

Will Casey,
Chair
Pittsburg
City Council

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

Donald P. Freitas
Antioch
City Council

Bob Taylor
Brentwood
City Council

Brad Nix
Oakley
City Council

Gil Azevedo
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Carmen Gaddis
Representing the
Contra Costa County
Board of Supervisors

Walter MacVittie
East Contra Costa
Regional Planning
Commission

Erik Nunn
Oakley
Planning Commission

Bruce Ohlson
Pittsburg
Planning Commission

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TRANSPLAN COMMITTEE MEETING

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

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

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

AGENDA

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

CONSENT ITEMS (see attachments where noted)

3. Adopt minutes from June 12, 2008 meeting. ♦
4. Accept correspondence. ♦
5. Accept recent news articles. ♦
6. Accept environmental register (no notices received this month).
7. Accept status report on major East County transportation projects. ♦

END OF CONSENT ITEMS

ACTION ITEMS (see attachments where noted [♦])

8. **Contra Costa County Bailey Road Pedestrian and Bicycle Improvement Project:** County staff applied for, and nearly received, a \$200,000 planning grant from the Contra Costa Transportation Authority for the referenced project. CCTA staff and its review committee recommended the project receive the grant, but CCTA gave the planning grant to the County Connection bus transit agency in order to complete the funding for a County Connection project. CCTA expressed support for the County's Bailey Road project and indicated they would work with TRANSPLAN and the County to try to find East County funding for the project. Excerpts from the grant application are attached. ♦
9. **Presentation: Concord Community Naval Weapons Station Reuse Plan:** Bruce Knopf (City of Concord-Project Manager) and Will Baumgardner (Arup-Project Transportation Consultant) will make a brief presentation on the project, provide an update on approval process, and respond to questions from the Committee. ♦
10. **Consider Comments on Concord Naval Weapons Station Reuse Plan Draft Environmental Impact Report (DEIR):** Staff has drafted a comment letter on the DEIR and is seeking input from the Committee and a recommendation to transmit to the City of Concord. ♦
11. **Receive report and seek input on the second draft of the East County Action Plan:** At their June meeting, the Committee discussed the comments received on the East County Action Plan and directed staff to revise the document based on input. Staff was direct to return in August with a second draft. Staff is reporting on interim progress and possibly seeking additional guidance from the Committee. ♦
12. **Accept staff or Committee members' reports.** Staff or members of TRANSPLAN may report on items of interest to TRANSPLAN. Included is a CCTA report on its efforts to update the revenue projections from the East Contra Costa County Regional Fee Program, and a report on the joint TRANSPLAN-TRANSPAC Transportation Demand Management Program. ♦

ADJOURNMENT

13. Adjourn to next meeting on Thursday, August 14, at 6:30 p.m.

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

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ITEM 3

ADOPT MINUTES FROM June 12, 2008 MEETING

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

MINUTES
June 12, 2008

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

ROLL CALL

PRESENT: Gil Azevedo (Antioch), Donald Freitas (Antioch), Bruce Ohlson (Pittsburg)*, Walter MacVittie (East Contra Costa Regional Planning Commission), Brad Nix (Oakley)*, Erik Nunn (Oakley), Bob Taylor (Brentwood), Joe Weber (Brentwood) and Chair Will Casey (Pittsburg)

ABSENT: Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors), and Mary N. Piepho (Contra Costa County)

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

PUBLIC COMMENT

There was no public comment.

Chair Casey advised that he had been asked to reorder the agenda to consider the discussion of the Draft East County Action Plan as the last item on the agenda.

Bruce Ohlson arrived at this time.

RECOGNIZE EDWARD PERSON OF OAKLEY FOR HIS CONTRIBUTIONS TO EAST COUNTY TRANSPORTATION PLANNING

Erik Nunn advised that he had been designated to replace Edward Person as the City of Oakley Planning Commission representative on the TRANSPLAN Committee for 2008.

Donald Freitas personally thanked Mr. Person for his attendance and participation in the transportation process for East County. He commented that he had been particularly pleased to have had his input at the time of the Portland trip.

Edward Person accepted the award offered on behalf of the TRANSPLAN Committee and commented that he had become aware of the great commitment of time and effort the transportation committees required of each member to be able to address the challenging transportation issues in East County. He explained that he had to step down because of time conflicts with some classes he had been taking.

Mr. Person expressed his hope in the future to be able to return as a member of the TRANSPLAN Committee when his time conflicts were expected to ease. He thanked TRANSPLAN members for the recognition.

CONSENT ITEMS

On motion by Donald Freitas, seconded by Joe Weber, TRANSPLAN Committee members adopted the Consent Calendar, with the removal of Item 6, as follows:

3. Adopted Minutes from April 10, 2008 Meeting.
4. Accepted Correspondence.
5. Accepted Recent News Articles
6. Accept Environmental Register. **[REMOVED FOR DISCUSSION]**
7. Accepted Status Report on Major East County Transportation Projects.

The following item was removed from the Consent Calendar for discussion.

ACCEPT ENVIRONMENTAL REGISTER

With respect to the Scotts Valley Rancheria, Donald Freitas verified with Mr. Cunningham that the 30 acres referenced in that environmental document related to property in North Richmond.

Mr. Cunningham suggested that a column could be added to the Environmental Register to clarify location.

On motion by Donald Freitas, seconded by Water MacVittie, TRANSPLAN Committee members unanimously accepted the Environmental Register.

ADOPT FINAL WORK PROGRAM AND BUDGET AND RECEIVE REPORT ON 2007/2008 BUDGET

Mr. Cunningham presented the two-part item related to the Final Work Program and Budget and the Report on the 2007/2008 Budget. With respect to the Final Work Program and Budget, he advised that the item had been submitted at the last meeting of the TRANSPLAN Technical Advisory Committee (TAC) with the advisory that the TRANSPLAN was on budget although the 2007/08 budget would be over budget. He explained that had occurred as a result of the two staff changes during the fiscal year along with a number of special meetings. He would return in August with a final budget and invoice of the overage amount.

With respect to the Work Program and Budget for 2008/09, Mr. Cunningham reported that there were few changes from previous years. He advised that the budget had been developed in consultation with the TAC over the last couple of months.

Mr. Cunningham did not recommend a budget increase and did not anticipate that the circumstances this budget year would occur next budget year. Budget hours remained static although the staff cost had increased. As a result, the contingency amount had increased slightly.

Donald Freitas recommended that the 2008/09 budget reflect the deficit of \$6,000 to show the next budget total with that increase. He stated that the explanation for the increase was appropriate. From the County perspective, he stated it should be acknowledged that it had occurred in this fiscal year and should be taken care of in this fiscal year. In addition, he noted that there was no carryover from this year's budget given the \$6,000 deficit. He asked what had occurred with the carryover in years past.

Mr. Cunningham stated that he had spoken with John Greitzer, former staff to the TRANSPLAN Committee, who had indicated that at year's end he had come in with an invoice for a budget overage.

Donald Freitas wanted the overage acknowledged and included in the budget so that cities would not have to be billed twice. At the end of the next fiscal year, he suggested that an adjustment could be made with regard to the carryover.

Mr. Cunningham had no problem doing that. In response to questions, he explained that the \$6,000 overage was an estimate based on last month's expenditure. On the discussion, it was noted that the figures should be available at the end of August and the final overage amount could be presented to the TRANSPLAN Committee in September. So that the County did not have to carry the cost of the TRANSPLAN Committee, he recommended that cities be invoiced biannually.

On motion by Donald Freitas, seconded by Bob Taylor, TRANSPLAN Committee members unanimously adopted the Work Program and Budget for 2008/2009, to include the deficit shortfall estimated at approximately \$6,000, with the exact figure when available to be included in the 2008/09 budget, and with each participating agency to be billed accordingly.

ACCEPT STAFF OR COMMITTEE MEMBERS' REPORTS

Mr. Cunningham stated that this was an early discussion of the City of Concord Reuse Plan for the Concord Naval Weapons Station (CNWS) and that the Draft Environmental Impact Report (DEIR) had been released last month. He advised that the comment period had been extended to July 21. He had reviewed the history of TRANSPLAN Committee comments to see if it had responded. He stated that the item was on the TAC's agenda next week. The Reuse Project Manager would attend the TRANSPLAN Committee's July meeting to respond to questions.

Summarizing the TRANSPLAN Committee's earlier comments, Mr. Cunningham noted the TRANSPLAN Committee's recommendation for an appropriate fee reduction program given the size and scope of the Reuse project, the extension of Livorna and East Leland Roads, and a request to examine the traffic impacts outside the City of Concord and the TRANSPAC Committee area. He noted that while that had been done, the examination of the impacts seemed to be extended to the prevailing commute patterns, which was a concern given the size, scale and uniqueness of the Reuse Project.

When he discussed the situation with the TAC next week, Mr. Cunningham stated he would ask jurisdictions to take a look at the impacts city by city. His experience with the project was very new and he would rely on the TRANSPLAN Committee's guidance that had not been reflected in the history of comments. As to when a decision would be made, he distributed a draft schedule from the Reuse Project Manager and reported his understanding that the DEIR would be finalized in the spring of 2009, although the schedule did not reflect the extension of the public comment period to July 21.

When asked, Mr. Cunningham noted his understanding that the number of units expected as part of the Reuse Project ranged from 6,200 to 13,000 units.

Brad Nix arrived at 6:52 P.M.

On motion by Donald Freitas, seconded by Joe Weber, TRANSPLAN Committee members unanimously received Report on 2007/2008 Budget.

The following item was taken out of agenda order.

RECEIVE COMMENTS ON DRAFT EAST COUNTY ACTION PLAN AND DIRECT STAFF TO WORK WITH THE CONTRA COSTA TRANSPORTATION AUTHORITY TO INCORPORATE COMMENTS INTO A SECOND DRAFT

Mr. Cunningham reported that the East County Action Plan had been released in mid April for comment and review. Comments had been received from Contra Costa County, the TAC and from the City of Brentwood Economic Development Director related to economic development, finance and marketing. Some comments were City of Brentwood specific. Given the regional document, he stated that section would have to be revised to respond to those comments. The County's comments ranged from technical policy to procedures and would require substantial investigation from the Contra Costa Transportation Authority (CCTA), their consultant and the TAC.

Mr. Cunningham reported that the TRANSPLAN Committee TAC had met jointly with the TRANSPAC Committee TAC to generate comments on the Action Plan. At the April meeting, TRANSPLAN had directed TRANSPLAN staff and jurisdictional staff to provide detailed comments on the Action Plan and alternative approaches, which had been done.

Mr. Cunningham presented an overview of the staff approach as summarized in the staff report with specific concern for the forecasts showing numerous multimodal transportation service objectives (MTSOs) as being exceeded. He described the policy implications of those exceedances and explained that while not unprecedented, they did cause staff some concern since they could jeopardize the jurisdictions' future ability to accommodate growth through General Plan Amendments (GPAs), threaten return to source funds, and result in the conflict resolution process being a normal part of doing business.

Mr. Cunningham explained that there was guidance in Measure J that MTSOs must have a set date to meet them. If the MTSOs had already been exceeded it would be impossible to achieve that date. In developing action plans, he stated that the CCTA offered broad latitude and encouraged jurisdictions to create action plans to suit their areas.

Mr. Cunningham reported that the TRANSPLAN TAC had developed a number of different approaches, which approaches had been included in the staff report. He noted that one option was relevant to the presence of the Urban Limit Line (ULL) which was vastly different from Measure C, and which had been discussed at the CCTA's last Planning Committee as to what could be done in terms of alternative actions and taking the ULL into consideration when developing MTSOs.

After summarizing all four options, Mr. Cunningham stated that the staff recommendation would be to direct staff to prepare a point by point response to the questions, comments and issues received in the comment letters and the TAC memo, and incorporate the information into a second draft for consideration at the July 2008 TRANSPLAN Committee meeting. He advised that CCTA staff provided comments, which could be considered.

Brad Nix clarified that Mr. Cunningham had received strong opinions from CCTA staff, which Mr. Cunningham affirmed and explained that the comments had come in after the staff memo had been distributed, which was why he had modified his recommendations to consider the CCTA's comments.

Brad Nix verified with Mr. Cunningham that the memo reflected the TAC's view and general consensus and that the TAC had been apprised of the concerns communicated by the CCTA. He also verified with Mr. Cunningham that given the comments, getting a draft out in July would not be impossible but optimistic. An August schedule was preferred.

Given the significant differences, Mr. Nix wanted the TRANSPLAN TAC to spend as much time as necessary to provide the best opinion on what should be done. He had strong concerns setting the MTSOs too high.

Bob Taylor commented that he had not been provided with the information distributed and would have to depend on the TRANSPLAN members who were members of the CCTA to know what was occurring. He wanted to do the job properly and in compliance with the deadline.

Martin Engelmann, Deputy Executive Director for Planning with the CCTA, stated that the Action Plan had been released by the TRANSPLAN Committee on April 11, circulated on April 21, and that the comment period had initially been closed on May 16, although that period had been extended to the end of May. As of the end of May, two letters from Contra Costa County and the City of Brentwood had been received, although none of the other jurisdictions had submitted comments which he suggested meant that there were no issues or that the other cities had not read the plan. He wanted to make sure that the city councils of all jurisdictions were aware of what was in the Action Plan.

Mr. Engelmann explained that the longer the process the more the consultant expenses would impact the limited budget. He stated that CCTA staff would return in July with a second draft of the Action Plan incorporating all of the comments received, working within the existing process and within the Measure J Growth Management Program. That procedure would not be changed unless it was found to be broken. He was working in the established process and wanted to work out the issues to return the document in July and then take it to the city councils to see what the actions, programs, measures and projects were and what the individual jurisdictions were committed to do given that return to source funds could be jeopardized. He reiterated his desire to make sure that all the jurisdictions were comfortable with the actions assigned in the Action Plans.

Mr. Engelmann added that the city councils could respond between July and September. The EIR for the Draft Countywide Plan would be finalized in December. He suggested that comments on the second draft could be requested in November. He explained that the CCTA had to prepare the final EIR for all the regional transportation planning committees (RTPCs) and he needed to move the process forward to meet the schedule.

Mr. Engelmann suggested that the TRANSPLAN Committee would have to identify the type of system proposed for the public to use. He explained that the MTSO was operating at 2.5 or better. In the future it was shown that Highway 4 with all the improvements would actually meet that objective. He advised that the MTSOs could be changed since they were completely flexible as long as they were identifiable. He added that there appeared to be a misunderstanding that if violating an MTSO the return to source would be lost. He stated that was not the case.

Mr. Engelmann referred to the monitoring report and noted a number of exceedances and the effort of putting together action programs and objectives to achieve the MTSOs. He referred to the first alternative developed by the TAC which he noted was outside the process and was a key component of the Measure C Program and had been written into Measure J related to the General Plan Amendment review process.

Donald Freitas noted that the General Plan Amendment process within the ULL had not been contemplated in 1995 with the original Measure C, which was a radical change that had occurred.

Mr. Engelmann stated that in 1995 there was a requirement for a discussion. He referred to the discussion in July related to the CNWS Reuse Project. He also suggested that Measure J could be amended.

Brad Nix noted his understanding that the RTPCs could each set their own objectives and that between now and July the TAC could change the MTSOs. He noted that the MTSOs had been changed from 3.0 to 2.5 in 1995. He suggested that the GPA procedure simply asked the impact of the General Plan on the objectives. He commented that it would be the amendments to the General Plan that would come into conflict and the CNWS Reuse Plan would be one of those amendments.

In response to Brad Nix, Mr. Engelmann stated that the TRANSPLAN Committee could look at a GPA which could exceed the MTSOs but which could have fantastic consequences on economic development. He stated that the CCTA would look for consensus and as long as there was consensus on the upstream and downstream jurisdictions, as well as participation, there would be compliance. He explained how compliance would become an issue. He stated that they were looking at evaluation, modeling, cooperation and consensus. He also stated that if the TRANSPLAN Committee needed until August to comment on the Action Plan he could accommodate that request.

Brad Nix wanted the TAC to be comfortable. He did not want to feel rushed. He stated that there were a lot of issues that needed to be addressed. He verified with Mr. Engelmann that while there could be a budget issue, Mr. Engelmann did not want to move forward until the TAC had an opportunity to discuss the issues.

Bob Taylor invited Mr. Engelmann to the Brentwood City Council to discuss the situation.

Donald Freitas referred to the policy implications and explained that the first one was a concern to him since the Action Plan could constrain jurisdictions future ability to accommodate growth through GPAs since the traffic forecast could create a compliance issue and jeopardize return to source funds. He suggested that might be able to be resolved through Option 3 to change MTSOs so that they were achievable, or through Option 4 to consider additional actions. He asked if that might be the case.

In response, Mr. Engelmann referred to the County's letter and stated that if the MTSOs would barely be met in 2030 or exceeded before 2030 if a GPA added more traffic, which could affect the Action Plan. If the TRANSPLAN Committee accepted that impact there would be no compliance issue. He explained that the jurisdiction would be free to do what it wanted as long as there was consultation and determination. If there were a lot of issues involved, there could be a compliance issue. He added that there was a conflict resolution process.

Mr. Freitas clarified that the conflict resolution process was itself an issue and could be extremely problematic. He used the Dougherty Valley development as an example.

Mr. Engelmann suggested that one way to address the concern would be to change the MTSOs so that future GPAs could be accommodated. He used I-80 as an example of a situation where exceedances could not be avoided.

Mr. Freitas suggested that there would be an incentive to increase MTSOs so that compliance was not an issue. If that was the case, there would be a situation where the MTSOs might not work and they would have to be reconsidered.

Mr. Engelmann commented that if the MTSOs became meaningless, the CCTA could eliminate them but then it would be back to the California Environmental Quality Act (CEQA) and level of service (LOS) issues.

Brad Nix verified that if the lead agency came to TRANSPLAN and there was strong disagreement the next step would be for the jurisdiction to provide modifications to the GPA and for TRANSPLAN to consider modifications to the Action Plan to try to fit it into the Action Plan. He asked the TRANSPLAN Committee to come to a consensus as to how to fit the new growth into the Action Plan and if that was done whether or not everyone would be in compliance. He questioned what would occur in regard to return to source and asked if that could be jeopardized with a lack of agreement. He supported Option 3, changing the MTSOs so that they were achievable.

Mr. Engelmann explained that a lack of agreement could not jeopardize return to source although if a jurisdiction did not cooperate that could jeopardize return to source funds.

Donald Freitas noted his concern because the Measure C model did not work well. He questioned why a process that did not work well should be perpetuated. He noted that the road system traveled through a number of jurisdictions.

Brad Nix agreed and emphasized that the process had to work without creating conflict.

In response to Donald Freitas' suggestion that the issue was the intersections, Mr. Engelmann referred to Railroad Avenue and Leland Road, Lone Tree Way and O'Hara Avenue, and eastbound Highway 4 at Hillcrest Avenue and suggested ways that could be changed. He stated that whatever the TRANSPLAN Committee wanted to do with its MTSOs could be done. He added that Vasco Road was also not meeting its MTSOs and neither were Buchanan and Livorna Roads.

Donald Freitas recommended pursuing the second draft of the East County Action Plan with a review at the July 10 meeting, or a special meeting in August if required, which would leave time for East County communities to talk amongst themselves and go through the process indicated by Mr. Engelmann, which he supported since that would give more time to the TAC.

Mr. Ohlson suggested that the whole issue needed to be considered in light of the cost of gas and what could occur in the future.

Joe Weber commented that while only two jurisdictions had responded to the Action Plan, he expressed his hope that the other jurisdictions would make comments on the plan. On his suggestion that the County and the City of Oakley would be the two most effected jurisdictions, Brad Nix suggested that the City of Antioch would be similarly affected.

Brad Nix added that while the City of Oakley had already made some major changes, he was concerned with the smaller changes that could occur over time. He re-emphasized the need to have a system that worked without jeopardizing return to source funds.

Joe Weber stated that Option 3 was reasonable but he did not want to second guess the County. He stated it needed to be clear where the County was with respect to future growth.

Gil Azevedo suggested if the objectives were set too high that could be more problematic than if having objectives that were too low. He emphasized that all jurisdictions were having the same problems and all would have to work together to reach some solution to the issues. He looked forward to the return of the Action Plan in July.

Walter MacVittie stated that from his perspective, there was nothing significant in process in the County. He was concerned with the MTSOs and potentially raising them to a certain extent although he emphasized that they had to have some substance.

Donald Freitas commented that the MTSOs had merit, which was the Action Plan and there was a benefit in that it provided guidance and a blueprint for federal, state and regional dollars, which was a benefit. He did not support unrealistic standards.

On motion by Donald Freitas, seconded by Brad Nix, TRANSPLAN Committee members unanimously recommended pursuing the second draft of the East County Action Plan with a review at the July 10 meeting, or a special meeting in August if required, which would leave time for East County communities to talk amongst themselves to reach consensus.

ADJOURNMENT

With no further business to come before the TRANSPLAN Committee, Chair Casey adjourned the meeting at 7:40 P.M. to the next meeting on July 10, 2008 at 6:30 P.M.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

ITEM 4

ACCEPT CORRESPONDENCE



TRI DELTA TRANSIT

EASTERN CONTRA COSTA TRANSIT AUTHORITY

801 Wilbur Avenue
Antioch, California 94509
925.754.6622
925.757.2530 FAX

Michael W. Wright
Director, Community Reuse Planning
City of Concord
1950 Parkside Drive, M/S 56
Concord, CA 94579

Re: Draft EIR Concord Community Reuse Project

June 25, 2008

Dear Mr. Wright:

The Eastern Contra Costa Transit Authority (Tri Delta Transit) has reviewed the Draft EIR for the Concord Community Reuse Project as well as the comments provided by the Central Contra Costa Transit Authority (County Connection). ECCTA concurs with County Connection's comments on the matter. We would offer two additional comments of our own, related to public transit services:

- 1) The proposed transit finance component should be identified as long range, operational funding. Transit related capital improvements can be funded on a "pay-as-you-go" basis with the approval and development of each project. But, the operation of any new transit services to the newly developed communities will require new, recurring operational subsidies in addition to any required capital expenditures.
- 2) This project is in the CCCTA service area and they will be the primarily impacted transit provider. But, the project borders the ECCTA service area and ECCTA has previously seen proposals for development adjacent to this project that are not currently served by Tri Delta Transit. Any demand for transit services from East County into this new development will require operational funding for Tri Delta Transit. Thus, we would suggest that such funding for any anticipated demand for transit services to and from East County into this project be addressed within the EIR as well

Sincerely,

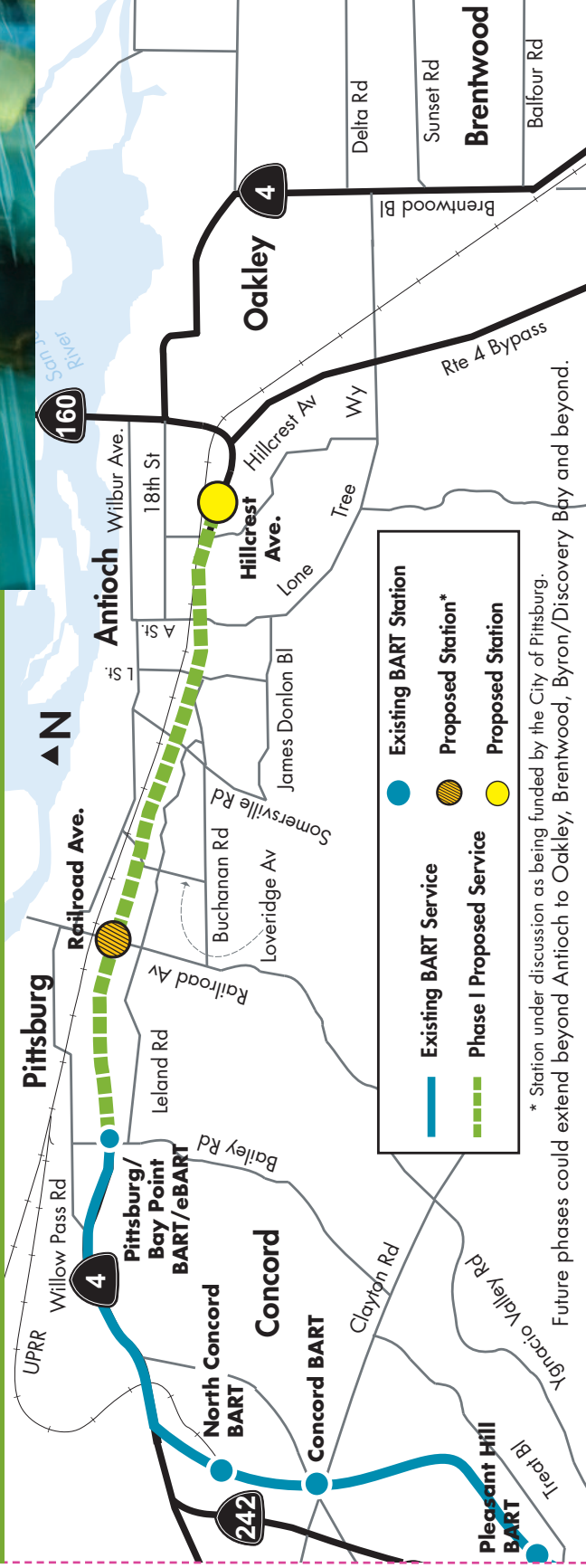
Thomas J. Harais, CFO

cc: J. Cunningham, TRANSPLAN
A. Muzzini, CCCTA





eBART Phase I Proposed Project DMU to Antioch via Highway 4 Median



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BUSINESS REPLY MAIL

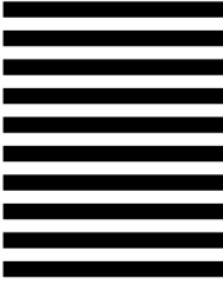
FIRST-CLASS MAIL PERMIT NO. 85 OAKLAND CA

POSTAGE WILL BE PAID BY ADDRESSEE

ATTN EBART PROJECT
 BART PLANNING DEPT
 PO BOX 12688
 OAKLAND CA 94604-9902



NO POSTAGE
 NECESSARY
 IF MAILED
 IN THE
 UNITED STATES



Your ePPAC Members

ePPAC (eBART Partnership Policy Advisory Committee), the committee of local elected officials from BART, each East County city and the county, provides policy guidance to BART and CCTA for the eBART project.

- Joel Keller, Board Member, BART, Chair
- Mary Piepho, Contra Costa County Supervisor, Vice Chair
- Bob Taylor, Mayor, City of Brentwood
- Federal Glover, Contra Costa County Supervisor, District V
- Donald P. Freitas, Mayor, City of Antioch
- Will Casey, Mayor, City of Pittsburg
- Gail Murray, Board President, BART
- Brad Nix, Councilmember, City of Oakley
- Julie Pierce, TRANSPAC, Ex-officio

BART Planning Department
 P.O. Box 12688
 Oakland, CA 94604-9902

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eBART

Bringing BART to
 East Contra Costa





Providing an Alternative to Highway 4

East Contra Costa County is the fastest growing region in the Bay Area. With 40,000 more households and 63,000 new jobs expected by 2025, now more than ever, residents and commuters need fast, effective and convenient rapid transit.

BART, along with the Contra Costa Transportation Authority (CCTA), Contra Costa County and the Pittsburg, Antioch, Oakley, Brentwood and Byron/Discovery Bay communities, is working to deliver frequent, reliable and high quality BART service for East County residents — offering alternative transportation and providing relief to highly congested Highway 4.

eBART — Coming to East County

East County residents have looked forward to extended BART service for many years. The eBART project is a major step toward meeting BART's goal of bringing commute relief to East County residents.

Since the BART system began service in 1972, there has been discussion about extending the rail system into East County. With the opening of the Pittsburg/Bay Point BART Station in 1996, BART extended service another seven miles toward East County. BART's commitment to East County continues with the eBART project, which would extend the rail system 10 miles further into East County, with an opportunity to expand even further east in the future.



eBART — The Phase I Proposed Project

BART is working hard to deliver the most cost effective, environmentally sensitive and reliable commuter service to East County. In August 2007, the eBART Partnership Policy Advisory Committee (ePPAC), a committee of elected officials from BART and each East County jurisdiction, recommended a Phase I Proposed Project that would extend BART service using diesel multiple unit trains in the median of Highway 4 from the Pittsburg/Bay Point BART station to the City of Antioch.

Future phases could extend past Antioch to Oakley, Brentwood, Byron/Discovery Bay and beyond.

Preparation of an Environmental Impact Report (EIR) is currently underway, exploring alternatives, potential impacts and mitigation measures. Alternative technologies under review include bus rapid transit, light rail electric trains and conventional BART. You will be able to comment on the draft EIR this summer.



eBART DMU Trains and Your Environment

An eBART train would carry as many people as 250 cars, greatly reducing greenhouse gas emissions.

eBART would use ultra-low sulfur diesel (ULSD) fuel, much cleaner than the diesel fuel allowed today.

A Closer Look

The Phase 1 Proposed Project includes the following important elements, which will be analyzed in the EIR.

New Rail Cars: Clean diesel trains, known as DMUs, that are used extensively in Europe, as well as in the US, including San Diego County.

Stations: Level-boarding platforms with sheltered areas, bus service, parking, and bike and pedestrian access at Railroad Avenue in Pittsburg, and near Hillcrest Avenue in Antioch.

Seamless Transfer: eBART trains that can meet every BART train at a new Pittsburg/Bay Point transfer platform. With BART trains arriving every 15 minutes and a quick, seamless transfer, eBART would offer direct access to the 100-mile BART system.

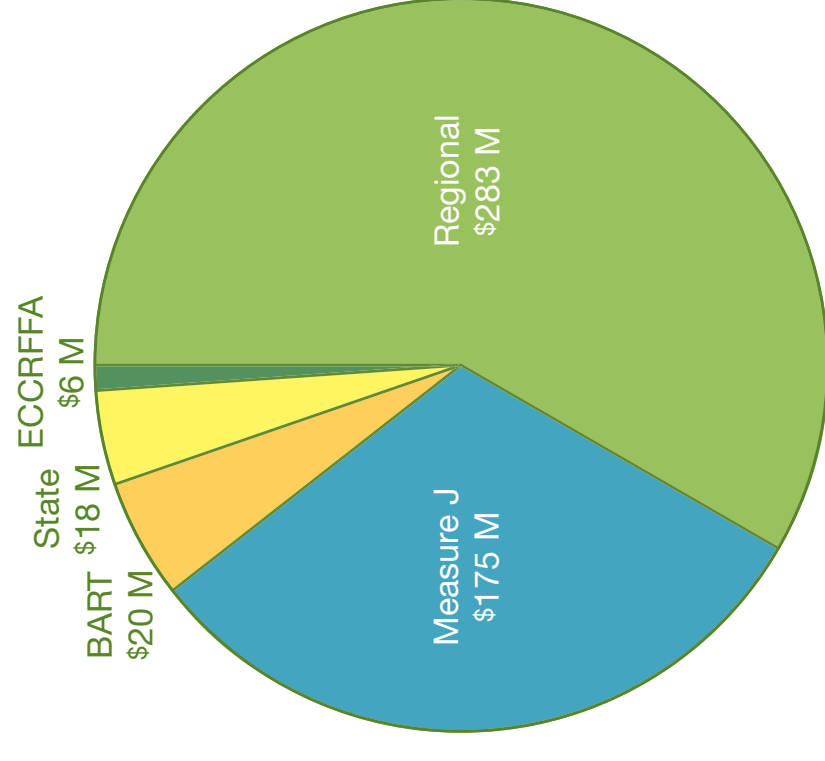
Smart Growth: Working with local communities, BART supports the development of transit-friendly residential and employment opportunities near eBART stations.

Capital Costs: Approximately \$500 million.

When: Service by 2015, opening to Hillcrest Avenue with the Highway 4 widening project.

Project Funding

With the help of East County voters, the eBART project has secured a total of \$502 million of funding from state, regional and local sources.



▲ Voter Approved Bridge Tolls (Regional Measures 1 and 2).

2

3

4

Stay Informed!

We want to keep you informed of our progress and hear your thoughts. Please complete and return the enclosed postage-paid card if you wish to receive more information. In the meantime, if you have any questions or comments, contact Katie Balk with eBART at 510-464-6151 or kbalk@bart.gov, or visit our website at ebartproject.org. The draft EIR will be released this summer and you will have 45 days to provide your comments — check the website for the release date!



FRIENDS OF eBART

Yes, I support the eBART project.

WHAT'S HAPPENING IN MY COMMUNITY?
 Yes, I would like to learn more and keep informed about the eBART project.
 I WOULD PREFER TO RECEIVE INFORMATION VIA:
 E-MAIL
 WEBSITE
 TOLL-FREE "HOTLINE"
 OTHER: _____

Name _____
Address _____
City/State/Zip _____
E-mail (optional) _____

After you complete the information, please detach this card and mail right away. No need for a stamp — return postage is paid. Thank you.

ITEM 5

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Plans for Antioch ferry terminal sailing along

By Paul Bugarino
East County Times

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Though a long voyage to completion remains, plans to bring a ferry terminal to the Antioch waterfront are starting to move forward at a good clip.

Last week, the San Francisco Bay Water Emergency Transportation Authority picked consulting firm ESA to conduct an environmental study looking at three possible sites along Antioch's shoreline that could serve as a ferry harbor.

The ferry terminal could be located at the Antioch Marina at the end of L Street; downtown at the end of I Street; or northeast of downtown at Fulton Shipyard. A previous report by the water authority when the idea was first floated tabbed the I Street location at the pier near the Riverview Lodge as the "preferred site."

Concurrently, Antioch is looking at a downtown parking study that could accommodate the I Street location, said Victor Carniglia, a city planner. Officials are also lobbying in Sacramento and Washington on Antioch's behalf to secure funds.

The Water Emergency Transportation Authority — formerly the Water Transit Authority — has sought to expand ridership by adding seven new routes and launching a new fleet of high-speed, fuel-efficient boats. Antioch, along with Martinez, Richmond and Hercules, are Contra Costa cities considering ferry service.

The water board mandate was expanded last year to include emergency transportation in the wake of a natural disaster or terrorist strikes. The change led to some uncertainty about plans and securing funding.

However, WETA officials said they received final authorization from the state Office of Homeland Security for the project and to spend money from Proposition 1B on the study.

The environmental impact report could take up to year and a half to complete, said John Sindzinski, a planning manager with the water authority. It could take a few more years to design the terminal and build it, barring any unforeseen snags, officials said.


The proposed ferry service would be either a direct route from Antioch to San Francisco or a combined route to San Francisco with a possible stop in Martinez, according to an authority report.

Councilman Arne Simonsen, who's been working closely with the Bay Area water agencies to lobby for the ferry service, said the city is still pursuing grants to move the project forward. The estimated cost of the project is slightly less than \$20 million.

Antioch is well-suited for a ferry terminal compared with other communities because of the deep water of the San Joaquin River, he said.

A terminal at the I Street location is the "preferred site," according to a transportation authority report, because it's "easily accessible by bicycle or foot given its central location and the short, walkable blocks in downtown," the report said. " ... Bus service directly to the ferry terminal can be timed with ferry departures, creating a seamless transit ride for passengers."

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However, the area may not have sufficient parking or good access for emergency vehicles, according to the report.

In June 2007, the City Council authorized a study exploring the potential impacts of growth in the area on parking. The results should be presented later this summer, Carniglia said.

Leaders say the ferry terminal — particularly the I Street location — could pump life into the city's Rivertown Business District, once the core of Antioch. Simonsen said the terminal itself wouldn't directly create jobs but could bring them to the vicinity.

Passengers would "want to grab breakfast before the ferry or dinner once they get home," or other shops may be encouraged to open, he said.

In addition to ferrying commuters to San Francisco, the service could also bring visitors to downtown Antioch, Councilman Jim Davis said.


Ferries could also give Delta tours, Simonsen said.

Mayor Donald Freitas said the ferry terminal would be a "wonderful catalyst for the whole community," particularly the older downtown area.

"Hopefully, it creates a new vibrancy for the area. Most people thought (the ferry terminal) was a pipe dream, so it's exciting to see it moving along," he said, adding that along with eBART — the proposed BART extension into East County — and the widening of Highway 4, it helps give commuters "as many options as possible."

Paul Burgarino can be reached at 925-779-7164 or pburgarino@bayareanewsgroup.com

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ITEM 7

**ACCEPT STATUS REPORT ON MAJOR EAST COUNTY
TRANSPORTATION PROJECTS.**

TRANSPLAN: Major East County Transportation Projects Monthly Status Report: June 2008

Information updated from previous report is in *underlined italics*.

A. Railroad Avenue to Loveridge Road

All highway and local road construction is complete. Right of way close-out activities continue. The construction work for the City of Pittsburg's portion of the landscaping was completed in October 2007. Final Design activities continue for the freeway mainline landscaping. The construction contract for the mainline landscaping is scheduled to be advertised this summer with construction beginning in late summer or early fall 2008.

B. Loveridge Road to Somersville Road

Monthly Project Development Team (PDT) Meetings and specialty meetings including utility companies and BART are on-going. The submittal for the final (District) PS&E package is scheduled for the end of April.

Construction is ongoing for the pump station. Good progress has been made and construction is anticipated to be complete by June. Demolition of the Public Storage facility is complete. Monthly meetings are ongoing for all right of way activities. A meeting with UPRR was held in January 25th in Sacramento. The terms of the Construction and Maintenance (C&M) and property disposition agreement are close to being finalized.

Issues/Areas of Concern: The schedule for the project has been re-assessed in order to accommodate eBART in the median. Right of way is still the critical path, specifically utility easements required for relocation of the major PG&E facilities. The provisions of SB1210 will likely adversely affect schedule.

C. Somersville Road to SR 160

The final design (PS&E) for this project has been divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3) A Street Interchange and Cavallo Undercrossing and 4) Hillcrest Interchange. Monthly design coordination meetings are on-going with Caltrans, City of Antioch and PG&E. Major issues currently being studied include final locations and heights of retaining and sound walls, and utility relocations and storm water treatment designs. The team is also working with Caltrans and the City of Antioch on project aesthetics.

35% freeway design submittals for Segments 1 and 2 were submitted to Caltrans in early September. 35% design submittals for Segment 3, which includes Lone Tree Way/A Street Interchange and Cavallo Undercrossing, was submitted to Caltrans in mid November. The design teams are currently working on gaining approval from Caltrans on the right of way needs for the project.

The project team continues to coordinate with BART to accommodate transit in the median of the freeway widening project. The only significant outstanding issue is the design of the Hillcrest Interchange and the median width east of Hillcrest Avenue, which depends on the location of the future Hillcrest Station. BART has requested the freeway design consultants complete the final design of the eBART structures in the median in order to integrate the design with the freeway structures.

STATE ROUTE 4 BYPASS PROJECT

Segment 1

Right-of-way acquisition is continuing. Two parcels are continuing through the condemnation process. Also, one parcel is being leased from the Contra Costa County Flood Control Department, with a final payment due by November 30, 2009. Construction has been substantially completed and the contractor has recently completed punchlist items. The project is in the close-out phase.

Laurel Road Extension

Construction has been substantially completed and the contractor is completing punchlist items.

Segment 2

Current activities on Segment 2 are being funded with Measure J funds and are presented below by phase.

Sand Creek Interchange Phase I Stage I - Intersection Lowering Project (Construction /CM)

The project is in the close-out phase.

Sand Creek Interchange Phase I, Stage 2 - Final Design

Design is well underway and the schedule is presented below. Final Design is expected to be completed by February 2009 and the project will be advertised in February 2009, subject to available funding. Based on recent discussions with Brentwood staff and the Bridal Gate developer, there appears to be an opportunity to save \$3-4 million on construction of this project if it can be successfully delivered prior to or in conjunction with the extension of Sand Creek Road to the west of the SR4 Bypass.

Tasks	Completion Date
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	August 2008
Plans, Specs. & Estimates (PS&E) - 100% Design	December 2008
Final Design - Plans, Specs. & Estimates (PS&E)	February 2009
Right-of-Way Activities /Acquisition (R/W)	February 2009
Advertise Project for Construction – <u>Subject to Availability of Funding</u>	February 2009
Award Construction Contract – <u>Subject to Availability of Funding</u>	April 2009

Sand Creek Interchange Phase 1, Stage 2 - Final Design

Design is well underway and the schedule is presented below. Final Design is expected to be completed by February 2009 and the project will be advertised in February 2009, subject to available funding. Based on recent discussions with Brentwood staff and the Bridal Gate developer, there appears to be an

opportunity to **save \$3-4 million on construction** of this project if it can be successfully delivered prior to or in conjunction with the extension of Sand Creek Road to the west of the SR4 Bypass.

Tasks	Completion Date
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	July 2008
Plans, Specs. & Estimates (PS&E) - 100% Design	November 2008
Final Design - Plans, Specs. & Estimates (PS&E)	January 2009
Right-of-Way Activities /Acquisition (R/W)	January 2009
Advertise Project for Construction – <u>Subject to Availability of Funding</u>	February 2009
Award Construction Contract – <u>Subject to Availability of Funding</u>	April 2009

Sand Creek Interchange Phase 1, Stage 2 - Right of Way Acquisition

Right of way acquisition is underway.

SR4 Bypass Widening (Laurel to Sand Creek) – Final Design

Design is well underway and the schedule is presented below. Final Design is expected to be completed by February 2009 and the project would be ready to be advertised for construction in February 2009, subject to available funding.

Tasks	Completion Date
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	August 2008
Plans, Specs. & Estimates (PS&E) - 100% Design	December 2008
Final Design - Plans, Specs. & Estimates (PS&E)	February 2009
Right-of-Way Activities /Acquisition (R/W)	April 2009
Advertise Project for Construction – <u>Subject to Availability of Funding</u>	February 2009
Award Construction Contract – <u>Subject to Availability of Funding</u>	April 2009

SR4 Bypass Widening (Laurel to Sand Creek Road) - Right of Way Acquisition

Right of way acquisition is underway.

Segment 3

Right-of-way acquisition is essentially complete. Construction is underway and is expected to be completed in the July/August 2008 time frame.

STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY)

The Contra Costa Transportation Authority has included SR 239 on its list of “Project Study Report” requests for the Metropolitan Transportation Commission and Caltrans. A Project Study Report is a necessary step for gaining design, engineering and construction funds for state highways and other major transportation facilities.

The new six-year federal transportation bill authorizes \$14 million for studies, design and construction purposes for SR 239. Discussion is ongoing between the County, Contra Costa Transportation Authority, the Metropolitan Transportation Commission and Caltrans, to discuss next steps in accessing the funds and starting work on the project. The County is attempting to clarify with Caltrans that the highway cannot be built with the \$14 million earmark. The earmark language includes the word “construction” so clarification is necessary.

eBART

BART released a Notice of Preparation for the eBART project. Comments are due April 15, 2008.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT¹

The state in February 2007 adopted a specific spending plan for the \$4.5 billion Corridor Mobility Improvement Account, making it the first program to be allocated from the \$19.9 billion statewide transportation infrastructure bond known as Proposition 1B. The CMIA program provides funding for one project in East County and two other projects elsewhere in Contra Costa County -- \$85 million for State Route 4 from Somersville Road to State Route 160, \$175 million for the Caldecott Tunnel, and \$55.3 million for the I-80 Integrated Corridor Mobility Project.

¹ The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding from \$4.5 billion to be deposited in the Corridor Mobility Improvement Account (CMIA). The funds in the CMIA are to be available to the California Transportation Commission, upon appropriation in the annual Budget Bill by the Legislature, for allocation for performance improvements on the state highway system or major access routes to the state highway system. The CMIA presents a unique opportunity for the State's transportation community to provide demonstratable congestion relief, enhanced mobility, improved safety, and stronger connectivity to benefit traveling Californians.

ITEM 8


**Contra Costa County Bailey Road Pedestrian and Bicycle Improvement
Project.**

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 Committee

FROM:  John Cunningham, TRANSPLAN staff

DATE: July 2, 2008

SUBJECT: Bailey Road Pedestrian and Bicycle Improvement Program

This memorandum is to inform TRANSPLAN of a potential request for funding that may be forthcoming in the months ahead, in regard to Contra Costa County's Bailey Road Pedestrian and Bicycle Improvement Project. This planning project would identify and design improvements for pedestrian and bicycle movement along Bailey Road near the State Route 4 freeway ramps, which is a difficult (many say dangerous) area for pedestrians and bicyclists.

The project would provide better walking and bicycling access to the Pittsburg/Bay Point BART Station, Bel Air Elementary School, and the County's planned Orbisonia Heights transit-oriented redevelopment project, all along this segment of Bailey Road.

The County applied for, and nearly received, a \$200,000 planning grant from the Contra Costa Transportation Authority (CCTA) for the project. The CCTA staff and its application review committee in June recommended that CCTA award the grant to the County for the Bailey Road project. However, CCTA instead gave the grant to Central County's County Connection bus service to help complete the funding to plan a new transit center. County Connection stood to lose several million dollars in federal construction funding if they couldn't complete their funding for the planning portion of their project.

While giving the grant to County Connection, CCTA expressed support for the Bailey Road Pedestrian and Bicycle Improvement Project and directed its staff to work with the County and TRANSPLAN to see if there is any East County funding available for the project. The County has \$1.5 million in construction funds, and believes the project will be a strong candidate for additional construction grants. However, the County still seeks funding for the planning phase.

One possibility mentioned at the CCTA meeting was to use some of East County's Measure J allocation of "Transportation for Livable Communities" (TLC) funds, which will begin accumulating in April 2009 when Measure J begins.

County staff is considering whether they can wait that long to begin the planning effort for the Bailey Road project. TRANSPLAN will be informed if and when a specific funding request is made. A portion of the County's grant application is attached, which describes the project in more detail.

Excerpts:
**Grant Application to the Contra Costa Transportation Authority
for Second Cycle T-PLUS Planning Grant**

Project Name: Bailey Road Pedestrian and Bicycle Improvement Project

Applicant: Contra Costa County Community Development Department

Contact: John Greitzer, Senior Transportation Planner
Contra Costa County Community Development Department
651 Pine Street, North Wing—4th Floor
Martinez CA 94553
(925) 335-1201 phone
(925) 335-1300 fax
jgrei@cd.cccounty.us

Study Partners: Contra Costa County Redevelopment Agency, Public Works
Department and Health Services Department; Tri Delta Transit; Caltrans
District 4; East Bay Regional Park District; interested community groups

Grant Request: \$200,000 (88.5% of total project cost)

Local Match: \$26,000 from Contra Costa Redevelopment Agency funds (11.5% match)

Total Cost: \$226,000

Project Location: The project is located in the unincorporated community of Bay Point on Bailey Road from the State Route 4 freeway ramps to the northern terminus of Bailey Road at Willow Pass Road.

Issue Statement

Bailey Road is a major arterial that serves several purposes. On one hand, it functions as a type of “main street,” providing access to some of Bay Point’s neighborhoods, retail stores, schools, churches and other community activity centers. On the other hand, Bailey Road is part of the larger regional road network and is a feeder road to the State Route 4 freeway and the Pittsburg/Bay Point BART Station. Bailey Road also serves a third purpose – a portion of it serves as part of the Delta DeAnza Regional Trail, a major east-west trail that goes from Concord to Oakley.

In keeping with its original purpose, Bailey Road was built to accommodate motor vehicle flow, including flow from the State Route 4 freeway ramps that connect with it at the Bailey Road interchange. Over the years, some accommodations have been made for pedestrians and bicyclists along some segments of the road. However, it still has areas, particularly at and near the freeway ramps, in which pedestrian and bicycle travel is difficult and unpleasant; residents say walking and bicycling along this portion of Bailey Road is dangerous. Collision maps prepared in 2005 for the County’s Health Services

Department indicated there are four “hot spots” for motor vehicle collisions with pedestrians and bicyclists in this area. The road carries a high volume of traffic and has many turning movements due to the freeway ramps and the entrance road to the BART Station, which is just adjacent to one of the freeway off-ramps. County staff’s own experience has shown that one must be extremely alert, and able to move quickly, if one is to walk along or across this heavy traffic area.

The Bay Point community has increasingly expressed a desire to provide a better, safer environment for pedestrians and bicyclists on these roads, including children on their way to and from an elementary school, transit users going to and from the BART station or to the Tri Delta Transit bus stops along Bailey Road, and residents making their way to local stores or activity centers.

The community also has expressed a desire for aesthetic visual improvements along Bailey Road, as a matter of civic pride and helping to attract new investment to the area.

A project is now under design to improve Bailey Road immediately south of the project area described here. The project under design, which is along Bailey from West Leland Road to the freeway interchange, is a joint effort between the County and the City of Pittsburg, with the City taking the lead on the construction of that project. That project in part is being undertaken to accommodate the County’s planned Orbisonia Heights mixed-use redevelopment project.

The Bay Point community now has an opportunity to improve the rest of Bailey Road, starting at the freeway ramps and extending northward to the end of Bailey Road. Several factors are converging to provide this opportunity. For one, there is increased interest among developers to redevelop parcels along these roads, particularly for high-density residential and mixed-use development. A new high-density neighborhood recently opened along Willow Pass Road nearby, and plans are under way for the 300-unit Orbisonia Heights mixed-use transit-oriented development project which will be located directly across Bailey Road from the Pittsburg/Bay Point BART Station and a popular shopping center with a supermarket. Such residential infill provides the need and the opportunity for improvements to the pedestrian environment.

Another factor providing a good opportunity for change is the decrease in State Route 4 freeway traffic that was diverting onto Bailey Road while nearby freeway reconstruction work was underway in neighboring Pittsburg. That freeway work is now complete.

The opportunity for change is further enhanced by the community’s involvement in several recent planning efforts that crystallized the issues and developed ideas for potential solutions. These include the *Bay Point Community-Based Transportation Plan* co-sponsored by Contra Costa County and the Metropolitan Transportation Commission in 2006-2007, and the Bay Point Walkability Workshop in October 2007 which was co-sponsored by the County and the Bay Point Municipal Advisory Council, with pedestrian consultant services provided by the Sacramento-based Local Government Commission.

In addition, Contra Costa County staff recently met with Caltrans District 4 staff to discuss pedestrian and bicycle issues relative to the State Route 4 ramp ends along Bailey Road. Caltrans staff, representing their Community Planning, Highway Operations, and Traffic Safety divisions, expressed their willingness to work with the County on solutions to these issues. Caltrans staff also participated in the aforementioned Bay Point Walkability Workshop in October 2007.

Project Description

The Bailey Road Pedestrian and Bicycle Improvement Project will result in a plan that identifies specific improvements and design concepts for those improvements. Cross-sections will be provided for Bailey Road. Planning-level cost estimates will be developed including implementation costs and ongoing maintenance costs. The final plan, including the cross-sections and cost estimates, will be used by Contra Costa County to apply for construction grants to implement the designs.

The project will provide street concepts that fulfill the community's desire for main streets that are safe, walkable, bikeable, transit-oriented, and visually attractive.

The environment for non-motorized travel will be further improved by better incorporating the East Bay Regional Park District's Delta De Anza Regional Trail into the streetscape for Bailey Road. One portion of the project area -- the portion of Bailey Road from near Mims Avenue to just south of the freeway -- serves as a segment of the Delta DeAnza Regional Trail. This segment of Bailey Road has not yet been given the pedestrian, bicycle, or aesthetic treatment that usually characterizes the Park District's regional trail system. Potential improvements relative to the trail could include sidewalk width, lighting, aesthetic streetscape improvements, and signage, among other improvements.

Institutional stakeholders will include Tri Delta Transit, Caltrans, the East Bay Regional Park District, Ambrose Recreation and Park District, City of Pittsburg, and BART. Community stakeholders will include the Bay Point Municipal Advisory Council (MAC) and Bay Point Redevelopment Project Area Committee (PAC), two civic groups with regular monthly meetings. Other community stakeholders will be identified as well.

Two focus areas

The Bailey Road Pedestrian and Bicycle Improvement Project has two focus areas, each with somewhat different needs and characteristics. They are described below.

Freeway ramp interchange area

In this area, the numerous turning movements created by the ramps pose significant challenges for pedestrians and bicyclists to cross the ramps as they travel along Bailey Road. Later in this application there is a diagram of the freeway ramp interchange area that illustrates how much the freeway ramp configuration dominates the area and poses obvious problems for pedestrians and bicyclists (see page 14).

The freeway ramp interchange area is particularly significant because, as the illustration shows, the land uses in that area constitute a textbook example of a walkable community. There is existing residential, a planned transit-oriented high-density residential development, a shopping center with a supermarket, a BART station, an elementary school, bus stops, a park, and a regional trail, all within two-tenths of a mile from each other on flat terrain. These land uses, so close together, should constitute a highly walkable community. However, the community's walkable nature is challenged by the freeway interchange which is right in the center of these land uses.

Northern segment of Bailey Road

The second focus area is the segment of Bailey Road north of the freeway ramps, extending to the northern terminus of Bailey Road at the intersection with Willow Pass Road. This portion of Bailey Road has sidewalks and does not have the difficulties of the freeway ramp interchange area, but does have some pedestrian and transit access issues. The bus stops in the area lack shelters, and there are no plantings along the sidewalks so there is a lack of shade on this long stretch of Bailey Road. The Bay Point community has expressed an interest in enhancing this portion of Bailey Road, for purposes of improving pedestrian comfort and the overall aesthetic quality of the street.

Preliminary Scope Of Work

Task 1. Project initiation and collection of background data.

The County and selected consultant will have an initial meeting to kick off the project and make final changes to the contract and workscope between County and Consultant. County staff will provide background data such as land uses, plans already developed that pertain to the study area, foreseeable development projects in the near future in or near the study area, traffic counts for Bailey Road and the freeway ramps, and other relevant data. Input will be sought from Tri Delta Transit, the East Bay Regional Park District, BART, Caltrans and the City of Pittsburg, including details of street improvements that are under design for the segment of Bailey Road immediately south of the project area. Additional data may be requested by the Consultant.

- ☞ Deliverable #1a. Final consultant contract
- ☞ Deliverable #1b: List of data needs

Task 2. Walking and bicycling tour of project area.

Consultant will walk and bicycle the area to provide first-hand experience and observation of the difficulties faced by pedestrians and bicyclists along this segment of Bailey Road. Focus will be on ped/bike travel along Bailey, ped/bike crossing of Bailey at key locations, ped/bike crossing of the freeway ramps along both sides of Bailey Road, and the pedestrian tunnel underneath the westbound-to-southbound off-ramp. The Consultant will use this experience and the data gathered in Task 1, to develop a report on existing conditions that will catalog specific problems, challenges and constraints.

- ☞ Deliverable #2: Report on existing conditions

Task 3. Prepare a set of potential pedestrian and bicycle solutions and streetscape improvements based on information from Tasks 1 and 2.

Based on the input from background data, previous transportation plans, and the walking and bicycling tour of the project area, the Consultant will develop a set of potential improvements that would address the identified needs. These will include improvements for pedestrian and bicycle travel as described earlier, and aesthetic streetscape improvements. The set of potential improvements will be reviewed at two public meetings and potentially will be revised based on comments received. The two public meetings will be with the Bay Point Municipal Advisory Council (MAC) and the Bay Point Redevelopment Project Area Committee (PAC).

The potential improvements must specifically include one major infrastructure improvement that would involve changes to the ramp configuration in the freeway interchange. This will be done with Caltrans as a participating stakeholder, since Caltrans is responsible for freeway ramps.

- Deliverable #3a: Set of potential transportation and streetscape improvements
- Deliverable #3b: Revised set of potential transportation and streetscape improvements (if needed based on public comment)

Task 4: Prepare Feasibility Study

The Consultant will evaluate the feasibility of the improvements included in the preliminary design alternatives for pedestrian and bicycle improvements and streetscape improvements. The Consultant will work with the County and stakeholders to develop criteria for this evaluation. Subject areas for the criteria will include compliance with planning goals and policies for Bay Point, available right-of-way, safety, traffic operations, maintenance issues, estimated capital cost, estimated maintenance cost, availability of maintenance resources, and legal or institutional issues. The feasibility study will include an evaluation of potential revenue sources. The study will identify solutions for further study and parties responsible for implementation. For at least one solution, the changes to the freeway ramp configuration, a traffic analysis will be needed as part of the feasibility study. The findings of the feasibility study will be reviewed by the stakeholders for their input and accuracy checks.

- Deliverable #4: Feasibility Study (solutions to be deleted, solutions for further study, parties responsible for implementation and funding sources)

Task 5: Develop alternative design concepts for public review

The Consultant will work with the County and stakeholders to use the results of Task 4 and create a set of two or three design alternatives for public review and comment. A comparison of the alternatives will be prepared for use at public meetings. The presentation will include descriptions of the alternatives, their costs, and other issues. Presentations will be made to the Bay Point MAC and Bay Point Redevelopment PAC.

- Deliverable #5a: Alternative design concepts and presentation materials.
- Deliverable #5b: Report on community input from public meeting

Task 6: Prepare draft plan

The Consultant will develop a draft plan based on the input from the public received in Task 5 and on technical input and review obtained from stakeholders. The design will show accurate dimensions and the materials to be used, but not to the level of a construction design. Plans and specifications needed for construction designs will be performed subsequent to this planning grant project. The Consultant will deliver the plan in three formats: paper, web-ready, and GIS. The Consultant will develop large-format display graphics for public meetings. The Consultant will develop construction cost estimates for the project. County staff will develop estimates for ongoing maintenance costs. This likely will involve consultation with staffs of Caltrans, Tri Delta Transit, the East Bay Regional Park District and the County Public Works and Redevelopment.

- ☞ Deliverable #6a: Draft plan for the Bailey Road Pedestrian and Bicycle Improvement Project in written format.
- ☞ Deliverable #6b: Draft plan in web-ready electronic format.
- ☞ Deliverable #6c: Draft plan in GIS format.
- ☞ Deliverable #6d: Large-format display graphics (such as poster boards) showing the plan in various aspects, to be determined with the Consultant.
- ☞ Deliverable #6e: Cost estimates for implementing the plan.

Task 7. Environmental Scan

The Consultant will develop an environmental scan, which is a report on the likely environmental impacts that will be caused the draft plan. The scan is intended to provide a foundation for future environmental work required by the California Environmental Quality Act (CEQA). The scan itself is not as detailed as a CEQA review. Its purpose is to catalog the likely issues that would need to be evaluated in a future CEQA review of the specific projects that are recommended in the draft plan.

- ☞ Deliverable 7: Environmental Scan

Task 8: Public review of draft plan

The Consultant and County staff will review the draft plan with the Bay Point MAC, Bay Point Redevelopment PAC, and stakeholder agencies including Caltrans, the East Bay Regional Park District, Tri Delta Transit, and City of Pittsburg. The plan will be available on Contra Costa County's cocoplans.org website, and we will request other agencies to have it available on their websites or at least provide a link to the plan on the County's website. Following public review, the plan may be revised.

- ☞ Deliverable #8: Report on input received on draft plan and proposed changes to respond to the input.

Task 9: Preparation of Final Bailey Road Pedestrian and Bicycle Improvement Plan.

The Consultant will make the necessary revisions in consultation with the County and develop a final plan. County staff will bring the final plan to the Board of Supervisors for approval

- ☐ Deliverable #9a: Final plan for the Bailey Road Pedestrian and Bicycle Improvement Project in written format.
- ☐ Deliverable #9b: Final plan in web-ready electronic format.
- ☐ Deliverable #9c: Final plan in GIS format.
- ☐ Deliverable #9d: Large-format display graphics (such as poster boards) showing the Final Plan in various aspects, to be determined with the Consultant.
- ☐ Deliverable #9e: Final cost estimates for implementing the plan.

Project Budget Including Funding Sources

This budget is preliminary, subject to revision based on discussion with the selected Consultant and the final work scope and budget reached between the County and the Consultant.

Task	Grant	Match	Total	% of Total Budget
1. Project Initiation & Data Collection	\$22,125	\$2,875	\$25,000	11%
2. Tour Of Project Area	\$2,655	\$345	\$3,000	1%
3. Potential Solutions	\$44,250	\$5,750	\$50,000	22%
4. Feasibility Study	\$44,250	\$5,750	\$50,000	22%
5. Alternative Design Concepts	\$26,550	\$3,450	\$30,000	13%
6. Draft Plan	\$24,780	\$3,220	\$28,000	12%
7. Environmental Scan	\$8,850	\$1,150	\$10,000	4%
8. Public Review of Draft Plan	\$17,700	\$2,300	\$20,000	9%
9. Final Plan	\$8,850	\$1,150	\$10,000	4%
TOTALS	\$200,010	\$25,990	\$226,000	100%

Project Schedule

The schedule shown on the next page would begin in October 2008 as suggested in the T-PLUS Planning Grant Program Schedule in the Contra Costa Transportation Authority's grant application package.

Project Schedule, continued

Task	Timeframe
1. Project Initiation & Data Collection	October-November 2008
2. Tour Of Project Area	October 2008
3. Potential Solutions	December 2008-February 2009
4. Feasibility Study	February-April 2009
5. Alternative Design Concepts	May-July 2009
6. Draft Plan	July-September 2009
7. Environmental Scan	September 2009
8. Public Review Of Draft Plan	September-November 2009
9. Final Plan	December 2009

Project Area Map And Photographs

The map and photograph section begins on the next page. There are three graphics created with the Community Development Department's Geographic Information System (GIS), followed by a set of photographs.

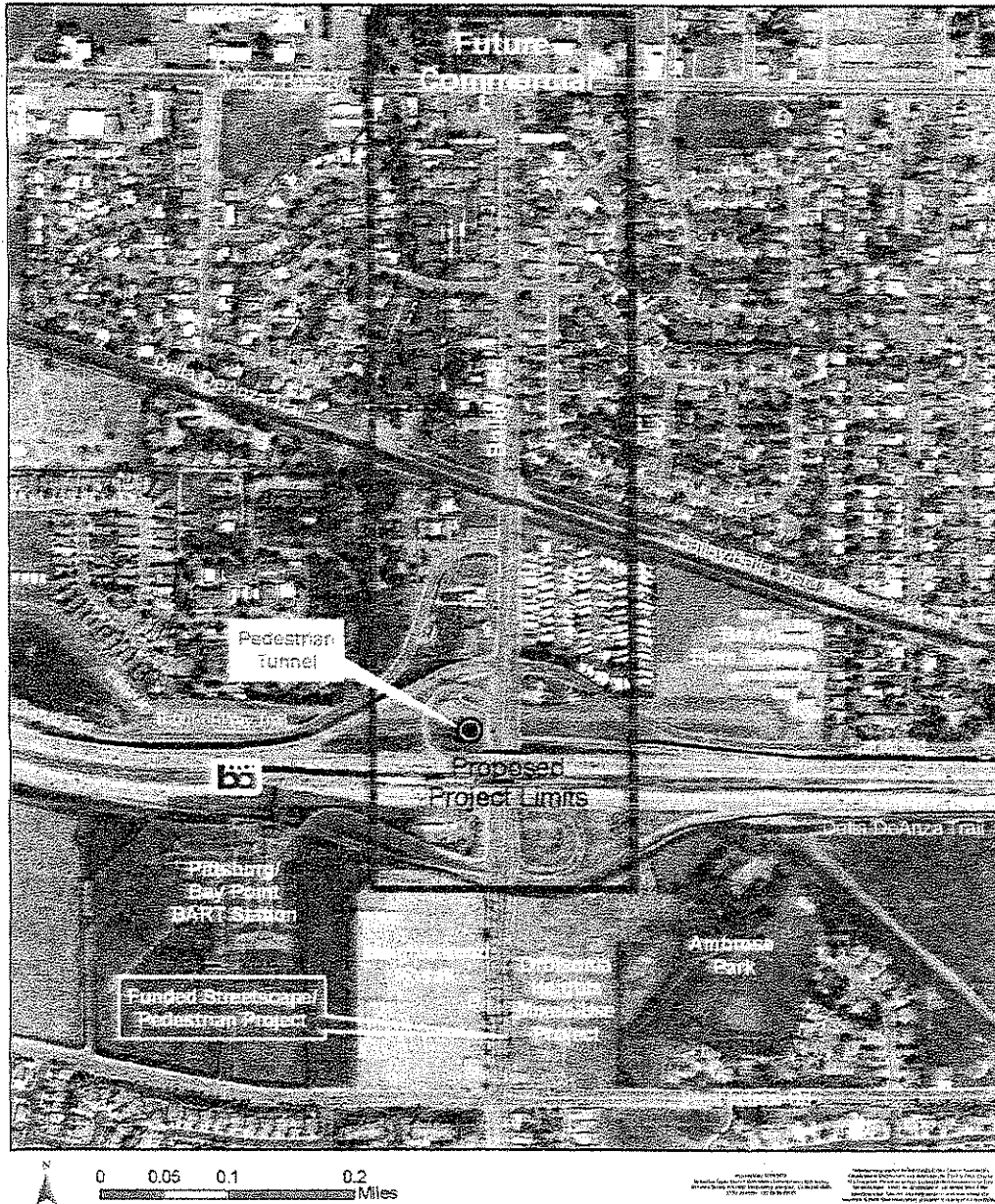
The three GIS graphics are:

- Bailey Road Pedestrian and Bicycle Improvement Project -- page 12 -- this graphic shows the project area and identifies the land uses and transportation system in the project area and vicinity.
- Bailey Road Pedestrian and Bicycle Context -- page 13 -- this graphic emphasizes the land uses in the project area and highlights the relatively short, walkable distances among the uses.
- Freeway Interchange Ramp Area -- page 14 -- this graphic focuses on the Freeway Ramp Interchange Area (one of the project's two focus areas) and highlights how the freeway ramps dominate the center of an otherwise walkable, compact community.

Pages 15 through 22 are photographs which have explanatory captions.



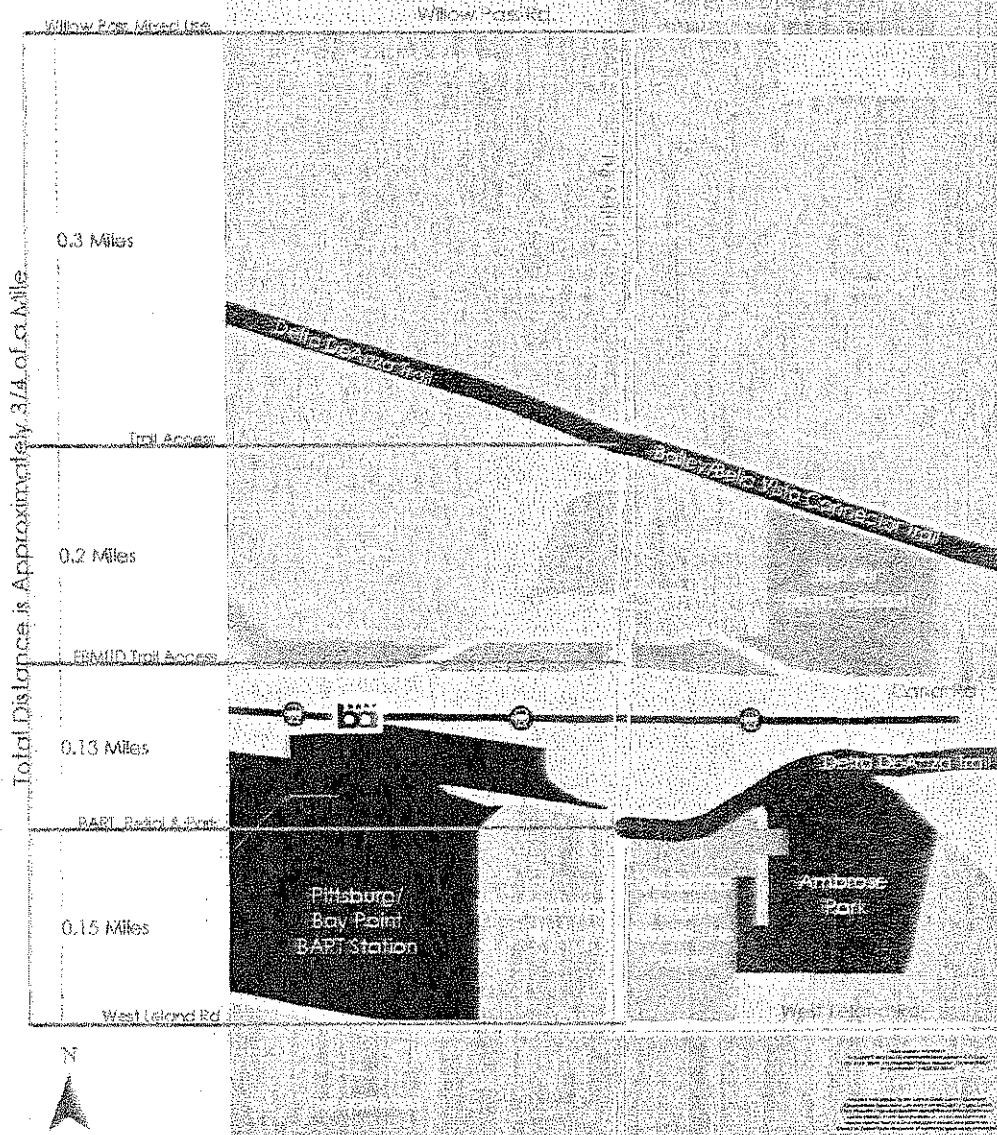
Bailey Road Pedestrian and Bicycle Improvement Project



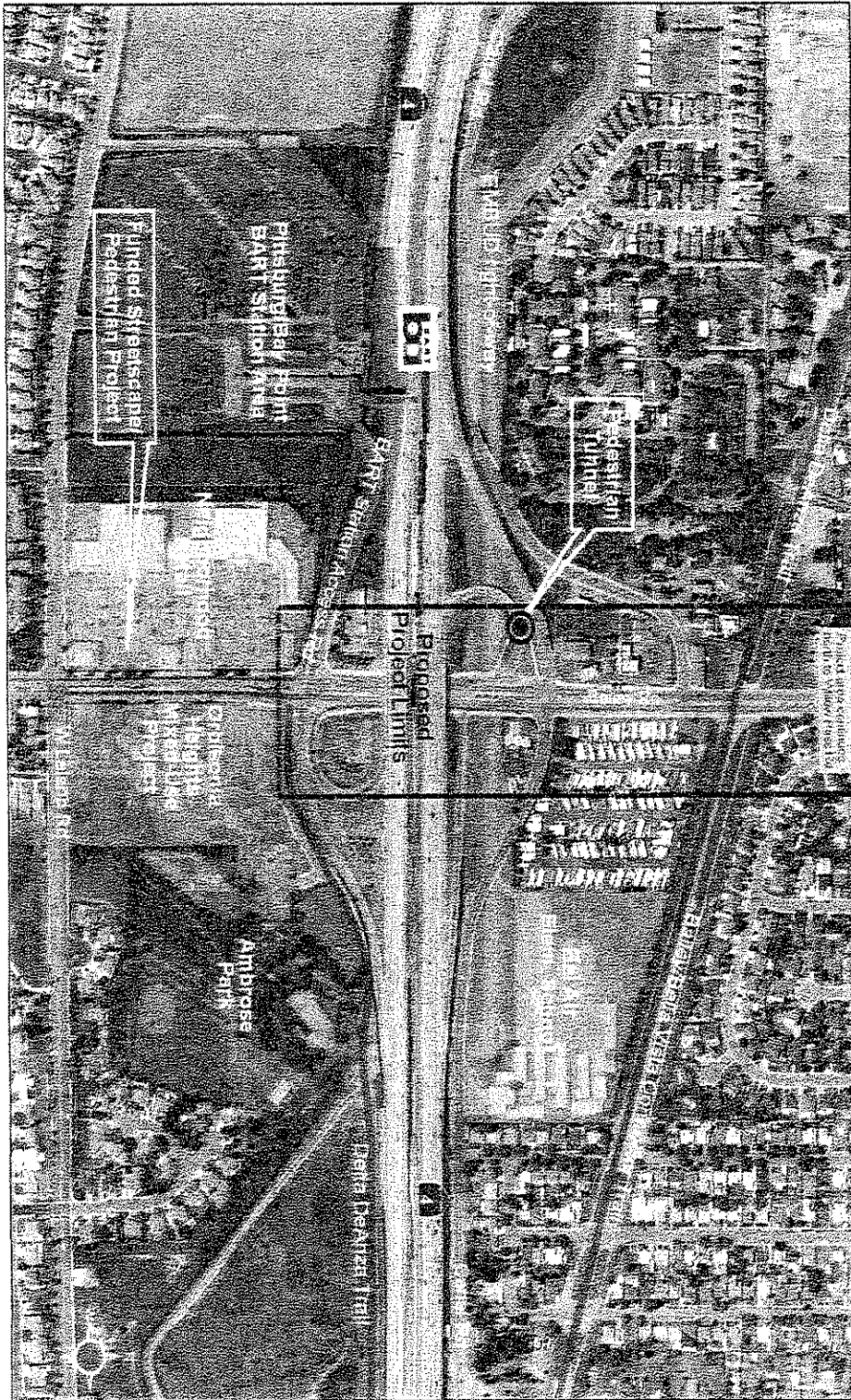


Bailey Road Pedestrian and Bicycle Context

Distance Along Bailey
Road between Key
Community Features



Freeway Ramp Interchange Area



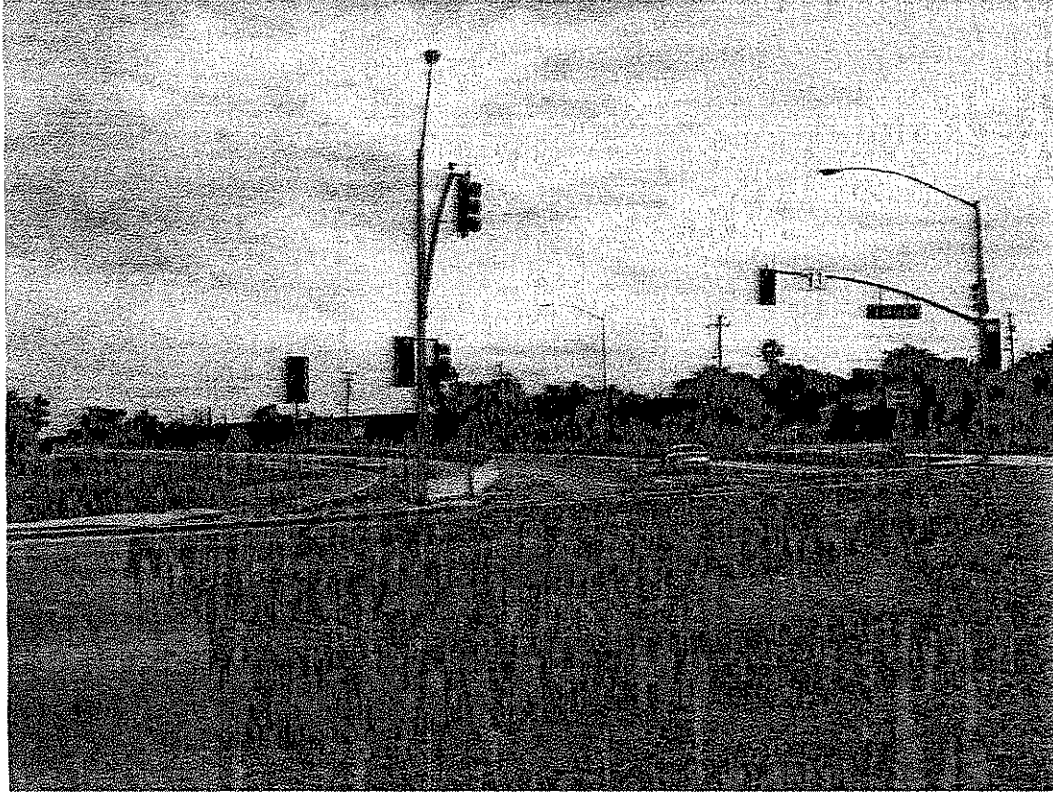


Photo 1. Looking across Bailey Road to the eastbound freeway ramps. A bicyclist or pedestrian traveling north along Bailey (which would be from right to left in this photo) must cross these two freeway ramps, first the on-ramp and then the off-ramp. Both ramps have vehicles making quick right-turns onto or off of the ramp. (All of the photographs in this grant application were taken between 12:15 p.m. and 1 p.m. on a weekday, when there isn't much traffic on the freeway ramps.)



Photo 2. Looking south along Bailey Road toward the freeway overpass. Pedestrians and bicyclists traveling south along Bailey Road to get to the Pittsburg/Bay Point BART Station are directed by the white sign to walk to the right, along the sidewalk, and use a concrete pedestrian tunnel to go under a freeway off-ramp. Virtually all pedestrians walk straight across the dirt rather than using the pedestrian tunnel.

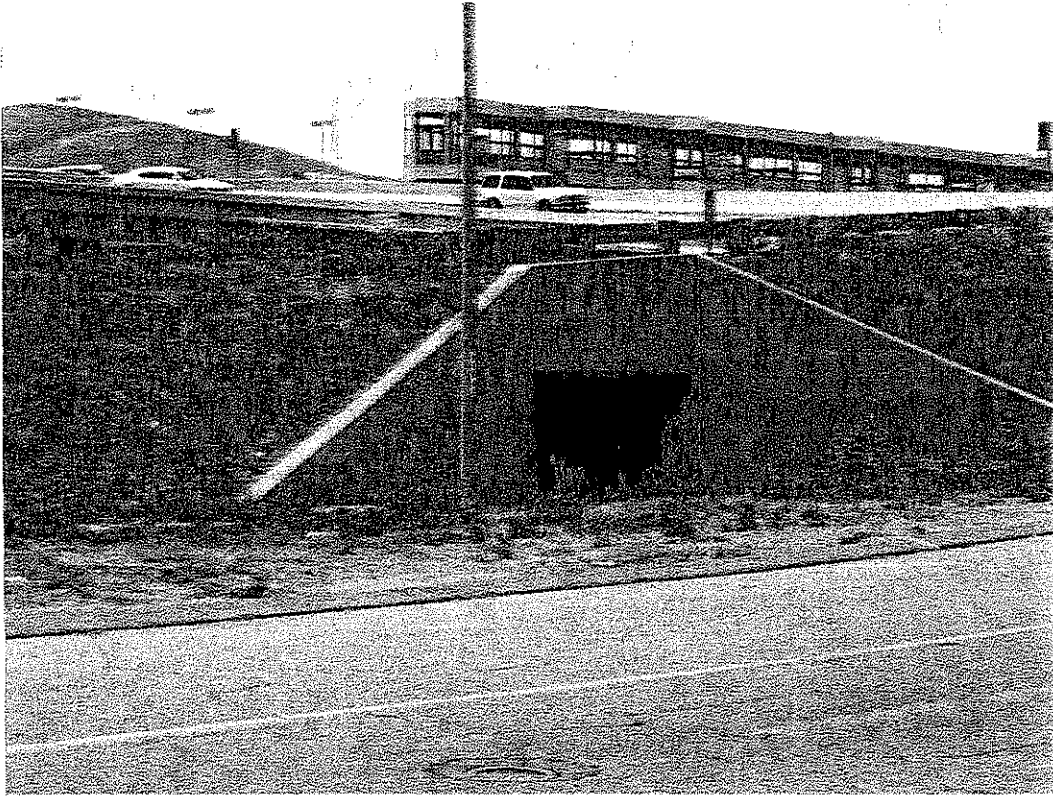


Photo 3. The pedestrian tunnel. This is the tunnel that pedestrians refuse to use. It is occasionally used for other purposes besides pedestrian travel. The tunnel goes underneath the westbound SR 4 off-ramp to southbound Bailey Road. The building visible in the upper background, beyond the ramp, is the BART Station.

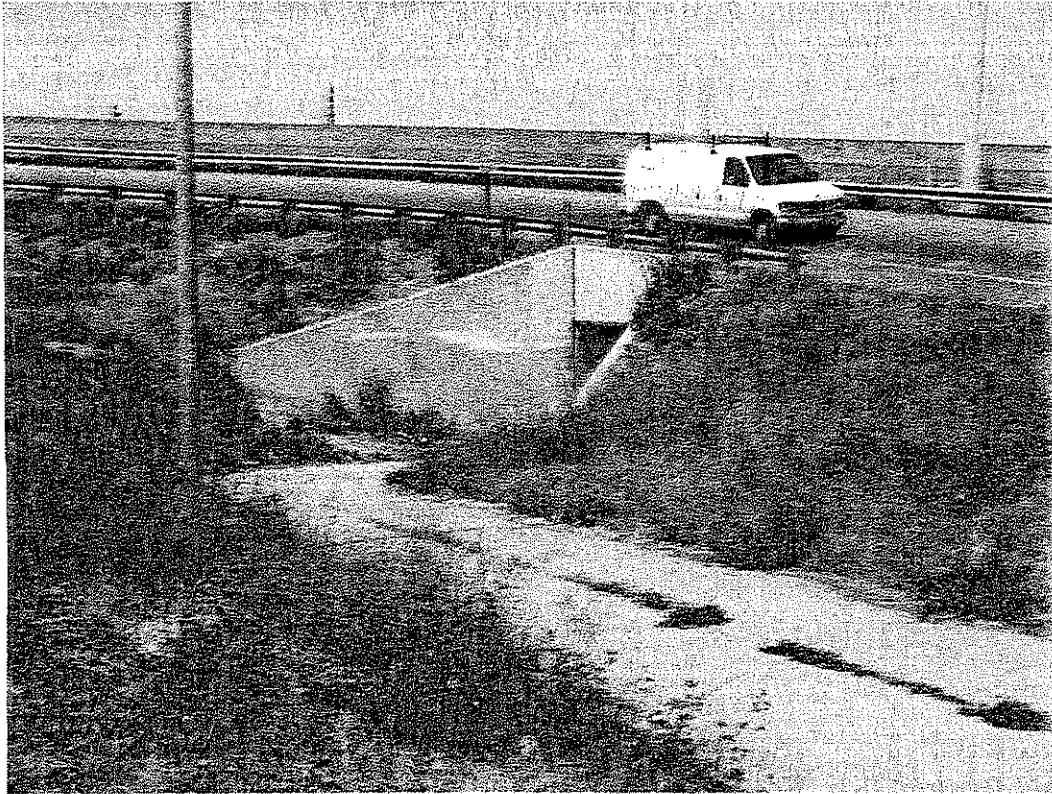


Photo 4. The other side of the tunnel. The photograph shows the sloping walkway leading from the tunnel to Bailey Road. The slope makes it difficult for those with mobility problems to use it. The condition and secluded nature of the tunnel makes it unappealing to all pedestrians and bicyclists. As mentioned earlier, County staff has yet to see a pedestrian use this tunnel for pedestrian purposes.



Photo 6. The actual pedestrian crossing. Pedestrians routinely cross the ramp here, rather than use the tunnel. There is no crosswalk, no traffic signal or stop sign; motorists have a “free right” to come down the ramp and merge onto Bailey Road at high speed if they can. Yet pedestrians still choose to cross here rather than use the tunnel.

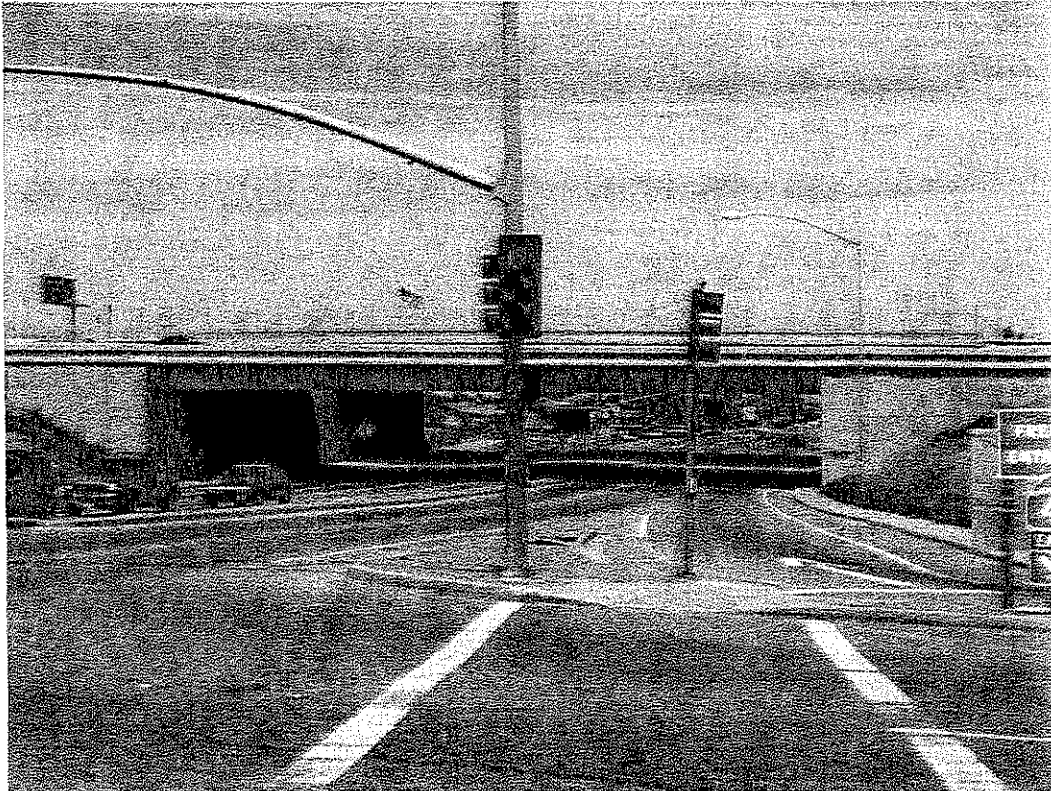


Photo 7. Looking north along Bailey Road toward the freeway overpass. The little “porkchop” island in the foreground provides the only safe haven for bicyclists and pedestrians who have to travel across two ramps – first the on-ramp (foreground) and then the off-ramp (beyond the island). The speed at which vehicles come down the off-ramp, and relatively small size of the island, make an uncomfortable atmosphere for pedestrians and bicyclists waiting on the island to cross the next ramp.

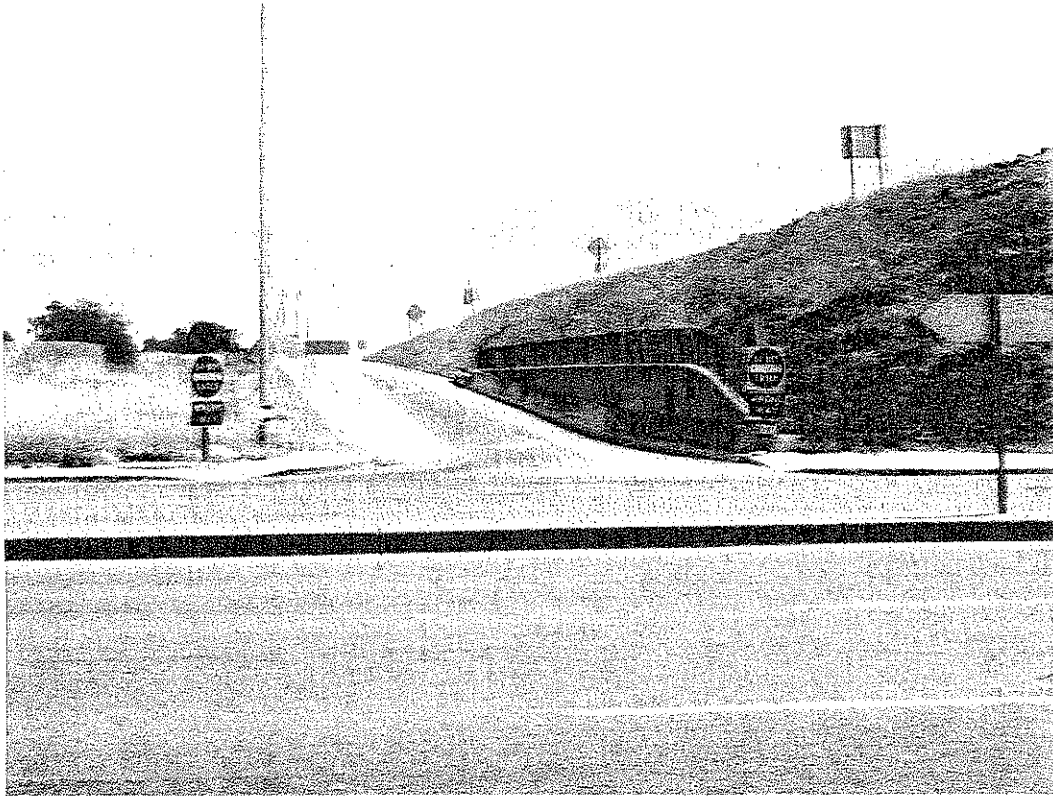


Photo 8. The off-ramp from westbound freeway to northbound Bailey Road. As motorists drive down this ramp from the freeway, the retaining wall and hillside to their left make it impossible for them to see pedestrians until the very last minute. Among other pedestrians, children cross this area to get to Bel Air Elementary School on nearby Canal Road.

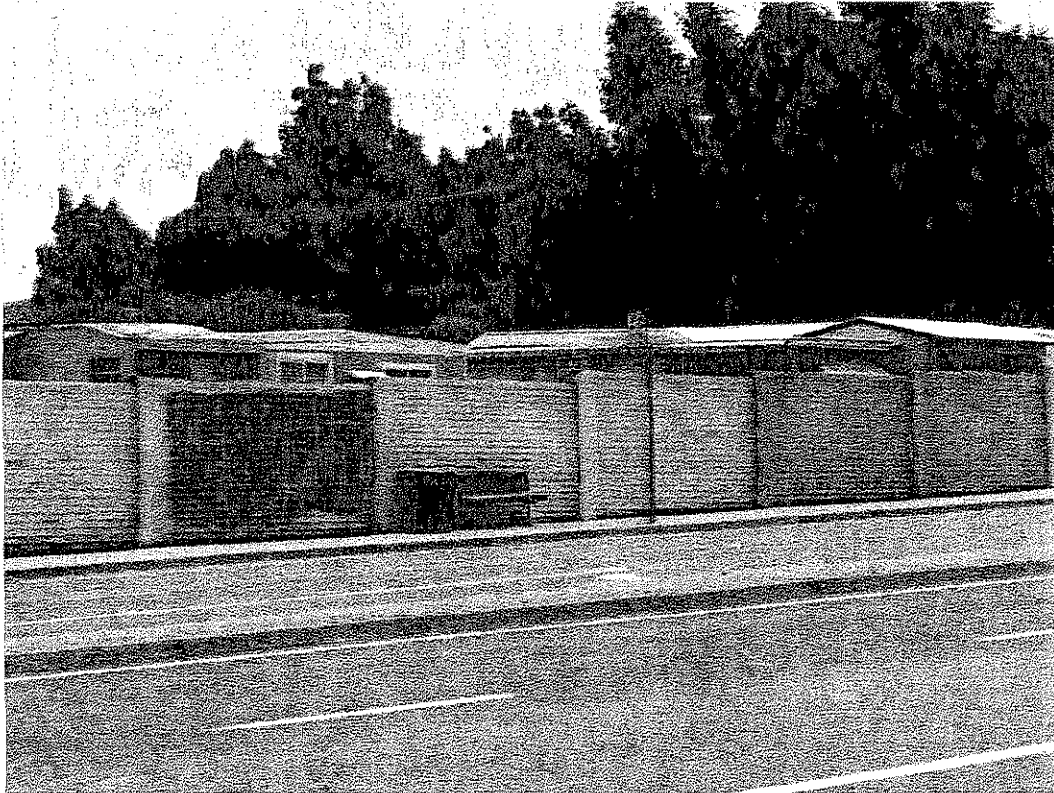


Photo 9. Tri Delta Transit bus stop on the east side of Bailey Road. The narrow sidewalk and presence of a soundwall provide little room for bus stop amenities such as a shelter. Three bus routes operate on this segment of Bailey Road.

ITEM 9

Presentation: Concord Community Naval Weapons Station Reuse Plan.

T1 Traffic



How successfully does the alternative minimize:

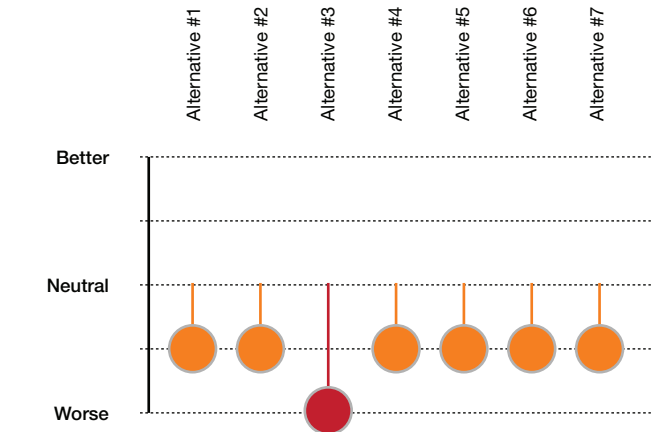
- (A) Its contribution to congestion on the surrounding roadway network?
- (B) The total amount of vehicle miles traveled?

Key Assumptions

- Considerable growth is projected in Contra Costa County, particularly in East County.
- The growth associated with each alternative is assumed to be in addition to (rather than replacing) any county or regional growth.
- For the traffic analysis, the Draft EIR provides a comparative analysis of the alternatives. Future project-level analyses will still be required to assess the impacts of specific development projects.
- The 2030 CCTA travel demand model accounts for all projected traffic growth in the 9-county Bay Area and future roadway projects.

Alternatives 5 and 7 have significant traffic impacts at the fewest number of locations and generate the lowest amount of additional automobile traffic. Both alternatives have high concentrations of development near the North Concord BART Station, and Alternative 7 has the least total amount of development.

Alternatives 1, 2, 4, and 6 have significant traffic impacts at a comparable number of locations. Alternative 2 generates more total vehicle travel than Alternatives 1, 4, and 6 because it has more development. However, it



Scoring Guide

- Better:** Performs better than “No Project” in that it has fewer locations with significant traffic impacts and fewer vehicle miles traveled.
- Neutral:** Performs the same as “No Project” in terms of locations with significant traffic impacts and vehicle miles traveled.
- Worse:** Performs worse than “No Project” in that it has more locations with significant traffic impacts and more vehicle miles traveled.

generates less travel on a per-person basis than the comparable alternatives.

Alternative 3 has negative impacts at substantially more locations and generates more total vehicle travel than the other alternatives. This is primarily a result of placing a large campus at a relatively remote location on Bailey Road.

In general, alternatives with more development have greater traffic impacts. In addition, alternatives with more concentrated transit-oriented development generate less vehicle travel, but also tend to concentrate traffic impacts.

T2 Travel Choices



How successfully does the alternative:

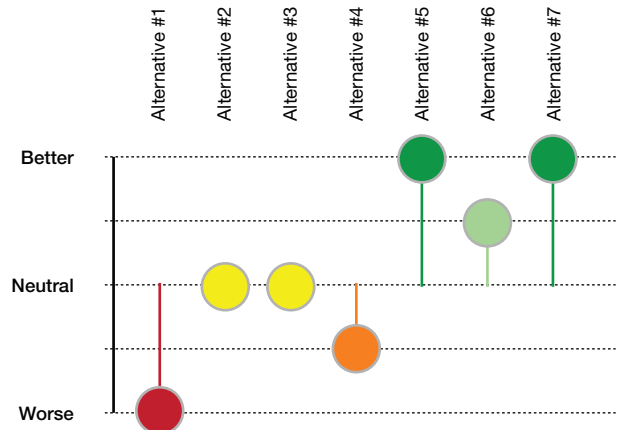
- (A) Provide for a comprehensive transit system?
- (B) Maximize public transit ridership?
- (C) Support transit through its development pattern?
- (D) Provide compact and mixed use development to encourage short trips by bicycling, walking, and transit?

Key Assumptions

- Considerable growth is projected in Contra Costa County, particularly in East County.
- The growth associated with each alternative is assumed to be in addition to (rather than replacing) any county or regional growth.
- For the traffic analysis, the Draft EIR provides a comparative analysis of the alternatives. Future project-level analyses will still be required to assess the impacts of specific development projects.
- The 2030 CCTA travel demand model accounts for all projected traffic growth in the 9-county Bay Area and future roadway projects.
- Each alternative includes new public transit service that is compatible with its development pattern, i.e. higher intensity uses would be better served by transit than lower intensity uses.
- Each alternative includes new pedestrian and bicycle connections throughout open space and developed areas.

Alternatives 5 and 7 have the most transit-supportive land use patterns due to relatively high densities, compact development and mixed uses, and highest amount and proportion of development within a half-mile of the North Concord BART Station.

Alternative 6 shares many of these traits, but has less development near the North Concord BART Station, and has a higher amount of retail development north of SR 4, which tends to limit travel choices. Alternative 2



Scoring Guide

Better: All development is easily served by transit and more than 30 percent of population, employment, and college students are within walking distance of the North Concord BART Station.

Neutral: Most development is easily served by transit and more than 18 percent of population and employment is within walking distance of the North Concord BART Station.

Worse: Significant portions of the development are not easily served by transit and/or less than 18 percent of population and employment is within walking distance of the North Concord BART Station.

has a large amount of development within a half-mile of the North Concord BART Station, a linear, village-oriented development pattern west of the creek, and generates relatively low vehicle travel per person, but also has a significant share of low density residential development in relatively isolated areas of the site. Alternative 3 is similar to Alternative 2, except that it generates the most overall transit ridership due to the large campus, despite having less development near the North Concord BART Station.

Alternative 4 has a relatively small transit-oriented development component and substantial areas of low density residential development. As a result, it generates the least amount of transit ridership.

Alternative 1 is the least supportive of alternate modes, generating relatively low transit ridership and high rates of vehicle travel. It has the smallest mixed-use transit-oriented development component and its predominately low-density development pattern is the least conducive to taking transit, walking, and bicycling.

T3 Connectivity

How effectively does the alternative:

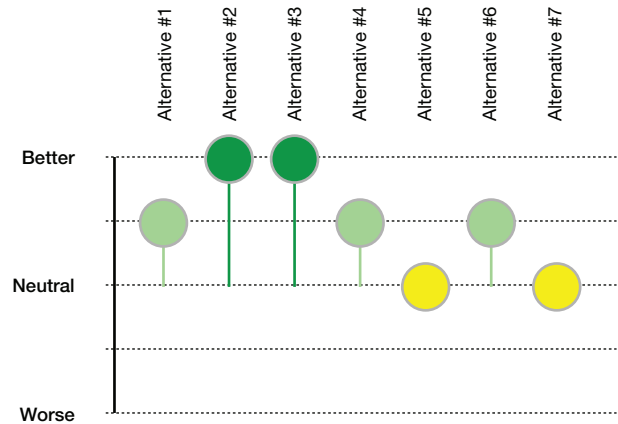
- (A) Provide a connected, dense on-site roadway network with redundant links to distribute traffic and create direct paths between on-site destinations?
- (B) Enhance the connectivity of the regional transportation network?
- (C) Provide connections to the surrounding neighborhoods?
- (D) Orient travel towards the existing BART stations by supporting convenient, multi-modal links?



Key Assumptions

- For the traffic analysis, the Draft EIR provides a comparative analysis of the alternatives. Future project-level analyses will still be required to assess the impacts of specific development projects.
- The 2030 CCTA travel demand model accounts for all projected traffic growth in the 9-county Bay Area and future roadway projects.
- Each alternative includes new public transit service that is compatible with its development pattern, i.e. higher intensity uses would be better served by transit than lower intensity uses.
- Each alternative includes new pedestrian and bicycle connections throughout open space and developed areas.

All alternatives have well-connected roadway, pedestrian, and bicycle networks within developed areas, and provide parallel routes to SR-4 on extensions of Evora Road and Avila Road. They also have pedestrian and bicycle connections from adjacent neighborhoods to parks and open space.



Scoring Guide

Better: Significantly increases the number of regional connections and provides a high level of connectivity between the site and existing neighborhoods.

Neutral: Provides a limited number of additional regional connections and provides a moderate level of connectivity between the site and existing neighborhoods.

Worse: Decreases the number of regional connections and provides minimal connections between the site and existing neighborhoods

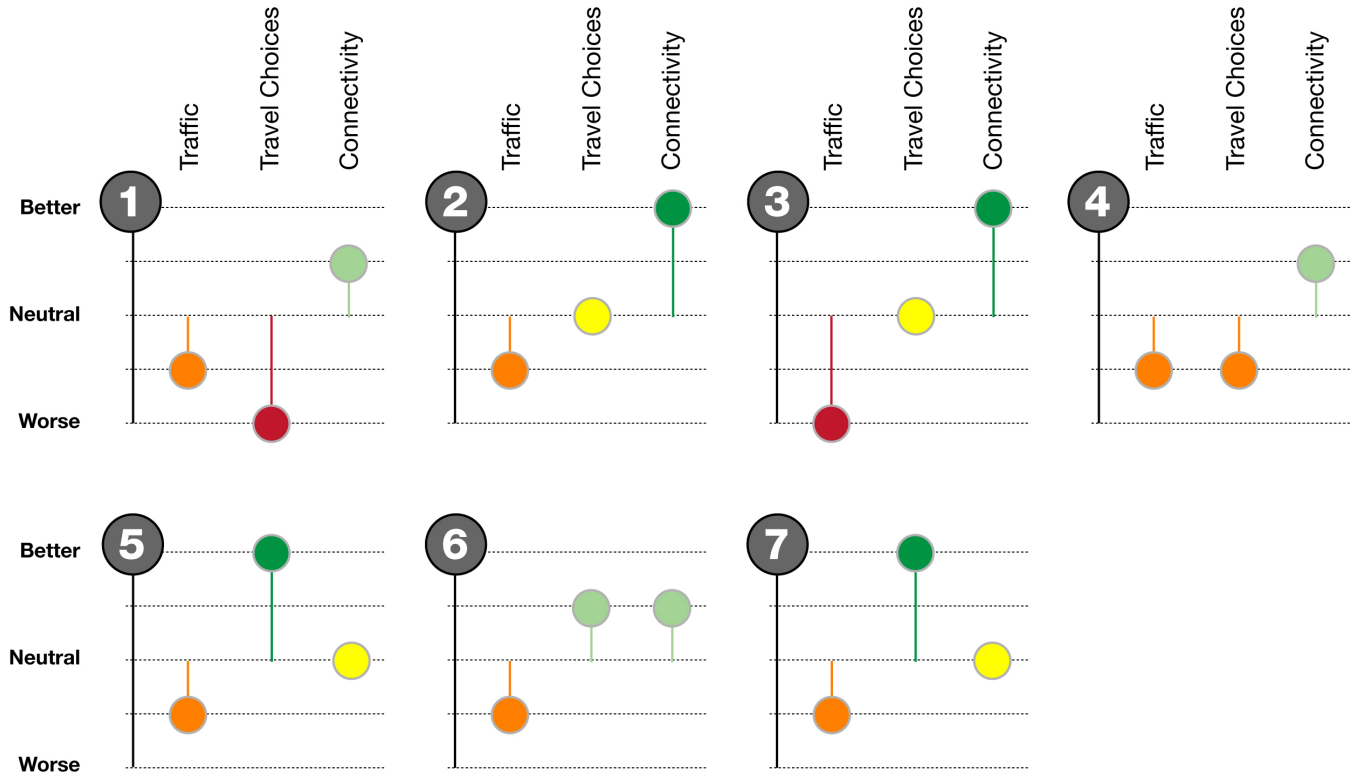
Alternatives 2 and 3 combine maximized roadway connections to adjacent neighborhoods with intensity near the North Concord BART Station and village development patterns that create opportunities for multi-modal connections. Alternatives 1 and 4 also provide well-connected roadway networks, although they provide fewer opportunities for multi-modal connections to BART due to smaller transit-oriented development components and higher proportions of low density residential development. While Alternative 6 has a larger transit-oriented development component, it provides fewer new street connections.

Alternatives 5 and 7 provide the fewest number of links with adjacent areas of the city, and Alternative 7 provides no new links between Willow Pass Road and Bailey Road.

Transportation Evaluation

June 14, 2008

Summary Evaluation



ITEM 10
Consider Comments on Concord Naval Weapons Station Reuse Plan Draft
Environmental Impact Report (DEIR):.

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 Committee
FROM: John Cunningham, TRANSPLAN staff
DATE: July 2, 2008
SUBJECT: **Comment Letter: Concord Naval Weapons Station Reuse Plan**

Background

In 2006, the City of Concord initiated a multi-year planning process to guide the reuse of a 5,208 acre portion of the Concord Naval Weapons Station (CNWS). The project is referred to as the “Concord Community Reuse Project”. The Draft EIR is a programmatic document which examines the impacts of a range of alternative plans for the reuse of CNWS and will be used by the City of Concord to select a preferred alternative. The DEIR does not cover a General Plan Amendment (GPA). Assuming that the City decides to approve one of the alternatives a subsequent, more detailed environmental document will have to be produced to address the GPA.

There have been numerous workshops, presentations and environmental documents related to the project. TRANSPLAN staff has been appointed by Concord as a member of the Transportation Advisory Group for this project. A Draft Environmental Impact Report (DEIR) for the project was released in mid-May. This memo provides comments on that document.

Status

The deadline for comments is July 21, 2008. Staff has initiated the review of the document and has established the following schedule for responding:

1. June 17, 2008 – TRANSPLAN Technical Advisory Committee (TAC) Meeting: Review/develop draft comments.
2. July 10, 2008 - TRANSPLAN Committee Meeting: Review draft comments.
3. July 10, 2008 - TRANSPLAN Committee Meeting: Bruce Knopf, Project Manager for the Reuse Plan will attend.
4. July 15, 2008 – TRANSPLAN TAC Meeting: Finalize & transmit comments.

Recommendation

Direct staff to forward comments to the City of Concord.

Comments

General Comments:

- GC: 1.** Given the information in Figure 4-2, and in associated tables, it appears that the DEIR did not analyze the impacts of the project on Routes of Regional Significance in the TRANSPLAN region. If this is the case the project sponsor cannot ensure that the (eventual) General Plan amendment will not adversely affect TRANSPLAN’s ability to meet its adopted traffic service objectives. TRANSPLAN has requested, several times in the past, that the impact of the project on TRANSPLAN facilities be analyzed. The analysis needs to be provided or the rationale for not including the analysis must be made available.

- GC: 2.** The DEIR establishes that all project alternatives will result significant impacts to the road network. It is not clear that the DEIR examines impacts in East County and identifies impacts largely in central county, Port Chicago Highway north of Olivera Road, Ygnacio Valley Road east of Cowell Road, SR 4 east of Willow Pass Road, Concord Boulevard west of Denkinger Road, and intersections on Treat Boulevard and Ygnacio Valley Road. Given the preceding, TRANSPLAN again makes the comment that the City should consider a fee on new development in the project area to fund identified traffic improvements. In the past, Central County jurisdictions have responded that given the (typically) smaller size of development applications in Central County an impact fee program like TRANSPLANs Regional Transportation Mitigation Program has not been suitable for Central County projects. Given the size of the subject project the response is no longer relevant and an approach using an established impact fee is indeed appropriate for the Concord Community Reuse Plan. Given the range of alternatives in the DEIR the project could generate between \$100 million to \$200 million if the City applied a fee similar to the fee applied to residential development in East County.
- GC: 3.** TRANSPLAN, and other affected jurisdictions, have previously requested the City to include the extension of various roadways a part of the project. At a recent Transportation Advisory Group (TAG) meeting it appeared as though some of those extensions were included in the project list for roadway improvements. These improvements are not apparent in the May 2008 DEIR. TRANSPLAN again requests that the following road extensions be included in the roadway project list for the project:
- Extension of Evora Road to Port Chicago Highway/Arnold Industrial Way intersection.
 - Extension of W. Leland Road/Avila Road. The extension is suggested in Figure 4-13 but it appears incomplete. The DEIR should call out this improvement specifically.
- GC: 4.** The proposed finance plan component must identify ongoing, operational funding for transit service. Transit related capital improvements can be funded on a “pay-as-you-go” basis with the approval and development of each project. However, the operation of transit services to the newly developed area will require new, ongoing operational funding on top of any necessary capital expenditures.
- In numerous places throughout the DEIR transit is listed as a benefit of the project or as a mitigation for air quality/traffic impacts, etc. CCCTA has accurately indicated in their comments on the DEIR, that the provision of service to this new community cannot occur without a new, ongoing funding source identified as part of the project. A mechanism to fund transit service should be identified to ensure the expected benefits of transit and proposed mitigations are realized.
- GC: 5.** In the course of revising the East County Action Plan, the TRANSPLAN TAC found many intersections and links that were coded incorrectly in the model. As a part of an expanded traffic impact analysis to include impacts to TRANSPLAN jurisdictions, project staff should direct their consultant to revisit the network information, including the TRANSPLAN area, to ensure that an accurate network was used in the traffic analysis.
- GC: 6.** This project is in the Central Contra Costa Transit Authority (CCCTA) service area. Because the project borders the Eastern Contra Costa Transit Authority (ECCTA) service area; and because ECCTA has previously seen proposals for development

adjacent to this project that are not currently served by Tri Delta Transit; any demand for transit services from East County into this new development will require extra operational funding directed to Tri Delta Transit in addition to any funding required by CCCTA. The necessary operational funding for any anticipated demand for transit services between East County and this project should be addressed within the EIR.

Section Specific Comments:

- SSC: 1.** 4.1.3.3: The statement “Assuming that the intersections affected by traffic that would result from any of the seven alternative reuse concepts would be located between the site and the freeway...” causes concern. Given that the size and location of the project no such assumption should be made. The project sponsors traffic consultant made the point in a TAG meeting that the project has produced some surprising and counter-intuitive results. Intersections and network links to be analyzed should not be based on assumptions but on model output, engineering judgment and CCTA Technical Procedures which requires that links with volume-to-capacity ratios over a certain level (0.70-surburban and 0.80-urban) and any other location with “potential violations” may occur. Any deviation from this is required to “...fully document the rationale...” used in excluding links/intersections from analysis. The DEIR needs to define the methodology that was used to determine which links and intersections would be analyzed as a part of the project.
- SSC: 2.** Appendix 4A & 4B: The network and intersection information should be grouped by responsible jurisdiction to aid review.
- SSC: 3.** Figure 4-2: TRANSPLAN has consistently requested that the impacts to roadways and intersections in the TRANSPLAN region be analyzed, in particular State Route 4, West Leland Road, Buchanan Road, Kirker Pass Road and Bailey Road. Figure 4-2 shows that these routes, in the TRANSPLAN area, were not analyzed.

Without such analysis, the DEIR fails to perform its function as required by the Measure C Transportation Improvement and Growth Management Program. The Growth Management Implementation Documents (CCTA, December 1990) states on page IG-16:

“4. Requirements for consultation on environmental documents among participating localities. . . . Consultation on environmental documents should not be limited to jurisdictions in the region or the County, but should reflect the locations of project impacts. In addition to distribution to affected neighboring jurisdictions, notices of preparation and of DEIR availability shall be distributed to the Contra Costa Transportation Authority . . .” [underlined italics added for emphasis]

We again request that a transportation impact analysis be performed for the following roadways:

- a) State Route 4 from Willow Pass Road in Concord to Bailey Road in Bay Point;
- b) State Route 4 from Bailey Road to Railroad Avenue in Pittsburg;
- c) Bailey Road from Concord Boulevard to State Route 4;
- d) West Leland Road from Willow Pass Road to Bailey Road;
- e) Buchanan Road from Kirker Pass Road to Somersville Road; and
- f) Kirker Pass Road from Clayton Road to Buchanan Road in Pittsburg. The analysis should provide level-of-service forecasts and delay index forecasts for these segments.

In addition to the road segments identified above the project sponsor should identify how the CCTA Technical Procedures were adhered to in the selection of roadway segments and intersections for analysis.

- SSC: 4.** Page 4-72: *“The development of any of the alternative reuse concepts would increase pedestrian activity, particularly in the TOD area around the North Concord BART Station.”* Given the statement provided in the responses to comments, *“Detailed design of bicycle, pedestrian, and roadway facilities is beyond the scope of the Programmatic EIR.”*, the increase in pedestrian activity could be presumptuous. While detailed design is certainly not necessary at this level, there should be a policy statement indicating that a comprehensive, interconnected non-motorized network will be developed to ensure future demand for network facilities generated by Transit Oriented Development will be met. In the (justifiable) absence of detailed design, detailed policy statements guiding the future design should be provided in order to ensure an (eventual) design will be effective in encouraging non-motorized travel.
- SSC: 5.** Page 4-72: The statement that the development of any alternative would lead to increased transit use requires substantiation. A more likely scenario, considering the current and historical state of transit funding, is that the project would create a demand for transit service that can’t be met. Without further substantiation and an identified mechanism to ensure the assumed transit service materializes the impact on transit is not adequately described or addressed.
- SSC: 6.** Page 4-48: The following statements, *“The seven alternative reuse concepts would have a beneficial effect on transit ridership.”*, *“...increase in bus service to the North Concord BART Station...”* cannot be accurately made in the absence of an identified 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.

Sincerely,

Will Casey
TRANSPLAN Committee Chair

Copy:
TRANSPLAN
TRANSPLAN TAC
TRANSPAC
Anne Muzzini: County Connection

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ITEM 11

Receive report and seek input on the second draft of the East County Action 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 Committee
JG fsj

FROM: John Cunningham, TRANSPLAN staff

DATE: June 30, 2008

SUBJECT: East County Action Plan Update

TRANSPLAN in June reviewed a draft of the East County Action Plan which is currently being updated by the Contra Costa Transportation Authority (CCTA) and TRANSPLAN. The TRANSPLAN Committee provided input and directed staff to return in August with a revised draft.

CCTA and its consultants are working on the revised draft with the TRANSPLAN Technical Advisory Committee (TAC). The revised draft will be reviewed by the TAC in July, and brought to TRANSPLAN at the August 14 meeting.

In the meantime, information has been provided by CCTA and its consultant, DKS Associates, addressing issues that were raised by the TAC. The TAC recommended these issues be reported to the TRANSPLAN Committee at the July 10 meeting.

The following materials are included here.

- a. Memorandum from CCTA responding to the TRANSPLAN TAC memo of June 5 (copy of June 5 memo also attached);
- b. Table from DKS Associates showing all TAC comments on the draft plan and proposed responses to each comment;
- c. 2030 Transportation Action Plan "volume plots" showing how a traffic forecasting method known as "gateway constraint" analysis has enabled the East County forecasts to meet the traffic congestion standards known as multi-modal transportation service objectives (MTSOs) for East County roadways; and
- d. Memorandum from Contra Costa County staff regarding forecasts relating to a potential widening of Vasco Road and the proposed State Route 239.

The volume plots referred to in item "c" above show the difference between the original traffic forecasts developed through the standard forecast modeling technique, and the "gateway constraint" technique that better matches the forecasted traffic levels to the actual capacities of the roadways (and thereby reduces the amount of traffic being forecasted during the peak hour). More explanatory information is included with the plots.

The gateway constraint technique was applied because the unconstrained forecasts indicated many East County roadways would exceed the MTSO traffic standards. This also has occurred in the other regions of the County.

Additional information may be handed out at the TRANSPLAN meeting if it is available.

The County memorandum relates to work that has been performed by CCTA and consultants to help inform the decision-making as to whether the East County Action Plan should include an action to widen Vasco Road to four lanes, and whether to include the future State Route 239, for which an alignment has not yet been defined. The Tri-Valley Transportation Action Plan being developed by the Tri-Valley Transportation Council (TVTC) does not include widening Vasco Road to four lanes in Alameda County.



CONTRA COSTA
transportation
authority

Memorandum

Date July 2, 2008

To John Cunningham, Contra Costa County

From Martin Engelmann

RE **Response to June 5, 2008 Memo to TRANSPLAN from TRANSPLAN-TAC**

This is in response to your June 5, 2008 memo from the TRANSPLAN-TAC to the TRANSPLAN Board identifying a number of concerns about the Second Draft Action Plan that TRANSPLAN is now preparing. Most of these concerns have to do with the question of "What happens when an adopted Multimodal Transportation Service Objective (MTSO) is exceeded? Your memo also outlines options for addressing these concerns.

Let me begin by summarizing that the MTSOs are included in the Measure J Expenditure Plan as part of the cooperative planning process. The MTSOs are performance measures that the local jurisdictions, the RTPCs, and the Authority jointly develop for the purposes of gauging the impacts of new development on Regional Routes.

Authority staff notes that some of the options identified in your memo would require fundamental changes to the Growth Management Program (GMP) and amendments to Measure J itself. Most of the options, however, are already consistent with Measure J. The option that TRANSPLAN selected at its meeting on June 12, 2008 – to re-examine and further test the MTSOs – is entirely consistent with Measure J.

WHAT HAPPENS IF AN MTSO WOULD BE EXCEEDED?

Authority staff notes that neither Measure J nor the *Implementation Guide* makes achievement of the MTSOs a condition for local compliance. A jurisdiction can still be in compliance with the GMP even if it approves a project that would

John Cunningham
July 2, 2008
Page 2

make it harder to achieve an MTSO, as long as it works in good faith with the RTPC and affected jurisdiction to find ways to minimize the impacts of the project or GPA on the local and regional transportation system.

Since the first Action Plans, RTPCs have set MTSOs that they knew might not be met. The MTSOs, however, reflected their goals for the Regional Route.

Also, to further the discussion, attached to this memo for your consideration is language that a neighboring RTPC (the Tri-Valley Transportation Council, or TVTC) proposes to include in its action plan to define a process for addressing an MTSO exceedance.

COMMENTS ON THE OPTIONS IDENTIFIED

The TRANSPLAN-TAC memo identifies several "general" and "specific" options. Options that in Authority staff's view are consistent with the Measure J Expenditure plan are outlined first as follows:

Options Consistent with the GMP and Action Plan Requirements

The three "general options" listed in the memo are all consistent with the GMP. RTPCs have always been able to set their MTSOs to a level that is forecast to be achievable or add other actions to remove or reduce forecast exceedances. And their member jurisdictions have always been able to change land uses to reduce the impact on the local and regional transportation system. (Measure J, in fact, supports "land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.") Both "specific" options three and four, which restate two of the "general" options, are thus also consistent with the GMP.

Specific option 1.a recommends replacing the Measure C GMP requirements with the Measure J requirements, "taking into account the presence of the urban limit line." Authority staff observes that one of the purposes of the current Action Plan updates is to shift over to the Measure J requirements. Authority staff would also note that the "presence of the urban limit line" is already taken into account in the land use database upon which the Authority's model is built.

Options Inconsistent with Measure J

The memo identifies three other options that in Authority staff's view could require amending the *Implementation Guide* or the Measure J Expenditure Plan itself:

1. "Exempting" projects that are within the ULL and that either support "viable, productive" transit service or a "superior" transit, walk or bike mode split,
2. Setting "Project/Program-Based" MTSOs,
3. Issuing a "State of the System Report".

Exemptions. Measure J requires every jurisdiction to adopt an Urban Limit Line thus already limiting urban development — and, presumably, every project or GPA that meets the threshold for review — to the area within the various ULLs. Exempting projects within the ULL would be inconsistent with the Measure J GMP. The Measure J *Implementation Guide*, however, allows RTPCs to set geographically-specific MTSOs to accommodate transit-oriented or infill development, reflect proposed traffic management programs, and remove conflicts with regional, statewide or federal programs. For example, the *specific MTSOs* can reflect the goal of encouraging pedestrian circulation even though the actions used to implement that goal would not reduce future vehicle delay. Finally, the *Technical Procedures* have always allowed jurisdictions to adjust the traffic impact analyses to reflect transit availability, TDM programs, pass-by trips, mixed-uses in the project, and the character of adjoining land uses.

Project/Program-Based MTSOs. The projects and programs established to achieve MTSOs cannot also be the MTSO. Rather, they are the actions that the jurisdictions commit to in their Action Plan.

Because the terms "measurable improvements", "severely degrade", and "levels of service" are left undefined and because it is unclear how "our actions" differ from "projects and programs", it is difficult to determine what exactly is being proposed in this option. Authority staff would note, however, that Measure J explicitly requires local jurisdictions to analyze General Plan Amendments (GPAs) and developments exceeding specified thresholds, using the Authority's travel demand model and Technical Procedures, for their effect on the local and regional transportation system, including on Action Plan objectives.

John Cunningham
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We find it difficult to envision how the impact of a new development proposal on an established project or program would be assessed in a meaningful way, except to consistently result in a finding of no impact.

State of the System Report. As just noted, Measure J explicitly requires local jurisdictions to analyze General Plan Amendments (GPAs) and developments exceeding specified thresholds, using the Authority's travel demand model and technical procedures, for their effect on the local and regional transportation system, including on Action Plan objectives. Merely preparing a "state of the system report" — which the Authority already does through the MTSO monitoring report — would not meet this requirement. Again, it would require changing Measure J itself.

Attached for your reference is the "verbatim" language from the Measure J Expenditure Plan. Also attached for TRANSPLAN consideration is the language from the Tri-Valley Transportation Plan, that specifically addresses what happens when an MTSO is exceeded. Finally, I've also included the June 5 TRANSPLAN-TAC memo for reference.

§

I hope that this clarifies the various options that TRANSPLAN has in updating its Action Plan.

If you have further questions, feel free to contact me.

ATTACHMENT A

WHAT DOES MEASURE J SAY?

Measure J, developed by the Authority after an extensive public process and adopted by the voters in 2004, is clear about the basic outlines of the Action Plan process and the use of MTSOs. As part of compliance with the Measure J GMP:

Jurisdictions shall work with the Regional Transportation Planning Committees to:

- A. *Identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives.*
- B. *Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.*

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 development projects for their effects on the local and regional transportation system and the ability to achieve the Multimodal Transportation Service Objectives established in the Action Plans.

The Authority's *Implementation Guide* spells out in more detail how these requirements are to be carried out. For example, the *Guide* defines what Action Plans must contain, including:

1. MTSOs that use a quantifiable measure of effectiveness and include a target date for attaining the objective
2. A set of actions to be implemented by each participating jurisdiction, and
3. A procedure for reviewing the impacts of proposed local General Plan amendments that could influence the effectiveness of the adopted Action Plans.

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The *Guide* also outlines what local jurisdictions must do to comply with the Measure J GMP. Among other things:

1. Jurisdictions must analyze the impacts of major development projects (including those requiring General Plan amendments) that exceed 100 net peak hour vehicle trips.
2. Jurisdictions must forward the environmental documents for these projects and GPAs to all RTPC chairs and designated staff.
3. For GPAs that would generate 500 or more net peak hour vehicle trips (although RTPCs can set lower thresholds), jurisdictions can approve the GPA if:
 - a. It does adversely affect the ability of local jurisdictions to meet the MTSOs or implement the actions in the Action Plan, or
 - b. The affected local jurisdictions agree to changes to the GPA or Action Plan to mitigate the GPA's impacts on the MTSOs and actions,
 - c. The affected RTPC has agreed to change its Action Plan, or
 - d. The conflict resolution has been successfully completed.

ATTACHMENT B

PROPOSED TEXT FROM THE TVTC TRANSPORTATION/ACTION PLAN REGARDING THE PROCESS FOR ADDRESSING MTSO EXCEEDANCES

The following is an excerpt from the Draft TVTC Transportation /Action Plan, reviewed by TVTC on June 30, 2007, to establish a process for addressing MTSO exceedances. TRANSPLAN may wish to include similar language in its action plan [Note: the text has been revised to make it generic for use by all RTPCs].

Process for Addressing MTSO Exceedances

... from time to time, the MTSOs are monitored to determine whether they are being achieved. In addition, the MTSOs are evaluated to determine if they can be achieved in the future. For this update to the Action Plan, the MTSOs were monitored in 2007, and the traffic forecasts were prepared and evaluated for 2030. In both cases, exceedances of the adopted MTSOs were observed.

Under adopted CCTA policy, exceedance of an MTSO does not constitute a compliance issue with the Growth Management Program. [Similarly, the Alameda jurisdictions are not subject to any penalties or loss of funding due to an observed or forecast MTSO exceedance.]

The primary purpose of the MTSOs is to provide the RTPC with a quantitative measure of transportation system performance that can be consistently applied as a metric for gauging the impacts of future growth and mitigating those impacts. The MTSOs that this RTPC has adopted for its Plan are by no means the "lowest common denominator." To the contrary, they reflect the RTPC's broader objective to ensure an acceptable level of mobility for its residents and workers to sustain the economy and maintain quality of life.

It is not surprising, therefore, given the level of expected growth in the [subarea], coupled with the constraints on adding new capacity to the system, that the MTSOs would be exceeded either today or in the future.

When an exceedance has been determined, either through monitoring or during the Action Plan update process, the only action required under this Plan is that the RTPC document the condition, and continue to monitor and address the MTSOs in future updates to the Plan under the timeframe established in [the Monitoring and Review subsection].

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In the case where a proposed development project or General Plan Amendment causes an exceedance, or exacerbates a situation where an already exceeded MTSO is still further exceeded, then the procedures in [the General Plan Review subsection] regarding development applications review and general plan amendments shall apply.

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 Committee
FROM: TRANSPLAN TAC, by
John Cunningham, TRANSPLAN staff
DATE: June 5, 2008
SUBJECT: Comments to TRANSPLAN on the East County Action Plan

Background

The Draft East County Action Plan was released mid-April for comment and review. Individual jurisdictional comments have been received and are attached (Contra Costa County and the City of Brentwood [Economic Development Manager])¹.

Comments developed by the TRANSPLAN Technical Advisory Committee (TAC) in response to direction from the TRANSPLAN Committee are the focus of this memo.

The TRANSPLAN Committee discussed the Action Plan at their April meeting and expressed some concern with the exceedences of the Multimodal Transportation Service Objectives (MTSOs). The Committee directed staff to develop specific comments and alternatives for consideration at their next meeting.

In response to that direction, the Technical Advisory Committee (TAC) discussed the issue at their May 20th meeting and subsequently participated in a joint TRANSPLAN-TRANSPAC TAC meeting on May 29th. The joint meeting was called specifically for the purpose of developing comments and an alternative approach to what is being proposed in the Action Plans. The joint meeting was well attended. The TAC developed a set of recommendations for potential analysis.

Staff from the Contra Costa Transportation Authority (CCTA) will assist with the exploration of the options identified by the TRANSPLAN and TRANSPAC TACs.

This memo includes a summary of issues with the Action Plan that staff has identified as well as a number of actions to take in order to address the issues.

Recommendation

Direct the TRANSPLAN TAC to continue to work with the TRANSPAC TAC and CCTA staff over the next several months to explore options and expand on the alternatives described in this memo. These options and alternatives will be incorporated into a second draft of the East County Action Plan for consideration at the July, 2008 TRANSPLAN Committee Meeting.

¹ Informal comments from Antioch staff regarding technical concerns with the model were submitted and addressed by CCTA staff and their consultant.

Issues

The East County Action Plan forecasts show numerous multimodal transportation service objectives (MTSO²) as exceeded, or nearly exceeded in the horizon year (2030). Staff has some concerns with the exceedences. Exacerbating staff's concern with the exceedences is the fact that the traffic forecasts, which are used to determine whether or not MTSOs are met, have yet to be finalized or exhibit adequate stability.

Policy implications of the exceeded MTSOs are as follows:

- 1) The Action Plans, as currently proposed, could constrain a jurisdiction's future ability to accommodate growth through General Plan Amendments (GPAs). Given the traffic forecasts for 2030, future general plan amendments could result in a Growth Management Program compliance issue, threatening a jurisdiction's return to source funds. Specifically, if a GPA is large enough to trigger the GPA Review process and traffic study, any increase in population (or possibly even a redistribution of **existing** population levels) resulting from the proposed GPA may either increase an existing MTSO exceedence, or trigger a violation of a nearly exceeded MTSO. This would subject the development to review by TRANSPLAN, and possibly CCTA and/or other affected jurisdictions. Comments from staff include that this situation could create a "land use gatekeeper" out of the Action Plans.
- 2) Having MTSOs set such that they are "pre-exceeded" (meaning that in some cases the **existing/adopted** General Plans are triggering an exceedence) could lead to the CCTA conflict resolution process becoming a routine part of the land development or GPA review process.
- 3) MTSOs that are already exceeded creates an internal conflict with the administration of the requirements of Measure J. The Implementation Guidelines for the measure state that MTSOs must have a target date for attainment.

In addition to the specific issues listed above, staff is in agreement that there may be a problem with creating and adopting a performance measure that we currently do not meet, nor are we likely to meet. CCTA staff has acknowledged the exceeded MTSOs are an issue but are confident that they are a reasonable indicator of the state the region in terms of congestion, land use, and the transportation network in 2030. CCTA staff has identified ways in which we can address the exceedences:

General Options

1. change the character of land use development such that the MTSOs are not exceeded,
2. change the MTSOs such that they are achievable,
3. add actions to the Action Plan to remove or reduce the exceeded MTSOs,

² Multi-Modal Traffic Service Objective (MTSO) is defined by CCTA as a flexible quantifiable transportation performance measure with a target date for attainment. These measures were originally established in the 1995 and 2000 Action Plans.

Specific Options

With this general direction from CCTA, the TAC has developed a number of alternatives which were discussed at the May 29th joint TAC meeting:

- 1) **Amend the General Plan Amendment (GPA) Review Process:** Possible options include
 - a. Replacing the growth management provisions of Measure C with the growth management provisions of Measure J, taking into account the presence of the urban limit line (which is a substantially different planning context than when the original Measure C growth management program was conceived);
 - b. Expanding the exemption from this process for GPAs that fall within the urban limit line; (and) demonstrate either viable, productive transit service can be provided or a superior transit/walk/bike mode split can be achieved.

- 2) **Project/Program Based MTSOs & State of the System Report:**

Project/Program Based MTSO: Rather than report the effect that our actions will have on the future/forecasted levels of service, the effect of the projects and programs would be quantified (e.g.: intersection/corridor capacity increases or transit ridership increases, travel time savings could be quantified) ensuring and demonstrating that they are effective, justifiable projects. Effectiveness of projects and programs would be reviewed during the GPA review process to ensure that projects support the construction/implementation of actions and/or make actions unnecessary by way of alternate routes or improvements. Staff is in agreement that this more accurately represents the reality of transportation improvements, regardless of the fact that our future levels of service are forecasted to be severely degraded, projects that do result in measurable improvements are implemented.

State of the System Report: This report would provide a comprehensive “report card” on the current levels of service for various components of the transportation system. This would provide information demonstrating the need to continue to pursue and fund network and operational improvements but not penalize jurisdictions whose land use decisions support implementing adopted actions and programs as quantified in the “Project/Program MTSOs”.

- 3) **Change MTSOs so they are achievable (possibly providing some geographic specificity):** This option is related to one or more of the options above.
- 4) **Consider Additional Actions** (discussed at May 20 TRANSPLAN TAC Meeting):

The TRANSPLAN TAC requested that CCTA and their consultant prepare model runs to determine the effectiveness of capacity improvements on Route 239 and Vasco Road. Once staff has the results of the modeling a complete discussion regarding the advisability of including additional actions in the plan can take place.

C: TRANSPAC TAC

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Comments on the East County Draft Transportation Plan/Action Plan and Proposed Responses

6-31-08

Based upon discussions at the 6/17/08 TAC meeting

Contra Costa County			
#	Location	Comment/Question	Modification or Response
1.	P. 12	Reference on Figures of PM Peak Hour Commuters	Modify Action Plan to add reference of CCTA Countywide Travel Model
2.	P. 12	Reference to East County Workforce Survey Report	Text already provided on Page 9. Map data is for traffic flows, and not commute patterns in general. Incorporate table showing destinations based upon the Workforce Survey results.
3.	P. 18	Revise State Route 239 language to read "This roadway is designed in this plan as a Future Study Corridor. The Streets and Highways Code identified this roadway as a legislatively adopted but unconstructed state highway connecting I-580 west of Tracy to Route 4 near Brentwood. In 1996, the need to initiate planning for this corridor was identified by the Metropolitan Transportation Commission's Altamont Pass Interregional Corridor Study, which referred to the facility as the Brentwood-Tracy Expressway. In 1997, the Caltrans Route 4 Corridor Study indicated that any upgrades to highway capacity between Contra Costa County and San Joaquin County should be directed at developing Route 239. In 2002, the Streets and Highways Code was amended to	Incorporate proposed language changes as suggested. Language affirmed by TAC.

Contra Costa County			
#	Location	Comment/Question	Modification or Response
		<i>include this route in California's Interregional Road System".</i>	
4.	P. 18	Revise Vasco Road language to read "This roadway is an important inter-county connection between eastern Contra Costa County and Alameda County. It is located along the route identified in Streets and Highways Code for the future extension of Route 84 from I-580 in Livermore to Route 4 near Brentwood.	Incorporate proposed language change.
5.	P.26	Noting the MTSO's be evaluated using a consistent methodology.	Expand technical memo. Move MTSO methodology the Appendix.
6.	P. 28	Noting that Transit Productivity MTSO not described.	TAC agreed to make Transit Productivity an area wide goal rather than an MTSO.
7.	P.29	Noting two MTSO's are proposed for the same route in some instances – segment Level of Service and Delay Index.	TAC direction is to remove the Delay Index from the MTSO's for arterial routes.
8.	P. 45	Noting that contributing a fee to a larger transit connection program is likely inadequate to subsidize transit service. Recommends a better method to pay for ongoing operation of transit services.	Add language indicating that the timeframe, performance requirements, and operating costs should be addressed.
9.	P. 67	Noting non-support for MTSO's that cannot be achievable by a specified date. Request to not include deficient MTSO's where growth cannot be accommodated by General Plan proposals.	Add language indicating that TRANSPAN will try to achieve the MTSOs, however, compliance with the GMP does not hinge upon achieving the MTSOs. Address implications and define process for when an MTSO is not met.

Contra Costa County			
#	Location	Comment/Question	Modification or Response
10.	P. 67	Noting no-support for a 2020 target date. Concern that will be inconsistent with CEQA cumulative analysis.	Use of 2030 agreed by TAC.
11.	P. 68	Concern for resulting differences from May 20, 2008 analysis compared to draft Action Plan. Seeking additional information on the reason for the differences.	May 20 analysis for baseline revised to include baseline projects in all areas. One missing project was Kirker Pass Road truck climbing lanes. May 20 analysis based upon TSO monitoring report. Delay Indexes from this report were revised in April 2008 by CCTA. May 20 intersection LOS analysis included geometric modifications at some intersections as directed by TRANSPLAN jurisdictions. Plots prepared. Post plots on the Transplan.us website.
12.	P. 68	Request for plots to show 2030 gateway constraint variations.	Bailey Road intersection LOS to be changed in accordance with 1995 directive; Eliminate Delay Index MTSO for arterials (see comment 7)..
13.	P. 68	Request to remove Bailey Road MTSO from action plan.	Modification reflects various new base data.
14.	P. 68	Request for clarification of State Route 4 MTSO.	TAC to re-evaluate the MTSO for Vasco Road.
15.	P. 68	Request to consider reducing the number of MTSO's for facility from the three currently proposed.	Language to be added regarding AB 15, and possible options.
16.	P. 68	Request of concerns about Byron Highway forecasts. Request for an alternative forecast methodology for Byron Highway for Action Plan analysis.	Methodology for Byron Highway to be provided. Distribute Excell spreadsheet to TAC. Explain how trucks were accounted for.
17.	P. 68	Additional analysis requested for Byron Highway and Vasco Road.	DKS to provide additional plots of assignments showing differences.
18.	P. 74	Concern for procedures for review of General Plan	Add language regarding the GPA review procedure.

DKS Associates

TRANSPORTATION SOLUTIONS

Contra Costa County

#	Location	Comment/Question	Modification or Response
		Amendments, especially concern consistency with Action Plan.	about concern about Be "up front" about possible implications.

City of Brentwood – Linda Maurer	
1. P. 45	<p>Economic Development Measures – It seems like these are suggestions and I wanted to confirm that with you. Many of these measures would be very hard to implement because the housing predates (in the case of areas of East County, like Brentwood) the business park developments. Most of the housing development left in Brentwood is small infill with some in our redevelopment areas. I don't think we have another large subdivision in our future.</p>
2. P. 47	<p>Existing Economic Development Efforts – I can't speak for the other communities, but I wasn't contacted about this. The second paragraph is an untrue statement. The jurisdictions of East County have been meeting on economic development issues for the past two years on a monthly basis. We have collectively agreed that job growth and other issues affecting East County are regional issues and we are working in that fashion.</p>
3. P. 48	<p>Business Location Factors and East County Job Growth Prospects – Currently, Brentwood only has one large tract of land left and it is without any infrastructure planned. It is not on the routes of regional significance. Many of the transportation improvements and large tracts of developable land fall outside of Brentwood's current urban limit line, which limits our ability in this regard.</p>
	<p>The proposed suggestions are for illustrative purposes only.</p>
	<p>Recommendation: Remove paragraph on jurisdictions working independently.</p>
	<p>Statement intended to endorse major regional projects.</p>

City of Brentwood – Linda Maurer

4.	P. 48	<p>Cooperative Marketing – the economic development agencies working in East County have been discussing a cooperative approach to regional marketing and will be working with the East Bay Economic Development Alliance (our EDC) to implement such a program.</p>	<p>Recommendation: Modify text add this sentence.</p>
5.	P. 48	<p>Financial Incentives – This is where things get interesting. I don't know of any jurisdiction who could shoulder this amount of financial burden, particularly with job centers (which likely won't produce sales tax revenue). Another program that should be mentioned in the SCIP, which the City of Brentwood is a member. I don't know if other jurisdictions are using SCIP – the Statewide Community Infrastructure Program. It is an assessment district program allows developers to pre-pay or get reimbursed for many of the large development impact fees. This takes this financial burden from a capital, upfront expense, to an operating expense over a period of 25 years or so.</p>	<p>Recommendation: Insert "partial or full" in front of "exemptions"</p>
6.	General	<p>The consultant working on this did not contact or talk with me or others that I'm aware of. We all would have appreciated the opportunity to provide some concrete programs and activities that we felt could be implemented.</p>	<p>Work on the first draft has been conducted primarily through the staff contact person for TRANSPLAN-TAC. The second draft will be available for broader review by each jurisdiction.</p>

June Comments/Requests

1.	Updated response matrix from DKS. Define "exceeded MTSO" process	This matrix is updated. Recommendation: The exceedance discussion language will be presented in the July TAC.
3.	Describe Byron gateway and options for changing...deccennial model update? Describe and display implications of application of gateway constraints?	Recommendation: Discuss in separate recommendation for model update. Recommendation: Discuss in Appendix.
5.	Plots for Vasco Rd/Byron Highway were to be distributed to the TAC. Considering that this information is intended to inform us on whether or not it is advisable to include additional actions (projects) in the updated action plan supporting information could include: - How will additional lanes improve performance - What should the MTSO be based on (congestion, safety, etc.). - What is in the existing Action Plan (text provided below) "Summary: The necessary plans and studies to proceed with construction of State Route 239, linking Brentwood and Tracy,"	DKS to make plots.
6.	EXISTING EAST COUNTY ACTION PLAN - VASCO ROAD The following paragraphs show how the traffic service objectives are applied to specific Routes of Regional Significance in East County. PEAK-HOUR VEHICLE OCCUPANCY 1.2 persons per vehicle in Vasco Road Corridor during morning peak period (changed from 1.3 persons in previous East County Action Plan) DELAY INDEX	Recommendation: Examine in larger Vasco Road context.

June Comments/Requests

	<p>Less than 2.5 on the Vasco Road Corridor (changed from 3.0 in previous East County Action Plan)</p>	
7.	<p>Action #5: Spot Traffic Engineering Improvements. 5-b-5. Seek funding for widening the Vasco Road/ Camino Diablo Road intersection, and study possible improvements to Vasco Road and Walnut Boulevard south of the Brentwood city limits. (City of Brentwood)</p>	<p>Recommendation: Add Proposed Action 5-b-5.</p>
8.	<p>EXISTING EAST COUNTY ACTION PLAN: 239 Action #1: 1-e. Work with Caltrans to define an alignment for SR 239. (TRANSPLAN, Brentwood, Contra Costa County)</p> <p>Action #15: Pursue A Jobs-Housing Balance In East County. East County jurisdictions should work on growth policies and programs to promote more employment development, to provide an opportunity for shorter East County commutes and use available transportation capacity in what is now the "reverse commute" direction.</p> <p>15-b. Participate in the State Route 239 Interregional Corridor Study, as a first step in implementation of this unbuild route in the State Highway System. Route 239, linking Brentwood and Tracy, could assist in attracting business development to East County by providing fast connections between the Central Valley, Interstate 5, and East County. (Caltrans, TRANSPIAN, City of Brentwood, Contra Costa County, San Joaquin County jurisdictions)</p>	<p>Recommendation: Add Proposed Action 15-b.</p>

Contra Costa County -- Michael Iswalt

1.	P. 12	The title for Figure 2-1 in the Action Plan isn't exactly accurate. Figure 2-1 is called "The Percentage of Traffic During AM Peak Hour". The percentages add up to 100%, so this shows just external traffic leaving East County. The title should read (and the text should support it better): "Percentage of External Traffic at Critical Gateways in the AM Peak Hour". This information really isn't all that useful because we don't know where the model is eventually sending the trips. Of course SR 4 has the lion's share of external traffic: it has the most capacity and highest design speed.	Recommendation: Change title
2.	P. 12	There is a way to compare the East County Workforce Survey that Steve talked about with how the model distributes trips from East County. But this would entail a lot of processing of O-D trip tables. This is probably too much work at this point to obtain information that is really more telling of how the model is responding. This type of information should probably be in a model development report and not an Action Plan.	Recommendation: Add additional information from survey where possible.
3.	P.13	We should consider showing the 2030 Gateway Constrained forecast volumes and not the unconstrained demand volumes. The Percent Change should reflect the growth between 2007 and the 2030 Gateway Constrained volume. Since the MTSOs and targets all hinge on the gateway constrained volume, then we should probably show this.	Recommendation: Move section to Appendix.
4.		The travel forecasting section should also explain	Recommendation: Move section to Appendix.

DKS Associates

TRANSPORTATION SOLUTIONS


Contra Costa County -- Michael Iswalt

the gateway constraint methodology and show how much traffic it sheds from the gateways and other facilities.

2030 TRANSPLAN ACTION PLAN VOLUME PLOTS

The following plots show the 2030 AM and PM peak hour traffic forecasts developed for the Action Plan's MTSO (Multi-modal Transportation Service Objective) analysis.

Each plot contains two important pieces of information:

1. A box  showing the 2030 peak hour traffic forecasts. Volumes are shown for each direction of travel.
 - This volume represents the estimated traffic **WITH** all of the Action Plan improvements constructed **AND** the Authority's Gateway Capacity Constraint methodology applied.
2. A **red** bandwidth on each roadway segment that represents how much peak hour traffic is "stripped" away when the Gateway Constraint method is applied. Bandwidths are shown for each direction of travel.
 - The width is determined by calculating the difference between the "Constrained" and "Unconstrained" peak hour traffic.

The Gateway Constraint method is a modeling technique that addresses the issue of peak hour demand exceeding capacity. The CCTA model assigns all of the estimated peak hour demand to the roadway network, even if many roads lack sufficient capacity to serve all of it. This is an "Unconstrained" condition. In reality, a roadway cannot carry more vehicles than its capacity allows.

The Gateway Constraint method adjusts for this by restricting how many vehicles can pass through certain critical regional gateways during the peak hour. CCTA staff has not yet provided a detailed list and description of the gateways used in the model – a more detailed memorandum on the Gateway Constraint methodology and forecasting procedures is being prepared and will be available soon.

However, based on the latest TAC meeting and discussions with CCTA staff, it is understood that the gateways used in the model include:

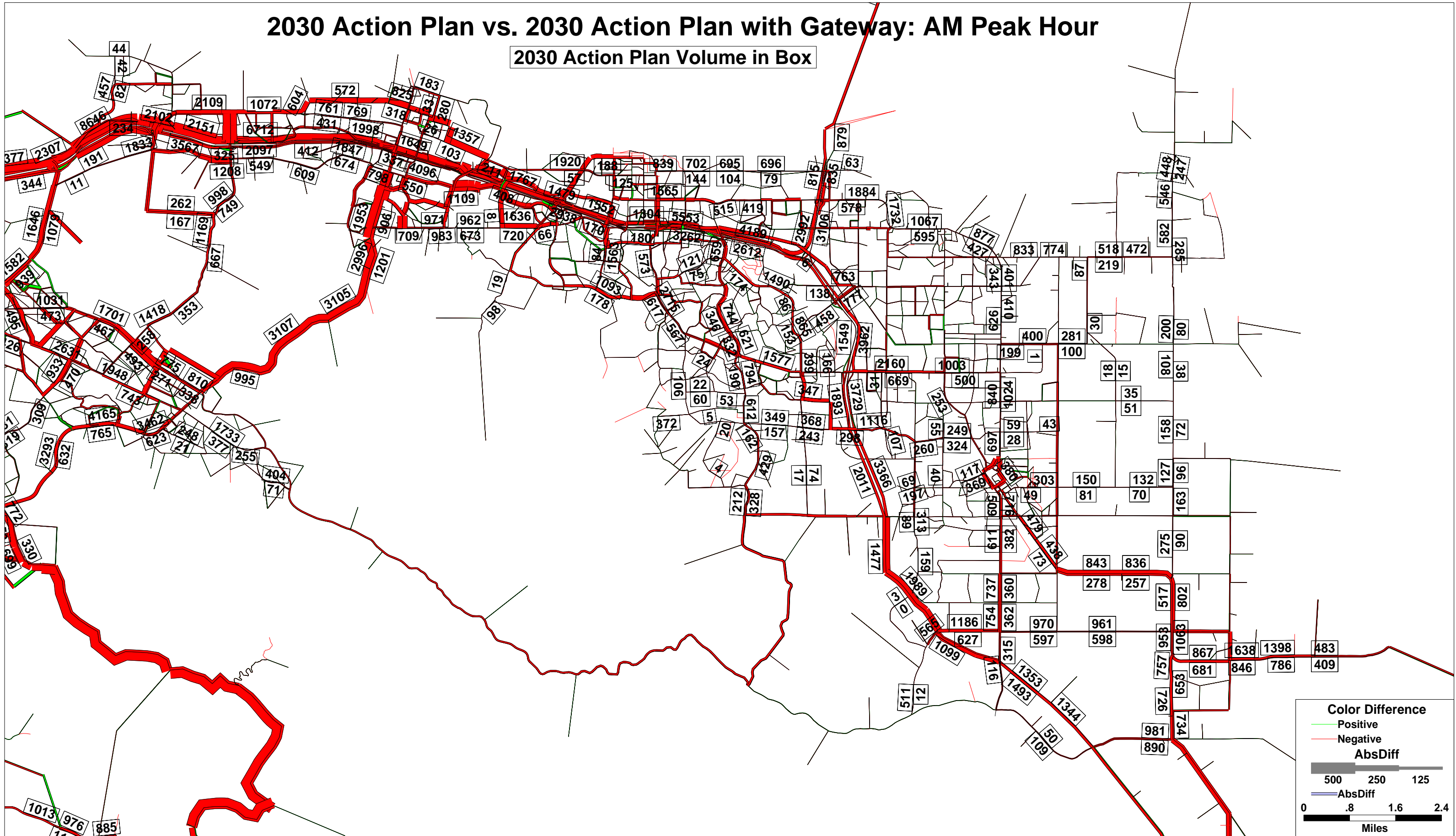
- I-80 at the Bay Bridge
- I-580 at the Altamont Pass
- Vasco Road at the County Line
- I-680 north of Livorna Road
- SR 24 at the Caldecott Tunnel

In the model, the inbound and outbound traffic flows at these regional gateways is limited to the gateway's hourly capacity. The reduction in traffic volumes at the gateways is then carried through the model roadway network and results in traffic being "stripped" away from many County roads. The traffic that is stripped away is not assigned to the roadway network. In reality, the traffic does not disappear. Drivers will choose to:

- Wait in upstream queues behind these regional bottlenecks
- Change their time of travel
- Shift modes, or
- Elect not to travel

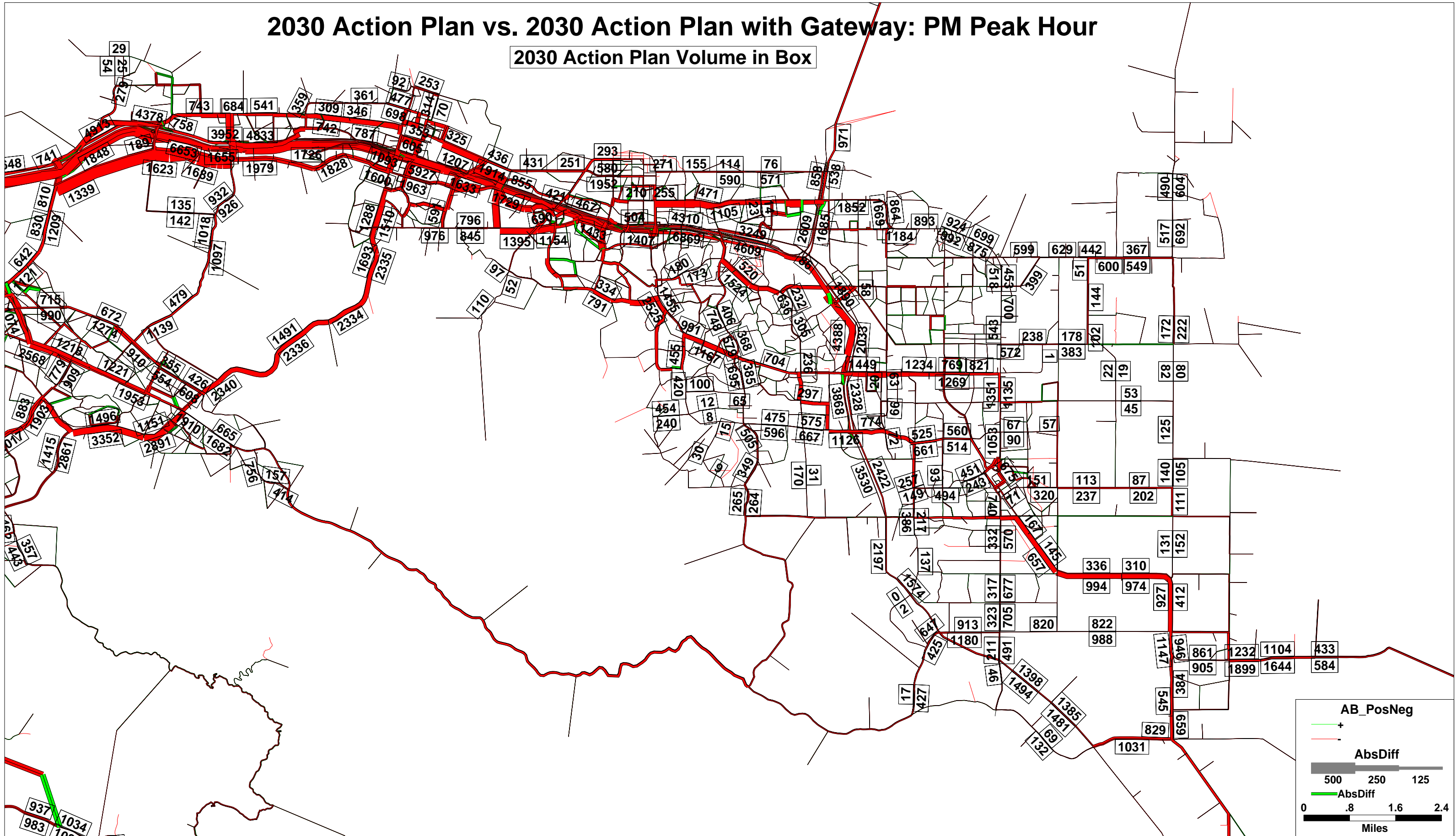
2030 Action Plan vs. 2030 Action Plan with Gateway: AM Peak Hour

2030 Action Plan Volume in Box



2030 Action Plan vs. 2030 Action Plan with Gateway: PM Peak Hour

2030 Action Plan Volume in Box



Department of Conservation & Development

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July 2, 2008

Honorable Will Casey, Chair
TRANSPLAN
651 Pine Street, 4th Floor – North Wing
Martinez, CA 94553

Dear Chair Casey:

This letter summarizes the issues that Contra Costa County staff has regarding the evaluation and inclusion of potential projects related to State Route (SR) 239 and Vasco Road in the 2008 East County Action Plan Update. At the June 17 Technical Advisory Committee (TAC) meeting, the TAC requested that CCTA staff provide information on widening Vasco Road and constructing SR 239 to determine if these actions should be included in the Action Plan (a map entitled “East Contra Costa County Transportation Improvements” is attached at the end of this letter and shows the location of these two projects).

The current draft of the 2008 Action Plan includes the following actions for SR 239 and Vasco Road:

- **Action 1-c. SR 239:** Work with Caltrans to define an alignment for SR 239.
- **Action 1-j. Improve Vasco Road:** Improve safety with widened pavement and install median barrier.

These actions do not specify if SR 239 will be constructed or if Vasco Road will be widened to four lanes. The County is interested in including these projects as actions in the 2008 Action Plan if they are shown to have clear and measurable benefits (e.g., reduce congestion or reduce vehicle miles traveled). It is the TAC’s position that TRANSPLAN has not received enough information at this point to make this decision.

A table comparing various runs of the CCTA model with and without these two projects was provided by CCTA and its consultants at the June 17 TAC meeting. This data, which is summarized in Tables 1 through 3, are attached with this memorandum (the original table provided by CCTA is also attached as Table 4). Tables 1 through 3 are summarized below:

- Table 1 shows how the model reacts to the construction of SR 239 if Vasco Road is kept at two lanes.
- Table 2 compares the results of a two-lane versus four-lane Vasco Road with no SR 239.
- Table 3 shows how the model reacts to the construction of SR 239 if Vasco Road is widened to four lanes.

While these tables contain some useful data, they do not provide enough information to base a decision on whether or not to include these two projects in the Action Plan. Additional information that we feel is necessary to adequately evaluate the benefit of these projects includes:

- Difference plots showing how region-wide volumes change as a result of these projects

Contra Costa County



Dennis M. Barry, AICP
Interim Director

Catherine Kutsuris
Interim Deputy Director

TRANSPLAN

July 2, 2008

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- Directional volumes on all roadways. We need to evaluate how these projects affect traffic flows in the peak direction of travel.
- Volumes on SR 239. We must have this volume since it is one of the study segments.
- Volumes on Evora Road. These were not included in the original CCTA table.
- Volumes on 680 and 580. These freeway volumes will give us an indication of how much traffic would divert from these facilities to SR 239 and a widened Vasco Road.
- A select link analysis on SR 239 and Vasco Road. A select link analysis is a modeling technique that isolates and tracks the vehicle trips that use these particular segments. It would help us ascertain where the trips using these facilities are coming from and going to (e.g., external trips, East County, etc.).

The TAC requested the difference plots from CCTA and its consultants at the latest TAC meeting. We have not yet received this information at the time the TRANSPLAN agenda packet was mailed out.

One additional issue that remains unresolved is concerns related to how the model estimates travel demand between East County and San Joaquin County. The CCTA model ends at the San Joaquin County line. All areas to the east of the county line are represented by singular external gateways in the model. The model assigns a "hardwired" or fixed value to each gateway, which represents an estimate of traffic traveling between the counties. Since these external gateway values are fixed, there is no way to test how different land use scenarios or roadway improvements would affect traffic flows between the counties. This external issue presents a real problem for testing SR 239 and Vasco Road, since both of these roadways are near these fixed external gateways. CCTA has not provided sufficient guidance on how to tackle this problem.

The County is asking TRANSPLAN for support on the following issues:

1. Obtain the additional information necessary to evaluate SR 239 and the widening of Vasco Road
2. Provide an evaluation of the two projects to the TAC and the TRANSPLAN Committee to determine if they provide clear benefits
3. Obtain a solution from CCTA that adequately addresses the fixed gateway traffic volumes between East County and San Joaquin Counties and the limitations of testing roadway improvements between these two counties

If TRANSPLAN supports the above issues, that support should be communicated to CCTA. We look forward to working with TRANSPLAN on these remaining issues. I can be contacted at 925-335-1278 if you have any questions.

Sincerely,



Michael V. Iswalt, Senior Transportation Planner
Transportation Planning Section

c: S. Goetz, DCD
Members, TRANSPLAN TAC

Table 1: Two-Lane Vasco Road - Sensitivity to SR 239 Construction

2030 AM Peak Hour Volume¹

Roadway	# Lanes ²	No 239	With 239	Diff ³	Comments
Vasco Rd at County Line	2/4	2,025	1,837	-188	With SR 239, almost 2,400 cars are diverted from Byron Hwy in the AM. However, We don't know where the trips go and the directionality of the affected volumes.
Byron Hwy no Mtn House	2	2,711	335	-2,376	
At TRANSPAC border:					
Kirker Pass Rd	4	3,659	3,875	216	With SR 239, more traffic is attracted on EB SR 4 into East County, which has unused capacity. WB SR 4 in the peak direction is not affected by SR 239.
Bailey Rd	2	1,876	1,832	-44	
SR 4 (WB)	4	8,851	8,957	106	It is difficult to discern how SR 239 affects Kirker Pass and Bailey Rd because we do not have the volumes by direction.
SR 4 (EB)	4	3,629	4,434	805	

2030 PM Peak Hour Volume¹

Roadway	# Lanes ²	No 239	With 239	Diff ³	Comments
Vasco Rd at County Line	2/4	1,909	1,824	-85	With SR 239, 2,100 cars are diverted from Byron Hwy in the PM. Similar to the the AM, we do not know where the affected volumes go.
Byron Hwy no Mtn House	2	2,329	199	-2,130	
At TRANSPAC border:					
Kirker Pass Rd	4	3,839	3,823	-16	With SR 239, there is very little change when Vasco Rd is kept at 2-lanes. This may be due to the fact that the model fixes the volumes between San Joaquin County and CC County in 2030.
Bailey Rd	2	1,624	1,595	-29	
SR 4 (WB)	4	4,829	4,891	62	
SR 4 (EB)	4	8,056	8,118	62	

Notes:

- (1) Unconstrained two-way total peak hour volumes; EB/WB freeway segments are one-way directional volumes
- (2) Number of total (two-way) lanes, unless EB/WB freeway segments. SR 4 freeway volume does not include HOV lanes.
- (3) Diff = Volume With 239 minus Volume with No 239

Source: DKS, Contra Costa County

Table 2: Comparison of Two and Four-Lane Vasco Road - No SR 239

2030 AM Peak Hour Volume¹

Roadway	# Lanes ²	2-Lane	4-Lane	Diff ³	Comments
Vasco Rd at County Line	2/4	2,025	3,624	1,599	Adding capacity on Vasco Rd obviously attracts additional traffic. Some of these trips are diverted from Byron Hwy, but we don't know where the rest are going.
Byron Hwy no Mtn House	2	2,711	2,483	-228	
At TRANSPAC border:					
Kirker Pass Rd	4	3,659	3,505	-154	Widening Vasco Rd would only have a minimal effect on other roads to/from Central County. However, we do not know where all of the traffic diverting to Vasco Rd is coming from. Also, we do not have volumes for Evora Rd.
Bailey Rd	2	1,876	1,751	-125	
SR 4 (WB)	4	8,851	8,767	-84	
SR 4 (EB)	4	3,629	3,516	-113	
West Leland Rd	4	1,895	1,856	-39	

2030 PM Peak Hour Volume¹

Roadway	# Lanes ²	2-Lane	4-Lane	Diff ³	Comments
Vasco Rd at County Line	2/4	1,909	3,547	1,638	These results are similar to the AM peak hour. We do not know where the trips are coming from/going to. We also do not know the directionality of the traffic on non-freeway road segments.
Byron Hwy no Mtn House	2	2,329	2,142	-187	
At TRANSPAC border:					
Kirker Pass Rd	4	3,839	3,757	-82	
Bailey Rd	2	1,624	1,591	-33	
SR 4 (WB)	4	4,829	4,632	-197	
SR 4 (EB)	4	8,056	7,996	-60	
West Leland Rd	4	1,589	1,532	-57	

Notes:

- (1) Unconstrained two-way total peak hour volumes; EB/WB freeway segments are one-way directional volumes
- (2) Number of total (two-way) lanes, unless EB/WB freeway segments. SR 4 freeway volume does not include HOV lanes.
- (3) Diff = Volume With 239 minus Volume with No 239

Source: DKS, Contra Costa County

Table 3: Four-Lane Vasco Road - Sensitivity to SR 239 Construction

2030 AM Peak Hour Volume¹

Roadway	# Lanes ²	No 239	With 239	Diff ³	Comments
Vasco Rd at County Line	2/4	3,624	2,802	-822	With SR 239 and Vasco widening, volumes on both Vasco and Byron Hwy decrease substantially. This is a strange result that needs to be looked at in greater detail. This unexpected result may also be attributed to the fact that the traffic between San Joaquin and CC County is fixed in 2030 (this is a problem in all scenarios). We also do not know where the traffic is going to and coming from.
Byron Hwy no Mtn House	2	2,483	324	-2,159	
At TRANSPAC border:					
Kirker Pass Rd	4	3,505	3,398	-107	
Bailey Rd	2	1,751	1,656	-95	
SR 4 (WB)	4	8,767	8,438	-329	
SR 4 (EB)	4	3,516	3,713	197	

With Vasco widened and SR 239 constructed, the results indicate that approx 525 vehicles are diverted away from WB SR 4, Kirker Pass, and Bailey Rd.

2030 PM Peak Hour Volume¹

Roadway	# Lanes ²	No 239	With 239	Diff ³	Comments
Vasco Rd at County Line	2/4	3,547	3,324	-223	This result is another example of the problems associated with the fixed traffic volumes between San Joaquin and CC County. However, the effects of SR 239 on Vasco Rd are less pronounced in the PM peak than the AM peak.
Byron Hwy no Mtn House	2	2,142	32	-2,110	
At TRANSPAC border:					
Kirker Pass Rd	4	3,757	3,767	10	The model may not be performing as it should.
Bailey Rd	2	1,591	1,591	0	
SR 4 (WB)	4	4,632	4,960	328	The Vasco and SR 239 projects appear to attract more regional traffic through East County to access WB SR 4, which has significant unused capacity.
SR 4 (EB)	4	7,996	8,011	15	

Notes:

- (1) Unconstrained two-way total peak hour volumes; EB/WB freeway segments are one-way directional volumes
- (2) Number of total (two-way) lanes, unless EB/WB freeway segments. SR 4 freeway volume does not include HOV lanes.
- (3) Diff = Volume With 239 minus Volume with No 239

Source: DKS, Contra Costa County

Table 4:

Model Sensitivity to Widened Vasco Road and SR 239 Projects

Gateway	Screenline	No. of Lanes	2030 (Unconstrained) AM Peak Hour			
			2-lane Vasco Road		4-lane Vasco Road	
			No SR-239	With SR-239	No SR-239	With SR-239
Leland Rd	TRANSPLAN/TRANSPAC Border	2	1,895	1,950	1,856	1,837
→ Bailey Rd	TRANSPLAN/TRANSPAC Border	1	1,876	1,832	1,751	1,656
→ Kirker Pass Rd	TRANSPLAN/TRANSPAC Border	2	3,659	3,875	3,505	3,398
Marsh Creek Rd	TRANSPLAN/TRANSPAC Border	1	1,037	1,048	997	975
↘ Vasco Rd	TRANSPLAN/TRI-VALLEY Border	1	2,025	1,837	3,624	2,802
↘ Byron Hwy (north of Mountain House)	TRANSPLAN/TRI-VALLEY Border	1	2,711	335	2,483	324
Byron Hwy (north of I-580)	TRANSPLAN/TRI-VALLEY Border	2	1,559	3,176	1,421	3,907
Mountain House	TRANSPLAN/TRI-VALLEY Border	1	895	1,385	880	1,100
Antioch Bridge	TRANSPLAN/Solano County Border	1	1,819	1,828	1,823	1,827
→ SR-4 (Freeway) WB	TRANSPLAN/TRANSPAC Border	4	8,851	8,957	8,767	8,438
SR-4 (Freeway) WB HOV	TRANSPLAN/TRANSPAC Border	1	2,225	2,233	2,186	2,114
→ SR-4 (Freeway) EB	TRANSPLAN/TRANSPAC Border	4	3,629	4,434	3,516	3,713
SR-4 (Freeway) EB HOV	TRANSPLAN/TRANSPAC Border	1	261	262	221	234
I-580 WB	San Joaquin/Alameda County Border	7	11,275	11,275	11,275	11,275
I-580 EB	San Joaquin/Alameda County Border	7	4,739	4,739	4,739	4,739

* Volumes are in bi-directional total flow, unless EB/WB freeway segments

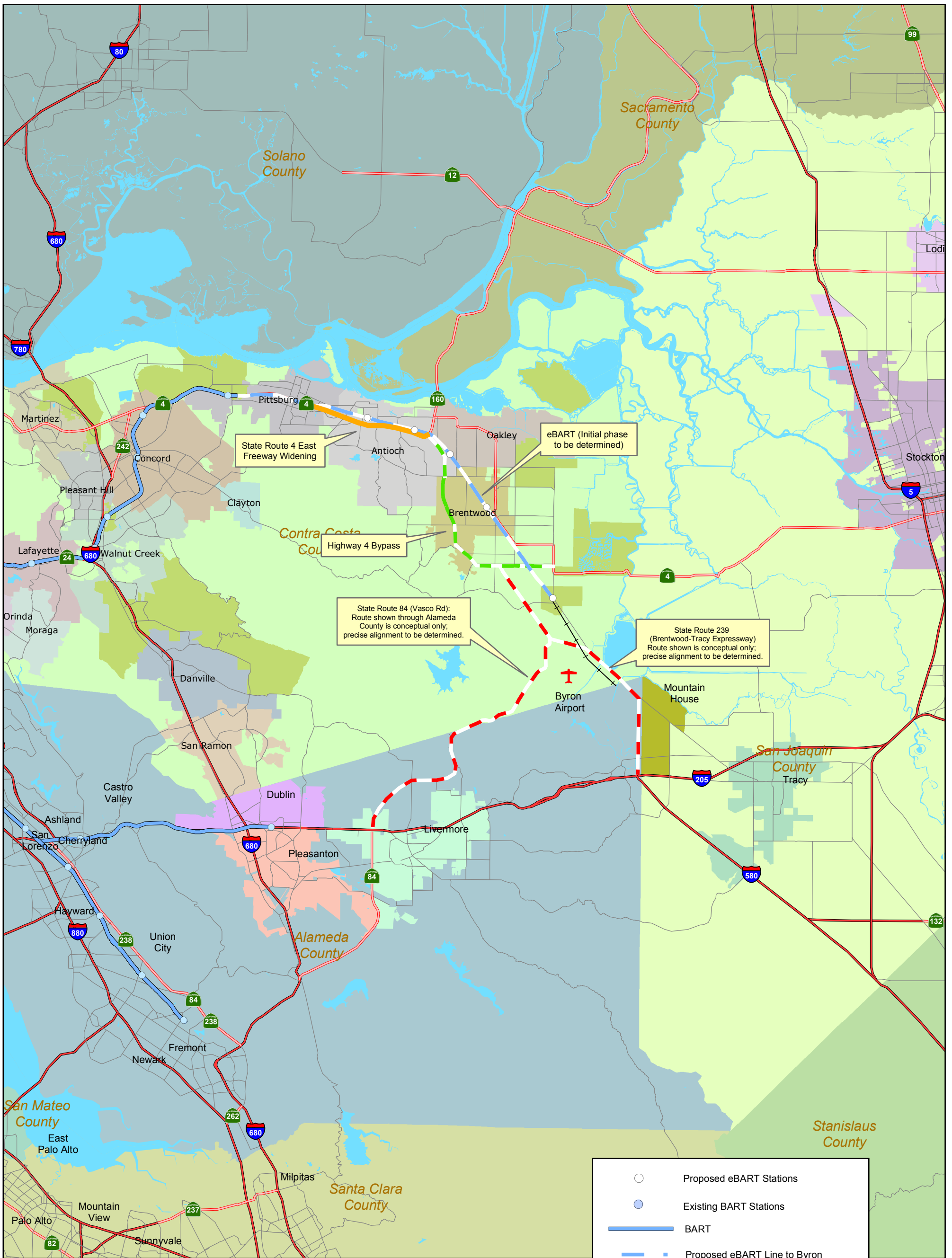
Model Runs: January 3, 2007

Gateway	Screenline	No. of Lanes	2030 (Unconstrained) PM Peak Hour			
			2-lane Vasco Road		4-lane Vasco Road	
			No SR-239	With SR-239	No SR-239	With SR-239
Leland Rd	TRANSPLAN/TRANSPAC Border	2	1,589	1,642	1,532	1,507
→ Bailey Rd	TRANSPLAN/TRANSPAC Border	1	1,624	1,595	1,591	1,591
→ Kirker Pass Rd	TRANSPLAN/TRANSPAC Border	2	3,839	3,823	3,757	3,767
Marsh Creek Rd	TRANSPLAN/TRANSPAC Border	1	920	930	889	922
→ Vasco Rd	TRANSPLAN/TRI-VALLEY Border	1	1,909	1,824	3,547	3,324
→ Byron Hwy (north of Mountain House)	TRANSPLAN/TRI-VALLEY Border	1	2,329	199	2,142	32
Byron Hwy (north of I-580)	TRANSPLAN/TRI-VALLEY Border	2	1,579	3,749	1,359	3,716
Mountain House	TRANSPLAN/TRI-VALLEY Border	1	710	1,232	707	927
Antioch Bridge	TRANSPLAN/Solano County Border	1	1,919	1,930	1,930	1,938
→ SR-4 (Freeway) WB	TRANSPLAN/TRANSPAC Border	4	4,829	4,891	4,632	4,960
SR-4 (Freeway) WB HOV	TRANSPLAN/TRANSPAC Border	1	810	772	714	701
→ SR-4 (Freeway) EB	TRANSPLAN/TRANSPAC Border	4	8,056	8,118	7,996	8,011
SR-4 (Freeway) EB HOV	TRANSPLAN/TRANSPAC Border	1	1,874	1,901	1,843	1,852
I-580 WB	San Joaquin/Alameda County Border	7	5,485	5,485	5,485	5,485
I-580 EB	San Joaquin/Alameda County Border	7	10,880	10,880	10,880	10,880

* Volumes are in bi-directional total flow, unless EB/WB freeway segments

Model Runs: January 3, 2007

East Contra Costa County Major Transportation Improvements



0 2.5 5 10 Miles



- Proposed eBART Stations
- Existing BART Stations
- BART
- Proposed eBART Line to Byron
- State Route 4 East Freeway Widening
- Highway 4 Bypass (Current)
- Highway 4 Bypass (Proposed)
- State Route 84 (Vasco Road)
- State Route 239 (Brentwood-Tracy Expressway)



Map created 4/10/2007
by Contra Costa County Community Development, GIS Group
651 Pine Street, 4th Floor – North Wing, Martinez, CA 94553-0095
37:59:48.455N 122:06:35.384W

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ITEM 12

Accept staff or Committee members' reports.

Subject	Approval of Consultant Services Agreement No. 249 with Economic & Planning Systems, Inc. for a Transportation Regional Fee Study
Summary	The Authority authorized Request for Qualifications 08-3 to evaluate and forecast revenues derived from transportation impact fees collected from jurisdictions in East Contra Costa County. Services to be provided by the consultant include: analyzing current fee collection status and providing an annualized forecast (through 2020) of revenues to be collected based on current economic conditions, absorption of existing housing stock and remaining development capacity. Two statements of qualifications were received.
Recommendations	Staff recommends that the Authority enter into a consulting service agreement with Economic & Planning Systems, Inc. (EPS) to evaluate and forecast transportation impact fees collected in East Contra Costa County. The impact fee is a critical funding source for the repayment of Measure J revenues advanced to the East Contra Costa Regional Fee and Financing Authority, and is one of the funding sources for the State Route 4 East widening project.
Financial Implications	The fee component of the EPS proposal is based on the completion of milestones with a total not-to-exceed amount of \$44,500, inclusive of expenses.
Options	<ol style="list-style-type: none"> 1. Enter into a contract with EPS to evaluate and forecast transportation impact fees. 2. Reject all statements of qualification.
Attachments	None
Changes from Committee	<i>None</i>

Background

On March 19th the Authority authorized Request for Qualifications (RFQ) No. 08-3 to obtain a consultant to evaluate and forecast transportation impact fees collected in East Contra Costa County. The fee has been collected since 1994 and is designed to provide a contribution from new development toward a series of regional transportation improvements, such as State Route (SR) 4 Bypass and the widening of SR 4 East through Pittsburg and Antioch. The financing plan for such improvements relies on this impact fee and Measure J funds. To assist with the cash flow requirements of the SR 4 Bypass project, funds have already been advanced with the expectation of repayment from the impact fee.

Nine firms were asked to submit qualifications, of which two firms respectfully declined to respond, and two firms responded. The process for evaluating the two statements of qualifications was based against criteria including qualifications, relevant experience, the understanding of the Authority’s objectives, and pricing for the provision of services. Following this evaluation by a panel of Authority staff and the SR 4 Bypass Authority, the panel concluded that the proposal submitted by EPS was the most responsive to the Authority’s scope of services. EPS has worked with the Authority previously and has also assisted other jurisdictions throughout the county in similar engagements. The fees for services as stated are on a not-to-exceed basis of \$44,500, inclusive of expenses.

According to EPS' response, they are uniquely qualified to assist the Authority using well organized and well documented models and methods. EPS has a track record of working with jurisdictions developing land use projections, establishing development impact fee programs, and evaluating the impacts of market fluctuations on development forecasts. Specifically, EPS is prepared to provide a comprehensive analysis of the current status of East Contra Costa Regional Fee Program and prepare an annualized impact fee revenue forecast through 2020. The forecast will be prepared within the context of market uncertainties related to subprime mortgage exposure and a possible recession. EPS is currently under contract to provide similar services to WCCTAC in conjunction with a bond financing program.

MEMORANDUM

DATE: July 10, 2008
TO: TRANSPLAN Committee
FROM: Lynn Osborn, 511 Contra Costa and
TRANSPAC/TRANSPLAN TDM Program Manager
RE: Program Status Report for June Activities

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

- Staff is working with the cities of Martinez and Walnut Creek to install bike lockers for use by employees and the public.
- Staff attended employee transportation events at the Contra Costa Water District in Antioch and Concord; USS Posco in Pittsburg; Concord Airport Plaza.
- Staff is coordinating a shared bicycle (eLocker) parking mini-symposium to be held during the last week of July for interested jurisdictions.
- Staff is attending Green House Gas roundtable meetings held by local jurisdictions to offer support with auto emission-related strategies that can be implemented by cities to help municipal carbon footprint reduction efforts.
- 511 Contra Costa met with representatives from the Contra Costa County Green Business Program to discuss the inclusion of commute-related emissions to the Green Business certification check list. In addition, 511 Contra Costa is seeking Green Business certification.
- Providing worksite relocation commuter assistance to Contra Costa County Employment and Human Services department in preparation of their move to Ellinwood in Pleasant Hill.

Comprehensive Incentive Program - (TRANSPAC/TRANSPLAN TDM staff)

- An article about the 511 Contra Costa's eco friendly commuter programs was published in the City of Martinez June newsletter.
- Carpool Incentive Program requests have sharply increased during the past two months. Applications have also increased for the June Tri Delta Transit Buy 1 Get 1 Free Promotion for Route 300 and Delta Express.

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

- Updates included: Spare the Air Notices and the Dump the Pump campaign. Staff contacted the City of Oakley webmaster to update links from the City of Oakley's website to the 511 Contra Costa website.

Other Activities

TRANSPAC/TRANSPLAN TDM staff attended the following meetings: Program Managers' Meeting, MTC Rideshare TAC meeting, Intelli-carpool Meeting at MTC, CCTA Planning Committee, Association for Commuter Transportation Executive Board meetings, RM2 TAC, West County Green House Gas Roundtable, TRANSPLAN and TRANSPAC meetings. Attended League of California Cities' HCED Policy Committee meeting. Provided transportation and planning comments in response to California Air Resource Boards' Climate Change Draft Scoping Plan. Submitted final draft comments to TRANSPAC and TRANSPLAN Action Plans and Growth Management Plan Visions and Goals document.