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TRANSPLAN Committee Meeting

Thursday, January 14, 2010, at 6:30 PM

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 September 10, 2009 TRANSPLAN meeting. ♦ PAGE 4

4. Accept Correspondence. ♦ PAGE 15

5. Accept Recent News Articles. ♦ PAGE 59

6. Accept Status Report on Major Projects.

7. Accept Environmental Register.

8. Request Authorization for the 511 Contra Costa - TRANSPAC/ TRANSPLAN TDM Program Manager to Submit Applications to: CCTA for FY 2010/2011 Measure J Commute Alternative Funds; to the Bay Area Air Quality Management District for FY 2010/2011 TFCA Funds; to MTC for CMAQ (Employer Outreach Funds); to Execute the Required Grant Contracts; and to Enter into Cooperative Agreements with the Respective Funding Agencies ♦ PAGE 67

End of Consent Items

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

9. Elect Chair and Vice-Chair for 2010: The TRANSPLAN Committee elects its officers each January for the calendar year. Elections of chair and vice chair are done in two separate motions. Both must be elected officials. It has been TRANSPLANs practice for the vice chair to become chair, and for the vice chair's position to rotate among the jurisdictions. The attachment shows the officers of TRANSPLAN for the past seven years. **♦ PAGE 70**

10. Appoint TRANSPLAN Representative to the Contra Costa Transportation Authority (CCTA) Board: The current "odd-year" appointment to the CCTA Board (Michael Kee – Pittsburg) has not been reappointed to TRANSPLAN. The seat must be reappointed by TRANSPLAN in order to continue full representation on the CCTA Board. The history of TRANSPLAN appointments to the CCTA Board is

♦ = An attachment has been included for this agenda item.

attached. *Note: Per CCTA bylaws, only elected officials may vote on the appointment to the CCTA Board.* ♦ **PAGE 72**

11. Receive Report and Consider Comments on State Route 4 Corridor Systems Management Plan (CSMP): CCTA and Consultant staff will provide a brief presentation and answer questions on the CSMP. Included in the packet is a TRANSPLAN TAC report and draft comments, CCTA staff report, CSMP Technical Memorandum, and previous TRANSPLAN Comments with a response from Caltrans. ♦ **PAGE** 74

12: Accept staff or Committee Members' Reports

End of Action/Discussion Items – Adjournment

13: Adjourn to next meeting on Thursday, February 11, at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

♦ = An attachment has been included for this agenda item.

ITEM 3
ADOPT MINUTES FROM SEPT. 2009 MEETING

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

MINUTES
September 10, 2009

The TRANSPLAN Committee meeting was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Federal Glover at 6:30 P.M.

ROLL CALL

PRESENT: Jim Frazier (Oakley), Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors), Brian Kalinowski (Antioch), Jack Hanna (East Contra Costa Regional Planning Commission), Bruce Ohlson (Pittsburg), Kevin Romick (Oakley), Bob Taylor (Brentwood), Joe Weber (Brentwood) and Chair Federal Glover (Contra Costa County)

ABSENT: Gil Azevedo (Antioch) and Michael Kee (Pittsburg)

STAFF: John Cunningham, TRANSPLAN Staff

PUBLIC COMMENT

Terry Ramus, Antioch, asked if the TRANSPLAN Committee had submitted detailed comments on the Draft Environmental Impact Report (DEIR) for the Concord Naval Weapons Station (CNWS) within the 45-day comment period and whether or not the public could have a copy of those comments.

John Cunningham, TRANSPLAN staff, advised that detailed comments had been submitted over the course of the project and staff was currently reviewing the DEIR. He noted that the DEIR was on the environmental register and could be discussed by the Committee, if so desired.

Mr. Ramus urged the TRANSPLAN Committee to submit a detailed list of potential impacts from 55,000 people in the area of the CNWS. He noted that the 2009 Countywide Comprehensive Plan had acknowledged that a potential CNWS had not been included in the forecast and that the reconstruction of the Willow Pass and State Route 4 Interchange was unfunded even without the CNWS. He urged the Committee to make it absolutely clear that if the highway was not widened, there were no carpool lanes and the traffic would revert to past congestion levels.

CONSENT ITEMS

Joe Weber asked that item 3 be pulled for separate action.

On motion by Kevin Romick, seconded by Jim Frazier, TRANSPLAN Committee members unanimously adopted the Consent Calendar, with the removal of Item 3, as follows:

3. Adopt Minutes from August 11, 2009 TRANSPLAN Meeting. **[REMOVED FROM CONSENT]**
4. Accepted Correspondence.
5. Accepted Recent News Articles
6. Accepted Status Report on Major Projects
7. Accepted Environmental Register

On motion by Jim Frazier, seconded by Bob Taylor, TRANSPLAN Committee members adopted the minutes from the August 11, 2009 TRANSPLAN meeting, as submitted, with abstentions from Brian Kalinowski and Joe Weber.

511 CONTRA COSTA STATUS REPORT

Lynn Osborn-Overcashier of 511 Contra Costa presented an update to the programs and projects under the 511 Program. She noted that among the projects, both vehicle miles traveled (VMT) and gas emissions were monitored. The majority of funding was from the Bay Area Air Quality Management District (BAAQMD). The program implemented the projects included in the Action Plan for East County under the Growth Management and Congestion Management requirements. She identified what the 511 Program was doing on behalf of the TRANSPLAN Committee including the outreach conducted and working with employers to reduce VMT. Because of the amount of data involved, she noted that the BAAQMD had allowed Contra Costa's 511 Program only to defer its required annual follow-up surveys.

Corinne Dutra-Roberts, the 511 Program's Senior Transportation Analyst, spoke to the some of the specific programs involved, such as the Los Medanos College (LMC) Program where a student decal applied to identification cards allowed students to utilize fixed route buses free of charge throughout the semester, and included some discounts elsewhere. She noted that 2,000 students had taken advantage of that program. Another program was the SchoolPool Program (carpool and transit) for youth transportation, providing transit help to families who would otherwise drive children to school. Two thousand families were served by that program. Within that program, a Walk and Roll Program would work with three schools in East County to introduce the idea of walking to school as an alternative to driving cars to school.

Ms. Dutra-Roberts added that 511 Contra Costa had developed an iPhone Application called iSmog, which would provide updates as to air quality. Today, for instance, was a Spare the Air Day.

Ms. Osborn-Overcashier urged TRANSPLAN Committee members to contact 511 Contra Costa with any questions or comments.

TRI DELTA REQUEST FOR *SUBREGIONAL TRANSPORTATION* PROGRAM NEEDS FUNDING ALLOCATION FOR THE *PACHECO TRANSIT CENTER / REGIONAL EXPRESS BUS HUB AND PARK-AND-RIDE PROJECT*

Kevin Romick, a member of the Tri Delta Transit Board of Directors, recused himself from the discussion and left the Board Room at this time.

Mr. Cunningham reported that the Technical Advisory Committee (TAC) had reviewed the project last month and had debated how it would integrate with the ongoing Strategic Plan discussion. He explained that the request was for funding from a subregional program funding stream to be discussed under the Strategic Plan discussion to backfill projects that were experiencing shortfall. The TAC had recommended funding for the project.

Tom Harais, Chief Financial Officer, Tri Delta Transit, reported that several years ago Tri Delta service to Martinez had discussed a better location than currently existed. He stated that the proposed project had been crafted to provide for maintenance of the facility. One of the ideas discussed was the use of Measure J funds with each entity contributing a portion of the funds. He noted that the TAC had agreed that Tri Delta could contribute $5,000 to the program. He identified the long-range situation, the neighborhood Park-and-Ride concept, and the question of how to fund maintenance and operating capacity on Park-and-Ride. He asked the TRANSPLAN Committee to approve the small annual contribution to keep the proposal alive.

Mr. Cunningham stated that the TAC had recommended funding subject to the recommendations in the staff report.

When asked, Mr. Harais stated that the other agencies were contributing more than the requested $5,000 contribution.

On motion by Joe Weber, seconded by Bob Taylor, TRANSPLAN Committee members unanimously approved the request for Subregional Transportation Program Needs Funding Allocation for the *Pacheco Transit Center/Regional Express Bus Hub and Park-and-Ride Project* so long as the following conditions were incorporated into the funding agreement:

1. No cost escalation would be included in the funding agreement. The $5,000 would remain static for the life of Measure J.

2. TRANSPLAN funding would be provided only so long as the other partners fulfilled their financial commitment (TRANSPAC $15,000/annual, WCCTAC $10,000/annual) for the life of Measure J.

Kevin Romick rejoined the TRANSPLAN Committee at this time.

Mr. Cunningham recommended that the next two items be discussed concurrently.

eBART PROJECT UPDATE

STRATEGIC PLAN UPDATE: REVIEW / DISCUSS MATERIAL AND DIRECT STAFF OR CONSIDER OTHER ACTIONS AS APPROPRIATE

Susan Miller of the Contra Costa Transportation Authority (CCTA) noted that the issues had been discussed by the TRANSPLAN Committee and the TRANSPLAN Technical Advisory Committee (TAC) in the spring. The CCTA's Projects Committee had also discussed the issues.

Hisham Noeimi of the CCTA presented the Measure J Strategic Plan Update, which had begun in March 2009. He noted the Update was delayed for few months to validate assumptions included in the update.. He also commented that cost reviews of eBART and SR4 East widening were completed. . He explained that there are increasing signs of economic recovery. In addition, construction bids were expected to be lower and would be reported when available.

Mr. Noeimi explained that the combination of reduced sales tax revenues and increased debt service costs would impact Measure J funding available to East County capital project such as eBART.. Options to address the funding shortfall would be presented along with ways to meet the funding commitments. He sought input on the proposed options and stated that the TRANSPLAN Committee could continue discussion of this item until the next meeting, if desired.

Providing some background, Mr. Noeimi reported that Measure J had been approved by Contra Costa County voters in November 2004, extending the one-half cent Transportation Sales Tax for 25 years effective April 1, 2009 to March 31, 2034. Original projections of revenues had been identified at $2 billion in 2004 dollars and projects and programs had been included in the Expenditure Plan where funding for specific projects had been defined. He explained that shares of each subregion in the Expenditure Plan had been based on the projected 2020 population.

When the Expenditure Plan had been developed, Mr. Noeimi advised that there had been a big emphasis on subregional equity determined by the 2020 population. In some subregions there was an emphasis on programs while others centered on the completion of major capital projects.

Mr. Noeimi presented the Expenditure Plan that had been included in the measure and summarized it for the TRANSPLAN Committee. The plan included a list of programs for each subregion. He noted the difference between the Strategic Plan and the Expenditure Plan and explained that the CCTA uses the "Program of Projects" in the Strategic Plan to appropriate Measure J funds to capital projects.

The first Measure J Strategic Plan had been approved in December 2007, at which time the $2 billion estimated in 2004 was still expected. The plan affirmed the capacity to issue three bonds; $300 million in September 2009; $150 million in FY 2012; and $138 million in FY 2015, eBART specific, with the condition that eBART would pay the debt service on the third bond. There was also a commitment that future State Transportation Improvement Program (STIP) funding (totaling ~ $138M) would be used for projects outside of East Contra Costa County. In the last Strategic Plan, funding caps had been proposed to repay the bonds.

Mr. Noeimi stated that since that time the recession had hit and sales revenues dropped, expected to be down 23 percent over the life of the Measure. He states that $1.55 billion now expected instead of $2 billion. Noting that revenues had not been this low since FY 2003, he stated that FY 2009 revenues were down 15 percent from last fiscal year.

Mr. Noeimi identified annual sales tax revenues and commented that with the reduction in revenues there would be likely recovery to the $2 billion level. He compared Measure J with Measure C projections and advised that steps had been taken to deal with the lower than expected revenues and to seek other funding sources to fill funding gaps.

In addition to the loss of revenues, the debt service on proposed bonds was higher leaving fewer funds for projects. He added that bond insurance added no value and now a portion of the bond proceed would need to be set aside in a reserve resulting in fewer proceeds available for projects in the short term, an expected reduction of $49 million.

When asked about the previously discussed fund swap, Mr. Noeimi explained the particulars involved and noted that CCTA approved termination of a third of the $300 million swap, at a cost of ~$11 million. CCTA would be exposed to less risk with this termination and potentially better credit rating.

Mr. Noeimi also stated with the collapse of the housing market, only $30 million out of $80 million committed to SR4 East had been estimated to be available within the project timeframe. This would leave a $50 million funding gap on the Highway 4 East Widening Project, which would have to be filled.

On the positive side, Mr. Noeimi indicated that project costs were getting lower with better bids. Material costs were dropping and savings of 10 to 40 percent on some projects had been realized. Right-of-way costs had also gone down.

As to what that would mean, Mr. Noeimi explained that in the short term there would be less cash to fund projects. , In the long term, funding caps would have to be tightened to 66 percent to account for the 23 percent reduction in Measure J funding and bond debt service costs. He stated, when asked, that the overall cost of debt service had been estimated to be around $500 million in 2004 dollars.

Mr. Noeimi added that not only were projects affected but programs were also affected and fluctuations in sales tax revenues on a year-to-year basis would be reflected in the annual program distributions. Program funding levels would be 23 percent less than shown in the Expenditure Plan. He presented a chart to show the original funding for programs compared with the revised/reduced funding levels.

Mr. Noeimi reported that in March 2009, the Regional Transportation Planning Committees (RTPCs) had been asked to identify projects to be delayed beyond FY 2015 based on a subregion's proportional share, to recommend whether certain subregion's project categories could be capped more than others, and recommend whether a subregion's funding for certain programs could be shifted to create more funding for projects in the same subregion. He emphasized that any delay of one subregion's project would remain in that subregion.

Mr. Noeimi identified the legal commitments of Measure J funds where cooperative agreements or similar agreements had been signed with Caltrans. He referred to the Caldecott Tunnel and the SR4 East Widening Somersville to SR 160 as examples of those commitments where the funding caps on the two categories could not be beyond a certain level, resulting in a bigger reduction than 66 percent on other projects in that subregion.

Mr. Noeimi described the process of imposing the funding caps on projects by subregion. In Southwest County, the Caldecott Tunnel could not be capped at 66 percent and all other projects had to be capped at 42 percent to allow an aggregate average of 66 percent. In Central County, some projects had been kept at 90 percent, resulting in a tighter cap on other projects to allow a 66 percent average. Given the funding gap on Highway 4, it had been proposed for East County that $50 million would need to be shifted from the East County Corridors category to the SR4 East category. He added that the East County Corridors category had already

spent $42.1 million, creating another constraint on the cap level.

Mr. Noeimi emphasized that the biggest issue in this update would be meeting eBART funding commitments. The 2007 Measure J Strategic Plan had programmed $175 million for eBART and unless funds were shifted from other capital projects in East County or other programs, that commitment could not be met. He explained that eBART could not be separated from the Highway 4 Widening Project at this point.

In addition, Mr. Noeimi advised that the Metropolitan Transportation Commission (MTC) staff had indicated that unless a fully funded plan is shown for eBART, no additional; RM1 and/or RM2 funds would be provided. He explained that half of the funding for eBART would come from bridge tolls, with other funding from several other sources. With the fund shifting from Major Streets, BART Parking, and East county share of the TLC and subregional programs, The $102 million shortfall could be reduced to $60 million.. He noted that the shortfall will be offset by cost savings on combined SR4 East/ eBART project which had an expected savings of $60 million.

Mr. Noeimi stated that the savings would be realized if the projects stay on schedule and funding commitment from CCTA funding partners are not reduced and made available when needed.

Bob Taylor wanted to make clear that BART funds committed to eBART would not be diverted to other projects given the hard decisions TRANSPLAN had to make.

Ellen Smith, eBART Project Manager, affirmed..

Mr. Noeimi suggested that savings on the construction bids for the Caldecott Tunnel would not help the combined eBART/SR4 project since none of its funding had come from East County.

Susan Miller added that CCTA staff had been working with MTC and there would be some savings given an update of the Engineer's Estimates since the cost based on the bid climates had come down for both projects. She noted that any savings from the combined project would return to East County and she supported language to ensure that each region would have discretion over its individual projects. When asked, she suggested that the Strategic Plan, normally updated every two years, might need to be updated more often to be able to assess the economic situation.

When asked by Bruce Ohlson, Mr. Noeimi explained that the Transportation for Livable Communities (TLC) Project Grants had not been committed other than $200,000 in funding to Contra Costa County to conduct a study at the Pittsburg/Bay Point BART station.

As to whether or not there was any urgency in adopting the proposal in response to Jim Frazier, Mr. Noeimi stated that MTC staff had indicated that it would not allocate future funds for Highway 4 or eBART until full funding had been demonstrated for eBART. He expressed a desire to finish the Strategic Plan by December 2009.

Chair Glover requested that if there was a change in the funding situation, the TRANSPLAN Committee would be apprised of that change.

Brian Kalinowski referred to the hyperinflation issue and asked what assumptions had been taken in that regard.

Mr. Noeimi clarified inflation assumptions in the Strategic Plan update and indicated that over the life of Measure C, inflation rates averaged 3 percent.

Ellen Smith verified that the TRANSPLAN Committee would receive reports on each set of bids for project specific issues. She also verified, when asked, that the project could accept federal funds up to $100 million to use in eBART footprint of SR4 East.

Brian Kalinowski urged continued discussions and sought help from various legislators to be able to fund the priority projects.

With respect to the eBART project, Ellen Smith identified the historic funding pattern, noted the regional, County, State and local funding which included 35 percent of Measure J funding, and stated that staff had been struggling with the Measure J weakness. She explained that some MTC funds from bridge tolls had been committed but MTC wanted to see a solid commitment to keep the project alive. As to the independent cost review which was underway, MTC had reviewed the $505 million in capital costs and expected a savings of $40 to $55 million due to the favorable bidding climate. She reported that project costs could be $460 to $465 million.

Ms. Smith referred to the projects and programs that could be shifted to help fund eBART, with what had been identified as Option 3, which would include the $9.5 million for Major Streets, Traffic Flow and Safety Improvements; $5.5 million for BART Parking, Access and Other Improvements; $27 million for Transportation for Livable Communities, and Subregional Transportation Needs, for a potential

shifting of $42 million to eBART. The public benefits were emphasized, where the BART extension was essential to the Countywide passage of Measure J, that Measure J leveraged out-of-county money, that eBART would take people off of Highway 4, and that eBART would bring jobs to East County.

As to next steps, Ms. Smith advised that all were urgent with a need to complete the evaluation of capital cost reductions and to come to a conclusion of funding sources with a support of Measure J Option 3, to shift funds from Major Streets, BART Access, TLC and Subregional Needs to eBART.

It was noted that the CCTA would adopt the Strategic Plan in December. There was a desire for a ground breaking for eBART transfer station in the spring.

Mr. Cunningham recapped the TAC discussion of the item. There was no staff recommendation with respect to the options presented by the CCTA. He stated that the TAC concerns had been addressed. He recognized the critical nature of funding and had sought more information regarding MTC's terms of providing match funding.

Terry Ramus, Antioch, pointed out the Central County Project categories and commented that only one item dealt with Highway 4 and the I-680 interchange. Referring to the CNWS, he urged the TRANSPLAN Committee to act together. He emphasized that if the CNWS came on line, there was no bond money and there would be no improvements to the highway. He urged East County to take a leadership role.

Joe Sbranti, City of Pittsburg City Engineer, suggested that a number of projects would be lost in East County with Option 3. He wanted the opportunity to explore the cost savings that might be found if going out to bid. He noted the substantial savings in currently bidded projects with 20 to 40 percent savings in some cases which could add up enough funding to offset the revenue losses. He sought reassurance that if any project was delayed the funding would return to the applicable jurisdiction.

Chair Glover suggested that a discussion of the options could be continued to the next meeting although he suggested that the same determination would result. He acknowledged the comments and asked that information about changes in revenue projections and/or cost savings be provided in a timely manner.

Jim Frazier supported Option 3 to ensure that progress would continue and that eBART would become a reality. He expected substantial cost savings through the process of widening Highway 4. He also wanted to see what STIP money would be available to East County. He supported a continued effort to work with the partnership.

Jim Frazier made a motion to approve Option 3.

On the motion, Jack Hanna suggested that staff had done a tremendous job presenting bad news. He supported the motion and seconded the motion.

Bruce Ohlson suggested that the Ped/bike program would be significantly impacted although Mr. Noeimi advised that the bicycle program would be retained. He noted that the TLC program would be needed for eBART. Mr. Noeimi noted the TLC program funding could be restored in the future if more cost savings are realized or revenue projections improve..

Mr. Ohlson did not want to see TLC funding be impacted.

Olivia deBree, Contra Costa County Organizer, represented TransForm, a coalition of 100 labor and other organizations which had worked for Measure J in 2004 and now worked on eBART and good development practices in Pittsburg and Antioch, presented a letter dated September 10, 2009 in support of Option 3 with the exception of reducing the TLC cap to zero percent.

Ms. deBree emphasized the importance of building housing near public transit to increase ridership, decrease traffic congestion, create a healthy community with good quality of life that would be good for all in general. She suggested that would have a big impact relative to other things and suggested that a reduction of the cap to zero percent would create an indefinite impact. The letter asked for complete funding of TLC. She supported complete money for transportation for seniors, those with disabilities, and bus service. She also spoke strongly in support of a full public process and urged that no decision be made at this time.

Chair Glover emphasized the difficult decisions that would have to be made in these tough economic times.

Martha Fuentes, speaking for La Clinica in Pittsburg, spoke to a project for seniors who all depended on public transportation. On behalf of those seniors, she urged that bus funds not be cut and emphasized that BART was an essential need. Ten or more people who were in her group were present in the audience at this time in support of La Clinica.

On the motion by Jim Frazier, seconded by Jack Hanna, TRANSPLAN Committee members unanimously approved Option 3 to shift East County funds from Major Streets, Traffic Flow and Safety Improvements; from BART Parking, Access and Other Improvements; from Transportation for Livable Communities; and from Subregional Transportation Needs, to eBART.

Mr. Noeimi advised that the TRANSPLAN Committee should submit a letter in support of Option 3.

Chair Glover thanked all those involved in working for something that the TRANSPLAN Committee could support.

Jim Frazier reported for the benefit of the audience, that Mr. Cunningham had provided updates on the comments to the CNWS DEIR and had kept the TRANSPLAN Committee updated as to the process and the status of the document. He stated that the TRANSPLAN Committee had been well informed.

Jack Hanna also wanted the public to know that the Committee was doing all it could to address the issues.

ACCEPT STAFF OR COMMITTEE MEMBERS' REPORT

Mr. Cunningham advised that the Technical Advisory Committee would meet to discuss the DEIR for the CNWS next week. He stated that the version of the EIR did not cover a General Plan Amendment for the City of Concord and the TRANSPLAN Committee did not have those tools at this time. The next stage of the EIR would be out next spring. TRANSPLAN staff would continue to provide comments on the document.

ADJOURNMENT

With no further business to come before the TRANSPLAN Committee, Chair Glover adjourned the meeting at 8:15 P.M. to October 8, 2009 at 6:30 P.M. or other day/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

ITEM 4

ACCEPT CORRESPONDENCE

CONTRA COSTA
transportation
authority

TO: Barbara Neustadter, TRANSPAC; Andy Dillard, SWAT; John Cunningham, TRANSPLAN; Christina Atienza, WCCTAC; Jaimee Bourgois, TVTC; Leah Greenblat, LPMC/SWAT (TAC)

FROM: Robert K. McCleary, Executive Director

DATE: December 18, 2009

SUBJECT: **Items approved by the Authority on December 16, 2009, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **December 16, 2009** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Adoption of 2009 Measure J Strategic Plan:** The draft 2009 *Measure J Strategic Plan* was presented at the November Authority meeting. Staff recommends approval of Resolution No. 09-56-P adopting the *2009 Strategic Plan*. **Resolution No. 09-56-P**. *The Authority adopted the 2009 Measure J Strategic Plan.*

2. **Circulation of SR 4 & SR 24 Corridor System Management Plans (CSMP)/Freeway Performance Initiative (FPI) Technical Analyses.** Caltrans is currently developing Draft CSMPs for SR 4 and SR 24. In a parallel effort, MTC is implementing its Freeway Performance Initiative (FPI), which provides strategies for maximizing the cost effectiveness of future transportation investments to address freeway congestion. The draft reports are now available for review by the Regional Committees.

3. **Status Report on Legal Counsel Review of Questions Raised by Save Mt. Diablo Regarding the Measure J Urban Limit Line (ULL).** Authority's legal counsel is reviewing the questions raised by Save Mount Diablo regarding the Measure J ULL requirements and will be prepared to discuss the issues in January.

4. **Fiscal Audit and Management Letter for the year ended June 30, 2009.** The purpose of the Fiscal Audit (including the Independent Auditor's Report and the General Purpose Financial Statements) is to provide an independent assessment that the Authority's financial statements accurately portray financial activities occurring during the year, based on generally accepted accounting principles. *The independent auditors, Maze and Associates, reported a clean audit with no substantive findings. The Management Letter contained no significant recommendations.*

5. **Recommended Programming of 2010 STIP TE Funds.** The Authority has $3.9 million in federal Transportation Enhancement funds to program as part of the 2010 STIP. Staff released a "call for projects" in early October with applications due on November 2, 2009. The subcommittee established at the October TCC meeting has reviewed the applications received. Staff presented the subcommittee's recommendations at the TCC meeting to the Planning Committee. Subsequent to the meeting, staff was advised of an additional $1.04 million in available fund and recommends adding an additional project

in Hercules and augmenting funding for three other projects. *The Authority approved the amended list. (Attachment)*

6. **Development of Guiding Principles for Implementation of SB 375.** At its meeting in October 2009, the Authority asked the Planning Committee to develop draft guiding principles for Contra Costa's portion of the Sustainable Communities Strategy (SCS) as required under SB 375, and a draft scope, schedule, and budget for collaborative SCS development with Contra Costa's jurisdictions, MTC and ABAG. Building upon the Shaping Our Future Principles of Agreement that were discussed at-length in 2003, Authority staff proposes draft Principles that could help guide the collaborative planning process. *The Authority authorized staff to work with the city, town, and County Planning Directors on proposed revisions in early 2010, and return to the Planning Committee in February.*

7. **Adoption of 2009 Contra Costa Congestion Management Program (CMP).** The Authority released a draft 2009 CMP in September with a deadline for comments of October 5. Staff received comments and corrections to the Draft 2009 CMP and has prepared responses to those comments and proposed changes to the document. The Authority must adopt the proposed CMP update at a noticed public hearing and submit the adopted CMP to MTC by December 17. **Resolution No. 09-63-G** *The Authority Adopted the 2009 CMP.*

NOTE: The Caldecott Groundbreaking has been scheduled for Wednesday, January 20th, at 11:00 a.m.

Attachment C

Proposed 2010 STIP Cycle Projects

(x 1000)	PPNO		08/09	09/10	10/11	11/12	12/13	13/14	14/15	PA/ED	PS&E	R/W	CON	Comments
REGIONAL IMPROVEMENT FUNDS (RIP)														
Richmond Parkway Transit Center	2011E	AC Transit			12,700								12,700	(1)
Hercules Rail Station (CT District 75)	2011F	Hercules			8,000								8,000	(1)
Rte 4 E Widening from Somersville to 160	192F	Caltrans		42,624									42,624	(1)
I-680/SR4 Interchange - Phase 1	298E	CCTA					1,310				1,310			(1)
SR4 East Interchanges Improvements in Antioch	192G	CCTA		0		19,450							19,450	(1)
PPM (MTC)	2118	MTC	74	74	74	74	74	77	79				526	(2)
PPM (CCTA) Programmed	2011O	CCTA	1358	1,557	0	592	592	593	593				5,285	(3)
Sum			**1,432**	**44,255**	**20,774**	**20,116**	**1,976**	**670**	**672**		**1,310**		**88,585**	
TRANSPORTATION ENHANCEMENT FUNDS (TE)														
Hercules Rail Station (CT District 75)	2011F	Hercules			1,097								1,097	
Bailey Road Transit Access Improvements	183H	Pittsburg	989										989	(4)
Refugio Bridge-Bicycle, Ped, and Vehicle Connectivity	2025D	Hercules	775										775	(5)
Montalvin Manor Pedestrian Improvements	183K	County	365										365	(6)
BART Station Community Wayfinding Project		BART			900								900	(7)

Attachment C

Proposed 2010 STIP Cycle Projects

(x 1000)	PPNO		08/09	09/10	10/11	11/12	12/13	13/14	14/15	PA/ED	PS&E	R/W	CON	Comments
Monument Corridor Pedestrian and Bikeway Improvements		Concord				900							900	(7)
Improvements to Moeser and Ashbury Pedestrian and Bicycle Corridors		El Cerrito			900								900	(7)
Pleasant Hill Road South End Pedestrian and Bicycle Safety Improvement Project, Phases 3 & 4		Lafayette			1,200								1,200	(7)
MTC TE Reserve	2118F	MTC					1,270		1,704				2,974	(8)
Sum			**2,129**	**0**	**4,097**	**900**	**1,270**	**0**	**1,704**				**10,100**	

Notes:

(1) Existing Project

(2) Added two years of MTC PPM in FY 13/14 & 14/15

(3) Funding was reduced by $80K to match new fund estimate and was redistributed to match need

(4) Existing Project: extension request for 15 months approved at May 2009 CTC meeting. Deadline to request allocation is 9/30/2010

(5) Existing Project: extension request for 16 months approved at May 2009 CTC meeting. Deadline to request allocation is 10/31/2010

(6) Existing Project: extension request for 20 months approved at June 2009 CTC meeting. Deadline to request allocation is 02/28/2011

(7) NEW Project

(8) Added $1.7 million based on the new fund estimate

1900 Powell St. Ste. 800
Emeryville, CA 94608

(510) 893-5474
Fax: (510) 893-9008

Call 1.800.LUNG.USA (800.586.4872) to reach your nearest American Lung Association or to speak with a health professional at our free HelpLine.

www.californialung.org

STATE HEADQUARTERS
424 Pendleton Way
Oakland, CA 94621
p.510.638.5864
f: 510.638.8984
contact@californialung.org
Federal Tax ID #: 94-0362650

The American Lung Association's mission is to prevent lung disease and promote lung health.

Fighting for Air

November 13, 2009

AMERICAN LUNG ASSOCIATION® IN CALIFORNIA

Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Re: Funding for Transportation for Livable Communities

Dear CCTA Commissioners,

On behalf of the American Lung Association in California, I'm writing to urge the Contra Costa Transportation Authority to increase funding for Transportation for Livable Communities projects that will promote smart growth, reduce air pollution, and ***save lives***.

The American Lung Association (ALA) supports smart growth because compact, complete, and healthy communities can reduce vehicle miles traveled and have immediate health benefits from reduced air pollution and long-term benefits from combating global warming. Mixed use communities designed around mass transit, walking and cycling have been shown to reduce greenhouse gases, air pollution, and a range of adverse health outcomes.

As a pulmonologist practicing in the Bay Area, I see firsthand the impacts of air pollution on patients with lung disease. While we are glad to see CCTA is still committed to finding funding for the Transportation for Livable Communities (TLC) program in East County, we urge CCTA to fund TLC at the first opportunity. This important program will have ripple effects in East County that can improve public health, reduce traffic congestion, and improve the quality of life.

State Bill 375 requires every region in California to meet greenhouse gas emission reduction targets. Improving land use and transportation planning is a key component of state and national efforts to fight global warming, air pollution and chronic illness. We believe that every dollar dedicated to Transportation for Livable Communities (TLC) can help Contra Costa County reach its greenhouse gas emission reduction targets, reduce chronic disease and improve public health.

Thank you so much for your continued leadership in protecting public health and reducing air pollution, which remains a serious public health threat to millions of Bay Area residents.

Sincerely,

Fred Herskowitz, MD, Oakland
Volunteer Board of Directors

cc: TRANSPLAN Representatives
TRANSPLAN TAC
John Cunningham, TRANSPLAN
Robert McCleary, Executive Director

CONTRA COSTA
transportation
authority

TO: Barbara Neustadter, TRANSPAC; Andy Dillard, SWAT; John Cunningham, TRANSPLAN; Christina Atienza, WCCTAC; Jaimee Bourgois, TVTC; Leah Greenblat, LPMC/SWAT (TAC)

FROM: Robert K. McCleary, Executive Director

DATE: November 20, 2009

SUBJECT: **Items approved by the Authority on November 18, 2009, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **November 18, 2009** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Legislation – Approval of 2009 Legislative Program.** Staff provided a proposed Legislative Program for 2010. *(Attachment)*

2. **Proposed Mission, Vision and Values Statement.** Over the past several months, staff with the assistance of Carmen Clark, has crafted an overall Mission, Vision and Values statement for the Authority's review. Based on APC direction, staff revised the initial proposal and presented it to APC on November 12th. *The Authority approved the revised Mission, Vision and Values Statement.*

3. **2009 Measure J Strategic Plan.** A draft 2009 Measure J *Strategic Plan* has been developed to reflect revised revenue projections and input from the Regional Transportation Planning Committees on priorities. *Staff presented the main components of the Strategic Plan for review and comment. The Strategic Plan is targeted for adoption by the Authority in December 2009.*

4. **Review and Discussion of Proposed Measure J General Plan Amendment (GPA) Review Process.** For the past year, staff has worked with TCC and the Growth Management Program (GMP) Task Force to develop an updated GPA review process that fulfills the requirements of Measure J while responding to newly raised concerns and recent legislative changes. The TCC considered four options, and recommended Option D proposed by Authority staff, with some changes. The PC agreed with TCC's recommendation to approve and circulate that proposal (attached), which would require the following four steps for GPA review: 1) Use of a uniform traffic model and methodology to evaluate the impacts of proposed GPAs on Regional Routes; 2) Notification, and full disclosure of impacts; 3) Cooperative discussions, with the intent of achieving mutually agreed-upon resolution; and 4) Documentation in the form of an MOU that establishes Principles of Agreement for monitoring and mitigation. *(GPA Review materials transmitted under separate cover.)*

5. **Letter Dated November 12, 2009 from Save Mount Diablo RE: Urban Growth Boundaries and Measure J Compliance.** *The Authority referred Save Mount Diablo's letter to the Planning Committee and Authority Counsel for review. (Attachment)*

Contra Costa Transportation Authority
Proposed 2010 Legislative and Advocacy Program
Draft for Presentation to Authority on November 18, 2009

1. Federal Reauthorization.
    - Continue to pursue funding with priority given to maintaining the existing transportation system and to projects and programs that have been defined as integral to our county and the region.
    - Strive to ensure that the benefits of any new flexibility contained in the reauthorizing legislation is realized on the CMA level.
    - Consider prioritizing a few selected projects as candidates for federal earmarks.

2. New sources of funding:
    - With the passage of SB 83 (Hancock) countywide transportation planning agencies (the Authority serves in this capacity in Contra Costa) are now authorized to put a measure on the countywide ballot to raise the registration fee up to $10 (~$840,000 generated per $1) on motor vehicles registered within the county to pay for the implementation of transportation projects and programs, as defined in the bill. The measure would pass if it garnered majority vote approval. *The APC, while not convinced that putting a measure on the ballot in the near future is something the Authority should pursue, agreed that it would be worthwhile to begin discussion, internally and with other Bay Area CMAs, and perhaps participate in preliminary polling efforts with other CMAs to gauge the level of public acceptance of a new fee.*
    - Support potential regional fee increases conditioned upon return to source provisions and sufficient flexibility to ensure funding for county priorities.
    - Work to ensure that the allocation structure for any future Bay Area bridge toll increase generally reflects the source of the revenues (e.g., ~15% revenues returned to Contra Costa).
    - Support (generally) legislation providing for a reduction of the voter threshold to 50% +1 or 55% for transportation.

3. Corridor Management and HOT Lanes:
   MTC's HOT lane bill, AB 744, is now a two-year bill. As a result of amendments incorporated into the bill last year, the Authority took a position of support. However, unresolved issues between the sponsor and the Professional Engineers in California Government and the environmental community caused it to stall. The bill may continue to move through the legislature in 2010, and MTC may pursue other options for authorizing the HOT lane network. *APC members indicated some basic concerns with the HOT lane concept in general, e.g., that it is perceived by some as being regressive, and that the benefits to the public have not been convincingly demonstrated. APC is recommending that the Authority monitor this bill and other activities related to the development of HOT lanes to ensure that the Authority's interests are not overridden. The Authority has indicated the following provisions should be incorporated into any HOT lane development plan:*
    - Priority use of net revenues is transit funding;
    - Consistency of design and operations within the region;
    - The efficiency of each corridor proposed for inclusion in the network is studied, including the potential effect of HOT lanes on diversion of traffic to parallel arterials;

- Funds generated through tolls on non-HOV vehicles are directed towards improvements in the corridor where the tolls are collected;
- No denigration in the service for transit and high-occupancy vehicles can result;
- The network is structured using a corridor-based model, focused on corridor management, and involve local representation and decision-making;
- No integration with new toll bridge measure, unless parameters are fully agreed-upon.

4. SB 375 Implementation:
    - Continue to support legislation that would reduce or eliminate litigation exposure, particularly for bond and self-help measure projects.
    - Seek CEQA relief from AB 32 analysis for local sales tax transportation projects in approved RTPs.
    - Take the lead within Contra Costa County regarding the implementation of SB 375, including:
        - Work with the cities and the county to develop a draft Sustainable Communities Strategy for Contra Costa, based on the Shaping Our Future effort;
        - Cooperate with the regional agencies' (ABAG/MTC/Joint Powers Board/BAAQMD) effort to coordinate implementation;
        - Monitor and respond to all implementation documents, including CTC RTP guidelines amendments, and the Regional Targets Advisory Committee reports.

5. Support changes in eminent domain law to facilitate right-of-way acquisition for public infrastructure projects. (Eminent Domain/Acquisition of Right of Way)

6. Support measures to protect transportation and transit funds from diversion or borrowing by the legislature. *APC noted BART helped mitigate the traffic congestion problems associated with the recent Bay Bridge closure and the role transit is expected to play in the achievement of SB 375 and AB 32 emissions-reduction goals going forward. They noted that expanding role is in direct contrast with recent cuts in transit funding; and protecting transit funds should be considered and represented in that context.*

7. Monitor developments with respect to efforts on the part of the League of California Cities, CSAC, and the Alliance for Jobs to launch an initiative aimed at protecting transportation and local funds from state raids, and consider support for initiatives that emerge. Two draft initiatives are currently under consideration.

8. Monitor developments regarding revisions to California taxation and revenues, particularly with respect to efforts that might negatively impinge on transportation and our ability to implement the Measure J sales tax program. *This component of the legislative program stems from a report developed by a commission appointed by the Governor and legislature concerning a potential overhaul of California's tax structure. The report recommended, among other things, that California consider eliminating some existing state sales taxes and replacing them with a version of a value-added tax (VAT). While this proposal achieved no traction, the issues of California's down economy and budgetary problems suggest the discussion of major reform will be ongoing.*

save MOUNT DIABLO

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Fax: (925) 947-0642

Website
www.savemountdiablo.org

November 12, 2009

Maria Viramontes
Chair, Contra Costa Transportation Authority
3478 Buskirk Ave # 100
Pleasant Hill, CA 94523-7311

Re: Urban Growth Boundaries and Measure J compliance

Dear Chair Viramontes,

I'm writing in regard to Measure J compliance.

Save Mount Diablo and I were deeply involved in the passage of Measure J. We successfully facilitated support by many environmental groups and neutrality by others. Without our support it would have been much more difficult to reach the two-thirds vote needed for passage. Our highest priorities in the Measure were the growth management elements. Creation and defense of urban limit lines is a key environmental issue which is very important to us.

We would appreciate the Authority staff and legal counsel's opinion on the following:

1) Is a discretionary act by a jurisdiction to approve or serve a development outside of the urban limit line, that requires urban services such as water and sewer, a violation of the urban limit line and of Measure J?

The "New Farm" development[1] is proposed for the Tassajara Valley east of Danville and San Ramon, and outside both the county and city urban limit lines. It would include 186 units on 771 acres. The property is made up of several parcels, and is zoned A-80, or agricultural, 80 acre minimum—under the current county General Plan it can support 7 or 8 units. The county rezoned the area to 80-acre minimum many years ago because of water shortages—a strong indication that large development is not possible without urban services. The applicant has proposed a County General Plan amendment and a rezoning to an entirely new zoning category that they have proposed, tailor made for their project. The project would require both urban water and sewer service.

In July 2007 the County Board of Supervisors authorized a General Plan Amendment study[2] to look at these issues. The applicant only recently paid fees for the GPA study; but they haven't filed materials necessary to begin the study or to begin the CEQA process, for which further payment would be required but has not been submitted.

In the July 24, 2007 Contra Costa County staff report[3] for the General Plan Amendment study, County staff indicated: *"Contrary to the term "rural residential" as used in the General Plan, the proposed clustering of residential development would be quite urban in nature..."*, that the

[1] Contra Costa County File: GP#07-0009 (FT Land LLC, Tassajara area)
[2] Contra Costa County File: GP#07-0009 (FT Land LLC, Tassajara area)
[3] Contra Costa County File: GP#07-0009 (FT Land LLC, Tassajara area)

application *"is deemed an "urban" land use under the General Plan. Additionally, the proposal invokes a residential density bonus and includes 24 units of multi-family residential, each of which are more typically found in an urbanized setting. It is also apparent that the proposal would require urban services (e.g. water and sewer services) to the Tassajara area in order to support the residential development component. It is noted that the General Plan contains several policy statements and implementation measures specifically aimed at discouraging the extension of urban services across the Urban Limit Line, especially services such as water and sewer which could be deemed growth inducing. Taken together, the residential density issue and the need for urban services (water and sewer services), there is in staff's mind a substantial question as to whether certain aspects of the residential component under the proposal could be found consistent and not in conflict with the General Plan as a whole.[4]"*

2) Is this project, requiring urban services, a violation of the urban limit line and of Measure J?

Our expectations, consistent with our support of Measure J, is that this project can only be accomplished by breaking the urban limit line, or by voter approved amendment to the County, Danville and/or San Ramon urban limit lines. However, LAFCO is considering sphere changes for Danville and San Ramon including the project area. We are very concerned about this attempt to break the urban limit line.

We would like a clear determination by the Authority that this project would be a violation of the Urban Limit Line and Measure J, and that this violation will not be accepted or would result in a violation of Measure J which, if pursued, would result in loss of return to source funding by the involved jurisdictions.

Under LAFCO regulations, a proposal to expand a Sphere of Influence is an indication of an intent to serve. A sphere expansion indicates *"The present and probable need for public facilities and services in the area."*[5] *"The sphere of influence is an important benchmark because it defines the primary area within which urban development is to be encouraged."*[6]

3) Is a Sphere of Influence expansion outside of an urban limit line, a violation of the urban limit line and of Measure J?

If the applicants wish to pursue an urban development on their property, they should seek voter approval of a change in the ULL at the appropriate time. After the ULL has been changed, they should seek a change in their Sphere of Influence, annexation and entitlements.

Thank you for your consideration.

Sincerely,

Ron Brown
Executive Director

Cc: Robert McCleary, Executive Director

[4] "CA Govt. Code section 65300.5 mandates that a Geeneral Plan be integrated and internally consistent among all elements and within each element."
[5] CA Govt. Code section 56425
[6] CA Govt. Code sections 56377(b) and 56841

MEMORANDUM

DATE: October, 2009
TO: TRANSPLAN
FROM: Lynn Osborn Overcashier, *511 Contra Costa* Program Manager
RE: 511 Contra Costa Status Report

511 Contra Costa staff implements programs and projects which fulfill local jurisdictions' Growth Management and Congestion Management requirements in addition to TRANSPLAN Action Plan strategies which provide quantifiable VMT and GHG emissions reductions. Highlights include:

1. **www.511contracosta.org website**
   - **Website Blog Feature**

A member of the public wrote a comment on the blog section of the 511CC website about the parking rules at the new Hercules Park and Ride Lot. His questions had to do mostly with handicapped parking and how to use the lot on the same day if you don't have a computer to print your parking permit. 511CC staff forwarded the comments on to BART staff who forwarded them on to Hercules City staff who answered the questions. The answers were posted on the blog and sent directly to the commenter who was grateful for the response.

- **Spare the Air Alerts**

The Spare the Air alerts on the home page of the 511 Contra Costa website are automatically updated using push technology from Air District data feed.

- Blogged, Tweeted and posted information on the Spare the Air alerts.

2. **SchoolPool**

To date roughly 2,000 families have received Tri Delta Transit and County Connection tickets to encourage student bus ridership this Fall.

3. **Walk and Ride 2 School**

Staff is working with Dallas Ranch Middle School with an event planned for October 7th to coincide with International Walk and Bike to School Day. The Walk and Roll program will promote walking and bicycling to school. Shoe I.D. tags and reusable water bottles will be given to students who participate in the program. Parents and staff from the school are leading the related on-campus activities with assistance from 511 Contra Costa.

4. **Employer Outreach**

- Staff will attend the Concord Airport Plaza transportation fair in September
- Staff will be making an evening presentation on October 14th at the Pleasant Hill Library. Educational tools and tips on simple ways the public can reduce green house gas emissions are being developed which will be available.
- Updates to the Transportation Resource Guide are being conducted. Final production is expected in October.
- Staff is assisting Shell Oil with new vanpool formation for three shifts.

5. **Commuter Incentive Program**

- 511 Contra Costa is working with WestCAT to provide a Buy 1 Get 1 Free 31-day Lynx promotion. The Lynx bus picks up passengers at three locations in Hercules and then travels non-stop along I-80 to the San Francisco Transbay Terminal.
- Over 50 applications were submitted on-line for the BART to Airport promotion which was a featured Program of the Week found on the 511contracosta.org home page. Residents of Contra Costa were encouraged to ride BART to the SFO and Oakland Airports instead of driving.
- Thus far there are over 3,000 carpool and/or transit incentive participants in the CIP program.

6. **Electric Charging Stations**

Staff is working with local jurisdictions on the placement of electric plug-in charging stations and purchase of electric vehicles and bicycles which will use the charging stations.

7. **Bicycle and Skateboard Racks**

Several schools in Antioch and Brentwood have requested bicycle or skateboard racks. They are: Grant Elementary, Sutter Elementary, Kimball Elementary, Douglas Adams Middle, and Edna Hill Middle School.

Meetings:

- 511 Contra Costa staff attended the Transportation Alliance Meeting held on September 16, 2009.
- Ms. Overcashier presented a paper on 511 Contra Costa's development of the transportation section of the Green Business certification application at the Association for Commuter Transportation conference on September 2, 2009.

First	Last	Company	Title	Street	City	State	Zip Code	Email
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Catherine	Kutsuris	Contra Costa County	Director of Conservation and Development	651 Pine St., 4th Fl. N. Wing	Martinez	CA	94553	ckuts@cd.cccounty.us
John	Cunningham	Contra Costa County - CD	RTPC Mgr./ Senior Transportation Planner	651 Pine Street., N. Wing, 4th Floor	Martinez	CA	94553	jcunn@cd.cccounty.us
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CONTRA COSTA
transportation
authority

October 2, 2009

John Cunningham
Contra Costa County
County Administration Building
651 Pine Street, North Wing, 4th Floor
Martinez CA 94553-1229

RE: Process for Designating a New Route of Regional Significance

Dear Mr. Cunningham:

This letter responds to the questions raised in your letter dated September 4, 2009 regarding the process for designating a Route of Regional Significance (RRS), and also responds to the request from the City of Pittsburg to designate Bailey Road and San Marco Boulevard as a RRS in the East County Action Plan.

As you know, the most recent update to the East County Action Plan was completed on August 13, 2009, with TRANSPLAN's adoption of the final document. On the night of adoption, the TRANSPLAN Board discussed the City of Pittsburg's request, but no action was taken towards changing the status of Bailey Road. Also, approximately one year ago, during the action plan development and review process, the request to add Bailey Road was discussed by the RTPC Managers, but to my recollection, no action was taken.

TRANSPLAN's adoption of its Acton Plan followed the Authority's adoption of the Final 2009 Countywide Transportation Plan (CTP) and EIR. This overall process took about two years, with RRS designation taking place in 2007, at the very beginning of the process. The final 2009 CTP shows Bailey Road as a "Proposed Future" RRS, from Leland Road south to the TRANSPAC/TRANSPLAN border.

Robert K. McCleary
Executive Director

3478 Buskirk Ave.,
Suite 100
Pleasant Hill CA
94523

P: 925/256-4700

F: 925/256-4701

www.ccta.net

Your letter asks: What is the process for designating a new RRS outside of the normal action plan cycle, and can that process be expedited? Attached to this letter is an outline of the process TRANSPLAN would need to follow. It is essentially the same process we just went through, and because Bailey Road involves two Regional Committees, (TRANSPLAN and TRANSPAC), both RTPCs would have to agree to the designation before the Authority could adopt it into the CTP. A major General Plan Amendment (GPA) could trigger an "out-of-cycle" action plan review, but would not necessarily result in expediting a change to the existing RRS designation. Optimistically, if a

sponsoring jurisdiction were to initiate the designation of a new RRS, and the affected jurisdiction(s) were to accept it, the process could transpire within the CEQA timeframe of the GPA (about two months).

Turning now to the Cypress Corridor, your letter asks about whether there is a specific juncture or threshold that triggers conversion from "Proposed" to "Designated." Generally, once the corridor is completed, it can be designated using the attached process, without having to trigger any land use or traffic-based thresholds.

I hope this responds to the questions in your letter. Please do not hesitate to contact me should you have any further questions or need additional information.

Sincerely,

Martin R. Engelmann, P.E.
Deputy Executive Director, Planning

cc: Joe Sbranti, City of Pittsburg
Barbara Neustadter, TRANSPAC

File: 13.15.11.03

Attachment

ATTACHMENT

Process for Designating a new Route of Regional Significance (RRS)

- Process initiation: A local jurisdiction, through the TRANSPLAN-TAC, recommends designation;
- TRANSPLAN recommends (or rejects) the proposed designation;
- The proposal is forwarded to East County local jurisdictions;
- If approved by East County jurisdictions, the proposal is forwarded to the RTPCs for review and comment. In the case of Bailey Road, TRANSPAC and the City of Concord would review;
- TRANSPLAN reviews and considers comments received;
- TRANSPLAN forwards proposed route designation to CCTA;
- CCTA considers TRANSPLAN's proposal;
- If acceptable, CCTA recommends a draft proposal to designate the route and amend it into the 2009 CTP;
- The draft proposal is circulated for public review, and the CTP EIR is examined to determine if there are any CEQA implications;
- Following public review, and any necessary actions to comply with CEQA, the Authority adopts the proposed change as an addendum to the 2009 CTP and the East County Action Plan;
- TRANSPLAN (and TRANSPAC) take final action to adopt the new regional route(s) into the Action Plans.

Note: Attached figures are excerpted from the *Implementation Guide*.

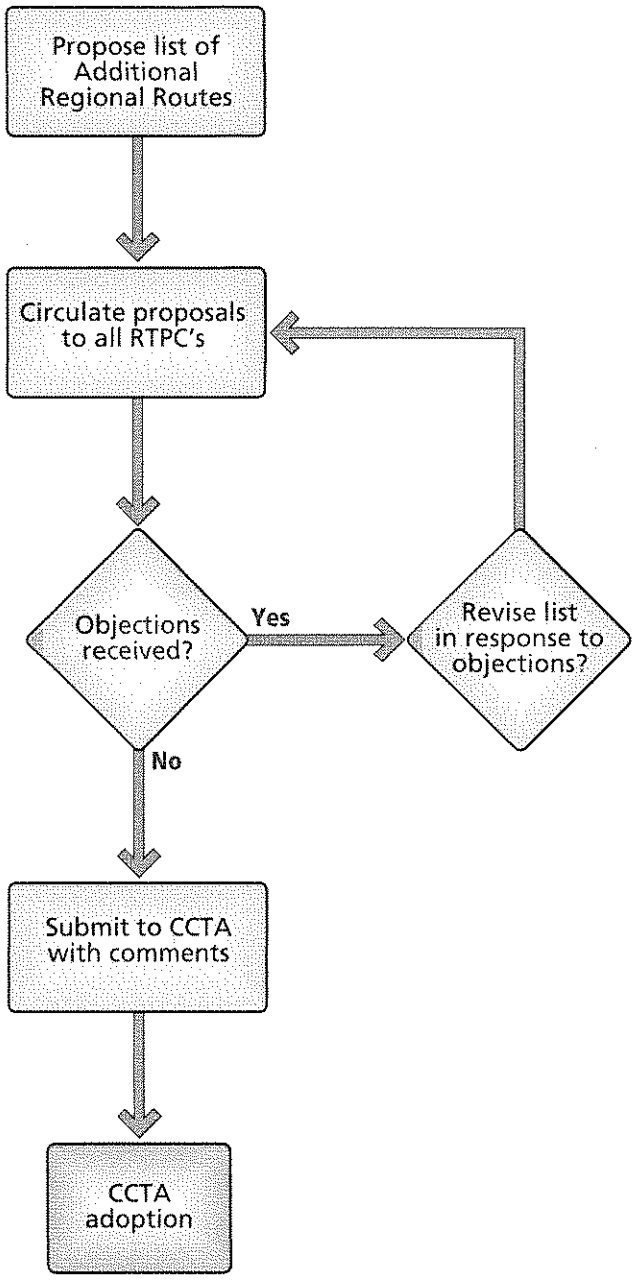

Figure 1

Process for Designation of Additional Regional Routes

October 7, 2008

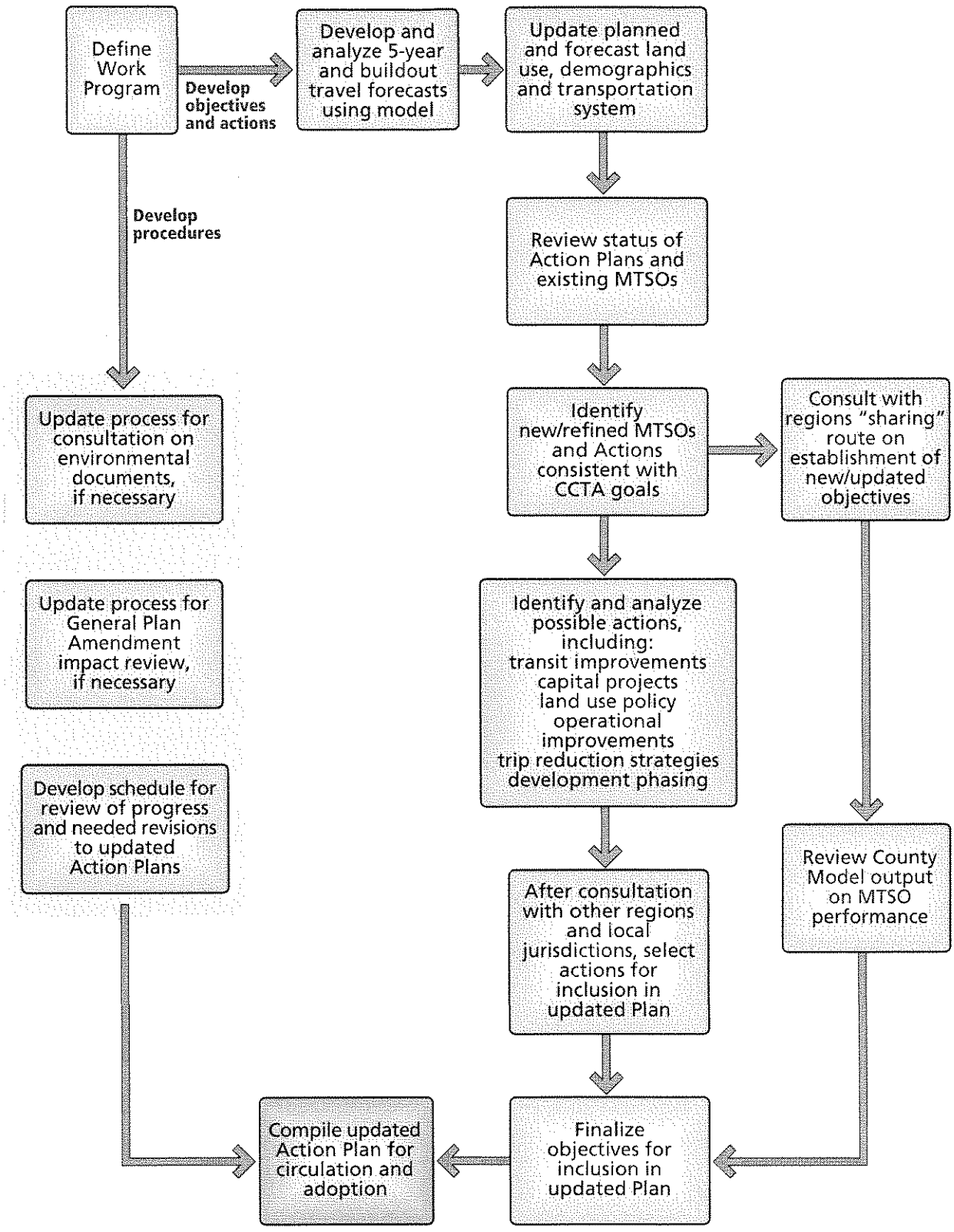

Figure 2

Action Plan Update Process

October 7, 2008

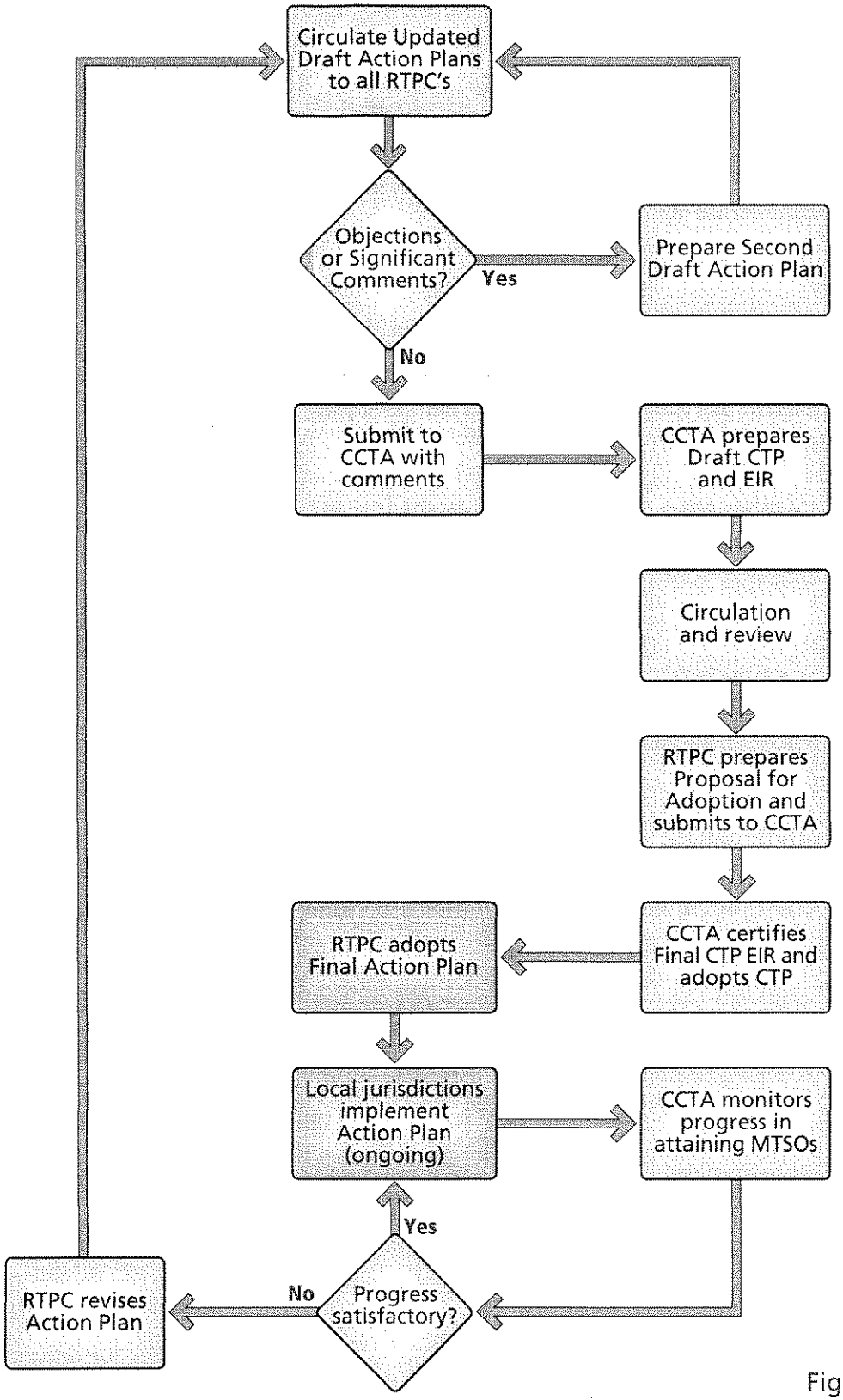

Figure 3

Circulation, Review and Adoption of Updated Action Plans

CONTRA COSTA
transportation
authority

TO: Barbara Neustadter, TRANSPAC
Andy Dillard, SWAT
John Cunningham, TRANSPLAN
Christina Atienza, WCCTAC
Jaimee Bourgois, TVTC
Leah Greenblat, LPMC/SWAT (TAC)

FROM: Robert K. McCleary, Executive Director

DATE: October 23, 2009

SUBJECT: **Items approved by the Authority on October 21, 2009, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **October 21, 2009** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **State Highway Route 4 Widening Project – Railroad Avenue to Loveridge Road – Award of Landscaping Construction Contract 241 (Project 1405).** Staff opened bids on September 15, 2009 and recommended awarding the freeway mainline landscaping contract to Watkin & Bortolussi, Inc. **Resolution 09-53-P.** *The Authority approved Resolution No. 09-53-P, awarding the State Route 4 Mainline Landscaping Project to Watkin & Bortolussi, Inc.*

2. **State Route 4 Widening Project – Somersville Road to SR 160 Utility Relocation Agreements with PG&E (Project 1407/3001)** Staff sought authorization to enter into two utility agreements with PG&E: Agreement No. 276 and Agreement No. 277 in the amount of $112,500 and $130,000, respectively, to relocate their gas distribution facilities along Contra Loma Boulevard and D Street. *The Authority approved utility relocation Agreements 276 and 277 with PG & E.*

3. **City of Richmond – Richmond Transit Village BART Parking Structure (Project 2302) - Appropriation Request for Construction.** The City of Richmond requested an appropriation of Measure C funds in the amount of $6,165,000 for Construction and Construction Engineering. **Resolution No. 09-54-P.** *The Authority approved Resolution No. 09-54-P, appropriating funds to the City of Richmond in accordance with Cooperative Agreement no. 23.00.04.*

4. **Approval of FY 2008-09 and FY 2009-10 Measure J Allocation for the West County Additional Bus Service Enhancements Program (Sub-Regional Program 19b).** The 2007 Measure J Strategic Plan establishes the West County Additional Bus Service Enhancements Program (Program 19a) at 1.964% of sales tax revenues. As a sub-regional program, the funds are programmed by WCCTAC. At its September 11, 2009 meeting WCCTAC took action on programming the funds to AC Transit and WestCAT. **Resolution No. 09-07-G.** *The Authority approved Resolution No. 09-07-G, allocating Measure J funds for the West County Additional Bus Service Program.*

5. **Approval of FY 2008-09 and FY 2009-10 Measure J Allocation for the West County Additional Transportation Services for Seniors and People With Disabilities Program (Sub-Regional**

Program 20b). The Measure J Expenditure Plan establishes the West County Additional Transportation Services for Seniors and People with Disabilities Program (Program 20b) at .65% of sales tax revenues. As a sub-regional program the funds are programmed by WCCTAC. At its September 11, 2009 meeting WCCTAC took action on programming the funds to paratransit service providers in West County. **Resolution No. 09-49-G.** *The Authority approved Resolution No. 09-49-G, allocating Measure J funds for West County Additional Bus Services.*

6. **Approval to Release the Draft 2009 CMP.** As the designated Congestion Management Agency for Contra Costa, the Authority is responsible for preparing a Congestion Management Program and updating it every other year. The Authority adopted its first CMP in 1991 and the 2009 CMP would be the Authority's ninth. The CMP contains, among other things, traffic level of service standards that apply to all freeways and designated arterials, performance measures developed through the Action Plans for Routes of Regional Significance, and a seven-year capital improvement program. In addition to updating the CMP document, the Authority is also required to maintain and update a computerized travel demand forecasting model and land use database that is consistent with the regional agency's model and database. Staff proposes to release a draft of the 2009 CMP in September for public review. The final 2009 CMP is due to MTC in January, although staff intends to submit it earlier. *The Authority approved the release of the Draft 2009 CMP for public and agency review and comment, and submittal to MTC.*

7. **Adoption of Final 2009 Countywide Bicycle and Pedestrian Plan (CBPP).** Working with the Countywide Bicycle and Pedestrian Advisory Committee, the consultant team of Fehr & Peers and Eisen|Letunić has prepared a proposed final 2009 Countywide Bicycle and Pedestrian Plan (CBPP). The proposed CBPP updates the information in the 2003 CBPP, clarifies responsibilities for implementing the plan, and tries to make it easier for local jurisdictions to use the document in their own planning. The proposed 2009 CBPP reflects and responds to the comments from the RTPCs and public on the draft document. **Resolution No. 09-51-G.** *The Authority approved Resolution No. 09-51-G, adopting the 2009 Countywide Bicycle and Pedestrian Plan, allowing final technical corrections to be made by staff.*

8. **Discussion of the Authority's Role in Facilitating Development of the SCS.** Implementation of SB 375 requires that MTC and ABAG prepare a region-wide Sustainable Communities Strategy (SCS – a land use plan) for incorporation into the 2013 Regional Transportation Plan (RTP). The purpose of the SCS is to create a "fully integrated" land use – transportation strategy that, when implemented, will meet region-wide Greenhouse Gas (GHG) emissions-reduction targets. While the region's policy response to SB 375 continues to evolve, the legislation clearly gives MTC the authority to direct transportation funds only to areas that are consistent with the adopted SCS. Therefore, the SCS will determine future regional transportation investment decisions. Consequently, it is essential that key stakeholders – local jurisdictions, transit agencies, and the CMAs – fully participate in the preparation of an SCS that is realistic and attainable. To meet that goal, the Planning Committee suggested the Authority should work with our local jurisdictions and facilitate their input into the development of the SCS. *The Authority authorized staff to develop draft guiding principles, and prepare a draft scope, schedule, and budget for review by the Planning Directors in December 2009 and Authority consideration in early 2010.*

9. **STIP TE Call for Projects.** The Authority has approximately $3.9 million in Federal Transportation Enhancement funds to allocate as part of the 2010 STIP. While these funds could be used for several

enhancement purposes, Authority staff is proposing to limit it to capital projects that support pedestrians and bicyclists, which is one of the key eligible project types. Staff has prepared a "call for projects" for these funds and recommends its release. Funds must be submitted to MTC by December 16, 2009 and obligated by June 2012. *The Authority approved the release of the call for projects for 2010 STIP TE program funding, and authorized the TCC subcommittee to review and rank applications.*

DATE: November 20, 2009

TO: RTPC Managers

FROM: Martin Engelmann, Deputy Executive Director, Planning

SUBJECT: Proposed Measure J General Plan Amendment (GPA) Review Process

Summary of Issues
For the past year, Authority staff has worked with the Growth Management Program (GMP) Task Force and the Technical Coordinating Committee (TCC) to develop an updated GPA review process that fulfills the requirements of Measure J while responding to newly raised concerns and recent legislative changes. At its November 18, 2009 meeting, the Authority approved release of a proposed GPA review process (attached), that would require the following four steps for GPA review: 1) Use of a uniform traffic model and methodology to evaluate the impacts of proposed GPAs on Regional Routes; 2) Notification, and full disclosure of impacts; 3) Cooperative discussions, with the intent of achieving mutually agreed-upon resolution; and 4) Documentation in the form of an MOU that establishes Principles of Agreement for monitoring and mitigation.

The proposed GPA review process is now available for public review. **Comments are due by Friday, December 18, 2009.** Please direct your comments to my attention at mre@ccta.net.

Background
The Growth Management Programs (GMP) for both Measure C and Measure J include a requirement for participation in an ongoing cooperative, multi-jurisdictional planning process. Measure C required local jurisdictions to "participate in a cooperative, multi-jurisdictional planning process to reduce [the] cumulative regional traffic impacts of development."[1] The Measure J Sales Tax Expenditure Plan states that "Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies…to create a balanced, safe, and efficient transportation system and to manage the impacts of growth."[2] The current planning process includes a provision for the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effects on the regional transportation system, including on Action Plan objectives.

The Authority's adopted policy for GPA review (Resolution 95-06-G), centers on whether a GPA will adversely affect the RTPC's ability to achieve its Multi-modal Transportation Service Objectives (MTSOs), as set forth in its Action Plan for Routes of Regional Significance. The Measure J program, which took effect on April 1, 2009, continues that approach. It requires that:

> In consultation with the Regional Transportation Planning Committees, each jurisdiction will use the travel demand model to evaluate changes to local General Plans and the impacts of major

[1] Contra Costa Transportation Authority, *The Revised Contra Costa Transportation Improvement and Growth Management Program*, August 3, 1988, p. 11.
[2] Contra Costa Transportation Authority, Measure J – *Contra Costa's Transportation Sales Tax Expenditure Plan*, July 21, 2004, p. 24.

development projects for their effects on the local and regional transportation system and the ability to achieve the MTSOs established in the Action Plans.[3]

Refinements to Existing Policy - Conflict Resolution, Good Faith Evaluation
Under existing policy, the RTPCs play a central role in the review of proposed GPAs. The RTPC and the Sponsoring Jurisdiction meet and confer to determine whether the proposed GPA adversely affects the ability to carry out established Action Plan policies and objectives. The RTPC may change its Action Plan, and/or the Sponsoring Jurisdiction may modify its proposal. If consensus cannot be reached, the Authority provides the involved parties with a forum for conflict resolution.

Only once during the 20-year life span of Measure C was it necessary for the Authority to mediate a dispute among member agencies regarding an issue of compliance with regard to a proposed GPA. Following that dispute, the Authority determined that both parties had participated in good faith in the conflict resolution process, and therefore both were found by the Authority to have complied with the requirements of the GMP.

One important lesson learned from that dispute was that the method for resolving the dispute – mediation – required each party to sign a confidentiality agreement. Consequently, at the close of the process, the proceedings from the negotiation could not be made public without violating the agreements that had been signed. Therefore, the only test for "good faith" participation became whether or not the parties had engaged in the negotiations.

Based upon that experience, a key refinement that we are proposing to existing policy is to change the method of dispute from mediation to facilitation. Unlike mediation, facilitated discussions are not subject to confidentiality agreements, and each party's offers for compromise and exchange could be reviewed publicly.

Call for a Change
In the course of updating the Action Plans for the 2009 Countywide Plan update, significant concerns were raised about the Measure J requirement for General Plan review. Some participants called into question the existing process set forth in Resolution 95-06-G. This process was considered by some to be overly cumbersome, bureaucratic, and outmoded. The major issues raised were:

- Does the use of quantitative benchmarks to assess the impacts of growth as part of the GPA review process conflict with the goals of infill development efforts, where congestion must be balanced with other goals that affect our quality of life? For example, congestion-based evaluation may generate policy conflicts with evolving land use patterns in some areas of the county, where more dense, transit-oriented development has been encouraged near major transportation hubs.
- Does the GPA review process unnecessarily replicate CEQA or create an additional overlay to CEQA? Although progress has been made to align the GPA review process with CEQA, Measure J nonetheless requires a separate process for GPA review.
- Is it appropriate to place GPA compliance conflicts before the Authority, a policy-oriented rather than a quasi-judicial forum?

More recently, the Authority incorporated updated action plans into the 2009 Countywide Transportation Plan. This update to the Plan addressed external developments such as State legislation aimed at reducing greenhouse gas (GHG) emissions (per AB 32, Statutes of 2006, and in recognition of SB 375, Statutes of 2008). Beyond responding to technical and process-related concerns, issues were raised during the process regarding the setting and use of MTSOs. Suggestions were made that revisions to the Authority's GPA

[3] Ibid, p. 25.

review process were necessary to reflect the new requirements for achieving GHG emissions reductions, and better match CEQA requirements. While the proposed change to the conflict resolution process addresses a technicality in the existing process, it does not begin to address the broader issues that were raised.

Proposed GPA Review Process [4]

The proposed GPA review process involves disclosure, consultation, facilitation, principles of agreement, and the good faith test for compliance. The process builds upon existing policy by incorporating the establishment of long-range Principles of Agreement into the conflict resolution process. Given that many GPAs may take years, or even decades to reach fruition, this approach is viewed by staff as more realistic and practical than the previous requirement that all terms and conditions for mitigation should be hammered out "on the spot" during the CEQA review process. The Principles would specify roles and responsibilities of each party, and reflect a commitment on the part of the sponsoring and affected jurisdictions to continue to work together cooperatively in an ongoing effort to address transportation impacts of the proposed GPA.

The sponsoring jurisdiction fully discloses all impacts, consults with affected jurisdiction, participates in a facilitated discussion if needed, and if achievable, enters into a memorandum of understanding (MOU) with the affected jurisdiction. The MOU establishes principles of agreement regarding the timing, responsibilities and actions for (1) initial mitigations to be implemented, and (2) as development occurs, monitoring actual impacts to the routes of regional significance, and implementing appropriate further mitigations when triggered by actual impacts. The process recognizes that GPAs may take many years to develop, from conceptual plans to a completed and fully occupied project. During that time, GPA-related trip patterns, and the transportation network itself could undergo significant change.

As envisioned, the MOU, a public document, would incorporate Principles of Agreement for how the conflict will be managed, specified actions, timing and responsibilities for monitoring future impacts and considering mitigations. The MOU could require that the parties monitor and revisit the progress of the project, its impacts and mitigations, at specific milestones of development. The process anticipates the significant time lag between a jurisdiction's approval of the GPA and full occupancy/completion. As is often the case, a major GPA may take 10 or 20 years before it is fully completed. During that time, the project's impacts on the regional transportation network may turn out to be different than originally forecast. The MOU could acknowledge this aspect of project development by requiring that the parties return to negotiations as the project evolves.

Attachment 1 summarizes the proposed GPA review process. Attachment 2 provides the detailed step-by-step process.

PDA Exemption

One question that arose during the development of this process was whether a project that qualifies as a "Priority Development Area" under ABAG/MTC criteria should be exempt from the GPA review process. Presumably, PDA's are transit oriented developments that do not conflict with the objectives to reduce GHG emissions through reduced VMT and improved transit ridership. However, during the discussions, concerns were raised that the PDA exemption might be too broad, and did not recommend its inclusion.

[4] **Plural vs. singular use of the terms Jurisdiction(s), RTPC(s), and Action Plan(s)** Throughout the discussion, the Sponsoring and the Affected Jurisdiction are referred to in the singular, as though only one upstream jurisdiction could initiate a GPA, and only one downstream jurisdiction could be affected. In practice, there may be more than one sponsoring jurisdiction, and clearly, more than one affected jurisdiction. In these cases, the plural – Jurisdictions – would apply as appropriate. Similarly, if more than one RTPC, and consequently more than one Action Plan were involved, the plural – RTPCs and Action Plans – also applies.

To address this concern, more narrowly defined criteria were developed to limit the eligibility requirements, but not everyone was comfortable with the concept or those details.[5]
Concerns were expressed that an exemption could mask, under the guise of "smart growth," otherwise significant impacts of a proposed GPA on the regional network. Consequently, the PDA exemption provision is not included.

Findings of Noncompliance
Each option could result in the Authority making a finding of noncompliance with the GMP for either the Sponsoring or Affected Jurisdiction, or both. Under adopted Authority policy, a finding of noncompliance is made at the time of submittal and review of the local jurisdiction's GMP Biennial Compliance Checklist. If, based upon review of the Checklist, the Authority makes a finding of noncompliance, then current and future allocations of Local Street Maintenance and Improvement (LSM) funds are withheld, and the jurisdiction becomes ineligible to receive Measure J Transportation for Livable Communities (TLC) funding, which at an aggregated level comprises five percent of Measure J revenues.

The Authority may, at a later date, make a determination that the non-complying jurisdiction has taken appropriate remedial action or otherwise resolved the issue(s) raised, in which case the Authority may make a finding of compliance and reinstate allocation of LSM funds. For this GPA review process, the Authority has the option of setting a firm time limit after which compliance would be automatically reinstated and payment of LSM funds would resume without remediation.

Next Steps
At its meeting on November 18, 2009, the Authority approved circulation and review of the proposed GPA review process to the RTPCs and local jurisdictions. We would like to receive your comments no later than December 18th, 2009. Authority adoption of the proposed policy is expected in the February 2010 timeframe.

Attachment 1: Summary Description of Proposed GPA Review Process
Attachment 2: Detailed Proposed Process for GPA Review

[5] The following specific criteria were proposed to narrow eligibility: (a) housing densities of 20 units per acre or greater in housing and mixed use areas; (b) at least 50 percent of developed area is within ½ mile of rail or busway station, or major trunk bus line operating at least every 15 minutes during the business day; (c) the development has a balanced mix of housing, commercial and retail development; and (d) the development is designed to foster walking and other non-motorized modes.

Attachment 1

Summary Description of Proposed GPA Review Process

Steps	Action	Responsible Party			
		Sponsor Jurisdiction	Affected Jurisdiction	RTPC	CCTA
1-2	Evaluate Proposed GPA	√			
3	Notify Affected Jurisdiction	√			
4	Analyze Traffic Impact	√			
5	Prepare Comment Letter		√	√	
6	Respond to Comment Letter	√			
7-8	File a Letter of Concern		√		
9	Respond to Letter of Concern	√			
10-12	Initiate Cooperative Resolution Discussions	√	√		
13	Formulate MOU	√	√		
14	Revise Action Plan			√	
15	Evaluate Compliance				√

Attachment 2
Proposed General Plan Amendment Review Process
Detailed Description

Step	Process	Timeframe (CEQA Reference)
1	**Net New Peak Hour Vehicle Trip** determination. Would the project generate 500 ***or more*** net new peak hour vehicle trips and add 50 ***or more*** net new peak hour vehicle trips to any Route of Regional Significance? (Note: The Sponsoring Jurisdiction's RTPC may adopt a lower applicable threshold in its Action Plan.) ➔ **NO:** Project is exempt from the GPA Review Process. although it is still subject to CEQA and the CEQA notification requirements in the applicable Action Plan. ➔ **YES:** Sponsoring Jurisdiction shall move to the next step of the GPA Review Process.	Initial Study Determination (Sec. 15063)
2	**Notification.** The Sponsoring Jurisdiction or its responsible RTPC shall notify potentially affected jurisdictions and RTPCs in accordance with the notification procedure as set forth in the Authority's *Implementation Guide* and applicable Action Plan. Notification shall take place during and as part of the required notification process in CEQA. The notification shall be issued as early as possible, but *no later* than the deadlines established in these procedures.	Notice of Intent to Adopt a Mitigated Negative Declaration (M/ND) (Sec. 15072) NOP (Sec. 15082)
3	**Traffic Impact Analysis.** The Sponsoring Jurisdiction conducts a traffic impact analysis for its CEQA review using "Thresholds of Significance" that include, but are not limited to, applicable MTSOs in the adopted Action Plan(s). The traffic impact analysis shall be conducted in a manner consistent with the Authority's adopted *Technical Procedures*. The Sponsoring Jurisdiction may, for the purposes of conducting the CEQA analysis, raise the performance level of an MTSO established in the adopted Action Plan if it believes that the MTSO is set too low to serve as a meaningful "Threshold of Significance" under CEQA. For example, if the Action Plan establishes an MTSO of LOS F for a specific Route of Regional Significance, and the Sponsoring jurisdiction determines that this level of performance is too low, it may raise that threshold to LOS D, consistent with CEQA guidelines (Sec. 15064 & 15064.7). The Sponsoring Jurisdiction shall provide the Traffic Impact Analysis, complete with all necessary supporting technical information, as requested by the Affected Jurisdiction to provide an	Released with Draft Environmental Document (Sec. 15087)

	informed response.	
4	**Comment Letter.** An Affected Jurisdiction may submit comments to the Sponsoring Jurisdiction expressing its concerns and issues regarding the potential impacts of the proposed GPA on Regional Routes. The Affected Jurisdiction shall submit its comments as early as possible during the Response to NOP (Sec. 15082(b)) and *no later* than the close of the comment period for the draft CEQA document. To the greatest extent possible, the comment letter should indicate issues, what mitigations are sought and/or acceptable for the project, as well as any changes in scope desired in the project, and the reasons why such changes are deemed to be appropriate.	Public Review Period (M/ND) (Sec. 15073) Draft EIR Public Review Period (Sec. 15087)
5	**Response to Comments.** If the Affected Jurisdiction comments on the traffic impact analysis in the CEQA document, the Sponsoring Jurisdiction shall: a. Consider requests for mitigation and changes in the scope of the project; b. Consider undertaking cooperative discussions; c. Address the comments as part of the "Response to Comments" requirement of CEQA; and d. Provide that response, along with the final environmental documents and all affiliated supporting documents, directly to the Affected Jurisdiction.	10 days prior to approval of environmental document and/or GPA
6	**Notice of Intent to File a Letter of Concern.** If the Affected Jurisdiction remains unsatisfied, it must notify the Sponsoring Jurisdiction with a "Notice of Intent to File a Letter of Concern" outlining a summary of its remaining issues prior to or at the scheduled public meeting when the sponsor considers approval of the environmental document and/or GPA. The Affected Jurisdiction must also submit a copy of this letter to the Authority, and subsequently document the bases for its concerns per step 7.	No later than the scheduled approval of the environmental document and/or GPA
7	**Letter of Concern.** The Affected Jurisdiction prepares a "Letter of Concern" for review and approval by its Council or Board. The letter should provide detailed bases for its concerns, as well as proposed changes to the project, transportation system enhancements and/or management plans to help offset the impacts, and or other mitigations. The Affected Jurisdiction's Council or Board must approve the "Letter of Concern" and transmit it to the Sponsoring Jurisdiction, and also submit a copy of this letter to the Authority.	Within 20 days of having filed the "Notice of Intent to File a Letter of Concern"

8 **Consider Response to Letter of Concern.** The Sponsoring Jurisdiction may initiate cooperative resolution discussions in writing and/or provide a written response letter to the Affected Jurisdiction, with copies of the documentation to the RTPC and Authority.

9 **GPA Approval.** Has the Sponsoring Jurisdiction approved the proposed General Plan Amendment?

Approval of the GPA

➔ **YES:** Sponsoring Jurisdiction shall move to step 10 of the GPA Review Process.

➔ **NO:** GPA Review Process is concluded or suspended.

10 **Affected Jurisdiction Response.** Has the Affected Jurisdiction that submitted a Letter of Concern concluded that the Sponsoring Jurisdiction has adequately responded to the concerns and issues outlined in its Letter of Concern?

➔ **YES:** Sponsoring Jurisdiction so informs the Authority in writing with a copy to the Affected Jurisdiction, and all involved parties move to Step 13 of the GPA review process.

➔ **NO:** Affected Jurisdiction informs the Sponsoring Jurisdiction in writing, with a copy to the Authority, that its actions on the GPA do not adequately respond to the concerns and issues of the Affected Jurisdiction. Proceed to Step 11.

11 **Initiate Cooperative Planning Discussions.** At the request of either the Sponsoring or Affected Jurisdiction, the Authority shall facilitate cooperative discussions structured to offer an opportunity to create principles of agreement that will serve as a framework for monitoring, review, and mitigation of potential impacts as the GPA develops over time. The goal is for these discussions is to develop principles of agreement that will maintain a cooperative planning context regarding impacts on the affected Regional Route or Routes, proposed mitigations, responsibilities for implementing those mitigations, and the timing for monitoring and review. The principles of agreement shall be memorialized in a Memorandum of Understanding (MOU) between the sponsoring and affected jurisdictions. Have the involved jurisdictions entered into cooperative planning discussions?

➔ **YES:** Sponsoring and Affected Jurisdictions move to Step 12 of the GPA review process.

➔ **NO:** If either or all jurisdictions decline to participate in cooperative resolution discussions, those jurisdictions that have declined shall be subject to review, as specified through the Checklist review procedure, to a findings of

noncompliance by the Authority (Step 14).

12 **Formulation of Principles of Agreement.** Have the involved parties agreed to a set of principles, specified actions, timing and responsibilities for monitoring impacts, and for implementing mitigations on Regional Routes, memorialized in an MOU?

➔ **YES:** Sponsoring and Affected Jurisdictions have adopted Principles of Agreement and asked the RTPC to revise the affected Action Plan to reflect the actions in the agreement. (All involved parties move to Step 13)

➔ **NO:** Through their respective RTPCs, both the Sponsoring and Affected Jurisdictions report on progress to date on the development of principles of agreement. If Principles of Agreement have not been adopted by the time for Authority review of the GMP Biennial Compliance Checklist of one or more involved jurisdictions, then Step 14 comes into play.

13 **RTPC Revises Action Plan.** The affected RTPC, working with the Sponsoring and Affected jurisdictions, revises the Action Plan to incorporate projects, programs, systems management investments and processes, mitigations or other actions to address the anticipated impacts and proposed mitigations and monitoring as set forth in the Sponsoring Jurisdiction's response to the Letter of Concern (if the outcome of Step 10 was "yes"), or the MOU (if the outcome of Step 12 was "yes").

14 **Good Faith Participation:** If all of the above steps have been followed, and the GPA remains the subject of dispute, the Authority may find one or both of the parties out of compliance with the GMP. The Authority will evaluate **g**ood faith participation in the GPA review process through the GMP Biennial Compliance Checklist in consideration of a number of factors, as shown in Exhibit 1. If principles are adopted, future compliance would be assessed based on continuing adherence of the sponsoring and affected jurisdiction to the principles of agreement.

END OF PROCESS

Exhibit 1

EXAMPLES OF GOOD FAITH PARTICIPATION IN THE GPA REVIEW PROCESS

For the Initiating Jurisdiction, did it take the following actions:

1. Analysis: Was the Countywide Model and Authority *Technical Procedures* used to evaluate impacts on Routes of Regional Significance?

2. Evaluation: Were impacts to Routes of Regional Significance identified and appropriate and feasible mitigations defined?

3. Notification: Were all Affected Jurisdictions properly notified?

4. Meet and Confer: Did the Sponsoring Jurisdiction meet and confer with the Affected Jurisdiction, RTPC, and others who expressed interest in and/or concerns about the proposed GPA?

5. Responsiveness to concerns/comments: Did the Sponsoring Jurisdiction agree to evaluate specific concerns and impacts? Was the Sponsoring Jurisdiction responsive and did it attempt to resolve and work out issues and concerns? Did the Sponsoring Jurisdiction propose to and/or agree to participate in continued discussions?

For the Affected Jurisdiction, did it take a sufficient number of the following actions:

1. Accept Capacity Improvements: Agree to accept capacity improvements or modest physical modifications to regional routes which are not in fundamental conflict with the jurisdiction's socio-economic character.

2. Accept systems management procedures and protocols, and/or other "non-physical" improvements to enhance carrying capacity or system efficiency.

3. Accept additional transit service.

4. Support federal, state or regional funding for improvements that serve the proposed development.

For all involved parties, have they, for example:

1. Committed to monitor MTSOs;

2. Agreed on thresholds that would trigger mitigations; and

3. Assigned responsibilities for funding and implementing mitigations? (Mitigation may include participation in a Traffic Management Program.)

TRANSPLAN COMMITTEE
EAST COUNTY TRANSPORTATION PLANNING
Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
651 Pine Street -- North Wing 4TH Floor, Martinez, CA 94553-0095

October 26, 2009

Mr. Michael Wright
CNWS Reuse Project Director
City of Concord
1950 Parkside Drive
MS / 56
Concord, CA 94519

Dear Mr. Wright:

The following are comments from TRANSPLAN and its member jurisdictions on the Draft Environmental Impact Report (DEIR) for the Concord Community Reuse Project. As you may be aware, TRANSPLAN coordinates the transportation interests of the communities in eastern Contra Costa County. All of the cities in East Contra Costa and the County are members of TRANSPLAN and believe that with appropriate mitigation measures and policy revisions, as discussed below, the project will be the "world class project" the City seeks.

In considering the broad environmental concepts described in the DEIR and given the BART station area context, TRANSPLAN and its member jurisdictions support the reuse of the naval weapons station. However, we believe that only by the City of Concord working closely and collaboratively with TRANSPLAN jurisdictions to address the impacts described in the DEIR will a "world class project" be possible. We take this opportunity to thank the City for expanding the environmental review to include facilities in the TRANSPLAN region and disclosing the impacts. We hope this is the first step in a dialog which will serve to improve this exciting project.

The DEIR describes the Reuse Plan as the Local Reuse Authority's vision for redevelopment of the inland portion of the naval weapons station. The City may subsequently undertake further planning actions such as amending its General Plan and zoning ordinance to accommodate the Reuse Plan. TRANSPLAN would like to receive California Environmental Quality Act notices for any subsequent planning actions by the City.

As a result of a recommendation from a joint TRANSPAC/TRANSPLAN Technical Advisory Committee meeting held in May 2008, the Contra Costa Transportation Authority included in its 2009/2010 work plan the *State Route 4 Corridor Management Plan*. Once this planning process gets underway this plan may be an appropriate forum to discuss the impacts of the project and expand upon and further define the mitigation measures in the DEIR as discussed in more detail below.

The comments below are in sequential order as they appear in the DEIR, **not** in order of priority.

Chapter 4: Transportation

1. *Section 4.1.1: Introduction Page 4-1: "The site...is served by a network of...transit services, and bicycle and pedestrian facilities ....*. While acknowledging the language in this section is perfunctory, it underscores the fundamental mischaracterization of transit and to a lesser extent, non-motorized facilities found throughout the document. Transit service in the project vicinity is very limited; rather than a "network" it would better be characterized as "skeletal". This does not speak to the even greater limitations of the bus transit districts in developing **new service** to support the proposed project. TRANSPLAN believes that new, ongoing dedicated funding for bus service must be developed in conjunction with any development on the project site. Without this funding, future bus service to the

Staff Contact: John Cunningham: Phone: 925.335.1243 | Fax: 925.335.1300 | john.cunningham@dcd.cccounty.us | www.transplan.us

development should not be assumed, and should not be considered a mitigation strategy but rather an impact, which is the creation of a demand for bus service in face of declining (or completely absent) service. The DEIR references SB375 when describing the transportation demand management (TDM) approaches to project mitigation. Local jurisdictions from a County which has a rich history of multi-jurisdictional collaborative planning should recognize the flaw in the State's approach to addressing climate change and seek to improve upon it. Requiring or planning for transit supportive land use patterns without transit funding (or in the State's case **eliminating** transit funding) is a fundamentally flawed approach. TRANSPLAN calls on the City to be a statewide model for combating climate change and not assume that transit service will be present; but rather guarantee that the necessary transit service will be present by providing the funding to pay for service to be extended to serve the project.

With regards to *"...network of...bicycle and pedestrian facilities...":* The 2009 update to the Contra Costa County Bicycle and Pedestrian Plan shows bicycle facilities surrounding the project area and the vast majority of them are "planned" and Class III. Class IIIs are the lowest class in the Caltrans bicycle facility hierarchy offering the least benefit to the cyclist. This will not facilitate the desire to have good connectivity to existing Concord as expressed in the DEIR. TRANSPLAN is confident that a world-class bicycle network will be developed *within* the boundaries of the project. However, unless a network is developed outside the project boundaries that connect the project to greater Contra Costa, improvements in non-motorized share of mode split will not be realized and the project will not truly fulfill the goal of *"...supporting a broad range of travel choices...".* Building on our comments in our 7/16/08 letter, prior to any development on the project site the City should commit to:

- Completing planned/proposed bicycle and trail facilities (in the Concord Trails Masterplan, the Contra Costa County Bicycle and Pedestrian Plan or the City of Concord General Plan) either within a two mile radius of the project boundaries or that otherwise serve the project,
- Closing any gaps identified in either the Contra Costa Countywide Bicycle and Pedestrian plan or the Metropolitan Transportation Commission's Regional Bikeway Network (To the extent they aren't already represented by the project's planned facilities).
- Ensuring that the connections to all BART stations in the study area (Concord, North Concord/Martinez, and Pittsburg/Bay Point) are superior and seamless. The City should commit to funding any necessary improvements at these stations necessary to support both additional and improved bicycle access. These connections should be marked on-street lanes at a minimum but, where possible, should include different facility types to accommodate a range of user abilities and comfort levels. The "blank slate" afforded by the reuse of the station area should be taken advantage of through the encouragement of walking and bicycling through the provision of superior facilities.

2. *Section 4.1.2.1: State: Page 4-2:* Implementing TDM strategies as a wholesale replacement for capacity increases as a mitigation is not supported by the City's current Growth Management policies (which includes level of service standards for basic routes and routes of regional significance) which sanction changes to the Capital Improvement Program in order to meet standards (Policy GM-1.3.3 [The City has not demonstrated that improvements are not possible or feasible nor has a request for "special circumstances" been made public]).

   TRANSPLAN believes that relying on SB375 to relieve the City of the responsibility for mitigating congestion related impacts through capacity expansion is problematic:

   a. The state has not yet released guidelines for the implementation of SB375,
   b. TRANSPLANs understanding of SB 375 is that implementation will begin, initially, with regional (Bay Area-wide) agencies. Compliance implications will eventually be seen at the local level but this is not yet the case. If this is not the case please cite specific requirements or policies which compel the City to abandon the local standards of congestion mitigation.

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c. What is the legal requirement for the City to change the course of an existing environmental review to comply with recently adopted state legislation? This questionable responsibility (see comment above) taken on by the City burdens affected jurisdictions in that it requires the re-interpretation of document under this new statutory light - the implementation of which, at this point, is speculative.

d. Abandoning long held local policies that *"...ensure new growth provides adequate facilities...."* and *"pay its own way"* (page 4-1 of the City of Concord General Plan) by relying on State legislation which the State itself has yet to agree on how to implement (the Air Resource Board's Regional Technical Advisory Committee is just now finishing it's advisory work on this very topic) is premature at best.

e. Caltrans, in their 7/22/08 comment letter, stated that the forecasted levels of service on state facilities are *"unacceptable"* and requested that coordination regarding mitigation measures take place. In light of SB375, has Caltrans retracted this requirement and provided an opinion regarding the intent of the City to rely on TDM measures to ensure adequate performance on its facilities?

f. Notwithstanding the uncertain policy basis which the City is relying on to use TDM strategies as a mitigation measure, substantially more specificity on the character of the TDM program must be provided, and the effect of the program must be quantified. Without the specificity or quantification they cannot be considered feasible, effective or enforceable as required under the California Environmental Quality Act.

In order for TDM strategies to have a meaningful effect on VMT, congestion or other automobile related impact, an extraordinary effort will have to be made on the part of the City. This level of effort is consistent with the goal of a "world class project" espoused in the DEIR, Comments regarding what these efforts can be found throughout this letter.

3. *Section 4.1.2.3: Local: Page 4-2*: Contrary to the information in this section, the EIR is not consistent with the technical procedures which state:

> *The traffic impact analysis must include, as a minimum, consideration of the following scenarios...Existing conditions plus approved development with mitigations plus the project...*

The *Existing Conditions, 2030 No Project,* and *Preferred Alternative* and *Concentration and Conservation Alternative in the year 2030* are useful and serve specific purposes in the environmental review. Excluding the existing plus project scenario not only departs from the technical procedures and serves to diminish the impacts of the project by isolating the analysis of the project from the current, familiar traffic context but conflicts with the consistent theme throughout the document that a conservative approach to identifying impacts is being used.

4. *Section 4.1.2.3: Local: Page 4-4:* The infill opportunity zone policies cited in the document include the following limitations which may apply to the subject project:

> *A city or county may not designate an infill opportunity zone after December 31, 2009.*
>
> *If no development project is completed within an infill opportunity zone by the time limit imposed by this subdivision* (4 years), *the infill opportunity zone shall automatically terminate.*

If the City has made the necessary designations please provide documentation establishing this. How will the City comply with the development time limits (4 years) in the policies?

5. *Section 4.1.3.1: Freeways and Ramps: Page 4-4:* Caltrans, MTC and the Contra Costa Transportation Authority are in the process of developing a Corridor Systems Management Plan (CSMP) for State

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Route 4. TRANSPLAN Staff, in attempting to determine the consistency of the DEIR with the CSMP, found no common metric between the two. Please either provide the 2030 forecasted freeway volumes so that staff may validate the figures, or include a comparison in the next iteration of environmental report.

6. *Page 4-30: Roadway Segments:* TRANSPLAN has included in the *East County Action Plan for Routes of Regional Significance* language[1] establishing the intent to readdress the status of Bailey Road with the next update to the Action Plan. Subsequent planning by the City should anticipate that at the time of development, Bailey Road will be a designated Route of Regional Significance.

7. *4.1.3.3: Traffic Service Objectives: Page 4-33:* The sentence "*The target is meant to be applied to a corridor; while individual segments may violate the target DI*" is not consistent with the East County Action Plan which, in the context of Delay Index, refers to "segments" not "corridors". The June 20, 2000 version of the East County Action Plan which was in force at the time the Notice of Preparation was developed, does not provide for a "corridor" analysis.

8. *4.1.4: Transit: Page 4-35: "The transit system serving Contra Costa County is well-developed in urbanized areas...":* The DEIR must disclose relevant information regarding the current state of transit funding in order for this EIR to be considered complete. This is addressed in more detail throughout this letter.

9. *4.3 Potential Transportation Impacts: Page 4-49:* See comment# 3 above. The exclusion of the "Existing Plus Project" (EPP) scenario was discussed with the TRANSPLAN Technical Advisory Committee (TAC) meeting on 9/15/09, in addition to the earlier comment on regarding analysis scenarios. The DEIR includes a long explanation of why its evaluation of potential project impacts varies from "standard practice" so the DEIR will not "grossly overstate actual impacts". Yet, the DEIR's approach is characterized as being "very conservative, and tends to overstate actual impacts of the alternatives compared to what a pure 'Existing plus Project' approach would yield." The TAC is somewhat confused by the DEIR's use of scenarios to determine potential transportation impacts. We request that TRANSPLAN be consulted in subsequent studies that will determine the project's contribution to improvements that mitigate its impact on regional routes.

10. *4.3.3 Model Forecast Methodology: Page 54:* Please disclose what the results of the model runs were in terms of the (effective) trip generation rates and mode splits for all land use types in the proposed project. In addition, please provide details regarding the adjustments to the model to improve the transit sensitivity summarized at the top of page 4-54. The observed results of those edits (change in mode split, BART access mode, etc) should be disclosed in order to determine the reasonableness of the changes. Given that the impacts (and corresponding scale of mitigation necessitated by said impacts) hinge largely on these figures, the City should be prepared to reevaluate the mitigation measures if higher rates are warranted. New impacts could be identified and existing impacts exacerbated if this is the case. Reiterating points made in more detail elsewhere in this letter and in TRANSPLAN's 7/16/08 comment letter, that adequate bus service and/or BART capacity will exist in the future has not been verified. Detail on how the mode split was arrived at should be provided. Was it developed using model output or was a certain mode split assumed (based on comparable areas) and the figures extrapolated from this assumption?

11. *4.3.3.2 On-Site Transit Network: Page 4-54:* Please provide letters of commitment from County Connection and Tri Delta Transit that validate the transit service suggested in this section. In addition, adequate capacity for BART in the anticipated timeframe of project needs to be established (See comment #16). Without this information, the transit mode share assumed in the EIR may be infeasible and the proposed service may not be attractive to future residents and workers housed by the project.

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[1] *"With future updates to the East County Action Plan, TRANSPLAN will work with TRANSPAC to consider the utility of Bailey Road and the need to designate the section from West Leland Road to the TRANSPAC region a Route of Regional Significance."*

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12. *4.3.3.3 On-Site Bicycle and Pedestrian Network: Page 4-63:* Consistent with comments provided in TRANSPLAN's 7/16/08 comment letter, excluding Class II and III facilities at this point in the project development process is understandable. However, the Reuse Plan should include a policy statement establishing that a dense, well-connected bikeway network will be produced at some point further in the project development process.

13. *4.3.4 Assumptions about Potential Impacts with Respect to Transportation: Page 4-63:* Reiterating comment #2 above, relying exclusively on TDM measures to mitigate transportation impacts is a significant departure from local practice and is not supported in current local, regional and state policies. TRANSPLAN is committed to addressing the goals of SB 375, at the appropriate time and in the appropriate manner. The decision to take this approach by the City is premature in the absence of locally relevant, adopted policies. As indicated in comment 2f, an extraordinary effort on the part of the City to ensure the effectiveness of TDM strategies may result in a measurable change in travel behavior but does not justify disposing of any capacity improvement to mitigate the project's impacts to regional routes.

14. *Figure 4-12, 4-13: Page 4-65, 4-67:* In subsequent planning efforts the City should consider the following comments on the non-motorized network from our TRANSPLAN members. The existing Class I trail does on Port Chicago Highway does not go north of State Route 4. This map should show this section of trail as proposed. The following facilities should be added to the non-motorized network depicted in these figures (in addition to the improvements discussed on comment #1):

    1. An extension of the existing Class I facility on Willow Pass Road to Highway 4 and the planned Class I and II on Evora Road. [there already is a Class I parallel and to the east of WP Rd]
    2. Class II facilities on Arnold Industrial Way between Port Chicago Highway and Solano Way and connections to these facilities from the project site. [the map has no Class II routes. Are they shown on another map?]
    3. Class II facilities on Bailey Road to connect to the planned Class II facilities in unincorporated County and the existing Class II in the City of Pittsburg in the north and connect to the trail in Newhall Community Park.
    4. Class II on Kirker Pass Road to connect to the planned Class II in the unincorporated County in the north and the existing Class II on Clayton Road.

15. *4.3.4 Assumptions about Potential Impacts with Respect to Transportation: Page 4-63:* Project #4 is described as "Evora Road: Widen from Willow Pass to Pomo Street and extend to Port Chicago Highway". Figure 4.14 is not consistent with this project description. Please clarify whether the extension to Port Chicago Highway is No-Project condition or part of the project. TRANPLAN believes this connection is critically needed to provide an alternate route to State Route 4.

16. *4.3.5.1 Transit Ridership Forecasts: Page 4-72:* Please provide some assurance that bus service will be available in the future and that BART will have sufficient capacity to serve the project and not compromise ridership further down the BART line.

    After the last Transportation Advisory Group meeting in 2008 there were questions as to whether or not BART had the capacity to carry the increased riders. The outcome of these discussions was that there were to be additional analysis and meetings to address BART capacity. No analysis results or capacity information has been distributed or can be found in the EIR. Please provide the results of this additional analysis.

    Regarding bus transit, the lack of relevant information related to the state of transit funding will compromise the LRA's ability to make an informed decision on this project. There is substantial evidence that there will not be adequate resources in the future to provide the level of bus service assumed in the EIR.

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TRANSPLAN does not necessarily see this as a flaw; examples of mechanisms (County Service Area[2]) to fund transit exist in the County. These mechanisms could also be used to purchase TransLink passes for residents of the development or be dedicated to funding quality bus service as is assumed in the DEIR. Both of these actions are likely to substantially increase transit mode share, demonstrate the City's commitment to implementing mitigation measures, ensuring TDM measures are feasible and effective, and be consistent with the goal of creating a world class project. (see comment 2f).

17. *4.3.5.3 Summary of Transportation Impacts: Page 4-88:* The information on this page (*"Common strategies to limit impacts....include...new roadway infrastructure..."*) conflicts with other areas of the document which state that *"the City...will implement transportation demand management strategies to mitigate ...rather than mitigating impacts through increased capacity..."*. The next version of the EIR should fulfill the project sponsors obligation[3] to evaluate feasible mitigations measures and present a reasonable plan[4] for mitigation. These responsibilities exist regardless of pending environmental policies or any future action by the LRA. The Contra Costa Countywide Transportation Plan can provide a starting point of potentially feasible and effective measure to mitigation the project's impacts on regional routes. Appendix B of that plan identifies State Route 4/I-680 interchange improvements and connection of State Route 4 carpool lanes with the I-680 carpool lanes that could mitigate the project's impact on regional routes. Some of these improvements would also support the TDM goals of the Reuse Plan. It is the hope of TRANSPLAN jurisdictions that this list would be developed in the multi-jurisdictional collaborative tradition that has served Contra Costa County so well.

18. *4.3.6.1 Potentially Significant Project-Specific Transportation Impacts of the Preferred Alternative That Worsen the Future Condition and Remain Significant after Mitigation: Page 4-107: Impact Transportation 1: Mitigation Measures (MM) 1 and 2*: In addition to determining fair share cost of planned improvements the project sponsor should work with Caltrans to determine what additional feasible mitigation measures are possible and apply a fair share cost to those improvements as well.

19. *Page 4-111: Impact Transportation 4: Locations 7, 8, 9, 10 and 11, Page 4-116: Impact Transportation 05, Page 4-131: Impact Transportation 26, Page 4-123: Impact Transportation 12, Page 4-135: Impact Transportation 29, Page 4-140: Impact Transportation 29, Page 4-145: Impact Transportation 36, Page 4-149: Impact Transportation 39:* The project sponsor should work with affected jurisdictions to identify ***additional*** mitigation measures. This would facilitate a reasonable mitigation plan which would further (in addition to planned improvements) reduce the impact of the project. Given the lack of an adopted plan for the study area, combined with the likely build-out timeframe of the project, it is unreasonable to assume that capital improvements would be currently planned that would provide mitigation for the as-of-yet-adopted plan ***and*** the additional background traffic and rely on that absence of improvements to seek relief through measures other than capacity increasing. That valid mitigation measures are not currently planned does not preclude the project sponsor from developing them. Valid mitigation measures, those that exist in current plans, can be found in the *Countywide Comprehensive Transportation Plan* and the *Corridor Systems Management Plan*. Consistent with the proposal to rely on existing planned projects, please evaluate relevant projects from these plans and include them in the yet to be developed funding plan.

20. *Page 4-123: Mitigation Measure Transportation 11, Intersection Impact Location 5*: Regarding the study referenced in this section, there are two planning efforts under way, one for Bailey from Leland Avenue to the freeway interchange, and one from the freeway interchange north to Willow Pass Road. The City of Pittsburg is the lead agency for the former, and Contra Costa County is the lead agency for the latter. The City and the County are coordinating these efforts with each other. Participants include Caltrans, BART, Tri Delta Transit and the East Bay Regional Park District. The goal of these planning efforts is to

[2] County Service Area T-1 in the Alamo Creek subdivision provides funding to provide transit service to the development. The annual assessment ranges from $318 to $230 depending on housing type. More information is available from the Contra Costa County Public Works Department: Hillary Heard: 313-2022

[3] Public Resources Code section 21002

[4] Save Our Peninsula Committee v. Monterey County Board of Supervisors (2001)

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improve the pedestrian, bicycling and aesthetic environment along Bailey Road. They are not intended to increase capacity for motor vehicles.

21. *Page 4-132: Impact Transportation 27:* That responsible agencies currently do not have projects identified to mitigate the impact of the proposed project (the build-out of which likely exceeds the horizon year of most capital improvement plans if not general plans) does not free the project sponsor from the responsibility to evaluate feasible mitigation measures and a reasonable implementation plan. This responsibility exists whether the City decides to fund the mitigation measures or not. The project sponsor should work with the affected jurisdictions, as was suggested with other identified impacts, to develop additional mitigation measures.

22. *Page 4-147: Impact Transportation 38:* Location 5: TRANSPLAN is encouraged that the City of Concord will work cooperatively with the City of Pittsburg in developing appropriate improvements. Please be aware however that the Pittsburg/Bay Point BART Station Pedestrian/Bicycle Access Plan will not be examining the types of improvements necessary to mitigation the identified impact. A separate study or process will be necessary to determine appropriate improvements.

23. *Page 4-155: Impact Transportation 49*: As stated in TRANSPLAN's 7/16/08 comment letter and elsewhere in this letter, the statement "Transit service will increase..." cannot be accurately made in the absence of an identified ***additional,*** ongoing transit operations funding mechanism or, at a minimum, a policy statement requiring the development of such a funding stream as a requirement of any development. Absent this identified funding, any benefits and increases in service need to be re-characterized as an impact (creation of demand) in addition to identified mitigations. The City's approach would be analogous to stating that automobile access would be provided by way of a roadway in the absence of any plans or funding to construct it. Again, there are examples of mechanisms to fund transit in conjunction with development. Please see comment 2f. The unique timing of this project, a blank slate for a new BART station area while concerns about greenhouse gas emissions abound, is a rare opportunity which should not be squandered. The City should seize the chance to innovate by providing transit supportive land development patterns and ***while*** ensuring quality transit service will be present to serve the project.

24. *Page 4-155: Impact Transportation 50*: Again, without a plan that connects the internal non-motorized network to an external (adequate) non-motorized network the project, at best, will create an unmet demand for non-motorized facilities. At worse it will create an unsafe situation by having cyclists connect to facilities not suited to bicycle use.

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Signed,

City of Antioch

X_____

Title:

Attest: _____

Date: _____

City of Brentwood

X_____

Title:

Attest: _____

Date: _____

City of Oakley

X_____

Title: Mayor

Attest: _____

Date: 10/14/09

City of Pittsburg

X_____

Title:

Attest: _____

Date: _____

TRANSPLAN

X_____

Federal D. Glover, Chair

Attest: _____

Date: _____

Copy:
TRANSPLAN TAC
TRANSPAC
D. Heitman, BART
Anne Muzzini: County Connection

Signed,

City of Antioch

X_____

Title:

Attest: _____

Date: _____

City of Brentwood

X_____

Title:

Attest: _____

Date: _____

City of Oakley

X_____

Title:

Attest: _____

Date: _____

City of Pittsburg

X Nancy L Barent

Title: Mayor

Attest: Alice E. Evenson

Date: 10/20/09

TRANSPLAN

X_____

Federal D. Glover, Chair

Attest: _____

Date: _____

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TRANSPLAN TAC
TRANSPAC
D. Heitman, BART
Anne Muzzini: County Connection

Signed,

City of Antioch

X_____

Title:

Attest: _____

Date: _____

City of Brentwood

X_____

Robert Taylor, Mayor

Attest: _____

Margaret Wimberly, City Clerk

Date: 10/13/09

City of Oakley

X_____

Title:

Attest: _____

Date: _____

City of Pittsburg

X_____

Title:

Attest: _____

Date: _____

TRANSPLAN

X_____

Federal D. Glover, Chair

Attest: _____

Date: 10/20/09

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TRANSPAC
D. Heitman, BART
Anne Muzzini: County Connection

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Signed,

City of Antioch

X James D. Davis

Title: Mayor

Attest: Arlene Martin

Date: October 13, 2009

City of Brentwood

X_____

Title:

Attest: _____

Date: _____

City of Oakley

X_____

Title:

Attest: _____

Date: _____

City of Pittsburg

X_____

Title:

Attest: _____

Date: _____

TRANSPLAN

X_____

Federal D. Glover, Chair

Attest: _____

Date: _____

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ITEM 5

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SILICON VALLEY / SAN JOSE
Business Journal
Tuesday, September 8, 2009, 5:17pm PDT

Home builders sue over Bay Area land use policy

Silicon Valley / San Jose Business Journal - by Katherine Conrad

The Home Builders Association of Northern California filed a lawsuit Tuesday against the Association of Bay Area Governments alleging that a land-use policy called Projections 2009 fails to address environmental impacts.

Damien Schiff, an attorney with the Pacific Legal Foundation, filed the suit in Alameda County Superior Court on behalf of the Home Builders Association of Northern California.

Schiff said ABAG plans to restrict development that is not located in urban areas to 900 acres a year for the entire Bay Area. The home builders association said the land restrictions were adopted without a thorough

environmental review per CEQA, the California Environmental Quality Act. Schiff said ABAG says Projections 2009 has no policy application, but he vehemently disagrees.

"We think that's wrong, Projections 2009 does exert a significant force on jurisdictions in the Bay Area," he said. "It also has legal force."

Schiff said the Metropolitan Transportation Commission uses ABAG's estimates regarding jobs and population growth when it determines where development will occur and how it affects the regional transportation grid.

His firm, founded in 1973, defends private property right, free enterprise and a balanced approach to environmental regulations, he said. Schiff said while Pacific Legal Foundation has never sued ABAG before, he saw no other option.

"We're asking the court to direct ABAG to perform a CEQA analysis, to determine whether Projections 2009 will have a significant impact on the physical environment of the Bay Area," he said.

He alleged that ABAG adopted Projections without necessary public notice, participation and examination of potential impacts.

Paul Campos, general counsel for the home builders, said he has struggled for more than a year trying to persuade ABAG to address the concerns.

"Filing this action was a last resort," he said in the release. "We were rebuffed at every turn."

While Campos noted that it's fine if people differ on land use policies, "but the manner in which ABAG rammed this policy through without any CEQA review is indefensible."

Katherine Conrad can be reached at 408.299.1820 or kconrad@bizjournals.com.

CONTRA COSTA TIMES
ContraCostaTimes.com

Bay Area may soon lead nation in carpool lanes open to solo drivers for a fee

By Gary Richards
grichards@mercurynews.com

Posted: 09/20/2009 12:00:00 AM PDT

Updated: 09/21/2009 12:07:33 AM PDT

The Bay Area may soon have more solo drivers whipping down the carpool lane than any other place in the country — and not because of an outbreak of lawlessness.

Instead, they'll be buying their way into these lanes, paying a toll that will range from a few cents to as much as $10.

By late next year or early 2011, single-occupant vehicles will be allowed to use carpool lanes on some of the Bay Area's most congested routes: southbound Interstate 680 from the Sunol Grade to Milpitas, eastbound I-580 in the Livermore Valley, and even at the ramps linking Highway 237 and I-880.

Carpool rules will be in place 24 hours a day, seven days a week on those freeway routes, and not just during commute hours — a major change sure to shock those who love to use the far left lane on weekends or during off-peak hours. Drivers will enter and exit the so-called "express lanes" only in specially marked locations, instead of enjoying the unlimited access they now have.

But that's just the beginning. In a few more years, work will begin to create express lanes on Highways 85 and 101 in the South Bay. The cash they generate could help pay for a second carpool lane on 101 from Morgan Hill to as far north as Redwood City — the first double carpool lane in the Bay Area, though they are common in Southern California. This will be a huge, expensive undertaking in the northern part of Santa Clara County, where there's little space to squeeze in extra lanes.

"There is nothing in the country even close to resembling what we are doing," said Santa Clara County Supervisor Ken Yeager.

Bob Poole of the Reason Foundation, who has tracked toll use across the country, agreed.

"If the Bay Area were to convert all existing and planned carpool lanes into toll lanes, it would indeed be the largest such system in the country."

Time-of-day pricing

Tolls will vary by time of day and level of congestion. It could be free at 2 a.m. on a weekend, as little as 25 cents at 10 p.m. and as much as $10 during rush hour.

The cost will be recorded by FasTrak transponders in commuters' cars and equipment hanging over the freeway on poles. Drivers will get a billing statement in the mail, and the fee will be deducted from a prepaid account. No tollbooths will be needed.

Eventually, almost all of the 450 miles of carpool lanes in the nine Bay Area counties that now exist or will soon be under construction will undergo these changes, with 350 additional miles of new carpool/toll lanes added later. Interstates 80, 280 and 880, and Highways 84, 87 and 237 are all on the list.

Allowing solo motorists to buy their way into carpool lanes is nothing new. Similar lanes have been in use on Highway 91 in Orange County and I-15 north of San Diego for more than a decade. Texas, Utah, Minnesota, Washington and Colorado have similar roads.

But no region has plans as extensive as the Bay Area. It will take decades to make the transformation, but major changes are under way.

Why here? There's room for more vehicles in carpool lanes on a highway system that will not significantly expand over the next three decades. And tolls are about the only new source of cash for transportation agencies facing big financial shortfalls and fretting over worsening traffic jams.

The initial push came from the Santa Clara Valley Transportation Authority and the Alameda County Congestion Management Agency, which sought special legislation to build express lanes in their counties.

The Bay Area's Metropolitan Transportation Commission got on board, seeking legislation to expand the concept to all area carpool lanes where feasible. A bill by Assembly Majority Leader Alberto Torrico, D-Fremont, passed the Senate Transportation and Housing Committee in July and will be taken up next year when the Legislature reconvenes.

If money is left over after paying for tolling facilities, CHP enforcement and maintenance, local officials hope fees from solo drivers could pay for more carpool lanes, improve transit service and even help cover the cost of extending BART to San Jose.

But any expectation of a revenue bonanza may need tempering. While toll lanes on 85, 101 and 237-880 could generate $21 million a year by 2015 and a whopping $231 million a year by 2035, no one is certain how willing drivers will be to pay up to $10 per trip.

"Revenues vary widely," said Mark Burris, a professor at Texas A&M University who has studied similar lanes in Texas, the state with the most ambitious tolling plans after California.

"Most lanes cover the operations and maintenance, but not much more than that," he said. "They give the traveler a high-speed option when they need one and make better use of the freeway but don't earn transportation agencies a lot of revenue."

One exception is Highway 91 in Southern California, where only carpools of three or more people ride free. Those toll lanes net up to $25 million a year.

Drivers willing to pay

The higher carpool limit, Poole and Burris said, is the key. Raise the carpool minimum from two riders to three and more drivers are stuck in congestion — and willing to pay to avoid delays. There are no plans to do this in the Bay Area, where the vast majority of carpools carry just two people.

The big question: Will solo drivers be willing to pay to speed up their commutes? A survey taken for the VTA showed most drivers would pay $2 to use the carpool lane on Highway 85 from San Jose to Mountain View.

While fares have yet to be set, they will be higher than that during the most congested times of day.

Mark Isola of Danville, who longs for a carpool lane on northbound I-680 through Fremont, is willing to pay $3 to $5 per trip, "assuming it truly allows me to

predict my travel time home."

Butch Myers of Campbell calls carpool lanes "stupid," but in the next breath says he would fork over $30 to $50 a month to use the 101 carpool lane to Palo Alto.

And Jim Schamber of Sonora, who commutes to the Bay Area, thinks a fee of 25 cents a mile, or $3.50 per trip, is acceptable.

Early studies show some interesting benefits. Carpool use has jumped 53 percent since San Diego added express lanes on I-15, as drivers search for a passenger to avoid paying tolls. In Seattle, drivers have shaved 10 minutes off a nine-mile trip on Highway 167 since toll lanes were installed. And in Minneapolis, average speeds have improved 2 percent to 15 percent since express lanes were opened on I-394.

The chief gripe: These lanes are only for those rich enough to afford it.

But that's not entirely true. Studies on almost every toll operation show that drivers of all income levels use these lanes — not every day, but when most pressed for time.

"Most of the demand is not from everyday Lexus-type drivers — they are only about 20 percent," Poole said. "Most users are people for whom paying the toll is better than being late to pick up the kid from day care, to avoid being late to work, to catch a plane, to meet an important client or to get in one more electrician appointment."

Not everyone is thrilled about solo drivers invading the carpool lane. Peggy Blevins carpools from Tracy to Menlo Park and says allowing "people to drive in the carpool lane because they can pay to do so is just insane."

"Stop calling it a carpool lane," she said. "Why do we have to share it with paying customers? We are already sharing it with hybrid cars. This is a joke."

But it's also the wave of the future. These lanes are an option for those tired of traffic slowdowns and willing to pay their way around them.

"I see no reason why these lanes wouldn't work as well or better in the Bay Area," Poole said, "given congestion that's approaching L.A.-scale."

For more on the I-680 toll lanes, see Mr. Roadshow's column today on Page A2.
Have other questions? Contact Gary Richards at mrroadshow@mercurynews.com or 408-920-5335.

CONTRA COSTA TIMES
ContraCostaTimes.com

Car pool lane hours extended on two Contra Costa freeways

By Denis Cuff
Contra Costa Times

Posted: 09/26/2009 01:56:31 PM PDT

Updated: 09/26/2009 01:56:32 PM PDT

Carpool lane hours will be extended beginning Monday morning on long segments of Interstate 680 and Highway 4 in Contra Costa County.

Also Monday, the speed limit on southbound I-680 across the Benicia-Martinez Bridge will be increased from 50 to 65 mph. A fourth traffic lane opened there recently.

Caltrans officials announced the changes Friday, saying department studies show that expanding the carpool lane hours by up to two hours a day — an hour in the morning and hour in the evening — gives motorists more incentive to take car pools without increasing the travel time of vehicles in regular freeway lanes.

"There has been increasing use of car pool lanes in this area," said Bob Haus, a Caltrans spokesman.

Effective Monday, these changes go into effect:

Lanes in both directions begin an hour earlier at 5 a.m. and operate an hour longer until 7 p.m. on I-680 between Livorna Road in Alamo and Alcosta Boulevard in San Ramon.

Southbound carpool lane on I-680 will begin an hour earlier at 5 a.m. between Marina Vista Boulevard in Martinez and North Main Boulevard in Walnut Creek.

Northbound lane on I-680 begins an hour earlier at 5 a.m. between Marina Vista Boulevard and the Highway 242 Interchange in Concord.

The westbound lane on Highway 4 begins an hour earlier at 5 a.m. between Loveridge Road in Pittsburg and Port Chicago Highway in Concord.

Reach Denis Cuff at 925-943-8267. Read the Capricious Commuter blog at www.ibabuzz.com/transportation .

CONTRA COSTA TIMES
ContraCostaTimes.com

Roadshow: Toll lane rage

By Gary Richards grichards@mercurynews.com

Posted: 09/27/2009 12:00:00 AM PDT

Q: Opening the carpool lane on Interstate 680 and other freeways to solo drivers for a toll doesn't bother me. But let me tell you what does: having the carpool rules in place 24 hours a day, every day of the week. Do you mean to tell me that if they put these lanes on 680, I will not be able to drive the fast lane on a Sunday afternoon? "... Why, oh why would carpool/toll lanes be in effect 24/7? That's nothing more than a way to gouge ticket money from people. This is ridiculous. Put tolls in place during commute times, not 24/7.

Cindy D., Vern Patterson and more

A: Yes, 24/7 is the plan with this caveat: Tolls will vary by time of day and level of traffic. At slow times, the toll may be zero. So if you are traveling down I-680 at midnight, solo drivers may be able to move into the carpool lane free of charge. Once you set up the system to read toll tags of vehicles in the lane, you can't turn it on and off. While details have yet to be ironed out, this is clear: Carpool hours will be extended on any roads with toll lanes.

Q: Just sharing my opinion regarding the opening of carpool lanes to solo drivers for a fee. All I have to say is:

YES YES YES YES YES YES YES YES YES YES YES
YES YES YES YES YES YES YES YES YES YES YES
YES YES YES YES YES YES YES YES YES.

Julie Romanow

San Jose

ITEM 8
511 CONTRA COSTA REQUEST

TO: **TRANSPLAN**

FROM: **Corinne Dutra-Roberts, 511 Contra Costa and TRANSPAC/TRANSPLAN TDM Program Senior Transportation Analyst**

DATE: **January 14, 2010**

SUBJECT: **Request Authorization for the 511 Contra Costa - TRANSPAC/TRANSPLAN TDM Program Manager to Submit Grant Applications to: CCTA for FY 2010/2011 Measure J Commute Alternative Funds; to the Bay Area Air Quality Management District for FY 2010/2011 TFCA Funds; to MTC for CMAQ (Employer Outreach Funds); to Execute the Required Grant Contracts; and to Enter into Cooperative Agreements with the Respective Funding Agencies**

511 Contra Costa is among the agencies responsible for implementing trip reduction actions in the TRANSPLAN Action Plan of the Growth Management Program, along with fulfilling the Transportation Systems Management (TSM) section of each jurisdiction's biennial Compliance Checklist in order to receive Local Street and Road Maintenance funds from the Contra Costa Transportation Authority. The 511 Contra Costa programs also fulfill additional TSM requirements of the Congestion Management Program under Prop. 111.

With legislation (AB 32 and SB 375) requiring greenhouse gas emissions (GHG) reductions, the 511 Contra Costa programs have a proven success record with the Bay Area Air Quality Management District in reducing vehicle miles traveled (VMT) and GHG emission reductions. The Program includes elements annually which promote all types of commute alternatives to residents, employers, students and commuters traveling to, from and through Contra Costa County. The program elements are refined and changed each year to ensure the maximum cost effectiveness, as determined by the Bay Area Air Quality Management District (BAAQMD), the Metropolitan Transportation Commission (MTC), and CCTA.

Due to the documented and demonstrated cost effectiveness of these programs over the last 17 years, the BAAQMD informed staff that follow-up surveys and year-end reports will not be required until 2012 as long as the programs do not change demonstrably from current implementation content. Using Measure J funds, the proposed program elements will include more municipal and community outreach and program development to promote VMT and GHG emission reductions. Program elements include:

- Work with local jurisdictions to integrate VMT/GHG reductions measured as a result of the 511 Contra Costa programs into the development of both municipal and community-based Climate Change Action Plans.

- Electric Charging Program – Electric charging stations and funds toward electric vehicles and bicycles will be made available to jurisdictions to promote the use of this technology and to create a network of charging stations in Contra Costa County.

- Employer Outreach Program offers services to reduce SOV commuting to worksites; distribute and analyze transportation surveys; promote telework; promote car sharing programs; encourage and seek funding for clean fuel infrastructure at worksites; staffing transportation/health fairs; customized ridematch assistance; tax benefit information distribution; bicycle parking infrastructure. Beginning in FY 2005/06, MTC signed a six-year delegation agreement with 511 Contra Costa, through CCTA, for Employer Outreach activities. Staff submits reports to CCTA, MTC and the BAAQMD on all outreach and delegated activities, including media/communications, the number of active employers, maintenance employers, vanpool leads and ridematch database contacts.

- Comprehensive Incentive Program which includes: Countywide Carpool Incentive Program; Countywide Transit Incentive Program; Bicycle Safety and Last Mile Program; SchoolPool (K-12); Los Medanos Class Pass; and bicycle/walking programs. Details about the programs include:

    - COUNTYWIDE TRANSIT INCENTIVE PROGRAM- The program offers transit incentives to reduce drive-alone trips traveling to, through or from Contra Costa County. The incentives are offered to residents, employees, and commuters traveling to, from or through Contra Costa County, including express bus service provided by Tri Delta, County Connection, AC Transit and WestCat.

    - COLLEGE TRANSIT INCENTIVE PROGRAM- Based on the success of the Los Medanos Class Pass program, additional funds will support transit ticket distributions at Los Medanos, Diablo Valley College and Contra Costa College.

    - COUNTYWIDE CARPOOL PROGRAM- Countywide Carpool Program promotes carpooling to commuters who travel to, from, and through Contra Costa County by offering new carpoolers a start-up incentive with subsequent incentives based on recorded travel diaries. With the addition and extension of HOV lanes in the county, commuters are seeing the advantages of carpooling. The Carpool to BART program will be promoted while staff works with BART to improve carpool signage and availability. Staff will work with MTC's Regional Rideshare Program on joint marketing campaigns such as Rideshare Rewards.

    - SCHOOLPOOL- This project provides public bus tickets for children in the County Connection and Tri Delta service areas (Central and East County). Bus ridership is promoted instead of parents creating congestion by driving children to school. Staff will continue to provide a customized map with time schedules and bus stop information for each school by district, in cooperation with CCCTA and ECCTA. With many service and route changes, this updated information is intended to reduce confusion and assist parents in transporting children to school.

- WEBSITE DEVELOPMENT AND MAINTENANCE - The 511contracosta.org website is a comprehensive one-stop location for Bay Area transportation information with an emphasis on Contra Costa employer and commuter services. In the fall of 2002, staff developed and began hosting RTPC websites and currently hosts TRANSPAC (www.transpac.us), TRANSPLAN (www.transplan.us), in addition to the www.511contracosta.org site. The TRANSPAC and TRANSPLAN websites provide direct access to the RTPC sites making it easier to offer the agendas, minutes, and other important transportation information directly

to the public. 511 Contra Costa sponsors the website hosting and programming services of the TRANSPLAN website.

- iPHONE APPLICATIONS – Staff will investigate development of additional appropriate iPhone applications as they relate to 511 CC's goal of reducing VMT and GHG emissions. Applications for Blackberry PDAs will also be investigated.

- BICYCLE WAYFINDING PROGRAM – Staff will work with local jurisdictions and the East Bay Regional Park District on directional signage on trails in Central and East County to assist bicyclists using the trails.

- COMMUNITY OUTREACH PROGRAM – Staff will be working with local jurisdictions to distribute more "green" transportation information and program elements through city newsletters, libraries and through other city outreach efforts to inform residents of ways to reduce VMT and GHG emissions.

- ACTION PLAN IMPLEMENTATION - Both the TRANSPAC and TRANSPLAN Action Plans include actions and programs which are to be developed and implemented by the 511 Contra Costa (TRANSPAC/TRANSPLAN TDM) Program. These include Community-Based Trip Reduction Outreach and expansion of Telework programs and education. Partnering with local agencies, clean fuel vehicle infrastructure funding and installation will be developed (e.g. plug-in locations for hybrid (electric) vehicles in public locations).

- BICYCLE/SKATEBOARD INFRASTRUCTURE/ GRANT SUBMITTAL ASSISTANCE- Staff works with the RTPC TACs to develop bicycle/pedestrian projects and assist in project delivery of bicycle/pedestrian gap closure projects. Bicycle lockers and racks will be installed at locations prohibited by the BAAQMD (e.g. some school sites and locations not available to the general public). Skateboard racks will be installed at additional school and public locations, per recommendations by the TRANSPAC/TRANSPLAN TACs and schools.

- STAFF LIAISON ACTIVITIES- Staff participates in many local and regional meetings to ensure coordination, promotion and funding for TDM activities through CCTA committees, MTC, BAAQMD, ACT, League of California Cities' Transportation Policy Committee and its Climate Change Task Force, TRB's TDM Committee, TDM Institute, ACT and other organizations and agencies.

- TFCA AND MTC APPLICATION DEVELOPMENT, SUBMITTAL AND FUNDING AGREEMENTS- BAAQMD policy prohibits expenditure of TFCA funds for costs associated with drafting TFCA applications; assisting other agencies with TFCA applications; coordinating the submittals through the RTPC, CCTA and BAAQMD, and other program development activities.

Funding is expected to be lower than previous years due to a decrease in vehicle registration funds (TFCA) and lower sales tax allocations from Measure J. Budget numbers are currently in draft form, pending notification from the BAAQMD and CCTA of actual funds available. The TRANSPAC/TRANSPLAN allocation is estimated to include approximately $700,000 TFCA, $39,900 MTC CMAQ, and $300,000+/- Measure C/J Carpool, Vanpool, Park & Ride Lot funds.

ITEM 9. ELECT CHAIR AND VICE-CHAIR FOR 2010

TRANSPLAN COMMITTEE OFFICERS
FOR PRIOR YEARS

Year	Chair	Vice Chair
2010		
2009	Federal D. Glover, Contra Costa County	Robert Taylor, Brentwood
2008	Will Casey, Pittsburg	Mary Piepho, Contra Costa County
2007	Brad Nix, Oakley	Ben Johnson, Pittsburg
2006	Donald P. Freitas, Antioch	Brad Nix, Oakley
2005	Annette Beckstrand, Brentwood	Donald P. Freitas, Antioch
2004	Federal Glover, County	Annette Beckstrand, Brentwood
2003	William Glynn, Pittsburg	Federal Glover, County
2002	Brad Nix, Oakley	Frank Quesada, Pittsburg

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ITEM 10. APPOINT TRANSPLAN REPRESENTATIVE TO THE CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) BOARD

History of TRANSPLAN Appointments to the Contra Costa Transportation Authority

Odd Year Seat
(Feb 1 to Jan 30)

Term	Appointment	Alternate
2/1/2009 to 1/30/2011	Vacant ~ ~ ~ Michael Kee (Pittsburg) (2/1/2009 to 12/2009)	Brian Kalinowski (Antioch)
2/1/2007 to 1/30/2009	Michael Kee (Pittsburg) (1/7/2009 to 1/30/2009) ~ ~ ~ Brad Nix, (Oakley) – 2/2007 to 11/2008	Brian Kalinowski (Antioch) ~ ~ ~
2/2005 to 1/2007	Brad Nix (Oakley)	
2/2003 to 1/2005	Brad Nix (Oakley)	
12/2002 to 1/2003	Brad Nix (Oakley)	
12/2000 to 11/2002	Wade Gomes (Brentwood)	
1/1999 to 11/2000	Federal Glover (Pittsburg)	
2/1994 to 11/1998	Allen Payton (Antioch)	
1/1991 to 1/1994	Joel Keller (Antioch)	
2/1989 to 1/1991	Cathryn Freitas (Antioch)	

Even Year Seat
(Feb 1 to Jan 30)

Term	Appointment	Alternate
2/1/2008 to 1/30/2010	Robert Taylor (Brentwood) (1/7/2009 to 1/30/2009) ~ ~ ~ Don Freitas (Antioch) (2/2008 to 11/2008)	Jim Frazier (Oakley) ~ ~ ~
2/2006 to 1/2008	Don Freitas (Antioch)	
2/2004 to 1/2006	Don Freitas (Antioch)	
2/2002 to 1/2004	Don Freitas (Antioch)	
2/2000 to 1/2002	Don Freitas (Antioch)	
12/1998 to 1/2000	Don Freitas (Antioch)	
2/1996 to 11/1998	Barbara Guise (Brentwood)	
2/1993 to 1/1995	Taylor Davis (Pittsburg)	
1/1991 to 1/1993	Taylor Davis (Pittsburg)	
2/1989 to 1/1991	Taylor Davis (Pittsburg)	

ITEM 11. RECEIVE REPORT AND CONSIDER COMMENTS ON STATE ROUTE 4 CORRIDOR SYSTEMS MANAGEMENT PLAN

TRANSPLAN COMMITTEE

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

TO: TRANSPLAN

FROM: TRANSPLAN Technical Advisory Committee, by John Cunningham, TRANSPLAN staff

DATE: January 4, 2010

SUBJECT: **Comments on the Corridor Systems Management Plan**

Background

The California Transportation Commission requires that sponsors of Corridor Mobility Improvement Account (CMIA) funded projects submit a Corridor Systems Management Plan (CSMP). The SR4 widening (Somersville to SR 160) is receiving CMIA funding. A CSMP analyzes existing and future traffic conditions, identifies causes of congestion, and prioritizes improvements to "maximize limited transportation funds".

Draft Comments from 12/15/09 Technical Advisory Committee Meeting

A. The TRANSPLAN Technical Advisory Committee (TAC) wanted to go on record as pointing out two serious flaws with the FREQ analysis and is requesting that they be acknowledged or addressed in the CSMP:

1) The analysis does not analyze the effect or impact on either ramps or arterials. Absent this analysis Caltrans should provide, based on past experiences, a range of potential impacts that are reasonable to anticipate. Also please disclose how these facilities will be analyzed prior to any ramp metering implementation moving ahead.

2) Given that the ramps and arterials are not included in the analysis, it is likely that the benefits of ramp metering are overstated in the study material.

B. Please explain the purpose of the two documents provided to the TAC for review, the "Prioritized Congestion Mitigation Strategies Technical Memorandum" and the "Congestion Mitigation Strategies Technical Memorandum". The TAC was informed that while we were reviewing the core technical material for the Corridor Systems Management Plan (CSMP) this information was not "the" CSMP but rather that document would be released at some future date. CCTA staff further indicated that given the time constraints faced by the Metropolitan Transportation Commission and Caltrans that the TAC would not have an opportunity to review the CSMP. Please explain what the final CSMP will contain and how the two technical memorandums will be related to the CSMP.

C. Please be aware that TRANSPLAN included a comment on the Concord Naval Weapons Station Project Draft Environmental Impact Report that indicated that the projects listed in the CSMP should be examined as potential mitigation measures for the development of the site. TRANSPLAN would be interested if Lisa Carboni, District Branch Chief of the Caltrans Division of Local Development - Intergovernmetal Review, would concur or support this comment. Ms. Carboni commented on the CNWS project and indicated that the lead agency (the

Staff Contact: John Cunningham: Phone: 925.335.1243 | Fax: 925.335.1300 | jcunn@cd.cccounty.us | www.transplan.us

City of Concord) is responsible for all project mitigation and that the projected levels of service on State Route 4 are "unacceptable".

D. Reference was made to the TAC about a funding source at MTC which is intended to be used for ramp metering in east Contra Costa County. Please provide the Committee all pertinent information on how these funds will be spent, timing, process for local consultation, source of the funds, etc.

Recommendation
1) Review CCTA material and TAC comments and consider forwarding comments to Caltrans, MTC, and the Contra Costa Transportation Authority

Attachments:
1. Previous TRANSPLAN comments on the CSMP Process
2. Caltrans response to previous TRANSPLAN comments on the CSMP Process
3. CCTA Staff Report
4. Prioritized Congestion Mitigation Strategies Technical Memorandum

Staff Contact: John Cunningham: Phone: 925.335.1243 | Fax: 925.335.1300 | jcunn@cd.cccounty.us | www.transplan.us

TRANSPLAN COMMITTEE

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

September 21, 2009

Mr. Erik Alm,
District Branch Chief, System Planning East
Office of System Planning, Caltrans District 4
PO Box 23660 (MS-10C)
Oakland, CA 94623-0660

Dear Mr. Alm:

The following are TRANSPLAN comments on the current draft of the State Route 4 Corridor System Management Plan (CSMP). Thank you for the opportunity to comment on this process and your willingness to extend the comment deadline which has allowed me to coordinate with my Technical Advisory Committee (TAC). The comments below were a result of the TRANSPLAN TAC discussion earlier this month.

- Please clarify, to the extent possible, the status of High Occupancy Toll (HOT)/Express lanes as it relates to State Route 4. The discussion surrounding this system has continuously changed throughout this planning process. I realize that these changes have been, in part, in response to comments from TRANSPLAN and we appreciate the sensitivity to local input. However, removing a discussion or acknowledgement of HOT lanes causes as much concern as treating them as a forgone conclusion. Regardless of *when* HOT/Express lanes will be implemented, the *process* by which they will be implemented (or options for eventual implementation) should be memorialized as a part of this planning process.
- Local impacts of ramp metering such as diversion need to be addressed. At this preliminary level TRANSPLAN understands that it would be premature to begin developing specific mitigations. However, conceptual impacts should be disclosed and an order of magnitude cost of mitigation should be developed.
- Why could a benefit-cost ratio not be developed for the "Additional Transit Mitigations" in the analysis?
- Similar to the above comment regarding HOT lanes, a ramp metering implementation process should be defined.
- Tri Delta Transit's planned park & ride system should be included in the CSMP.
- A consistency check should be used to validate the assumptions in the CSMP by cross referencing the volumes used in the Concord Naval Weapons Station Environmental Impact Report, and the Contra Costa Transportation Authority's Regional Transportation Plan (and the East County Action Plan for Routes of Regional Significance).
- Please specify how this plan will be used in terms of guiding investments, both now and options in the future. It should be established as a part of this process that the recommendations in this plan will not be used to guide any additional expenditures without first going back out to the local jurisdictions for input.

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- What coordination has taken place with the City of Concord in terms of the implications of the Concord Naval Weapons Station reuse plan?

Sincerely,

John Cunningham
TRANSPLAN Staff

Copy:
M. Engelmann, Contra Costa Transportation Authority
B. Neustadter, TRANSPAC
TRANSPLAN
A. Yee, MTC

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Staff Contact: John Cunningham: Phone: 925.335.1243 | Fax: 925.335.1300 | jcunn@cd.cccounty.us | www.transplan.us

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Flex your power!
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October 21, 2009

Mr. John Cunningham
TRANSPLAN Committee
651 Pine Street – North Wing, 4th Floor
Antioch, CA 94553-0095

Dear Mr. Cunningham:

Thank you for your letter with TRANSPLAN comments to the current draft Freeway Performance Initiative corridor analysis deliverables for State Route 4 (SR-4), which when finalized will be incorporated into the SR-4 Corridor System Management Plan. District 4 and MTC staff, along with our technical consultants on this analysis, have carefully considered your comments and offer the following responses:

First Bullet – The Express/HOT lanes section has been re-written. Please disregard the previous Section 10 and use the new draft, attached, which responds to your comment. Any input TRANSPLAN has on this effort as it continues to evolve should be passed on to CCTA to be included in the regional Express Lane discussions. Moreover, as is outlined in the pending legislation, the planning and operations for express lanes will be through a collaborative process, and thus it is recognized that significant additional analysis and consultation with the affected jurisdictions though CCTA will need to be provided to determine the feasibility, cost-effectiveness and appropriateness of converting the HOV lanes to Express Lanes in the SR 4 Corridor.

Second Bullet – The ramp metering analysis is based upon preliminary FREQ results, which focus primarily on the mainline and ramp delays. Analysis of the impacts to local streets will be addressed in a detailed ramp metering study that will follow.

Third Bullet – The benefit-cost analysis is now a cost-effectiveness analysis. Please refer to the revised section in the SR 4 Prioritized Mitigation Strategies (PST) document. The "Additional Transit Mitigations" were not modeled as part of this study, and therefore could not be included in the cost-effectiveness analysis.

Fourth Bullet – Please refer to the ramp metering presentation slides shown and distributed at the last SR 4 TAC Meeting on August 24, 2009 for the proposed implementation process. It is recognized that local consultation, along with detailed operational analysis and testing, must be a part of the process.

Fifth Bullet - The Mitigation Strategies and Prioritized Mitigation Strategies Technical memoranda have been updated according to the Tri Delta Transit Short Range Transit Plan, FY 2007/2008 – FY 2017/2018 (January 2008).

Sixth Bullet – The FPI/CSMP analysis used the traffic demand generated from CCTA's Countywide Model as a model input. The Countywide Model should be the same source of demand used in developing the CNWS EIR and the Action Plans. Traffic from the proposed CNWS is not incorporated in the current FPI/CSMP analysis because (a) it is not yet in the CCTA Countywide Model and (b) the project is not yet approved and is outside the timeframe of this analysis for adding programmed improvements.

Seventh Bullet - The CSMP will recommend a package of corridor-level improvements focused on the highway, which we hope will influence future investment choices made through the traditional planning and programming processes. It does NOT mandate a specific set or sequence of improvements as a condition of CMIA project funding. The CSMP process does nothing to subvert existing transportation planning processes. Any specific investment decisions would still go before the regular forums for local input that are currently in place.

An overarching objective of the CSMP has been for Caltrans, MTC and CMAs to engage key corridor stakeholders within a constructive forum for corridor-based transportation planning. We hope this will allow corridor stakeholders to continue working together on system management strategies in the future. A CSMP update schedule (or CSMP efforts on additional corridors) has not yet been decided, as Caltrans needs to assess the results of this first generation of CSMPs and determine the level of effort and resources it can dedicate to implement a second generation of CSMPs.

Eighth Bullet – The FPI/CSMP modeling analysis was consistent with East County's 2008 Action Plan Update and CCTA's 2009 Countywide Transportation Plan, with land use assumptions for 2015 and 2030 based upon ABAG Projections 2005, as adjusted to reflect local staff review and adopted general plans. The CNWS re-use project was not included in the modeling because that development is subject to a major future general plan amendment by the City of Concord. Once the CNWS re-use project has been incorporated into the City of Concord's general plan, it will likely be included in the land use assumptions for modeling of future corridor study updates.

We greatly appreciate your engagement in this important corridor planning effort, and look forward to your continued participation. Please let me know if you have any additional comments or concerns.

Sincerely,

ERIK ALM
District Branch Chief
System Planning East

Attachment

c: AYee (MTC)
MEngelmann (CCTA)

DATE: **January 6, 2009**

TO: **RTPC TACs**

FROM: **Matt Kelly, Planning**

SUBJECT: **SR4 & SR24 CSMP/FPI Congestion Mitigation Strategy agenda packet items**

At its November meeting, the Authority's Technical Coordinating Committee (TCC) received a presentation of the Congestion Mitigation Strategies developed during the Caltrans/MTC Corridor System Management Plan/Freeway Performance Initiative efforts for SR4 and SR24 in Contra Costa County. The TCC recommended forwarding the Congestion Mitigation Strategy documents to their respective RTPCs for review. We are forwarding you the two technical memorandums for each corridor so that you may include them in your RTPC meeting agenda packet mailouts. We currently have the following meetings scheduled for this item:

RTPC	Corridor	TAC	Board
WCCTAC	SR4	1/14/10	1/29/10
TRANSPAC	SR4/SR24	1/28/10	2/11/10
TRANSPLAN	SR4	12/15/09	1/14/10
SWAT	SR24	1/20/10	2/1/10

CSMP Background

As part of the passage of Proposition 1B in November 2006, the Corridor Mobility Improvement Account (CMIA) was created by the California Transportation Commission (CTC). The CTC required Caltrans to develop Corridor System Management Plans (CSMPs) for highway corridors containing projects receiving CMIA funds. The main objectives of these investments, which are part of the Governor's Strategic Growth Plan, are to decrease congestion, improve safety and travel times, and accommodate future growth in the population and economy.

The CSMPs are seen as a way to maximize the State's investment in the corridor, by assessing current and future performance, identify bottleneck locations and causes, and recommend a prioritized set of improvements to address the problem locations. SR-4 and SR-24 are part of the CSMP process because of the CMIA-funded Route 4 East Widening and Caldecott Tunnel Fourth Bore projects, respectively.

These two efforts were kicked-off in Summer 2008 with the establishment of Corridor Technical Advisory Committees (C-TACs), which include staff from Caltrans, the Metropolitan Transportation Commission (MTC), the Contra Costa Transportation Authority (CCTA), and affected jurisdictions and agencies along the corridors (as well as the Alameda County CMA on Route 24).

Contra Costa Transportation Authority, 3478 Buskirk Ave., Ste. 100, Pleasant Hill, CA 94523
Phone: 925-256-4700 Fax: 925-256-4701 Website: www.ccta.net

Freeway Performance Initiative

MTC's T-2035-strategy known as the Freeway Performance Initiative (FPI) seeks to develop a roadmap for selection of the best projects and operational strategies for the major freeway corridors in the Bay Area, based on performance and cost-effectiveness. MTC, along with their consultant PBS&J, has been working in tandem with Caltrans' CSMP effort on SR-4 and SR-24 to develop a prioritized list of system management strategies and associated projects for these two important Contra Costa corridors.

The FPI's approach to the corridor analysis includes looking at the entire transportation corridor, including parallel arterials and transit, and attempts to addresses both recurrent and non-recurrent congestion. The corridor analysis approach involves the following four steps:

1) Study Initiation – The corridor working group is convened, performance measures are developed, and analysis tools chosen,
2) Existing Conditions – Traffic information is collected, assessed and analyzed; bottlenecks/recurrent congestion locations identified,
3) Develop Mitigation Strategies and Projects – Congestion relief measures and cost estimates are developed, both for short and long-term implementation timelines, and
4) Analysis of Strategies and Projects – Proposed mitigation strategies are analyzed and prioritized, including supporting rationale.

RTPC Review

The Corridor TACs include at least one staff representative from each jurisdiction along the corridor. Since each corridor crosses through two or more RTPCs, the C-TAC structure helped to reduce the number of meetings, presentations, and reviews necessary to guide the CSMP process. The Prioritized Congestion Mitigation Strategy Technical Memorandums have had extensive review at the C-TAC level, and are now being forwarded to the RTPCs for review. Authority and regional agency staff will be available to attend TAC and Board meetings for presentations and to answer questions related to the documents. Any comments related to the technical documents should be forwarded to CCTA by February 12, 2010. Revised Draft CSMPs are expected to be released by Caltrans in February 2010, with final documents released in Spring 2010.

Contra Costa Transportation Authority, 3478 Buskirk Ave., Ste. 100, Pleasant Hill, CA 94523
Phone: 925-256-4700 Fax: 925-256-4701 Website: www.ccta.net

Metropolitan Transportation Commission

SR 4 Corridor in Contra Costa County

Prioritized Congestion Mitigation Strategies Technical Memorandum

Prepared by: PBS&J
For: Metropolitan Transportation Commission
Final
November 9, 2009

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Metropolitan Transportation Commission

SR 4 Corridor in Contra Costa County

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Introduction

This report presents the cost-effectiveness analysis and prioritization of congestion mitigation strategies for the State Route 4 (SR 4) Corridor in Contra Costa County based on the *Congestion Mitigation Strategies Technical Memorandum*, (PBS&J, November 9, 2009) completed for this corridor. The methods and performance measures used for the analysis and prioritization are based on those set forth in the *Freeway Performance Initiative Traffic Analysis: Performance and Analysis Framework* (MTC, October 2007). Consistent with the guidance provided by this document, the primary objectives of the *Prioritized Congestion Mitigation Strategies Technical Memorandum* are 1) to estimate and compare life-cycle benefits and life-cycle costs of the proposed corridor improvements and, 2) to provide a prioritized list of corridor improvements based on the cost-effectiveness. Corresponding to these objectives, the report is presented in nine sections:

- **Section 1: Key Findings.** An executive summary of the findings in this analysis.
- **Section 2: Proposed Congestion Mitigation Strategies.** A list of the proposed congestion mitigation strategies for the SR 4 Corridor.
- **Section 3: Methodology.** A description of the quantitative and qualitative performance measures, calculation of benefits value, methodology for determining capital costs, life-cycle benefit cost calculations and prioritization of proposed congestion mitigation strategies.
- **Section 4: Performance Measures.** Results of the performance measures used in the benefits analysis and a comparison of Baseline and Improved scenarios.
- **Section 5: Life-Cycle Benefits.** Results of the life-cycle benefits analysis for the quantitative benefits and discussion of qualitative benefits analysis.
- **Section 6: Capital Costs.** Results of the life-cycle cost analysis to include values for capital costs, and operation and maintenance (O&M) costs.
- **Section 7: Cost-Effectiveness Analysis.** Results of the comparison of life-cycle benefits and life-cycle costs.
- **Section 8: Prioritization.** Ranking of congestion mitigation strategies based solely on the results of the cost-effectiveness analysis conducted for each mitigation strategy package.
- **Section 9: Transit Mitigation Strategies.** A list of proposed transit mitigation strategies.
- **Section 10: Express Lane Mitigation Strategy.** Discussion of express lanes as a potential mitigation strategy.

Section 1: Key Findings

The cost-effectiveness analysis and the subsequent prioritization of congestion mitigation strategies along the SR 4 Corridor through Contra Costa County evaluated a total of 14 Improvements grouped into seven packages. These seven packages represent approximately 228 million hours of life-cycle benefits and $212 million in life-cycle costs.

The packages are ranked below, as determined by the cost-effectiveness analysis:

Short-term Package Ranking

1. **Package B (Short-term, Westbound):**
    - Improvement #4: Implement ramp metering in the westbound direction on SR 4 between SR 160 and I-680.
    - Improvement #5: Add a westbound mixed-flow lane from the SR 242 off-ramp to the I-680 NB off-ramp.
    - Improvement #6: Extend the existing westbound mixed-flow lane from the Willow Pass Road (West) off-ramp to the lane-add located 4,200 feet west of the Willow Pass Road (West) on-ramp.

2. **Package C (Short-term, Eastbound):**
    - Improvement #7: Implement ramp metering in the eastbound direction between Alhambra Avenue and Willow Pass Road (East).[1]
    - Improvement #8: Add an eastbound mixed-flow lane from the lane drop located 1,500 feet west of Port Chicago Highway on-ramp to the Willow Pass Road (West) on-ramp.

3. **Package A (Short-term, Eastbound & Westbound):**
    - Improvement #1: Activate existing ITS installations that currently are not fully operational.
    - Improvement #2: Assess gaps in the current and programmed ITS installations and supplement as needed.
    - Improvement #3: Extend ITS coverage to fill the gap between I-80 and I-680, and along the SR 4 Bypass.

Long-term Package Ranking

1. **Package G (Long-term, Eastbound):**
    - Improvement #14: Implement ramp metering in the eastbound direction between I-80 and Alhambra Avenue, between Willow Pass Road (East) and SR 160, and on the SR 4 Bypass.[2]

2. **Package E (Long-term, Eastbound):**
    - Improvement #10: Extend the existing eastbound mixed-flow lane from the lane drop located to 1,500 feet west of the Pacheco Boulevard off-ramp to the Pacheco Boulevard off-ramp.
    - Improvement #11: Extend the existing eastbound HOV lane from the I-680 NB off-ramp its start 3,000 feet west of the Port Chicago Highway on-ramp.
    - Improvement #12: Extend the existing eastbound mixed-flow lane from the Willow Pass Road (East) on-ramp to the lane add located 4,000 feet east of the Willow Pass Road (East) on-ramp.

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1 Caltrans' goal is for all ramp metering to be adaptive.

2 Although listed here as a long-term strategy, some benefit may be gained by accelerating the implementation of ramp metering in the eastbound direction between Willow Pass Road (East) and SR 160 in that it would address congestion that will not be alleviated until construction of the SR 4 East Widening Project is completed.

3. **Package D (Long-term, Westbound):**

   - Improvement #9: Extend the existing westbound mixed-flow lane from the lane drop located 3,500 feet east of the Willow Pass Road (East) off-ramp to the Willow Pass Road (West) off-ramp.

4. **Package F (Long-term, Westbound):**

   - Improvement #13: Implement ramp metering in the westbound direction on the SR 4 Bypass and on SR 4 between I-680 and I-80.

It should be noted that this prioritization is a result of the cost-effectiveness analysis of the quantitative benefits (mobility and reliability), and does not incorporate qualitative benefits (goods movement, HOV connectivity, and access management), or subjective matters such as funding or political influences. Information on the qualitative benefits of the proposed packages is included in this report to provide a comprehensive analysis for regional prioritizations.

In addition to the freeway mitigation strategies, a package of short-term and long-term transit mitigation strategies, Package H, is also included. These unranked transit mitigation improvements are listed below and discussed further in Section 9.

Package H (Short-term & Long-term, Eastbound & Westbound):

- Improvement #15: eBART.
- Improvement #16: Additional BART parking capacity.
- Improvement #17: Increased bus transit access to the BART stations.
- Improvement #18: Improvements to existing park-and-ride facilities in Martinez (Pacheco Boulevard), Antioch (Hillcrest Avenue), and Pittsburg (Bliss Avenue), as well as investment in new park-and-ride facilities at proposed/potential eBART stations.
- Improvement #19: BART system-wide operational improvements.

Section 2: Proposed Congestion Mitigation Strategies

Congestion mitigation strategies for the SR 4 Corridor incorporated for the analysis and prioritization were based on the short-term (2015) and long-term (2030) mitigation measures proposed in the *Congestion Mitigation Strategies Technical Memorandum* (MST), (PBS&J, November 9, 2009).

These congestion mitigation strategies were first screened for effectiveness. This screening process was performed with an analysis using the same macroscopic simulation model, FREQ12, as was used in the *Future Conditions Technical Memorandum* (PBS&J, October 9, 2009*)* to validate the effectiveness of the proposed mitigation improvements.

Based on the results of the FREQ12 testing of the performance of the mitigation strategies proposed in the MST, some strategies were modified, added, or deleted and were then combined to build logical packages of mitigation improvements; the proposed congestion mitigation improvements are listed below in Exhibit 2-1. Packages A through C are short-term improvement packages, and Packages D through G are long-term improvement packages. Those strategies that entail physical expansion of SR 4 to accommodate new HOV or mixed-flow facilities are illustrated in Appendix A.[3]

Exhibit 2-1: Proposed Mitigation Improvements on SR 4

Package	Year	Direction	ID	Mitigation Improvement
A	2015	Both	1	Activate existing ITS installations that currently are not fully operational.
			2	Assess gaps in the current and programmed ITS installations and supplement as needed.
			3	Extend ITS coverage to fill the gap between I-80 and I-680, and along the SR 4 Bypass.
B	2015	WB	4	Implement ramp metering in the westbound direction on SR 4 between SR 160 and I-680.
			5	Add a westbound mixed-flow lane from the SR 242 off-ramp to the I-680 NB off-ramp.
			6	Extend the existing westbound mixed-flow lane from the Willow Pass Road (West) off-ramp to the lane-add located 4,200 feet west of the Willow Pass Road (West) on-ramp.
C	2015	EB	7	Implement ramp metering in the eastbound direction between Alhambra Avenue and Willow Pass Road (East).
			8	Add an eastbound mixed-flow lane from the lane drop located 1,500 feet west of Port Chicago Highway on-ramp to the Willow Pass Road (West) on-ramp.
D	2030	WB	9	Extend the existing westbound mixed-flow lane from the lane drop located 3,500 feet east of the Willow Pass Road (East) off-ramp to the Willow Pass Road (West) off-ramp.
E	2030	EB	10	Extend the existing eastbound mixed-flow lane from the lane drop located to 1,500 feet west of the Pacheco Boulevard off-ramp to the Pacheco Boulevard off-ramp.
			11	Extend the existing eastbound HOV lane from the I-680 NB off-ramp to its start 3,000 feet west of the Port Chicago Highway on-ramp.
			12	Extend the existing eastbound mixed-flow lane from the Willow Pass Road (East) on-ramp to the lane add located 4,000 feet east of the Willow Pass Road (East) on-ramp.
F	2030	WB	13	Implement ramp metering in the westbound direction on the SR 4 Bypass and on SR 4 between I-680 and I-80.
G	2030	EB	14	Implement ramp metering in the eastbound direction between I-80 and Alhambra Avenue, between Willow Pass Road (East) and SR 160, and on the SR 4 Bypass.

Abbreviations: ITS = Intelligent Transportation System; HOV = High Occupancy Vehicle; WB = westbound; EB = eastbound

[3] ITS and ramp metering congestion mitigation strategies were not illustrated in the map format because the text descriptions adequately describe the limits of those strategies.

Section 3: Methodology

This section provides an explanation of the methodology that was used to prepare the cost-effectiveness analysis and prioritization of congestion mitigation strategies for this report.

A cost-effectiveness analysis is a systematic evaluation of the economic advantages (benefits) and disadvantages (costs) of a set of investment alternatives. The primary objective of a cost-effectiveness analysis is to compare the proposed mitigation improvements based on their projected benefits and estimated costs. The cost- effectiveness analysis accounts for the fact that benefits generally accrue over a long period of time, while capital costs are incurred primarily in the initial years.[4]

The methods and performance measures used for the analysis and prioritization presented in this section were selected based on the guidance set forth in the FPI Framework, with the following two exceptions:[5]

(1) The quantitative performance measures were not monetized. This was agreed upon by this project's sponsoring agencies (MTC, Caltrans and CCTA) so that the performance measures would be presented in their fundamental units (e.g., person-hours of delay saved).

(2) Safety was not evaluated as part of this analysis. As noted under exception (1), the measure of person-hours of delay saved was selected to compare the quantitative performance measures, which is incompatible with the measures typically used to assess safety (i.e., number of fatality, injury and property damage collisions saved). Therefore, safety cannot be equitably evaluated side-by-side with the other performance measures according to the prioritization methodology.[6]

The following describes the data and calculations required for performing the cost-effectiveness analysis.

Benefits

The proposed mitigation improvements for the SR 4 Corridor in Contra Costa County were evaluated individually to assess the benefits of each improvement. These benefit performance measures include two quantitative performance measures and three qualitative performance measures. The quantitative performance measures are Mobility and Reliability; the qualitative performance measures are Goods Movement, HOV Connectivity, and Access Management. All values for the quantitative performance measures are represented in person-hours of delay saved.

Mobility

Mobility is a quantitative performance measure that describes how well the SR 4 Corridor moves people. Mobility can be measured in terms of recurrent vehicle delay, which is delay incurred on a typical travel day due to congested conditions in the corridor. Delay is measured as the amount of time lost for a vehicle traveling below 35 miles per hour (mph) within the corridor. By using a 35 mph standard, the recurrent delay calculated is the congested delay, not the total delay (which uses a 60 mph standard). The mobility performance measure is estimated for the implementation of each proposed mitigation improvement package.

Reliability

Reliability is a quantitative performance measure that captures the relative predictability of the public's travel time. This performance measure focuses on the extent to which mobility varies from day-to-day. Reliability can be measured in terms of

4 http://www.oim.dot.state.mn.us/EASS/

5 FPI Framework is the *Freeway Performance Initiative Traffic Analysis: Performance and Analysis Framework* (MTC, October 2007).

6 Exclusion of the safety performance measure did not affect the rankings presented in Sections 1 and 8.

non-recurrent delay, which is delay caused by irregular events, such as accidents, special events, maintenance, short-term construction, and weather. The reliability performance measure is estimated for the implementation of each proposed mitigation improvement package. It should be noted that based on Federal Highway Administration (FHWA) research, motorists consider non-recurrent delay (i.e., reliability hours) to be equivalent to three times that of recurrent delay (i.e., mobility hours).[7] This factor of three will be reflected in the prioritization of mitigation strategy packages shown in Section 8 and Appendix B of this technical memorandum.

Goods Movement

The goods movement performance measure is a qualitative measure that determines whether the corridor provides adequate freight mobility and reliability. As outlined in the FPI Framework, the goods movement measure will be assigned a "Yes" ranking if the improvement is located in one of the designated goods movements corridors.[8] A list of the goods movement corridors identified in MTC's submittal for Trade Corridor Improvement Funds (TCIF) under the 2006 Infrastructure Bond can be found in the FPI Framework. SR 4 is not designated as a goods movement corridor in the TCIF submittal and, therefore, will be given a "No" ranking for all improvements. It should be noted, however, that just because SR 4 is not designated as a goods movement corridor does not mean that the listed improvements have no impact on goods movement in the corridor. For the purposes of the FPI analysis, the goods movement performance measure is used specifically for comparing multiple corridors.

HOV System Connectivity

The HOV system connectivity performance measure is a qualitative measure that is used to evaluate if a corridor has an effective network of HOV lanes. This performance measure is significant because HOV lanes provide a travel-time savings incentive, increased reliability and air quality benefits. Proposed mitigation improvements that would increase HOV system connectivity can be ranked higher because of this qualitative benefit.

Access Management

The access management performance measure is a qualitative measure that evaluates the existing access management in the corridor, in terms of the number of access points such as ramps. The access management performance measure is an additional measure of safety and mobility that is not captured in those specific quantitative measures. Fewer access points along a corridor typically signifies improved mobility and safety. Mitigation measures that would improve access management by reducing the number of access points will be assigned a "Yes" ranking and can be placed higher in the prioritization.

Costs

Cost performance measures estimate the total costs associated with the proposed mitigation improvements to the corridor. The two cost performance measures are capital costs (also known as construction costs or upfront costs) and operation and maintenance (O&M) costs (also known as ongoing costs). These costs are described below and are all presented in dollars at their 2007 value. As with the benefit performance measures, a discount rate of 4% per year is used to convert future values to present values by accounting for inflation and interest rates as well as inclusion of a risk factor.

Capital Costs

Capital costs include the construction, right-of-way acquisition, vehicle procurement (transit), and mitigation costs. Construction costs include mainline, ramps, intersections, bridges, signalization, erosion control, drainage, maintenance-of-traffic and

[7] This factor is from FHWA's ITS Deployment Analysis System (IDAS), which is based on the FHWA Highway Economic Requirements System (HERS).
[8] *Freeway Performance Initiative Traffic Analysis: Performance and Analysis Framework* (MTC, October 2007).

mobilization. Unit prices of the construction items were obtained from Caltrans' Contract Cost Database and were applied to the quantity estimates.[9] Capital costs also include costs for engineering, administration, legal services, and a contingency add-in.

Operation and Maintenance (O&M) Costs

O&M costs are the annual costs estimated for operating and maintaining the proposed mitigation improvements. O&M costs include labor and materials for maintenance and repairs, utilities, financing, etc.

Scenarios

Benefits for the SR 4 Corridor were evaluated under two scenarios, Baseline Conditions and Improved Conditions (for a time period beginning after construction, referred to as Year 1, to the long-term future in 2030). A summary of all scenarios is listed below:

- Baseline Conditions, 2007
- Baseline Conditions, Year 1
- Baseline Conditions, 2015
- Baseline Conditions, 2030
- Improved Conditions, Year 1
- Improved Conditions, 2015
- Improved Conditions, 2030

Baseline Conditions

Benefits for Baseline Conditions were evaluated under 2007, 2015 and 2030 conditions and interpolated for all other years within the 2007 to 2030 timeline. Baseline 2007 Conditions were evaluated using 2007 data. Baseline 2015 Conditions incorporate existing 2007 conditions, projected growth in the area, and committed improvements in the SR 4 Corridor to be built between 2007 and 2015. Baseline 2030 Conditions also incorporate existing 2007 conditions, projected growth in the area, and committed projects.[10] A theoretical scenario of Baseline Year 1 is included in the interpolated values between Baseline 2007 Conditions and Baseline 2015 Conditions representing conditions after construction has been completed.

Improved Conditions

Benefits for Improved Conditions were evaluated under 2015 and 2030 conditions and interpolated for years in between. Data for a theoretical scenario of Improved Year 1 conditions were not modeled, but rather calculated based on available data from other scenarios.[11] Benefits are calculated from the end of construction, which varies by project, to 2030.

Analysis Approach for Prioritization

The benefit performance measures will be evaluated for all proposed mitigation improvements and for all scenarios described above. From these scenarios, the net increase in the quantitative benefits will be calculated from the end of construction (Year 1), to year 2030. This is known as the life-cycle benefits. Exhibit 3-4 illustrates the calculation of life-cycle benefits.

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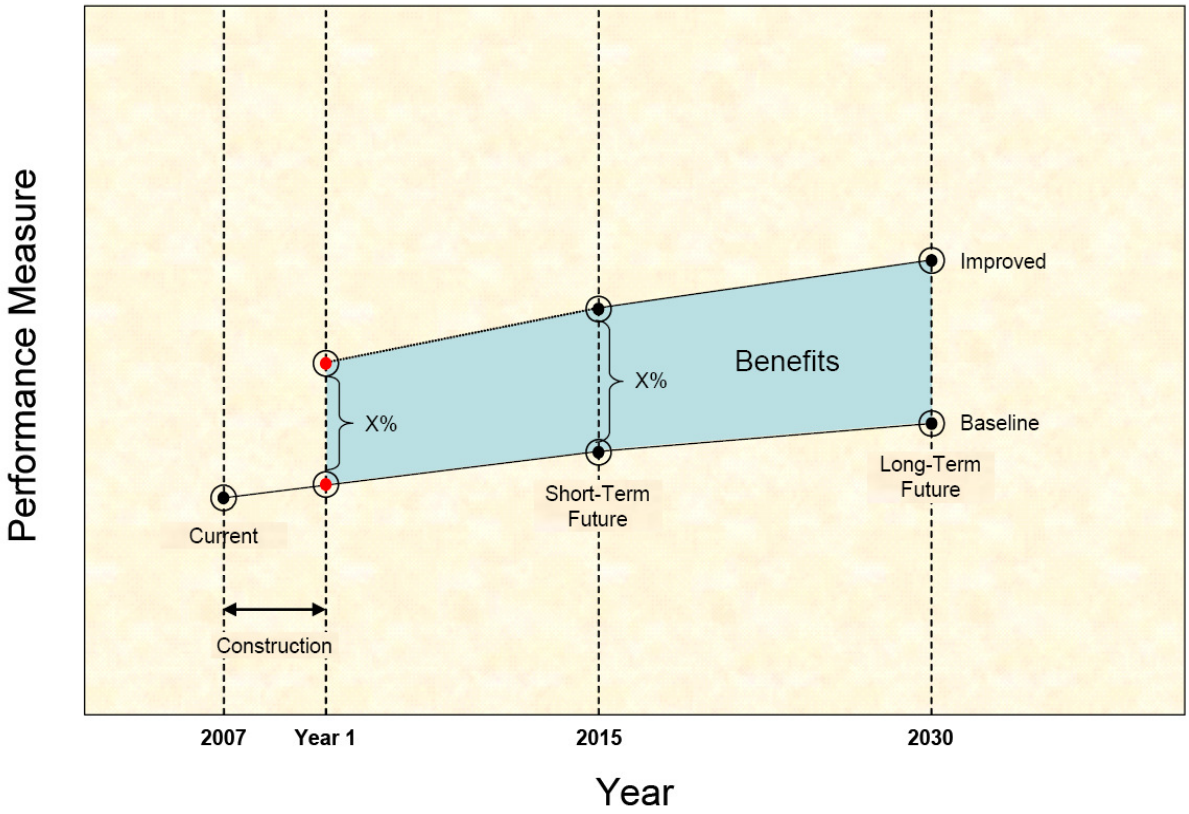
9 http://sv08data.dot.ca.gov/contractcost/

10 Committed projects are the (1) *SR 4 East Widening Project (Loveridge Road to SR160)*, and (2) Segments 1 and 2 of the SR 4 Bypass.

11 Benefit values for Baseline Year 1, Baseline 2015 and Improved 2015 are known; therefore, Improved Year 1 benefit values were estimated by assuming constant growth (see Exhibit 3-4).

Exhibit 3-4: Life-Cycle Benefits



Source: Freeway Performance Initiative Traffic Analysis: Performance and Analysis Framework (October 2007)

Detailed benefit cost estimates for each project would normally require inclusion of the duration of construction to determine when the improvement is completed and will begin accumulating benefits. However, for the purposes of this analysis, which compares a wide variety of improvements with varying construction schedules, all improvements were evaluated assuming the same length of construction such that Year 1 is the same year for all improvements.

The summation of the benefits from Year 1 to 2030 (the life-cycle benefits), will be compared to the cost performance measures of all the mitigation improvements.

Analysis Tools

A variety of analysis tools were used to evaluate the benefits of the proposed mitigation improvements. These tools include a combination of software calculations and manual calculations. The selection of the tools was mandated by the modeling capacity of the software programs and varies by the type of proposed mitigation improvement and the type of benefit. A summary of the tools used is presented in Exhibit 3-5.

Exhibit 3-5: Analysis Tools used for Developing Benefits

Type of Proposed Mitigation Improvement	Type of Benefit	
	Mobility	Reliability
Auxiliary Lane	FREQ	Manual Calculation (based on IDAS methodology)
Mixed-Flow Lane		
HOV Lane		
Ramp Metering		
ITS System Enhancements	N/A	Manual Calculation (based on IDAS methodology)

The formulas for the manual calculations are applied to the data (volumes, capacities, etc.) from FREQ, which ensures consistency between the differing analysis tools and benefits. The full methodologies and calculations of the above analysis tools used for developing mobility and reliability are available by request. Descriptions of the analysis tools follow below.

Software Calculations: FREQ

FREQ was used to evaluate recurrent congestion (mobility) for existing and future highway operating conditions. The version used was FREQ12 PE/PL, Version 3.01. The two models contained within FREQ12 are FREQ12PE, an entry control macroscopic model for analyzing ramp metering, and FREQ12PL, an on-freeway priority macroscopic model for analyzing HOV facilities. The analysis output from FREQ was used in the calculations of benefits and performance measures. The only mobility condition that FREQ was not used for was ITS System Enhancements. FREQ does not analyze ITS Improvements. Additionally, the ITS Improvements recommended target non-recurrent delay (reliability), and therefore show negligible mobility benefits.

Manual Calculations: IDAS and AASHTO

Two sources of formulas and methodology, IDAS and AASHTO, were utilized in the manual calculations.

The methodology from the ITS Deployment Analysis System (IDAS) software was used to perform manual calculations to evaluate all the ITS improvements for reliability benefits. These formulas and methodology are outlined in the IDAS User's Manual.

In addition to being used to evaluate ITS improvements, the IDAS methodology was also used to perform manual calculations to evaluate the reliability benefits of the other proposed mitigation improvements (auxiliary lanes, mixed-flow lanes, HOV lanes and ramp metering). This analysis relates the number of lanes and volume-over-capacity (V/C) ratios to travel time reliability rates.

Section 4: Performance Measures

Performance measures, such as vehicle demand, travel speed, travel time and vehicle delay, were calculated and used in the benefits analysis. Exhibits 4-1 through 4-4 present the performance measures for the following scenarios:

- Baseline Conditions, 2007 (no improvements)
- Baseline Conditions, 2015 (committed improvements)
- Baseline Conditions, 2030 (committed improvements)
- Improved Conditions, 2015 (committed improvements + short-term strategies)
- Improved Conditions, 2030 (committed improvements + short-term strategies + long-term strategies)

Additionally, exhibits 4-5 through 4-9 show the projected changes in bottleneck locations and their associated queues for the above scenarios.

Exhibit 4-1: Performance Measures on SR 4 – Westbound – AM Peak Hour

Measure (Full Analysis Area – 33 miles)	SR 4 Westbound - AM Peak Hour						
	Baseline			Improved			
	2007	2015	2030	2015	Change	2030	Change
Veh. Hours of Travel (VHT)	3,700	5,300	7,800	2,400	-55%	3,400	-56%
Veh. Miles of Travel (VMT)	91,000	111,000	101,000	123,000	+11%	146,000	+45%
Average Speed (mph)	28 (HOV: 40)	25 (HOV: 49)	14 (HOV: 42)	52 (HOV: 58)	+108% (HOV: +18%)	43 (HOV: 56)	+207% (HOV: +33%)
Delay Index (free-flow speed of 60 mph / average speed)	2.1 (HOV: 1.5)	2.4 (HOV: 1.2)	4.3 (HOV: 1.4)	1.2 (HOV: 1.0)	---	1.4 (HOV: 1.1)	---
Average Corridor Travel Time (h:mm)	1:07 (HOV: 0:47)	1:20 (HOV: 0:41)	2:26 (HOV: 0:48)	0:39 (HOV: 0:34)	-51% (HOV: -17%)	0:46 (HOV: 0:36)	-68% (HOV: -25%)
Total Delay (VHT for speeds less than 60 mph)	2,180	3,440	6,190	430	-88%	1,060	-83%
Congestion Delay (VHT for speeds less than 35 mph)	1,690	2,730	5,450	190	-93%	570	-90%
Miles of Congested Segments (Speeds less than 35 mph)	8.0	12.0	17.0	2.0	-83%	5.0	-71%

Exhibit 4-2: Performance Measures on SR 4 – Eastbound – PM Peak Hour

Measure (Full Analysis Area – 33 miles)	SR 4 Eastbound - PM Peak Hour						
	Baseline			Improved			
	2007	2015	2030	2015	Change	2030	Change
Veh. Hours of Travel (VHT)	3,000	3,900	6,800	2,800	-28%	4,900	-28%
Veh. Miles of Travel (VMT)	118,000	132,000	142,000	137,000	+4%	162,000	+14%
Average Speed (mph)	38 (HOV: 45)	31 (HOV: 32)	13 (HOV: 13)	46 (HOV: 46)	+48% (HOV: +44%)	28 (HOV: 29)	+115% (HOV: +123%)
Delay Index (free-flow speed of 60 mph / average speed)	1.6 (HOV: 1.3)	1.9 (HOV: 1.9)	4.6 (HOV: 4.6)	1.3 (HOV: 1.3)	---	2.1 (HOV: 2.1)	---
Average Corridor Travel Time (h:mm)	0:49 (HOV: 0:42)	1:06 (HOV: 1:04)	2:32 (HOV: 2:29)	0:44 (HOV: 0:44)	-33% (HOV: -31%)	1:13 (HOV: 1:09)	-52% (HOV: -54%)
Total Delay (VHT for speeds less than 60 mph)	1,040	1,780	4,550	630	-65%	2,310	-49%
Congestion Delay (VHT for speeds less than 35 mph)	690	1,400	4,030	430	-69%	1,770	-56%
Miles of Congested Segments (Speeds less than 35 mph)	3.5	6.5	16.0	2.5	-62%	10.5	-34%

Exhibit 4-3: Performance Measures on SR 4 – Westbound – AM Peak Period

Measure (Full Analysis Area – 33 miles)	SR 4 Westbound - AM Peak Period						
	Baseline			Improved			
	2007	2015	2030	2015	Change	2030	Change
Veh. Hours of Travel (VHT)	11,000	16,500	22,700	8,700	-47%	11,700	-48%
Veh. Miles of Travel (VMT)	359,000	446,000	459,000	482,000	+8%	560,000	+22%
Average Speed (mph)	38 (HOV: 45)	34 (HOV: 53)	26 (HOV: 45)	54 (HOV: 58)	+59% (HOV: +9%)	48 (HOV: 57)	+85% (HOV: +27%)
Delay Index (free-flow speed of 60 mph / average speed)	1.6 (HOV: 1.3)	1.8 (HOV: 1.1)	2.3 (HOV: 1.3)	1.1 (HOV: 1.0)	---	1.3 (HOV: 1.1)	---
Average Corridor Travel Time (h:mm)	0:53 (HOV: 0:42)	1:05 (HOV: 0:38)	1:35 (HOV: 0:44)	0:37 (HOV: 0:34)	-43% (HOV: -11%)	0:42 (HOV: 0:35)	-56% (HOV: -20%)
Total Delay (VHT for speeds less than 60 mph)	5,170	9,270	15,140	1020	-89%	2,680	-82%
Congestion Delay (VHT for speeds less than 35 mph)	3,720	7,000	12,270	340	-95%	1,250	-90%
Miles of Congested Segments (Speeds less than 35 mph)	1.0 - 8.0 (Avg. 5.0)	3.0 - 12.0 (Avg. 8.5)	7.0 – 17.0 (Avg. 13.0)	0.0 - 2.0 (Avg. 1.0)	-88%	0.5 – 5.0 (Avg. 2.5)	-81%

Exhibit 4-4: Performance Measures on SR 4 – Eastbound – PM Peak Period

Measure (Full Analysis Area – 33 miles)	SR 4 Eastbound - PM Peak Period						
	Baseline			Improved			
	2007	2015	2030	2015	Change	2030	Change
Veh. Hours of Travel (VHT)	10,200	12,100	19,400	9,900	-18%	15,100	-22%
Veh. Miles of Travel (VMT)	444,000	532,000	594,000	545,000	+2%	643,000	+8%
Average Speed (mph)	43 (HOV: 47)	44 (HOV: 45)	28 (HOV: 29)	53 (HOV: 53)	+20% (HOV: +18%)	41 (HOV: 43)	+46% (HOV: +48%)
Delay Index (free-flow speed of 60 mph / average speed)	1.4 (HOV: 1.3)	1.4 (HOV: 1.3)	2.1 (HOV: 2.1)	1.1 (HOV: 1.1)	---	1.5 (HOV: 1.4)	---
Average Corridor Travel Time (h:mm)	0:44 (HOV: 0:40)	0:49 (HOV: 0:47)	1:31 (HOV: 1:28)	0:38 (HOV: 0:38)	-22% (HOV: -19%)	0:54 (HOV: 0:51)	-41% (HOV: -42%)
Total Delay (VHT for speeds less than 60 mph)	2,980	3,580	9,780	1,210	-66%	4,700	-52%
Congestion Delay (VHT for speeds less than 35 mph)	1,900	2,430	8,070	590	-76%	3,330	-59%
Miles of Congested Segments (Speeds less than 35 mph)	1.5 – 3.5 (Avg. 2.0)	1.0 – 6.5 (Avg. 4.0)	4.0 – 16.0 (Avg. 10.0)	0.0 – 2.5 (Avg. 1.0)	-75%	0.5 – 10.5 (Avg. 5.0)	-50%

Exhibit 4-5: Locations of Bottlenecks and Recurrent Congestion on SR 4 - Baseline Conditions, 2007 (No Improvements)

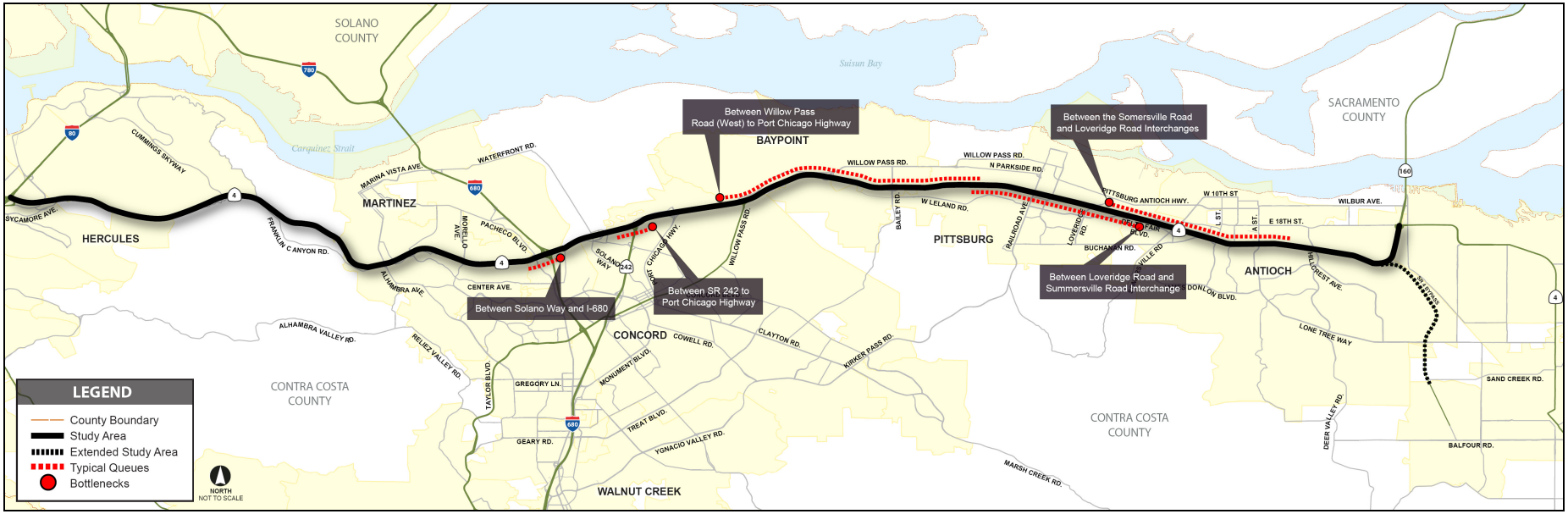


Exhibit 4-6: Locations of Bottlenecks and Recurrent Congestion on SR 4 - Baseline Conditions, 2015 (Committed Improvements)

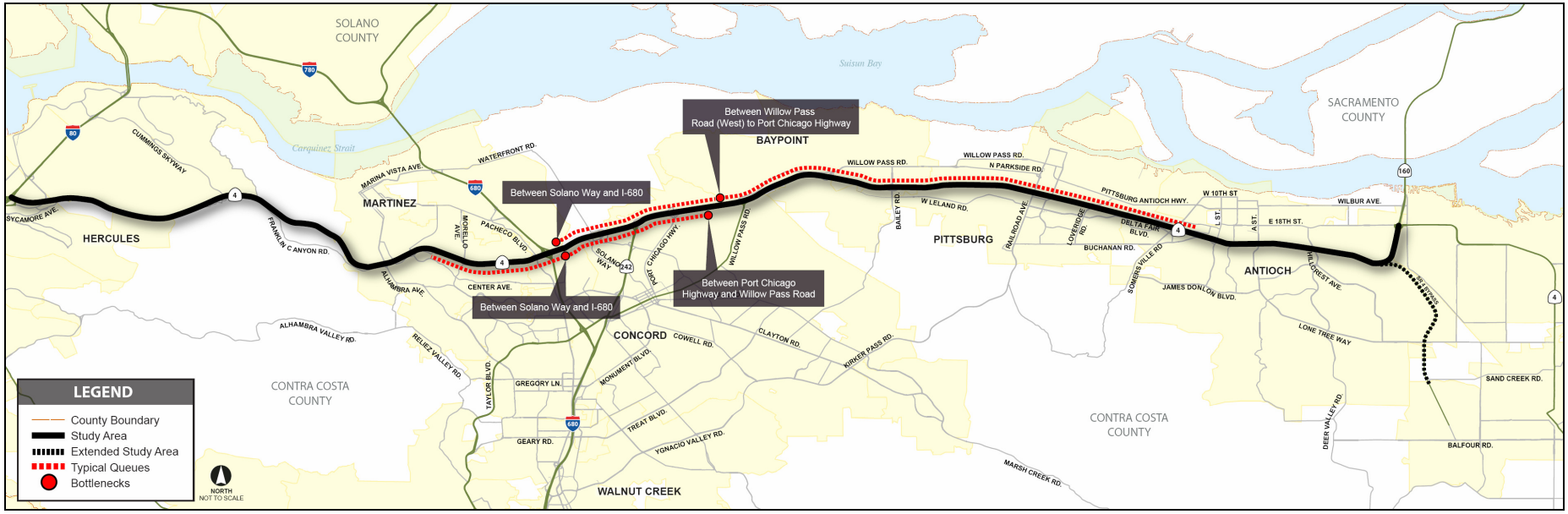


Exhibit 4-7: Locations of Bottlenecks and Recurrent Congestion on SR 4 - Improved Conditions, 2015 (Committed Improvements + Short-Term Strategies)

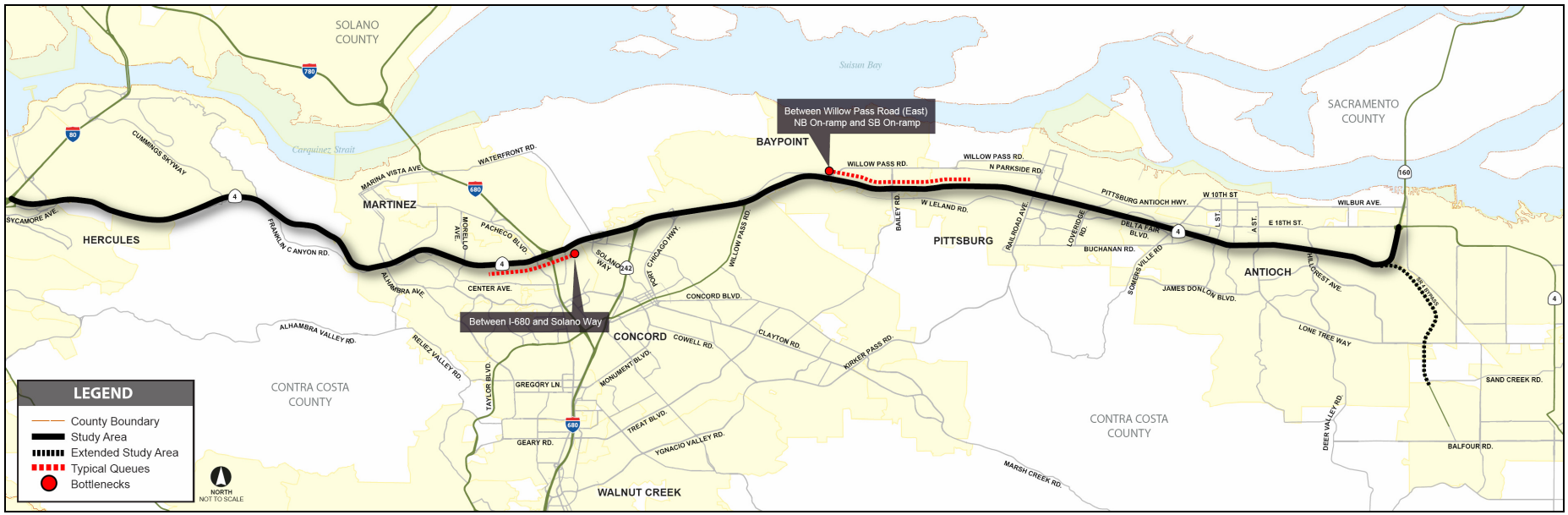


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Exhibit 4-8: Locations of Bottlenecks and Recurrent Congestion on SR 4 - Baseline Conditions, 2030 (Committed Improvements)

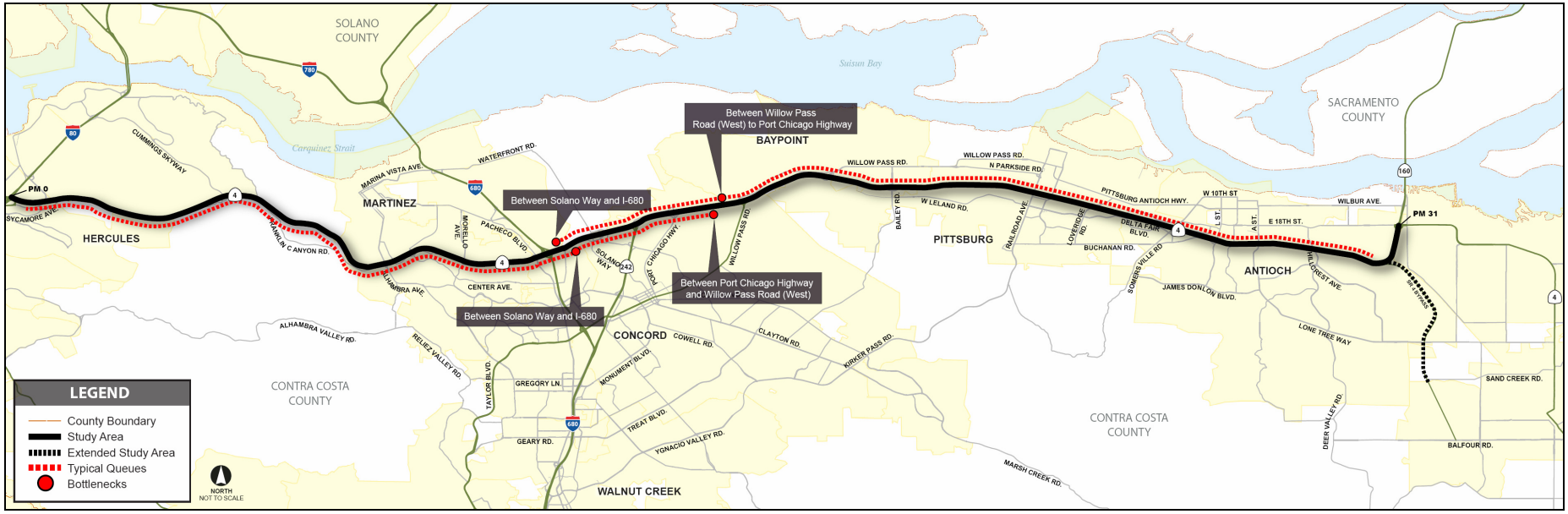
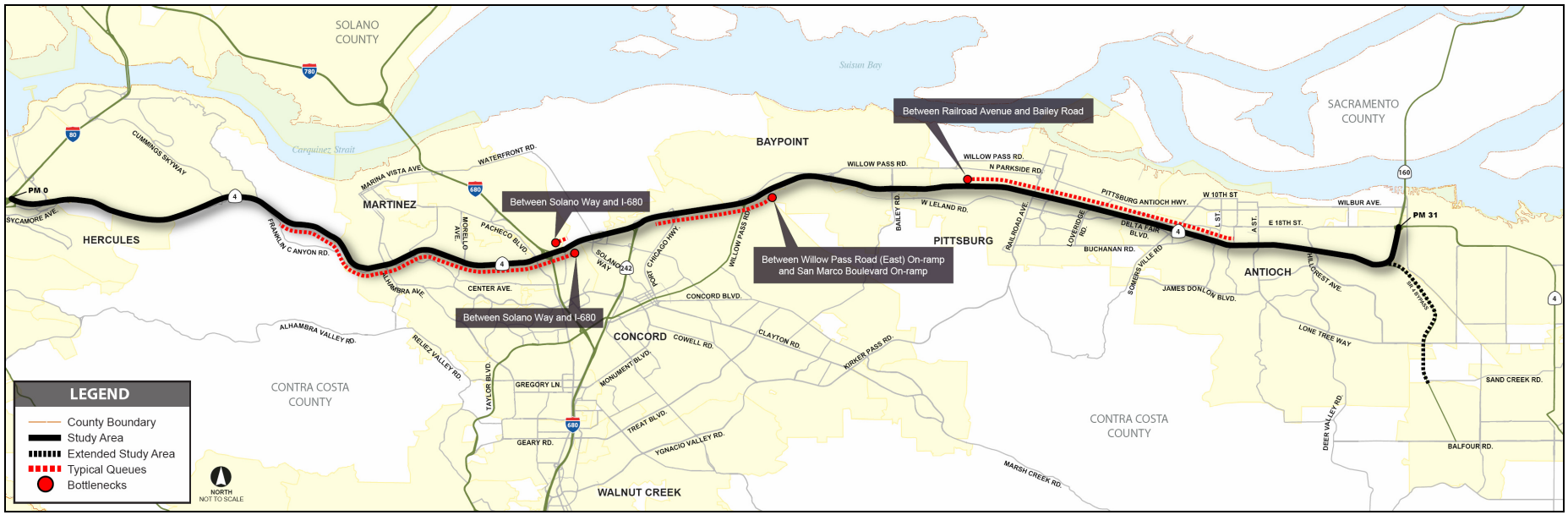


Exhibit 4-9: Locations of Bottlenecks and Recurrent Congestion on SR 4 - Improved Conditions, 2030 (Committed Improvements + Short-Term Strategies + Long-Term Strategies)



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Section 5: Life-Cycle Benefits

The proposed mitigation improvements were evaluated to assess the quantitative and qualitative benefits of the improvements. The quantitative benefits, (mobility and reliability), were evaluated to estimate their life-cycle benefits. The qualitative benefits, (goods movement, HOV connectivity and access management), are also evaluated for subjective prioritization applications.

Quantitative Benefits

The quantitative benefits, mobility and reliability, were calculated for all proposed mitigation improvements as presented in Exhibit 5-1 using the analysis program (i.e., FREQ).

All calculations were performed on segment levels (e.g., Loveridge Road on-ramp to Somersville Road off-ramp) and then summed for the entire SR 4 Corridor. The mobility and reliability benefits shown in Exhibit 3-1 are the life-cycle values for 21 years, from 2009 (also known as Year 1) to 2030. These benefits include a 4% discount rate. Additional notes and assumptions of each of these benefits are provided in the following text.

Mobility

All mobility benefits were estimated using FREQ. Mobility was evaluated using actual volumes (as opposed to demand volumes) and measured in hours of recurrent delay. Specifically, congested delay was used as the type of recurrent delay used to calculate mobility.

In coordination with MTC and Caltrans staff, it was determined that mobility benefits would be quantified by evaluating recurrent delay by using congested delay, which is defined as delay resulting from vehicle speeds of less than 35 mph. Congested delay was used instead of total delay, which is defined as delays from vehicles speeds of less than 60 mph.

As a result of using congested delay instead of total delay, some improvements show no mobility benefits. This is not because the speeds remain unchanged with the addition of these improvements, but rather the absence of one of these improvements alone does not cause a decrease in speed below the 35 mph threshold. This is also due to the "All-In Differential" method.

The mobility benefit model is based on the following calculations:

1. Distances are divided by vehicle speeds to estimate travel times.
2. Calculated travel times are compared to 35 mph travel time standards of congested delay and their difference is the recurrent delay.
3. Factors are applied to convert the recurrent delay from peak period to daily and from daily to life-cycle.

Values of the life-cycle mobility benefits are presented in Exhibit 5-1.

Reliability

Reliability benefits were estimated either in IDAS or by manual computations using the travel time reliability rates provided in the IDAS User's Manual Table B 2.14. Reliability was evaluated using unconstrained volumes to calculate V/C ratios and Vehicle Miles Traveled (VMT). Unconstrained volumes were used instead of constrained volumes because the constrained volumes are lower in oversaturated conditions as a result of vehicles in queue.

The reliability benefit model is based on the following calculations:

1. Unconstrained volumes multiplied by distance results in unconstrained VMT.

2. Travel time reliability rates from IDAS are a function of number of lanes and V/C. The travel time reliability rate is the number of vehicle hours of non-recurrent delay per VMT.
3. Unconstrained VMT values multiplied by the travel time reliability rates yields the non-recurrent delay.
4. Factors are applied to convert the non-recurrent delay from peak period to daily and from daily to life-cycle.

Values of the life-cycle reliability benefits are presented in Exhibit 5-1.

Exhibit 5-1: Quantitative Measures of Life-Cycle Benefits

Pkg	Year	Dir.	ID	Mitigation Improvement	Life-Cycle Benefits		
					Mobility (per-hrs saved)	Reliability (per-hrs saved)	TOTAL (per-hrs saved)
A	2015	Both	1	Activate existing ITS installations that currently are not fully operational.	0	11,480,000	34,440,000
			2	Assess gaps in the current and programmed ITS installations and supplement as needed.			
			3	Extend ITS coverage to fill the gap between I-80 and I-680, and along the SR 4 Bypass.			
B	2015	WB	4	Implement ramp metering in the westbound direction on SR 4 between SR 160 and I-680.	77,809,000	7,243,000	99,538,000
			5	Add a westbound mixed-flow lane from the SR 242 off-ramp to the I-680 NB off-ramp.			
			6	Extend the existing westbound mixed-flow lane from the Willow Pass Road (West) off-ramp to the lane-add located 4,200 feet west of the Willow Pass Road (West) on-ramp.			
C	2015	EB	7	Implement ramp metering in the eastbound direction between Alhambra Avenue and Willow Pass Road (East).	22,324,000	5,270,000	38,134,000
			8	Add an eastbound mixed-flow lane from the lane drop located 1,500 feet west of Port Chicago Highway on-ramp to the Willow Pass Road (West) on-ramp.			
D	2030	WB	9	Extend the existing westbound mixed-flow lane from the lane drop located 3,500 feet east of the Willow Pass Road (East) off-ramp to the Willow Pass Road (West) off-ramp.	2,926,000	5,011,000	17,959,000
E	2030	EB	10	Extend the existing eastbound mixed-flow lane from the lane drop located to 1,500 feet west of the Pacheco Boulevard off-ramp to the Pacheco Boulevard off-ramp.	8,595,000	6,058,000	26,769,000
			11	Extend the existing eastbound HOV lane from the I-680 NB off-ramp to its start 3,000 feet west of the Port Chicago Highway on-ramp.			
			12	Extend the existing eastbound mixed-flow lane from the Willow Pass Road (East) on-ramp to the lane add located 4,000 feet east of the Willow Pass Road (East) on-ramp.			
F	2030	WB	13	Implement ramp metering in the westbound direction on the SR 4 Bypass and on SR 4 between I-680 and I-80.	367,000	368,000	1,471,000
G	2030	EB	14	Implement ramp metering in the eastbound direction between I-80 and Alhambra Avenue, between Willow Pass Road (East) and SR 160, and on the SR 4 Bypass.	1,551,000	2,607,000	9,372,000

Abbreviations: ITS = Intelligent Transportation System; HOV = High Occupancy Vehicle

Note: Based on FHWA research, motorists consider non-recurrent delay (i.e., reliability hours) to be equivalent to three times that of recurrent delay (i.e., mobility hours). This factor is reflected in the "Total Life-Cycle Benefits" value.

Qualitative Benefits

The qualitative benefits were addressed for all proposed mitigation improvements as summarized below. These benefits were evaluated by determining if the proposed mitigation measure provided improvements in the SR 4 Corridor that cannot be easily quantified, but should be considered in the regional prioritization (i.e., comparing proposed mitigation improvements on SR 24 with proposed mitigation measures within other corridors in the region). These qualitative benefits, as outlined in the FPI Framework, are: goods movement, HOV connectivity, and access management. An improvement for these benefits is denoted by a "Yes." These qualitative benefits are not included in the ranking/prioritization of mitigation strategy packages because there is no specific dollar value associated with them. In accordance with the methodology described in Section 3 of this memorandum, the qualitative benefits are outlined below.

Goods Movement

For the goods movement performance measure, no mitigation improvements were given a "Yes" ranking. This is due to the fact that SR 4 is not designated as a goods movement corridor.

HOV System Connectivity

For the HOV system connectivity performance measure, the following mitigation improvement was given a "Yes" ranking:

- Improvement #11 of Package E: Extend the existing eastbound HOV lane from the I-680 NB off-ramp its start 3,000 feet west of the Port Chicago Highway on-ramp.

Access Management

For the access management performance measure, no mitigation improvements were given a "Yes" ranking. This is due to the fact that there are no proposed mitigation improvements that reduce the number of access points on the SR 4 Corridor.

As noted previously, the final prioritization does not incorporate the above qualitative performance measures. However, these qualitative "Yes" rankings are important in that they provide a more comprehensive analysis to inform the regional prioritization process.

Section 6: Life-Cycle Costs

Capital costs and O&M costs were calculated for all proposed mitigation improvements and are presented in Exhibit 6-1. Details on the methodology of the cost estimations are provided in Section 3. Capital costs were incurred during construction years and O&M costs were accrued annually after construction. Life-cycle costs were calculated for a life-cycle of 21 years, from 2009 to 2030 as with the life-cycle benefits. Life-cycle costs include a 4% discount rate.

Exhibit 6-1: Life-Cycle Costs

Pkg	Year	Dir.	ID	Mitigation Improvement	Capital Cost	O&M Cost (per year)	Life-Cycle Costs
A	2015	Both	1	Activate existing ITS installations that currently are not fully operational.	$9,906,000	$297,200	$40,110,000
			2	Assess gaps in the current and programmed ITS installations and supplement as needed.			
			3	Extend ITS coverage to fill the gap between I-80 and I-680, and along the SR 4 Bypass.	$18,074,000	$542,200	
B	2015	WB	4	Implement ramp metering in the westbound direction on SR 4 between SR 160 and I-680.	$12,976,000	$648,800	$68,220,000
			5	Add a westbound mixed-flow lane from the SR 242 off-ramp to the I-680 NB off-ramp.	$23,851,000	$9,300	
			6	Extend the existing westbound mixed-flow lane from the Willow Pass Road (West) off-ramp to the lane-add located 4,200 feet west of the Willow Pass Road (West) on-ramp.	$21,577,000	$10,900	
C	2015	EB	7	Implement ramp metering in the eastbound direction between Alhambra Avenue and Willow Pass Road (East).	$2,978,000	$148,900	$33,070,000
			8	Add an eastbound mixed-flow lane from the lane drop located 1,500 feet west of Port Chicago Highway on-ramp to the Willow Pass Road (West) on-ramp.	$27,697,000	$9,000	
D	2030	WB	9	Extend the existing westbound mixed-flow lane from the lane drop located 3,500 feet east of the Willow Pass Road (East) off-ramp to the Willow Pass Road (West) off-ramp.	$22,172,000	$13,800	$22,400 ,000
E	2030	EB	10	Extend the existing eastbound mixed-flow lane from the lane drop located to 1,500 feet west of the Pacheco Boulevard off-ramp to the Pacheco Boulevard off-ramp.	$2,117,000	$1,800	$31,880,000
			11	Extend the existing eastbound HOV lane from the I-680 NB off-ramp to its start 3,000 feet west of the Port Chicago Highway on-ramp.	$25,687,000	$16,800	
			12	Extend the existing eastbound mixed-flow lane from the Willow Pass Road (East) on-ramp to the lane add located 4,000 feet east of the Willow Pass Road (East) on-ramp.	$3,757,000	$6,000	
F	2030	WB	13	Implement ramp metering in the westbound direction on the SR 4 Bypass and on SR 4 between I-680 and I-80.	$5,396,000	$7,600	$5,510,000
G	2030	EB	14	Implement ramp metering in the eastbound direction between I-80 and Alhambra Avenue, between Willow Pass Road (East) and SR 160, and on the SR 4 Bypass.	$10,448,000	$12,900	$10,640,000

Abbreviations: ITS = Intelligent Transportation System; HOV = High Occupancy Vehicle

Section 7: Life-Cycle Cost-Effectiveness Analysis

Life-cycle benefits and life-cycle costs were compared to estimate the life-cycle benefit cost for all proposed mitigation improvement packages, with the exception of the transit improvement package (Package H), and are presented in Exhibit 7-1. Details on the methodology used for the cost-effectiveness analysis are provided in Section 3. For each mitigation strategy package, life-cycle costs were divided by life-cycle benefits to estimate the life-cycle cost-effectiveness. The cost-effectiveness is presented as the cost for every hour of delay saved as estimated over a 21-year life-cycle, from 2009 to 2030.

Exhibit 7-1: Life-Cycle Cost-Effectiveness Analysis

Pkg	Year	Dir.	ID	Mitigation Improvement	Life-Cycle Benefits	Life-Cycle Costs	Cost-Effectiveness
A	2015	Both	1	Activate existing ITS installations that currently are not fully operational.	34,440,000 person-hours of delay saved	$40,110,000	$1.16 / person-hour of delay saved
			2	Assess gaps in the current and programmed ITS installations and supplement as needed.			
			3	Extend ITS coverage to fill the gap between I-80 and I-680, and along the SR 4 Bypass.			
B	2015	WB	4	Implement ramp metering in the westbound direction on SR 4 between SR 160 and I-680.	99,538,000 person-hours of delay saved	$68,220,000	$0.69 / person-hour of delay saved
			5	Add a westbound mixed-flow lane from the SR 242 off-ramp to the I-680 NB off-ramp.			
			6	Extend the existing westbound mixed-flow lane from the Willow Pass Road (West) off-ramp to the lane-add located 4,200 feet west of the Willow Pass Road (West) on-ramp.			
C	2015	EB	7	Implement ramp metering in the eastbound direction between Alhambra Avenue and Willow Pass Road (East).	38,134,000 person-hours of delay saved	$33,070,000	$0.87 / person-hour of delay saved
			8	Add an eastbound mixed-flow lane from the lane drop located 1,500 feet west of Port Chicago Highway on-ramp to the Willow Pass Road (West) on-ramp.			
D	2030	WB	9	Extend the existing westbound mixed-flow lane from the lane drop located 3,500 feet east of the Willow Pass Road (East) off-ramp to the Willow Pass Road (West) off-ramp.	17,959,000 person-hours of delay saved	$22,400,000	$1.25 / person-hour of delay saved
E	2030	EB	10	Extend the existing eastbound mixed-flow lane from the lane drop located to 1,500 feet west of the Pacheco Boulevard off-ramp to the Pacheco Boulevard off-ramp.	26,769,000 person-hours of delay saved	$31,880,000	$1.19 / person-hour of delay saved
			11	Extend the existing eastbound HOV lane from the I-680 NB off-ramp to its start 3,000 feet west of the Port Chicago Highway on-ramp.			
			12	Extend the existing eastbound mixed-flow lane from the Willow Pass Road (East) on-ramp to the lane add located 4,000 feet east of the Willow Pass Road (East) on-ramp.			
F	2030	WB	13	Implement ramp metering in the westbound direction on the SR 4 Bypass and on SR 4 between I-680 and I-80.	1,471,000 person-hours of delay saved	$5,510,000	$3.75 / person-hour of delay saved
G	2030	EB	14	Implement ramp metering in the eastbound direction between I-80 and Alhambra Avenue, between Willow Pass Road (East) and SR 160, and on the SR 4 Bypass.	9,372,000 person-hours of delay saved	$10,640,000	$1.14 / person-hour of delay saved

Abbreviations: ITS = Intelligent Transportation Systems; HOV = High Occupancy Vehicle

Section 8: Prioritization

All proposed mitigation improvement packages were ranked/prioritized based solely on the calculated cost-effectiveness (described above in Sections 3 and 7) of their respective improvements. For the purposes of this prioritization exercise, qualitative benefits and political considerations were not included. Rankings are shown in ascending order with Rank 1 having the most cost-effectiveness (as determined in Section 7). Exhibit 8-1 shows the ranking for each mitigation improvement package.

Exhibit 8-1: Prioritization of Mitigation Improvements

Pkg	Year	Dir.	ID	Mitigation Improvement	Package Rank	
					Short-Term	Long-Term
B	2015	WB	4	Implement ramp metering in the westbound direction on SR 4 between SR 160 and I-680.	1	---
			5	Add a westbound mixed-flow lane from the SR 242 off-ramp to the I-680 NB off-ramp.		
			6	Extend the existing westbound mixed-flow lane from the Willow Pass Road (West) off-ramp to the lane-add located 4,200 feet west of the Willow Pass Road (West) on-ramp.		
C	2015	EB	7	Implement ramp metering in the eastbound direction between Alhambra Avenue and Willow Pass Road (East). [12]	2	---
			8	Add an eastbound mixed-flow lane from the lane drop located 1,500 feet west of Port Chicago Highway on-ramp to the Willow Pass Road (West) on-ramp.		
A	2015	Both	1	Activate existing ITS installations that currently are not fully operational.	3	---
			2	Assess gaps in the current and programmed ITS installations and supplement as needed.		
			3	Extend ITS coverage to fill the gap between I-80 and I-680, and along the SR 4 Bypass.		
G	2030	EB	14	Implement ramp metering in the eastbound direction between I-80 and Alhambra Avenue, between Willow Pass Road (East) and SR 160, and on the SR 4 Bypass.	---	1
E	2030	EB	10	Extend the existing eastbound mixed-flow lane from the lane drop located to 1,500 feet west of the Pacheco Boulevard off-ramp to the Pacheco Boulevard off-ramp. [13]	---	2
			11	Extend the existing eastbound HOV lane from the I-680 NB off-ramp to its start 3,000 feet west of the Port Chicago Highway on-ramp.		
			12	Extend the existing eastbound mixed-flow lane from the Willow Pass Road (East) on-ramp to the lane add located 4,000 feet east of the Willow Pass Road (East) on-ramp.		
D	2030	WB	9	Extend the existing westbound mixed-flow lane from the lane drop located 3,500 feet east of the Willow Pass Road (East) off-ramp to the Willow Pass Road (West) off-ramp.	---	3
F	2030	WB	13	Implement ramp metering in the westbound direction on the SR 4 Bypass and on SR 4 between I-680 and I-80.	---	4

Abbreviations: ITS = Intelligent Transportation Systems; HOV = High Occupancy Vehicle

Package B and Package C ranked the highest of all the mitigation strategy packages, addressing westbound and eastbound congestion approaching the SR 242 and I-680 interchanges. The ITS package, Package A, also ranked high providing the full coverage of ITS technology and management needed to address nonrecurrent delay and safety on the SR 4 Corridor.

[12] ITS Installations in Package A may be considered for implementation before the ramp metering mitigation (Improvement #7) in Package C, to so that the benefit of the ramp metering can be fully realized.

[13] Notwithstanding the ranking of this mixed-flow lane extension (Improvement #10) in Package E, this project may be advanced in the regional planning and programming process to advance it in conjunction with the Pacheco Transit Center expansion.

Note that within the analysis period (2007 to 2030) no congestion mitigations exist in the eastern portion of the SR 4 Corridor because the committed SR 4 East Widening Project and SR 4 Bypass Project will mitigate future traffic demands.

Section 9: Transit Mitigation Strategies

While the FPI and CSMP processes focus on freeway mitigation strategies, improved transit service was raised by stakeholders along the SR 4 corridor. In the case of SR 4 these services include eBART and general strategies to increase transit access, including additional parking at BART stations in the corridor, enhanced bus feeder services, and operational enhancements to BART at a system-wide level that could accommodate ridership increases of 10 to 20 percent.[14]

eBART

The East Contra Costa BART Extension (eBART) project is included in the Regional Transportation Plan (RTP). The proposed project is a Diesel Multiple Vehicle (DMU) with expanded service from the Pittsburg/Bay Point BART station to a new station at Railroad Avenue and a terminus station east of Hillcrest Avenue in Antioch. The eBART project includes 300 parking spaces for the proposed station at Railroad Avenue and 2,600 parking spaces for the proposed station at Hillcrest Avenue. Life-cycle benefits and life-cycle costs were not estimated for eBART.

Additional Transit Strategies

As mentioned earlier, the short-term and long-term transit mitigation strategies in Package H include additional BART parking capacity, increased bus transit access to the BART stations, improvements to existing park-and-ride facilities in Martinez (Pacheco Boulevard), Antioch (Hillcrest Avenue), and Pittsburg (Bliss Avenue), as well as investment in new park-and-ride facilities at proposed/potential eBART stations, and BART system-wide operational improvements. A benefit cost ratio could not be estimated for this report, and thus these transit mitigation strategies cannot be ranked against other mitigation strategies for which life-cycle benefits and costs were available. For this reason, no prioritized recommendations are offered on this set of transit strategies and further analysis is recommended to determine the effectiveness of these improvements and their impacts on the corridor.

Exhibit 9-1: Transit Mitigation Improvements

Pkg	ID	Mitigation Improvement
H	15	eBART
	16	Additional BART parking capacity.
	17	Increased bus transit access to the BART stations.
	18	Improvements to existing park-and-ride facilities in Martinez (Pacheco Boulevard), Antioch (Hillcrest Avenue), and Pittsburg (Bliss Avenue), as well as investment in new park-and-ride facilities at proposed/potential eBART stations.
	19	BART system-wide operational improvements.

[14] The feasibility of accommodating ridership increases in this range was discussed with BART as part of the stakeholder coordination process.

Section 10: Express Lanes

As described in the *Congestion Mitigation Strategies Technical Memorandum*, (PBS&J, November 9, 2009), in addition to the physical roadway mitigation improvements described in previous sections of this memorandum and the transit mitigation improvement measures described in Section 9, the option of converting the HOV lanes on SR 4 to Express Lanes (also referred to as High-Occupancy Toll Lanes, or HOT Lanes) is discussed here. Express Lanes allow HOV users to continue to use the carpool lane for free, but also allow single-occupant vehicles to access the carpool lane by paying a toll.

MTC's *Transportation 2035 Plan for the San Francisco Bay Area* (T-2035) proposes a Regional Express Lane Network for the Bay Area, which includes Express Lanes on SR 4 between I-680 and SR 160.[15] On July 16, 2009, the California Senate Transportation and Housing Committee passed Assembly Bill 744 (Torrico), which authorizes the creation of an 800-mile express lane network on Bay Area freeways. This bill must still be passed by the Senate Appropriations Committee before moving on to the Senate floor for authorization.

The conversion of HOV lanes to Express Lanes on SR 4 would increase the total number of vehicles using the HOV lanes, provided those lanes have available "vacant" capacity that can be "bought" by single-occupant drivers who are willing to pay a toll in exchange for a faster trip in the HOV lane. Toll-paying single-occupant vehicles are allowed to enter the HOV lane; however, as the volume of traffic in the lane begins to reach a pre-determined capacity level, the toll amount charged to single-occupant users increases dynamically in response to the demand. Real-time, variable pricing of the "vacant" capacity in the HOV lanes is used as a mechanism to limit the number of vehicles entering the lane. The Express Lane operator is required, through pricing and changeable message signs, to maintain free-flow conditions in the Express Lane at all times.

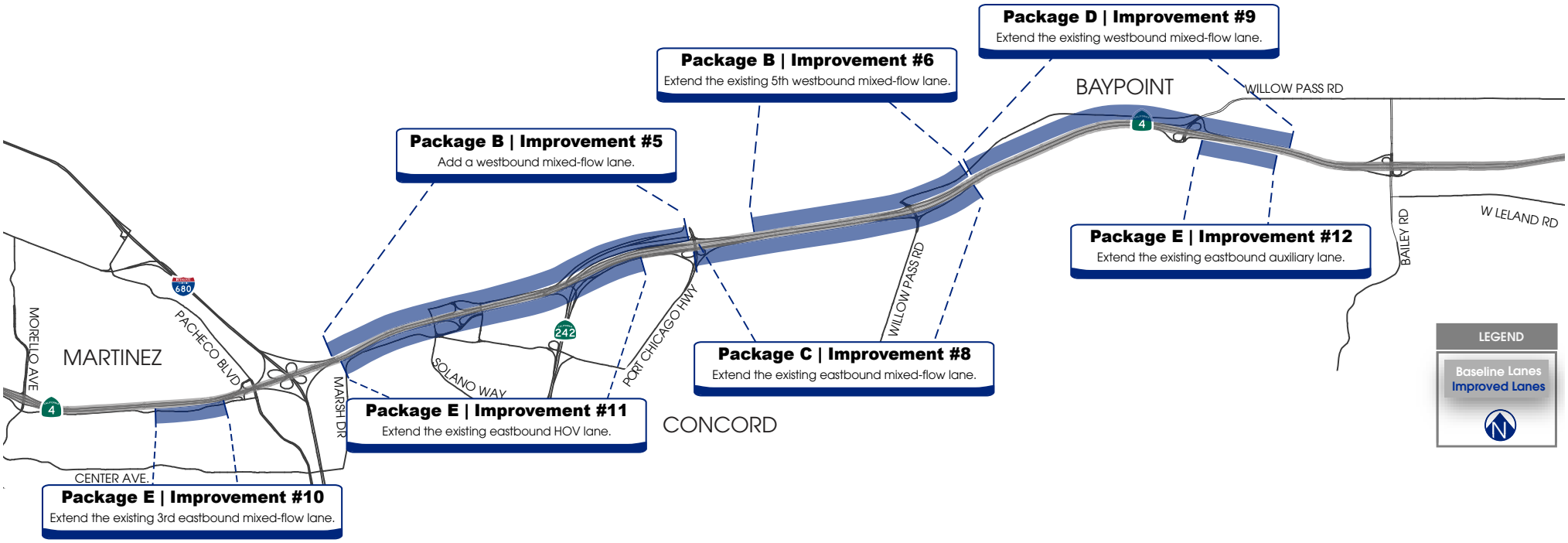
All existing Express Lanes in the United States are limited access facilities. In the Bay Area design, Express Lanes are separated from the adjacent mixed-flow lanes by a double-stripe line, similar to facilities in Seattle and Minneapolis. Lane markings, such as a single-dashed stripe or transition lane, designate ingress and egress zones. Non-carpools using the Express Lanes pay their tolls using electronic FasTrak® toll tags, which are already in use on the region's eight toll bridges; as a vehicle enters the Express Lane, an electronic reader detects the toll tag and deducts the toll from a prepaid account.

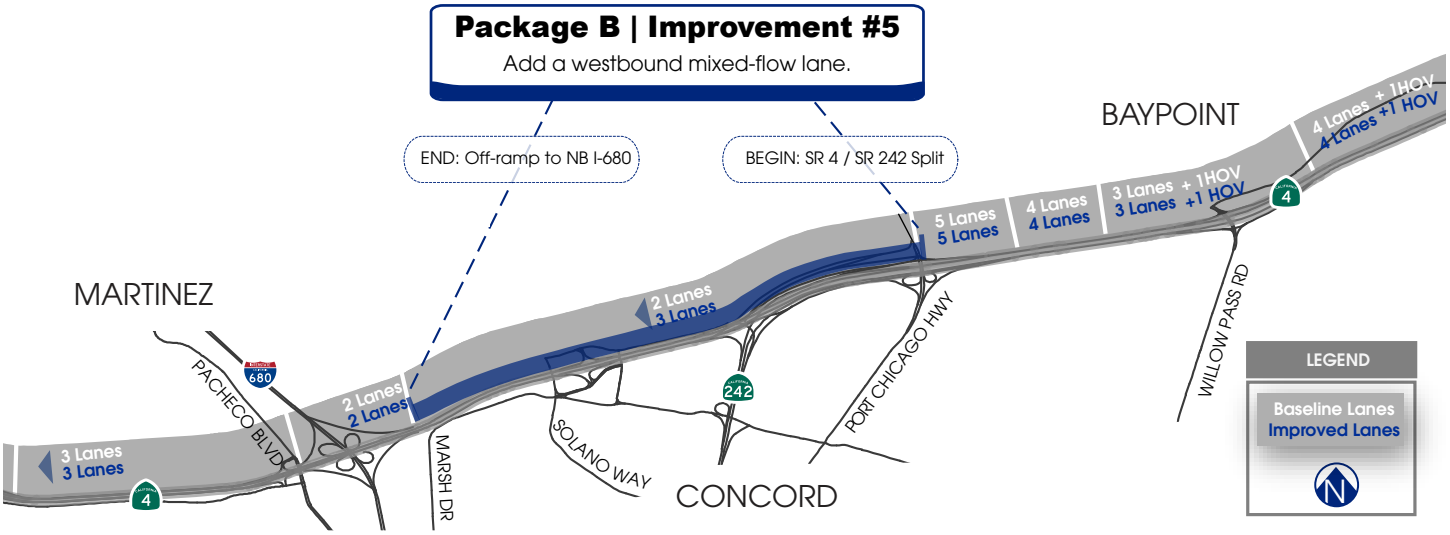
Documented benefits of Express Lanes in operation in the United States include: improved travel speeds in the mixed-flow lanes; increased corridor throughput; ability to provide a reliable travel option that can be used when most needed (most express lane travelers use the lanes no more than a few times a week); and, in some cases, revenue to support transit service. Further, there is no evidence that Express Lanes reduce carpool levels or transit ridership.

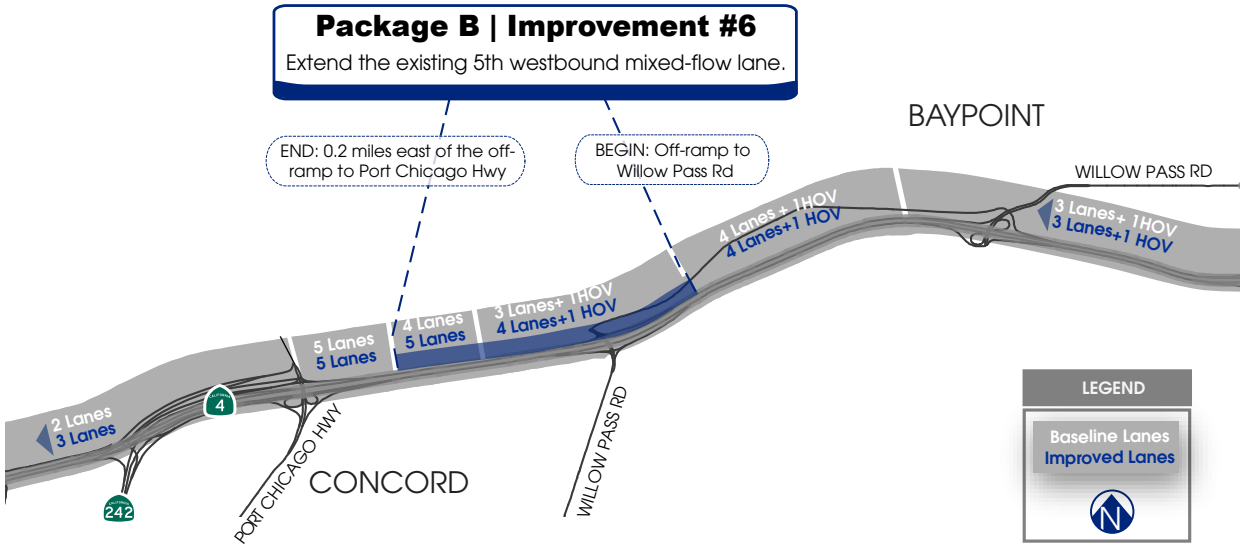
Should AB 744 or similar legislation be signed into law at some point in the future, significant further analysis and consultation with affected jurisdictions along the corridor will be required to determine the feasibility, cost-effectiveness and appropriateness of converting the HOV lanes to Express Lanes in the SR 4 Corridor. This process will inform whether and how (e.g., timing and phasing, design and operations policies) to pursue Express Lanes in the corridor.

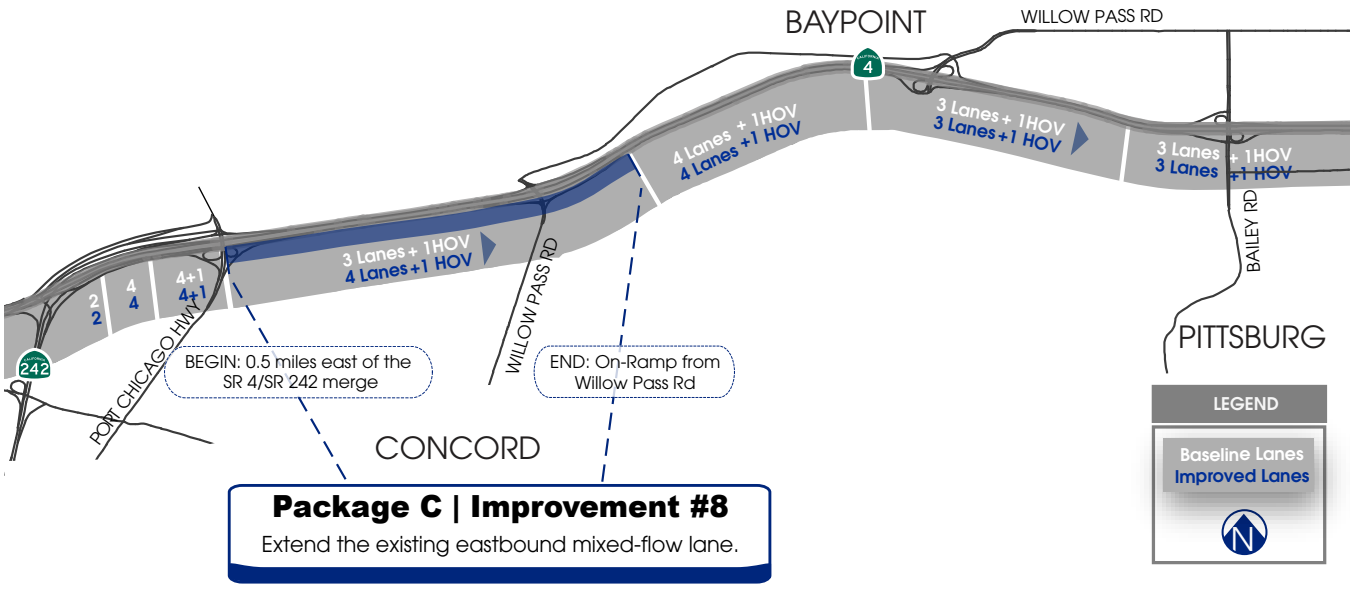
[15] http://www.mtc.ca.gov/planning/hov/index.htm

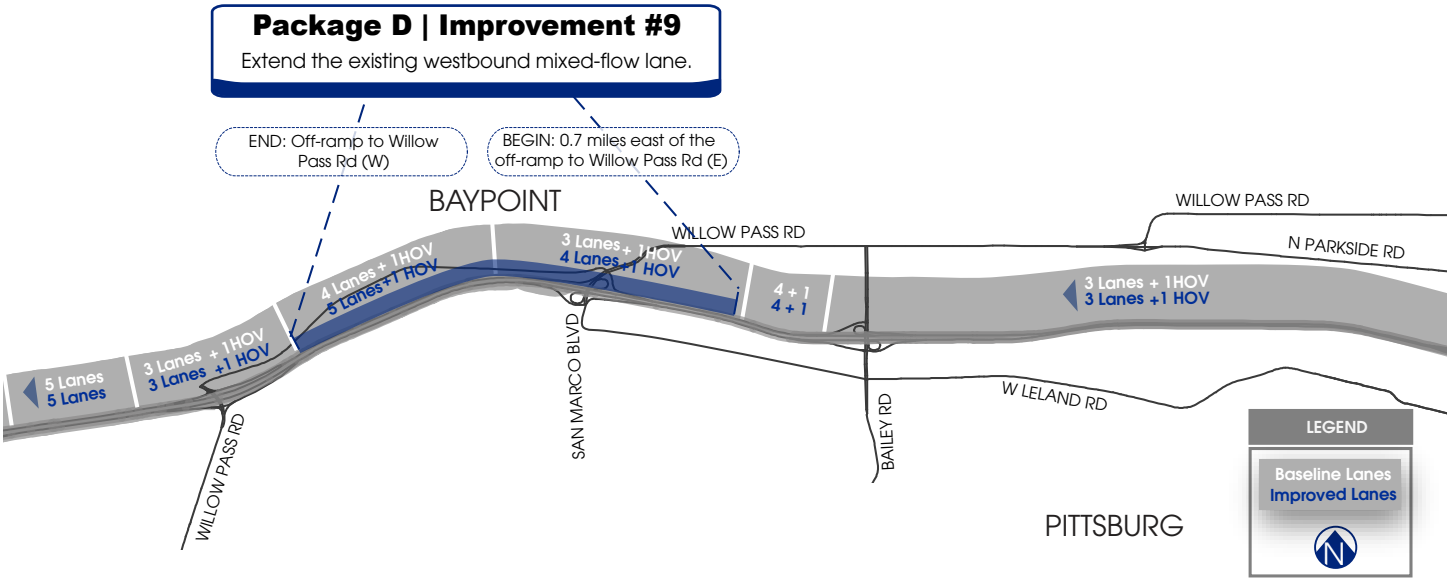
Appendix A: Illustration of Selected Mitigation Strategies

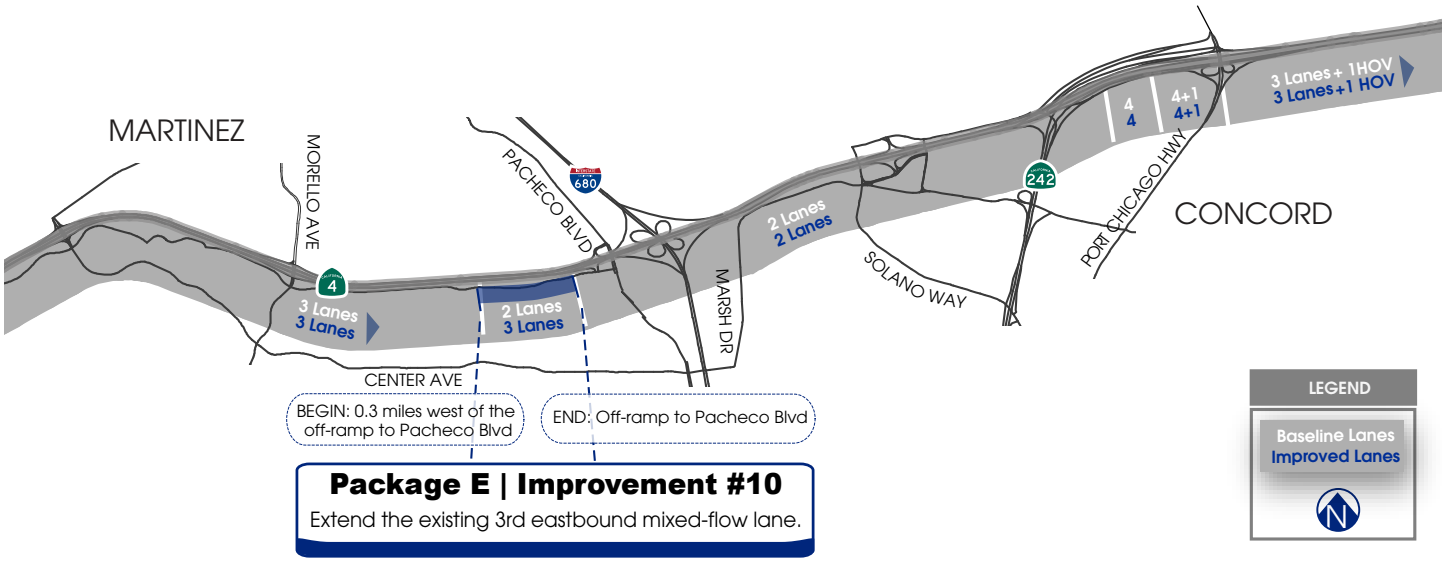

Package D | Improvement #9
Extend the existing westbound mixed-flow lane.
Package B | Improvement #6
Extend the existing 5th westbound mixed-flow lane.
BAYPOINT
WILLOW PASS RD
Package B | Improvement #5
Add a westbound mixed-flow lane.
Package E | Improvement #12
Extend the existing eastbound auxiliary lane.
W LELAND RD
BAILEY RD
MORELLO AVE
MARTINEZ
PACHECO BLVD
SOLANO WAY
PORT CHICAGO HWY
WILLOW PASS RD
Package C | Improvement #8
Extend the existing eastbound mixed-flow lane.
MARSH DR
Package E | Improvement #11
Extend the existing eastbound HOV lane.
CONCORD
CENTER AVE.
Package E | Improvement #10
Extend the existing 3rd eastbound mixed-flow lane.
LEGEND
Baseline Lanes
Improved Lanes
N


Package B | Improvement #5
Add a westbound mixed-flow lane.
END: Off-ramp to NB I-680
BEGIN: SR 4 / SR 242 Split
MARTINEZ
BAYPOINT
PACHECO BLVD
MARSH DR
SOLANO WAY
CONCORD
PORT CHICAGO HWY
WILLOW PASS RD
3 Lanes
3 Lanes
2 Lanes
2 Lanes
2 Lanes
3 Lanes
5 Lanes
5 Lanes
4 Lanes
4 Lanes
3 Lanes + 1HOV
3 Lanes +1 HOV
4 Lanes + 1HOV
4 Lanes +1 HOV
LEGEND
Baseline Lanes
Improved Lanes


Package B | Improvement #6
Extend the existing 5th westbound mixed-flow lane.
END: 0.2 miles east of the off-ramp to Port Chicago Hwy
BEGIN: Off-ramp to Willow Pass Rd
BAYPOINT
WILLOW PASS RD
CONCORD
PORT CHICAGO HWY
WILLOW PASS RD
2 Lanes
3 Lanes
5 Lanes
5 Lanes
4 Lanes
5 Lanes
3 Lanes+ 1HOV
4 Lanes+1 HOV
4 Lanes + 1HOV
4 Lanes+1 HOV
3 Lanes+ 1HOV
3 Lanes+1 HOV
LEGEND
Baseline Lanes
Improved Lanes

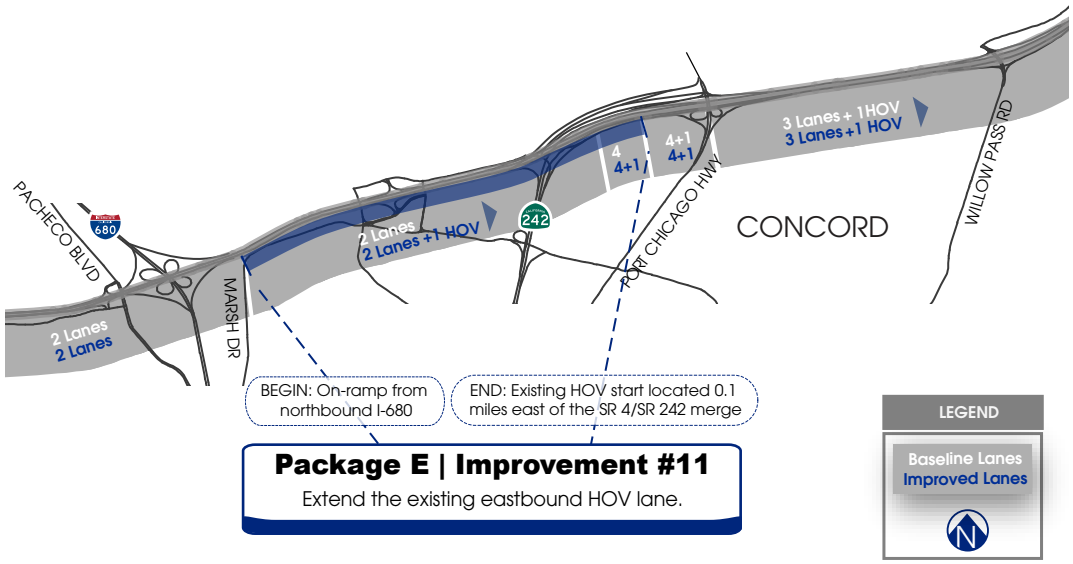

BAYPOINT
WILLOW PASS RD
4
3 Lanes + 1HOV
3 Lanes +1 HOV
4 Lanes + 1HOV
4 Lanes +1 HOV
3 Lanes + 1HOV
3 Lanes +1 HOV
2
2
4
4
4+1
4+1
3 Lanes + 1HOV
4 Lanes +1 HOV
242
PORT CHICAGO HWY
WILLOW PASS RD
BAILEY RD
PITTSBURG
BEGIN: 0.5 miles east of the SR 4/SR 242 merge
END: On-Ramp from Willow Pass Rd
CONCORD
LEGEND
Baseline Lanes
Improved Lanes
N
Package C | Improvement #8
Extend the existing eastbound mixed-flow lane.


Package D | Improvement #9
Extend the existing westbound mixed-flow lane.
END: Off-ramp to Willow Pass Rd (W)
BEGIN: 0.7 miles east of the off-ramp to Willow Pass Rd (E)
BAYPOINT
WILLOW PASS RD
WILLOW PASS RD
N PARKSIDE RD
4 Lanes + 1HOV
5 Lanes +1 HOV
3 Lanes + 1HOV
4 Lanes +1 HOV
4 + 1
4 + 1
3 Lanes + 1HOV
3 Lanes +1 HOV
5 Lanes
5 Lanes
3 Lanes + 1HOV
3 Lanes +1 HOV
WILLOW PASS RD
SAN MARCO BLVD
BAILEY RD
W LELAND RD
PITTSBURG
LEGEND
Baseline Lanes
Improved Lanes
N



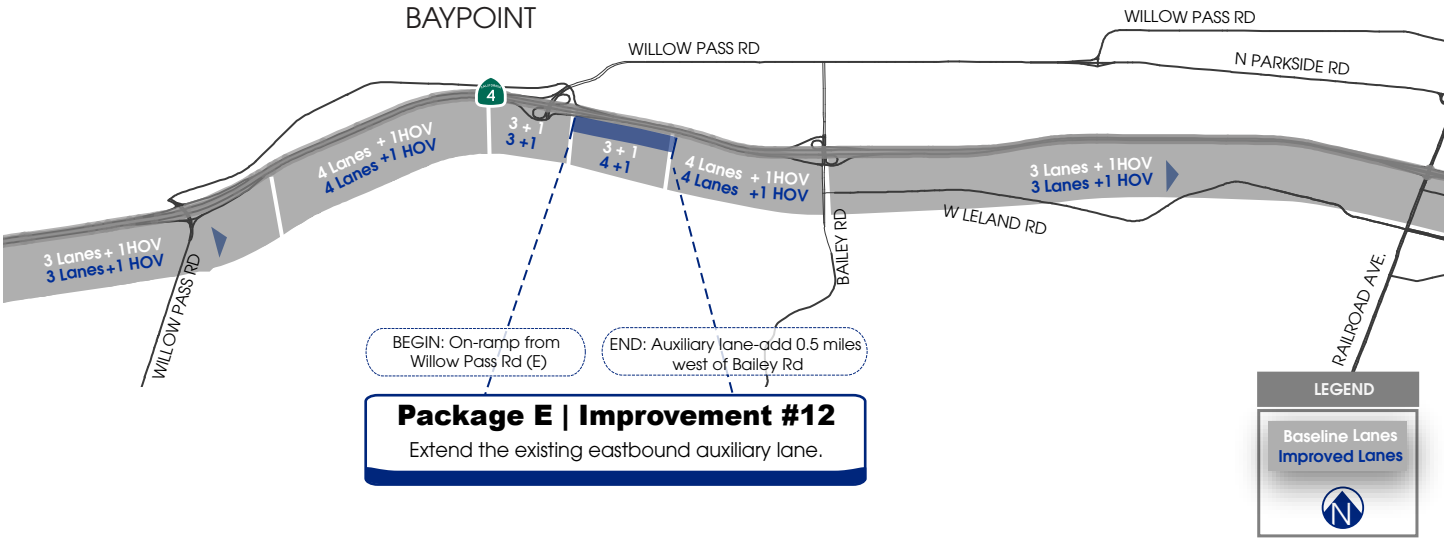
Package E | Improvement #10

Extend the existing 3rd eastbound mixed-flow lane.



Package E | Improvement #11

Extend the existing eastbound HOV lane.


BAYPOINT
WILLOW PASS RD
WILLOW PASS RD
N PARKSIDE RD
4
3 Lanes + 1HOV
3 Lanes +1 HOV
WILLOW PASS RD
4 Lanes + 1HOV
4 Lanes +1 HOV
3 + 1
3 +1
3 + 1
4 +1
4 Lanes + 1HOV
4 Lanes +1 HOV
BAILEY RD
3 Lanes + 1HOV
3 Lanes +1 HOV
W LELAND RD
RAILROAD AVE.
BEGIN: On-ramp from Willow Pass Rd (E)
END: Auxiliary lane-add 0.5 miles west of Bailey Rd
Package E | Improvement #12
Extend the existing eastbound auxiliary lane.
LEGEND
Baseline Lanes
Improved Lanes
N

Appendix B: Life-Cycle Cost-Effectiveness Analysis and Prioritization

SR 4 Prioritized Congestion Mitigation Strategies: Cost-Effectiveness Analysis

		Life-Cycle Benefits			Life-Cycle Costs [3]	Life-Cycle Cost-Effectiveness	Package Rank [4]	
		Mobility Benefits (per·hrs saved)	Reliability Benefits (per·hrs saved)	Total [1,2]		Cost to Person-Hour of Delay Saved	Short Term	Long Term
SHORT-TERM (2009-2015) MITIGATION STRATEGIES								
	Short-term Strategies Package A							
1	Activate existing ITS installations that currently are not fully operational.							
2	Assess gaps in the current and programmed ITS and supplement as needed.	0	11,480,000	34,440,000	$40,110,000	$1.16 / per-hr of delay saved	3	---
3	Extend ITS coverage to fill the gap from I-80 to I-680, to on the SR 4 Bypass.							
	Short-term Strategies Package B							
4	Implement WB ramp metering from SR 160 to I-680.							
5	Add a WB mixed-flow lane from the SR 242 off-ramp to the I-680 NB off-ramp.	77,809,000	7,243,000	99,538,000	$68,220,000	$0.69 / per-hr of delay saved	1	---
6	Extend the WB mixed-flow lane from the the Willow Pass Rd (W) off-ramp to the lane-add 0.8 mi west of the Willow Pass (W) on-ramp.							
	Short-term Strategies Package C							
7	Implement EB ramp metering from Alhambra Ave to Willow Pass Rd (E).	22,324,000	5,270,000	38,134,000	$33,070,000	$0.87 / per-hr of delay saved	2	---
8	Add an EB mixed-flow lane from the lane drop located 0.3 mi west of Port Chicago Hwy on-ramp to the Willow Pass Rd (W) on-ramp.							
LONG-TERM (2016-2030) MITIGATION STRATEGIES								
	Long-term Strategies Package D							
9	Extend the WB mixed-flow lane from the lane drop 0.7 mi east of the Willow Pass Rd (E) off-ramp to the Willow Pass Rd (W) off-ramp.	2,926,000	5,011,000	17,959,000	$22,400,000	$1.25 / per-hr of delay saved	---	3
	Long-term Strategies Package E							
10	Extend the EB mixed-flow lane from the lane drop 0.3 mi west of the Pacheco Blvd off-ramp to the Pacheco Blvd off-ramp.							
11	Extend the EB HOV lane from the I-680 NB off-ramp to its start 0.6 mi west of the Port Chicago Hwy on-ramp.	8,595,000	6,058,000	26,769,000	$31,880,000	$1.19 / per-hr of delay saved	---	2
12	Extend the EB mixed-flow lane from the Willow Pass Rd (E) on-ramp to the lane add 0.8 mi east of the Willow Pass Rd (E) on-ramp.							
	Long-term Strategies Package F							
13	Implement ramp metering in the WB direction on the SR 4 Bypass and on SR 4 from I-680 to I-80.	367,000	368,000	1,471,000	$5,510,000	$3.75 / per-hr of delay saved	---	4
	Long-term Strategies Package G							
14	Implement EB ramp metering from I-80 to Alhambra Ave, Willow Pass Rd (E) to SR 160, and on the SR 4 Bypass.	1,551,000	2,607,000	9,372,000	$10,640,000	$1.14 / per-hr of delay saved	---	1
ALL MITIGATION STRATEGIES								
		113,572,000	38,037,000	227,683,000	$211,830,000	$0.93 / per-hr of delay saved	---	---

Source: PBS&J, October 2009.

Notes: 1. Life-Cycle benefits only include mobility and reliability. (No safety or qualitative benefit measures.)

2. Based on FHWA research, motorists consider non-recurrent delay (i.e., reliability hours) to be equivalent to three times that of recurrent delay (i.e., mobility hours). This factor is incorporated into the "Total Life Cycle Benefits" value.

3. Life-Cycle costs include capital, and operating and maintenance.

4. Package rank based on cost effectiveness.