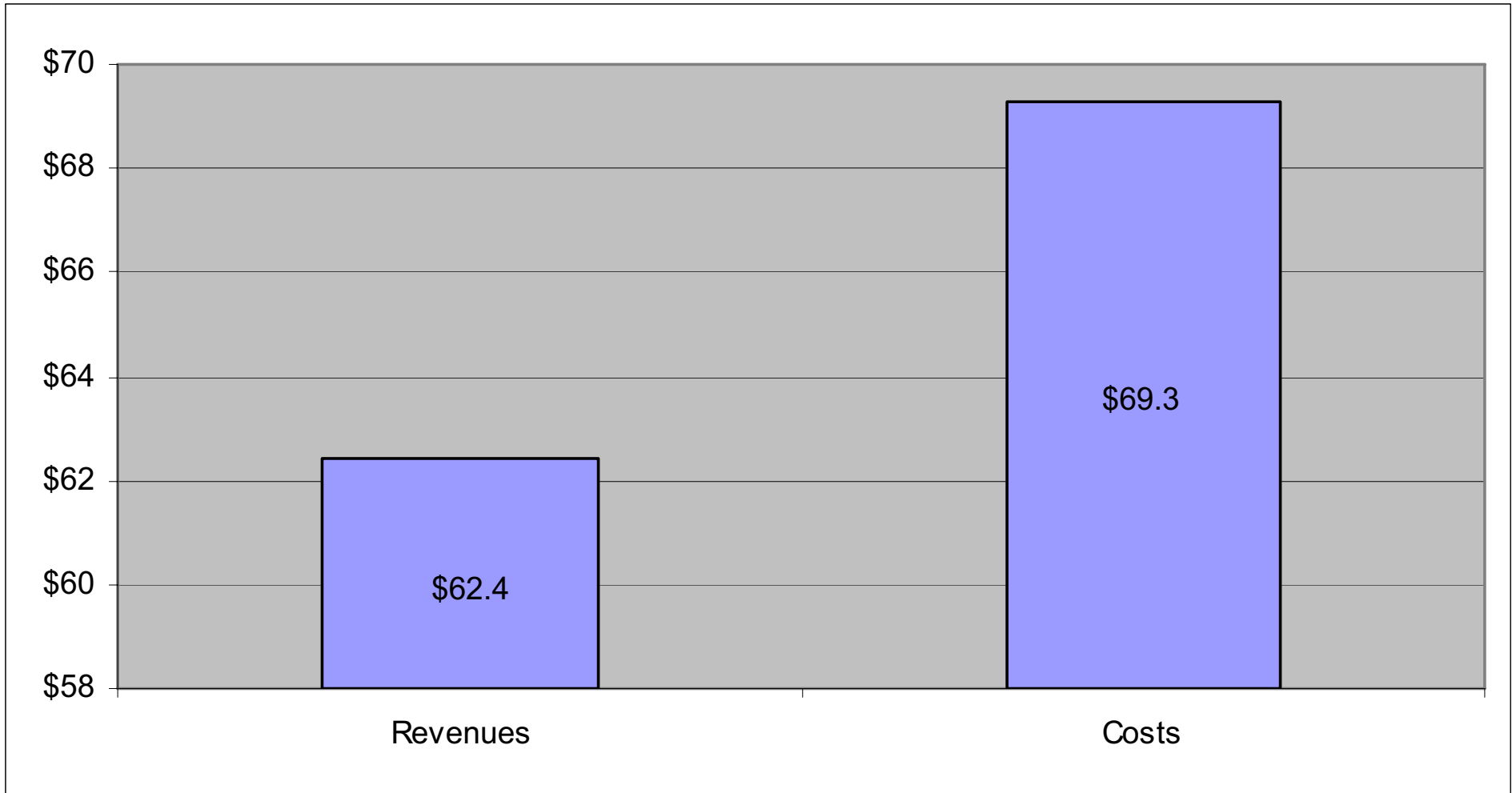


Transit Maintenance: Revenues vs. Costs (billions of \$)

SF Bay Region



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Policy Issues for Maintaining the System



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- What role can the Authority play in supporting resources to attain and sustain reasonable physical conditions for both local streets and roads and the transit system?
- What role, if any, should the Authority play with regard to the BART car replacement program, which is a major maintenance expenditure anticipated in the 2015 to 2025 timeframe?



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Discussion of Policy Questions

MEMORANDUM

TO: TRANSPLAN
THROUGH: Martin Engelmann, CCTA
FROM: Joe Story, DKS Associates
DATE: February 21, 2008
SUBJECT: East County Action Plan Update P/A No. 07085-002

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 to update the Action Plan. This update, supported by the Contra Costa Transportation Authority, 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.

At the March 13 TRANSPLAN meeting, a preliminary draft of the Action Plan will be presented to TRANSPLAN for release to local jurisdictions, adjoining Regional Transportation Planning Committees and the public (see Attachment). Besides simplifying the organization of the document, the key changes include 1) updates to the vision and goal statements, 2) revisions to the designated routes of regional significance, and 3) clarification of the role of local jurisdictions and the TRANSPLAN committee in development and General Plan review.

At its last meeting on February 14, TRANSPLAN comments on the updated regional actions for the Action Plan were received. It was agreed at that time to revisit these comments by holding a special meeting on February 25 to review in detail the proposed policies, goals, and objectives of the Action Plan update.

Initial comments were also reviewed by the TRANSPLAN TAC at a meeting on February 19. Based on the feedback from both meetings, DKS has made edits to the original Action

Plan summary distributed on February 14. The original language and edits are both shown in the revised attachment.

Once further comments are received on February 25, these actions will be applied as appropriate to more specific actions for each Route of Regional Significance, and these will be included in the draft Action Plan that will be forwarded to TRANSPAC for approval to release on March 13, 2008.

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REVISED DRAFT East County Action Plan Actions

Goal Statements

Actions

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 6 mixed-flow lanes plus 2 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 6 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 from Laurel Road to Sand Creek Road (ECCRFFA)
 - 1-b-3.** Modify Sand Creek Rd Intersection. (ECCRFFA)
 - 1-b-4.** Widen at Lone Tree Way Interchange (second bridge) to provide two lanes in each direction. (ECCRFFA)
 - 1-b-5.** Provide interchange ramps between SR 160 and SR 4 Bypass. (ECCRFFA)
 - 1-b-6.** Widen segment from SR 160 from Lone Tree Way to 6 lanes. (ECCRFFA)
 - 1-b-7.** Construct Sand Creek Road Interchange. (ECCRFFA)
 - 1-b-8.** Construct Balfour Road Interchange. (ECCRFFA)
 - 1-b-9.** Construct Marsh Creek Road Interchange. (ECCRFFA)
 - 1-b-10.** 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. James Donlon Blvd Extension (also known as Buchanan Road Bypass):** Pursue completion of project. (City of Pittsburg, ECCRFFA)
- 1-e. Main Street/Brentwood Boulevard (“Old” Non-freeway SR 4):** Pursue the full widening through Oakley and Brentwood to Discovery Bay.
- 1-e-1.** Improve Interchange at SR 160 and Main Street. (CCTA, Caltrans, Oakley)
 - 1-e-2.** Improve and Widen Main Street from SR 160 to Delta Road. (Oakley, ECCRFFA)
 - 1-e-3.** Widen Brentwood Boulevard from Delta Road to Sellers Avenue (Brentwood, ECCRFFA)
 - 1-e-4.** Improve California Delta Highway from Sellers Avenue to Marsh Creek Road (where State Route 4 rejoins). (Contra Costa County)
- 1-f. Byron Highway – Vasco Road Connector:** Pursue project to connect Vasco Road with Byron Hwy. (Contra Costa County)
- 1-g. 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-h. 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 4 lanes. (Antioch, Pittsburg, Oakley)
- 1-i. Improve Vasco Road:** improve safety with widened pavement and install median barrier. (Contra Costa County)
- 1-j. 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)

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<p>2 - Growth Mitigation and Monitoring Program</p>	<p>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.</p>	<p>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)</p> <p>2-b. Share and report traffic impacts on the development reviews in 2-a, as required by adopted TRANSPLAN procedures. (TRANSPLAN).</p>
<p>3 - East County Regional Impact Fee</p>	<p>Periodically review the regional transportation mitigation fee that pays a portion of three regional improvements: SR 4 widening from Pittsburg to SR 4 Bypass; SR 4 Bypass; and other projects.</p>	<p>3-a. Continue to update Periodically review 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 (ECCRFFA).</p> <p>3-b. Continue to update its Strategic Plan to reflect new trends or growth assumptions (ECCRFFA).</p> <p>3-c. Continue to participate in the fee program through the East Contra Costa Regional Fee & Financing Authority. (ECCRFFA)</p> <p>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)</p>
<p>4 - Spot Traffic Engineering Improvements</p>	<p>Monitor conditions on the regional route system and construct improvements as necessary to alleviate conditions that exceed traffic service objectives. Special attention should be paid to SR 4 through Oakley and Brentwood and the Hillcrest Avenue interchange with SR 4.</p>	<p>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)</p> <p>4-b. Pursue development and completion of the following local projects:</p> <ul style="list-style-type: none"> 4-b-1. Widen SR 4 south of Sycamore Avenue in Brentwood, and improvements to SR 4 south of Marsh Creek Bridge. (Brentwood) (See also Action 1-g). 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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<p>5 - Freeway and Arterial Traffic Operations Improvements</p>	<p>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.</p>	<p>5-a. Review and <u>Continue to</u> implement appropriate <u>operational strategies originally recommended in the recommendations from the</u> 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)</p> <p>5-b. Install ramp metering equipment at freeway interchanges, as required in interchange design. (CCTA, Caltrans)</p>
<p>6 - Explore Rail Transit Operations</p>	<p>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.</p>	<p>6-a. Complete \$6 million worth of track improvements on Union Pacific Line between Port Chicago Highway and Martinez, to reduce railroad travel times along the route by several minutes. (Caltrans, Union Pacific)</p> <p>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. (TRANSPLAN, Altamont Commuter Express)</p> <p>6-be. 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)</p> <p>6-cd. Support the addition of a commute hour train service on the San Joaquin Corridor. (TRANSPLAN)</p>
<p>7 - Park-and-Ride Lots</p>	<p>Construct park-and-ride lots at strategic locations. Park-and-ride lots should be considered strategically across East County.</p>	<p>7-eg. 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, Cities of East County, Contra Costa County, BART)</p> <p>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)</p> <p>7-ec. Promote greater awareness of East County park-and-ride lots for transit and ridesharing <u>where capacity is available</u>. (TRANSPLAN/ TRANSPAC Joint Transportation Demand Management Program)</p>

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">8 - Transportation Demand Management Programs</p>	<p>To fulfill Measure C/J compliance checklist reporting requirements, cContinue to participate in sub-regional efforts towards transportation demand management (TDM) strategies, including through information, promotion and financial incentives, and use performance measures to ensure effectiveness.</p>	<p>8-a. Continue to provide express commute bus service to major employment centers. (Tri-Delta Transit)</p>
		<p>8-b. Monitor and report on the effectiveness of specific information, promotion and financial incentive programs for TDM. Maintain the 511.contra costa.org website to provide transportation information to the public and employers. (TRANSPLAN/TRANSPAC TDM Program)</p>
		<p>8-c. Promote alternatives to the single occupant vehicle through public outreach and incentives. Expand employer outreach to promote commute alternatives, parking management plans and the Countywide Incentive Programs among employees in East County. (TRANSPLAN/TRANSPAC TDM Program, Tri-Delta Transit)</p>
		<p>8-d. Promote transit, carpooling and bicycle use to students through the SchoolPool Program to promote alternatives at schools K-12, technical schools and college sites. (TRANSPLAN/TRANSPAC TDM Program, Tri-Delta Transit)</p>
		<p>8-e. Support and promote university and college transit pass programs to increase transit use in East County and bus access to the campus. (TRANSPLAN/TRANSPAC TDM Program, Tri-Delta Transit)</p>
		<p>8-f. Continue to promote, manage and monitor the Comprehensive Incentive Program which includes Countywide Carpool and Transit Incentive Programs. (TRANSPLAN/TRANSPAC TDM Program)</p>
		<p>8-g. Encourage telecommuting at East County work sites. (TRANSPLAN/TRANSPAC TDM Program)</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">9 - Intermodal Transit Centers</p>	<p>Develop East County BART stations as intermodal transit centers for East County. This will involve these two aspects: improve coordination and interface between BART and bus transit; and Station area specific plans.</p>	<p>9-a. Complete \$6 million worth of track improvements between Port Chicago Highway and Martinez, to reduce railroad travel times along the route by several minutes. (Caltrans, Union Pacific)</p>
		<p>9-b. Develop the proposed eBART 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)</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">10 - Transportation Funding</p>	<p>Lobby for increased transportation funding at the state or regional level.</p>	<p>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)</p>
		<p>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)</p>

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<p>11 - Encourage Walking and Bicycling Transportation</p>	<p>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.</p>	<p>11-a. Continue to update and implement bicycle plans. (TRANSPLAN, East County jurisdictions)</p>
		<p>11-a-1. Complete the Delta-De Anza Trail bikeway project (East Bay Regional Park District, Caltrans, Contra Costa County)</p>
		<p>11-a-2. Complete the East Bay Municipal Utility District (EBMUD) Trail <u>system</u>, linking Los Medanos College and Brentwood. (East County jurisdictions and agencies)</p>
		<p>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)</p>
		<p>11-b. Continue to provide bike racks and lockers at key locations and activity centers throughout the county. (TRANSPLAN/TRANSPAC TDM Program).</p>
		<p>11-c. Encourage the use of bicycle and pedestrian considerations 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)</p>
<p>12 - Expand Bus Transit Service</p>	<p>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.</p>	<p>11-d. Encourage <u>Maintain existing and provide new shoulders, bicycle lanes, and</u> or sidewalks on all streets and rural roads to provide for better bicycle <u>and</u> or pedestrian connectivity and safety <u>where feasible</u>. (East County jurisdictions)</p>
		<p>11-e. Sponsor education programs for students and others to learn how to bicycle and walk safely. (East County jurisdictions)</p>
		<p>12-a. Work with Tri-Delta Transit to provide bus-oriented improvements along local routes, to improve and expand service. (Cities of East County, Contra Costa County)</p>
		<p>12-b. If a community is considering transit-oriented development, Encourage adoption of development approval guidelines that would call for <u>incorporate</u> transit-oriented design, where feasible, as conditions of approval. (Cities of East County, Contra Costa County)</p>
		<p>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)</p>
		<p>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 (City of Antioch, City of Pittsburg, City of Oakley, Tri-Delta Transit)</p>
		<p>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)</p>
<p>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)</p>		
<p>12-g. Encourage local jurisdictions to design safety treatments (such as crosswalks, bus bulbs and bus pullouts) at transit stops where appropriate, and to seek regional funding when possible. (Tri Delta Transit, East County jurisdictions)</p>		

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<p>13 - Pursue A Jobs-Housing Balance in East County</p>	<p>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.</p>	<p>13-a. Participate in a joint East County effort to attract new employment center development. (Cities of East County, Contra Costa County)</p> <hr/> <p>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, Interstate 5, and East County. (Caltrans, TRANSPLAN, City of Brentwood, Contra Costa County, San Joaquin County jurisdictions)</p> <hr/> <p>13-c. Continue to work together on economic development. Particular effort should be paid to attracting more job development. (East County jurisdictions)</p>
<p>14 - Encourage Adequate Maintenance</p>	<p>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.</p>	<p>14-a. Maintain and enhance local pavement management systems. (East County jurisdictions)</p> <hr/> <p>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)</p> <hr/> <p>14-c. Maintain and enhance local transit facilities and rolling stock, <u>including periodic vehicle replacement.</u> This would also be congruent with existing MTC regional plans and policies. (CCTA, <u>transit operators</u> Tri-Delta Transit, BART)</p>