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Diane Burgis, Vice-Chair  
Contra Costa County  
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Robert Taylor  
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Doug Hardcastle  
Oakley  
City Council

James Coniglio  
Pittsburg  
Planning Commission

Duane Steele  
Contra Costa  
Planning Commission

Kerry Motts  
Antioch  
Planning Commission

John Fink  
Brentwood  
Planning Commission

Kevin Romick  
Oakley  
Planning Commission

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# TRANSPLAN Committee Meeting

Thursday, July 13, 2017 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact Jamar Stamps at 925-674-7832 or jamar.stamps@dcd.cccounty.us

## AGENDA

*Items may be taken out of order based on the business of the day and preferences of the Committee.*

- 1. OPEN** the meeting.
- 2. ACCEPT** public comment on items not listed on agenda.

### Consent Items (see attachments where noted [♦])

- 3. ADOPT** Minutes from 6/8/17 TRANSPLAN Meetings ♦ **Page 2**
- 4. ACCEPT** Correspondence ♦ **Page 5**
- 5. ACCEPT** Status Report on Major Projects ♦ **Page 10**
- 6. ACCEPT** Calendar of Events ♦ **Page 18**
- 7. ACCEPT** Environmental Register ♦ **Page 20**

### End of Consent Items

### Open the Public Meeting

- 8. APPROVE** *East Bay Regional Park District Pedestrian, Bicycle and Trail Facilities (“PBTF”) \$500,000 appropriation request for the Marsh Creek Trail Rehabilitation Project, as recommended by the TRANSPLAN Technical Advisory Committee. (Action) ♦* **Page 22**
- 9. APPROVE** *Fiscal Year 2017/18 511 Contra Costa TDM Work Plan, as recommended by the TRANSPLAN Technical Advisory Committee. (Action) ♦* **PAGE 28**
- 10. RECIEVE** *Draft 2017 Countywide Transportation Plan (“CTP”) Update. (Information) ♦* **Page 32**
- 11. REAFFIRM APPROVAL** *of 2014 Proposal for Adoption East County Action Plan for Routes of Regional Significance, as recommended by the TRANSPLAN Technical Advisory Committee. (Action) ♦* **Page 57**
- 12. ADJOURN** to next meeting on Thursday, August 10, 2017 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

**ITEM 3**  
**6/8/17 MEETING MINUTES**

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

MINUTES

June 8, 2017

The regular meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Salvatore (Sal) Evola at 6:30 P.M.

**ROLL CALL / CALL TO ORDER**

PRESENT: John Fink (Brentwood), Doug Hardcastle (Oakley), Kerry Motts (Antioch), Kevin Romick (Oakley), Duane Steele\* (Contra Costa Planning Commission), Robert (Bob) Taylor (Brentwood), Sean Wright (Antioch), Diane Burgis, (Vice Chair, Contra Costa County), and Salvatore (Sal) Evola (Chair, Pittsburg)

\*Arrived after Roll Call

ABSENT: James Coniglio (Pittsburg)

STAFF: Jamar Stamps, Senior Transportation Planner, TRANSPLAN Staff

**PUBLIC COMMENTS**

BRUCE OHLSON, Pittsburg, representing Bike East Bay, requested that the approved plans for the I-680/SR-4 Interchange project being funded through the recently enacted SB-1, be modified to connect the Canal Trail, the Iron Horse Trail, and the Pacheco Transit Center, all within or near the boundary of the project, to provide a Class I bicycle trail for bicyclists and pedestrians to safely cross the I-680 freeway. He referenced the agencies in support of that request and emphasized the need to include all modes of transportation in the I-680/SR-4 Interchange project.

**CONSENT ITEMS**

On motion by Bob Taylor, seconded by Kevin Romick, TRANSPLAN Committee members adopted the Consent Calendar, as follows:

3. Adopted Minutes from the March 9, 2017 TRANSPLAN Meeting
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register
8. Accepted Comment Letter: Draft Caltrans State Route 4 East Contra Costa Transportation Concept Report
9. Approved Draft Scope of Work for the Strategic Plan for the 511 Contra Costa Program

The motion carried by the following vote:

Ayes: Burgis, Fink, Hardcastle, Motts, Romick, Taylor, Wright, Evola

Noes: None

Abstain: None

Absent: Coniglio, Steele

**ADOPT PROPOSED FISCAL YEAR (FY) 2017/18 WORK PLAN AND BUDGET AND DIRECT STAFF TO DELIVER INVOICES TO THE MEMBER AGENCIES**

Jamar Stamps, TRANSPLAN Staff, presented the proposed FY 2017/18 Work Plan and Budget, and reported the Budget had been reduced by \$10,000 because of the surplus left over from last year's budget resulting in dues of \$2,494.93 from each of the five member jurisdictions. Invoices would be submitted to the member agencies. He also highlighted the tasks in the Work Plan and identified those that were complete and those that were ongoing.

On motion by Bob Taylor, seconded by Diane Burgis, TRANSPLAN Committee members adopted the proposed Fiscal Year 2017/18 Work Plan and Budget and directed staff to deliver invoices to the Member Agencies. The motion carried by the following vote:

Ayes: Burgis, Fink, Hardcastle, Motts, Romick, Steele, Taylor, Wright, Evola

Noes: None

Abstain: None

Absent: Coniglio

Chair Sal Evola, Bob Taylor, and Kevin Romick reported that they would not be present at the next meeting scheduled for July 13 due to a conflict with the Mayors' Conference scheduled at the same time.

Mr. Stamps reported that staff would, as usual, verify the availability of a quorum for the July 13 meeting and urged those members unable to attend to ask their alternates to attend in their stead.

**ADJOURNMENT**

Chair Evola adjourned the meeting of the TRANSPLAN Committee at 6:40 P.M. to Thursday, July 13, 2017 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk

**ITEM 4  
CORRESPONDENCE**



# SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

June 9, 2017

Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

**RE: SWAT Meeting Summary Report for June 2017**

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met on Monday, June 5, 2017. The following is a meeting summary and action items:

1. **Approved** - Memorandum of Understanding (MOU) with the City of San Ramon to provide SWAT administrative services effective July 1, 2017 to June 30, 2018 for an amount not to exceed \$32,500.
2. **Approved** - Contra Costa Transportation Authority (CCTA) and 511 Contra Costa Strategic Plan Scope of Work (SOW), with the following conditions:
  - a. Strategic Plan consultant should not be affiliated with 511 Contra Costa TDM program(s); and
  - b. RFP circulated to TDM Consultants in the Bay Area, throughout California and out of State.
3. **Received** - Status update from MTC on I-680 Express Lanes, scheduled to open September 2017. SWAT expressed concern with the lack of communication from MTC on the Express Lane Hours of Operation, as they are inconsistent with what was presented to SWAT in 2015. Consequently, SWAT requested the following:
  - a. MTC to revise and circulate the Frequently Asked Questions (FAQ) with an emphasis on the Express Lane Hours of Operation; and
  - b. MTC attend stakeholder meetings throughout the San Ramon Valley to educate community of the new Express Lane Hours of Operation.

The next SWAT meeting will take place **Monday, July 3, 2017**. Please contact me at (925) 973-2651, or email at [lbobadilla@sanramon.ca.gov](mailto:lbobadilla@sanramon.ca.gov), if you should have any questions.

All the best,

A handwritten signature in black ink, appearing to read "Lisa Bobadilla".

Lisa Bobadilla  
SWAT Administrator

Cc: Hisham Noeimi, CCTA; Martin Engelmann, CCTA, SWAT/SWAT TAC; Anita Just; Smith, 6  
TRANSPAC; John Nemeth, WCCTAC; Jamar Stamps, TRANSPAN

## **TRANSPAC Transportation Partnership and Cooperation**

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
1676 North California Boulevard, Suite 400  
Walnut Creek, CA 94596  
(925) 937-0980

June 9, 2017

Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Re: Status Letter for TRANSPAC Meeting – June 8, 2017

Dear Mr. Iwasaki:

At its regular meeting on June 8, 2017, the TRANSPAC Board of Directors took the following actions that may be of interest to the Transportation Authority:

1. Approved the TRANSPAC Budget and Workplan for Fiscal Year 2017/2018.
2. Amended the TRANSPAC Fiscal Year 2016/2017 Budget to include the operations and maintenance expense for the Pacheco Transit Hub Park and Ride Facility for up to \$10,000.
3. Approved the programming of Measure J Line 19a funds, with \$10,000 annually for the operations and maintenance costs for the Pacheco Transit Hub Park and Ride Facility to the City of Martinez, and the remainder of the annual funds programmed to CCCTA to offset operational costs of the County Connection Route 16 and 316 services for the period of FY 2017/2018 to FY 2021/2022.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Matthew Todd  
TRANSPAC Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff  
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)  
Jamar I. Stamps, TRANSPLAN; Salvatore (Sal) Evola, Chair, TRANSPLAN  
Lisa Bobadilla, SWAT; Amy Worth, Chair, SWAT  
John Nemeth, WCCTAC; Janet Abelson, Chair, WCCTAC  
Tarienne Grover, CCTA  
June Catalano, Diane Bentley (City of Pleasant Hill)



COMMISSIONERS

- Tom Butt,  
Chair
- Federal Glover  
Vice Chair
- Janet Abelson
- Newell Americh
- Loella Haskew
- David Hudson
- Karen Mitchoff
- Julie Pierce
- Kevin Romick
- Robert Taylor
- Dave Trotter

Randell H. Iwasaki,  
Executive Director

2999 Oak Road  
Suite 100  
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CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

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# MEMORANDUM

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To: Matt Todd, TRANSPAC  
 Lisa Bobadilla, SWAT  
 Jamar Stamps, TRANSPLAN, TVTC  
 John Nemeth, WCCTAC  
 Ellen Clark, LPMC  
*RRS for:*

From: Randell H. Iwasaki, Executive Director

Date: June 23, 2017

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

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At its June 21, 2017 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Review and Approve CCTA Countywide Travel Demand Model Evaluation Study Results and Recommendations.** The Authority performs major updates to its Travel Demand Forecasting Model every ten years. The last major update was completed in 2012. As the designated Congestion Management Agency (CMA) for Contra Costa, the Authority must maintain and update a travel demand forecasting model that is consistent with the Metropolitan Transportation Commission’s (MTC’s) model and with the Association of Bay Area Grants’ (ABAG’s) demographic database. In consultation with the Authority’s Technical Modeling Working Group (TMWG), the Authority’s on-call modeling consultant, Kittelson & Associates, has prepared a model evaluation study for the 2020 Decennial Model update. The TCC reviewed the study in May and recommended moving forward with the recommendations found in the Model Evaluation Study. The study recommends that for the Authority’s 2020 Decennial Model Update, the Authority develop a new Activity-Based Countywide Model based on MTC’s “Travel Model Two.” *The Authority unanimously approved the recommendation found in the Model Evaluation Study to use a new activity-based Countywide Model based on MTC’s Travel Model Two, to update the Authority’s 2020 Decennial Model.*



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2. **PUBLIC HEARING: FY 2017-18 Proposed Budget for the Contra Costa Transportation Authority and Congestion Management Agency (CMA).** Staff sought recommendation for approval of Resolution 17-23-A adopting the Authority's FY 2017-18 budget following a public hearing on June 21, 2017. The Proposed Budget calls for funding appropriations totaling \$184.5 million for projects, congestion management, planning, programs, administration and debt service necessary as required for Authority operations, capital improvements and programmed activities planned from July 1, 2017 through June 30, 2018. *Following the Public Hearing, the Authority Board unanimously adopted Resolution 17-23-A, approving the FY 2017-18 Budget for the Contra Costa Transportation Authority and Congestion Management Agency.*
  
  3. **Approval of Recommended Second Cycle One Bay Area Grant (OBAG 2) and Measure J Funding Programs.** In September 2016, the Authority released the Coordinated Call for Projects (CCP) for the second cycles of the One Bay Area Grant (OBAG 2) and Measure J Transportation for Livable Communities (TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) programs. In response, the Authority received 77 applications by the December 2016 deadline. The groups responsible for reviewing project applications have made their recommendations and staff has incorporated them into proposed funding programs for approval by the Authority Board and submittal to Metropolitan Transportation Commission (MTC). *The Authority unanimously approved the proposed funding recommendations and directed staff to submit the OBAG 2 recommendations to MTC.*

**ITEM 5**  
**STATUS REPORT ON MAJOR PROJECTS**

# TRANSPLAN: Major East County Transportation Projects

- State Route 4 Widening • State Route 4 Bypass
- State Route 239 • eBART

## Quarterly Status Report: January – March 2017

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

### STATE ROUTE 4 WIDENING

#### A. SR4 Widening: Railroad Avenue to Loveridge Road **COMPLETED**

**Lead Agency:** CCTA

**Project Description:** The project widened the existing highway from two to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately  $\frac{3}{4}$  mile west of Loveridge Road and provided a median for future transit.

**Current Project Phase:** Completed.

**Project Status:** Landscaping of the freeway mainline started in December 2009 and was completed in June 2010. A three-year plant establishment and maintenance period is currently in progress as required by the Cooperative Agreement with Caltrans, was complete on June 24, 2013. Caltrans has accepted the project and will take over the maintenance responsibilities. The CCTA Board accepted the completed construction contract, approved the final contractor progress payment, approved the release of the retention funds to the contractor, and authorized staff to close construction Contract No. 241 at its September 18, 2013 meeting.

**Issues/Areas of Concern:** None.

#### B. SR4 Widening: Loveridge Road to Somersville Road **COMPLETED**

**Lead Agency:** CCTA

**Project Description:** The project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) between Loveridge Road and Somersville Road. The project provides a median for future mass transit. The environmental document also addresses future widening to SR 160.

**Current Project Phase:** Completed.

**Project Status:** Caltrans accepted the contract on June 30, 2014. The construction contract is now closed with no outstanding claims.

**Issues/Areas of Concern:** None.

## C. SR4 Widening: Somersville Road to SR 160

**Lead Agency:** CCTA

**Project Description:** This project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) from Somersville Road to Hillcrest Avenue and then six lanes to SR 160, including a wide median for transit. The project also includes the reconstruction of the Somersville Road Interchange, Contra Loma/L Street Interchange, G Street Overcrossing, Lone Tree Way/A Street Interchange, Cavallo Undercrossing and the Hillcrest Avenue Interchange.

**Current Project Phase:** Construction.

**Project Status:** The project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160.

**Segment 1:** Somersville Interchange

Segment was open to traffic in December 2013.

**Segment 2:** Contra Loma Interchange & G St. Overcrossing

Construction began in March 2012 and was completed in February 2016.

**Segment 3A:** A Street Interchange and Cavallo Undercrossing

Construction began in August 2012 and is anticipated to be complete in summer 2016.

**Segment 3B:** Hillcrest Avenue to SR160

Construction began in March 2013 and is anticipated to be complete in summer 2016.

*Corridor-wide:*

*Ribbon cutting ceremony held on July 20, 2016.*

**Issues/Areas of Concern:**

- No issues

## D. SR4 Bypass: SR4/SR160 Connector Ramps **COMPLETED**

**Project Fund Source:** Bridge Toll Funds

**Lead Agency:** CCTA

**Project Description:** Complete the two missing movements between SR4 Bypass and State Route 160, specifically the westbound SR4 Bypass to northbound SR160 ramp and the southbound SR160 to eastbound SR4 Bypass ramp.

**Current Phase:** Completed.

**Project Status:**

- The project opened to traffic on February 29, 2016.
- Final paving is complete and a ribbon cutting was held on February 29, 2016.

**Issues/Areas of Concern:** None.

**E. East County Rail Extension (eBART)**

**CCTA Fund Source:** Measure C and J

**Lead Agency:** BART/CCTA

eBART Construction Contact: Mark Dana: [mdana@bart.gov](mailto:mdana@bart.gov)

**Project Description:** Implement rail transit improvements in the State Route 4 corridor from the Pittsburg Bay Point station in the west to a station in Antioch in the vicinity of Hillcrest in the east.

**Current Project Phase:** Construction.

**Project Status:**

- The project is in the construction phase and is being completed under multiple contracts managed by BART.
- The overall construction of the transfer platform (Contract 110) in the median is complete.
- The Hillcrest parking lot, maintenance shop building (shell) and improvements to Slatten Ranch Road (Contract 120) are complete.
- Contract 130, consisting of stations and maintenance facility finishes, track work and systems is underway.

**Issues/Areas of Concern:** None.

**F. SR4 Operational Improvements: I-680 to Bailey Road (6006)**

**CCTA Fund Source:** Measure J

**Lead Agency:** City of Concord

**Project Description:** The project will evaluate various operational improvements along SR4 between I-680 and Bailey Road, including the addition of mixed flow lanes, high occupancy vehicle (HOV) lanes and auxiliary lanes.

**Current Project Phase:** *Preliminary Studies/Planning*

**Project Status:** *A Project Study Report – Project Development Support (PSRPDS) was submitted to Caltrans in January 2017 and is expected to be approved in early 2017.*

- *A revised PSR-PDS was submitted to Caltrans in January 2017 in response to review comments.*
- *Cost was updated to reflect estimates in PSR-PDS for middle option in terms of cost.*
- *Estimated costs are based on 2017 dollars and will need to be escalated to mid-year of construction once potential funding sources and probable schedule is determined.*
- *A phasing plan for the project will be developed during the environmental clearance phase once a preferred alternative is selected.*
- *Amendment No. 3 to agreement 391 with Mark Thomas was approved by the Authority on January 18, 2017.*

**Issues/Areas of Concern:**

- *Project has significant funding shortfall.*
- *Cities of Pittsburg and Concord support project advancement; however, funding has not been identified for environmental clearance, design, or construction.*

## **STATE ROUTE 4 BYPASS PROJECT**

**G. SR4 Bypass: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1**  
**COMPLETED**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

**Project Description:** Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road, and construct the Sand Creek Interchange. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant.

**Current Phase:** Completed.

**Project Status:** Construction completed 2015.

**Issues/Areas of Concern:** None.

**H. SR4 Bypass: Balfour Road Interchange – Phase 1 (5005)**

**CCTA Fund Source:** East Contra Costa Regional Fee and Finance Authority (ECCRFFA)

**Lead Agency:** CCTA

**Project Description:** The Phase 1 project will include a new SR4 bridge crossing over Balfour Road, providing one southbound and one northbound lane for SR4; northbound and southbound SR4 loop on-ramps, servicing both westbound and eastbound Balfour Road traffic; and northbound and southbound SR4 diagonal off-ramps.

**Current Phase:** *Project is in the construction phase.*

**Project Status:**

- *The PG&E transmission towers have been relocated and advance joint trench relocation work by AT&T, Comcast and PG&E is complete. However, the cost is higher than estimated due to weather delay and other complications. The relocation agreement will have to be amended to provide a budget increase.*
- *The notice-to-proceed (NTP) for the construction contract was issued on February 6, 2017, however due to winter storms limited progress has been made.*
- *An application for permit extension has been submitted to the US Army Corps of Engineers.*
- *Schedule was updated to reflect delays due to recent storms.*
- *Right-of-Way and utilities estimate was increased to reflect the 25% contingency applied in the utility agreement.*

**Issues/Areas of Concern:**

- *The utility relocation schedule provides limited schedule contingency. The construction bid includes workarounds to minimize delay risk.*
- *Complications associated with the Kinder Morgan relocation agreement have delayed finalizing the right of way agreements and certification. Kinder Morgan issues have been resolved but the progress of their relocation and hazmat remediation work has been impacted by the wet weather.*
- *The resource agency permits will expire in mid- 2017 and need to be extended.*

**I. SR4 Bypass: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project 5002)**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

**Project Description:** Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at SR4. The overcrossing will include a multi-span bridge with columns in the SR4 median. Bridge approaches will be constructed on earthen embankments. The path width is assumed to be 12 feet wide. This project is required as a condition of approval under the SR-4 Bypass project.

**Current Phase:** Design.

**Project Status:**

- The CEQA clearance is complete.
- The 65% design plans are complete.
- The current focus is to obtain approval of Caltrans Permit Engineering Evaluation Report (PEER).
- *Project is on hold until additional funding is identified.*

**Issues/Areas of Concern:**

- Right of Way and construction funding for the project has not been identified yet.
- Project costs may escalate as schedule is impacted by funding shortfall.
- The NEPA clearance, if needed, may be problematic.
- BART announced that the recommended new station location for a future eBART extension should be at a location adjacent to the point of contact. The impacts of this decision will need to be considered.

## **STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY) PHASE 1 - PLANNING**

Staff Contact: Martin Engelmann, (925) 256-4729, [mre@ccta.net](mailto:mre@ccta.net)

**November 2016 Update – No Changes from Last Month**

**Study Status:** Current project activities include model development, compilation of mapping data/conceptual alignments, development of staff and policy advisory groups, Project Visioning/Strategy-Scenario Development, and preparation of the Draft Feasibility Study.

**Administration:** Responsibility for the State Route 239 Study the associated federal funding was transferred from Contra Costa County to the Contra Costa Transportation Authority in January 2012.

### **eBART Next Segment Study**

*eBART Next Segment Study Contact: Ellen Smith: [esmith1@bart.gov](mailto:esmith1@bart.gov)*



The Next Segment Study is a pre-feasibility evaluation of the Bypass and Mococo alignments beyond Hillcrest Avenue, and review of six possible future station site opportunities. Station sites being evaluated on the Bypass alignment are: Laurel Road, Lone Tree Way, Mokelumne Trail crossing of SR4, Sand Creek Road, Balfour, and a location near Marsh Creek Road and the Bypass serving Byron and Discovery Bay. The Next Segment Study will be completed in early 2013.

Staff will provide updates as needed.

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**ITEM 6  
CALENDAR OF EVENTS**

**Calendar of Upcoming Events\***

<b>2015</b>	<b>Location</b>	<b>Event</b>
2017/2018	Antioch/Pittsburg	OPEN: East County Rail Extension (eBART)
April 11, 2017	Brentwood	Highway 4 and Balfour Road Interchange Project Groundbreaking

\*"Upcoming Events" are gleaned from public agency calendars/board packets, East Bay Economic Development Alliance Calendar of Events, submissions from interested parties, etc. If you have suggestions please forward to Jamar Stamps at [jamar.stamps@dcd.cccounty.us](mailto:jamar.stamps@dcd.cccounty.us)

**ITEM 7  
ENVIRONMENTAL REGISTER**

## ENVIRONMENTAL REGISTER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Pittsburg	APN097-180-006 097-200-002 097-230-006 097-240-002 097-190-002	Notice of Public Scoping Meeting	Faria/Southwest Hills Annexation Contact: Hector Rojas (925) 252-4043 <a href="mailto:hrojas@ci.pittsburg.ca.us">hrojas@ci.pittsburg.ca.us</a>	Public scoping meeting for project Environmental Impact Report	4/7/17	
City of Pittsburg	APN086-160-009, -011, -012 and 086-151-001	Request for Comments/Conditions	Liberty Residential Subdivision Contact: Hector Rojas (925) 252-4043 <a href="mailto:hrojas@ci.pittsburg.ca.us">hrojas@ci.pittsburg.ca.us</a>	57-unit single family residential development on 4.98-acre site. General Plan amendment, rezoning, subdivision and design review.	3/9/17	No Comments
City of Oakley	APN033-240-015	Notice of Public Hearing	Bopari Minor Subdivision Contact: Ken Streele, Senior Planner <a href="mailto:streele@ci.oakley.ca.us">streele@ci.oakley.ca.us</a>	Request for approval of a Tentative Parcel Map subdividing one 1.07 acre lot into two lots of 0.51 and 0.56 acres	2/23/16 (hearing date)	No Comments
City of Pittsburg	APNs: 089-010-010 089-020-009; -011; -014; -015	Notice of Public Hearing and Avail. of FEIR	Montreux Residential Subdivision Contact: Kristin Pollot, Project Planner (925) 252-6941 <a href="mailto:kpollot@ci.pittsburg.ca.us">kpollot@ci.pittsburg.ca.us</a>	Rezoning ("Hillside Planned Development" to Single Family Residential/6k sq. ft. lots), annexation and subdivision of 148.3 acres into 351 SFR lots	8/17/15 (meeting date)	No Comments
City of Pittsburg	APN096-100-034	Notice of Preparation	WesPac Pittsburg Infrastructure Project Contact: Kristin Pollot, Project Planner (925) 252-6941 <a href="mailto:kpollot@ci.pittsburg.ca.us">kpollot@ci.pittsburg.ca.us</a>	Modernization and reactivation of existing fuel storage and distribution systems	7/31/15	No Comments
City of Oakley	APN032-050-003	Notice of Public Hearing	Dal Porto South Subdivision Contact: Ken Streele, Senior Planner <a href="mailto:streele@ci.oakley.ca.us">streele@ci.oakley.ca.us</a>	Vesting tentative map w/ approx. 403 residential lots (183 acres)	7/14/15 (hearing date)	No Comments
City of Oakley	APN033-240-004	Notice of Public Hearing	Retail and Self-Storage Contact: Joshua McMurray, Planning Manager <a href="mailto:mcmurray@ci.oakley.ca.us">mcmurray@ci.oakley.ca.us</a>	Use Permit and Design Review for a new retail (5,120 sq. ft.) and self-storage (approx. 97,000 sq. ft.) project.	6/9/15 (hearing date)	No Comments

**ITEM 8**  
**PBTF APPROPRIATION REQUEST**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
30 Muir Road, Martinez, CA 94553

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**TO:** TRANSPLAN Committee

**FROM:** TRANSPLAN Technical Advisory Committee (“TAC”)

**DATE:** July 13, 2017

**SUBJECT: East Bay Regional Park District Request for Appropriation of 2017 Measure J Funds for Marsh Creek Regional Trail Rehabilitation**

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### Recommendation

**APPROVE** East Bay Regional Park District Pedestrian, Bicycle and Trail Facilities (“PBTF”) \$500,000 appropriation request for the Marsh Creek Trail Rehabilitation Project, as recommended by the TRANSPLAN Technical Advisory Committee.

### Background

The Contra Costa Transportation Authority (“CCTA”) recently approved funding allocations for the second cycle of Measure J PBTF funds. One of the components of the program includes a one-half percent share that goes to the East Bay Regional Park District (“EBRPD”) for the “development and rehabilitation of paved regional trails.”<sup>1</sup> Additionally, Measure J requires that the half-percent EBRPD share be spent “equally in each subregion” and that the funds be apportioned formulaically (based on projected 2020 population).

Per the PBTF Guidelines, the EBRPD is required to develop a program of projects to develop and rehabilitate regional trails within each of the subregions. The EBRPD must present this program of projects to each RTPC for review and each RTPC must approve said program. For this cycle of PBTF, the subject project was presented to the TRANSPLAN TAC on June 20, 2017. The TAC unanimously agreed to forward a recommendation of approval for the request to the TRANSPLAN Committee. The attachment provides a complete description of the proposed project.

att: EBRPD letter 5/9/2017

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<sup>1</sup> Measure J Pedestrian, Bicycle and Trail Facilities Program Guidelines (2016)



May 9, 2017

Brad Beck  
Senior Transportation Planner  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

**SUBJECT: Request for Appropriation of 2017 Measure J Funds  
2017 Marsh Creek Regional Trail Rehabilitation**

Dear Mr. Beck:

The East Bay Regional Park District (EBRPD) requests an appropriation of Measure J Program 13, Pedestrian, Bicycle or Trail Facilities funds in the amount of \$500,000 for the 2017 Marsh Creek Regional Trail Rehabilitation project. The appropriated funds will be used to finance the construction phases of the project as outlined in the attached funding allocation request form.

The ultimate project will rehabilitate approximately 8-miles of paved regional trail in eastern Contra Costa County on the Marsh Creek Regional Trail from its beginning at the Big Break Regional Trail in Oakley to the end of the trail at Concord Avenue in Brentwood as described in the attached scope of work. EBRPD is currently in the process of finalizing the project plans and construction documents. The total project cost is estimated at \$500,000 and will be funded with Measure J funds.

**PROJECT DESCRIPTION**

**Marsh Creek Regional Trail, Big Break Regional Trail to Concord Avenue -**  
Rehabilitate approximately 430,000 square feet of paved regional trails in eastern Contra Costa County along the Marsh Creek Regional Trail from its beginning at the Big Break Regional Trail in Oakley to the end of the trail at Concord Ave in Brentwood. The project includes the application of approximately 60,000 linear feet of hot crack fill, 31,000 square feet of asphalt leveling course and the removal and replacement of approximately 49,000 square feet of asphalt replacement. Approximately 430,000 square feet of the trail will be treated with a Type II slurry seal.

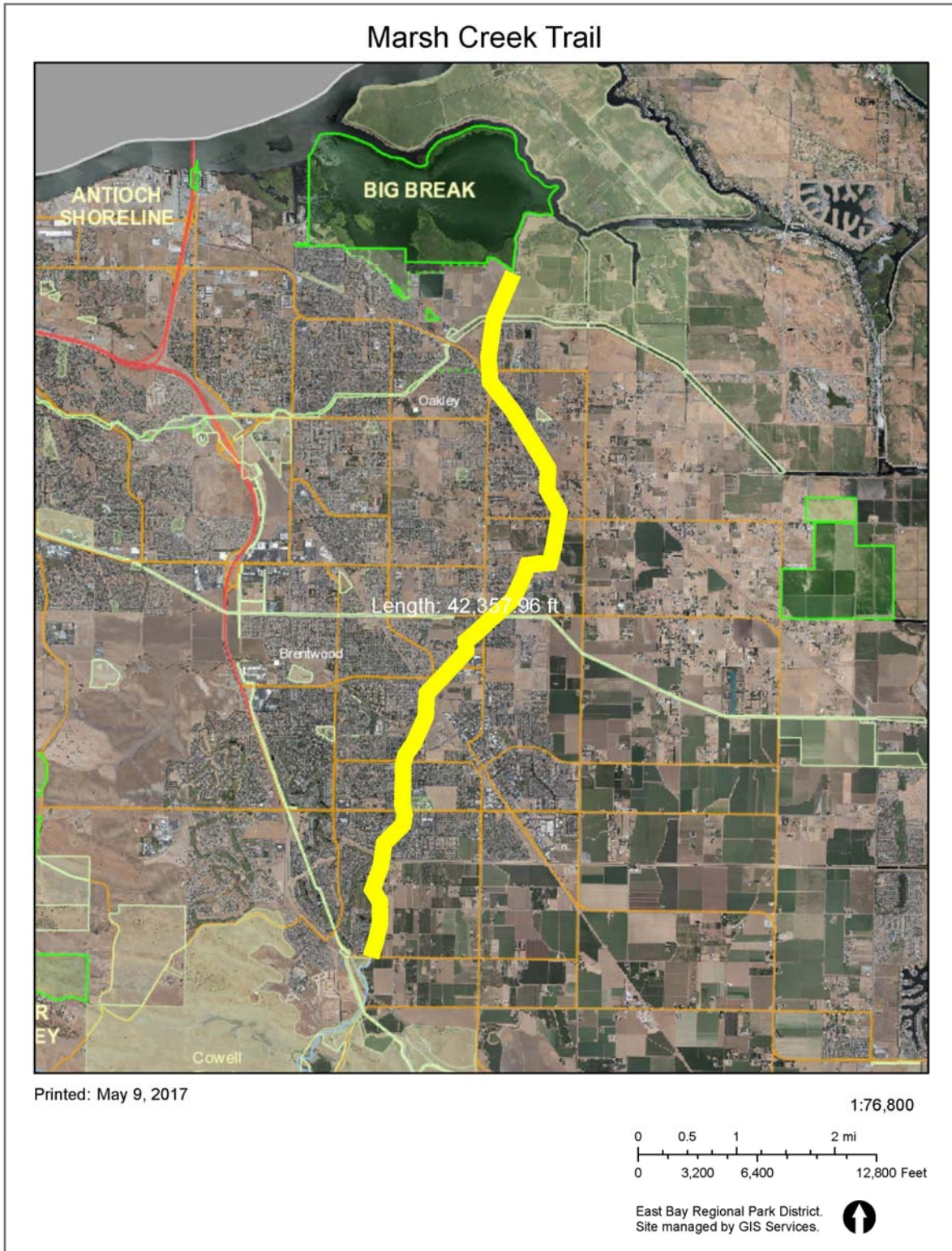
Board of Directors

Beverly Lane President Ward 6	Dennis Waespi Vice-President Ward 3	Ayn Wieskamp Treasurer Ward 5	Ellen Corbett Secretary Ward 4	Whitney Dotson Ward 1	Dee Rosario Ward 2	Colin Coffey Ward 7	Robert E. Doyle General Manager
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MAPS





**BUDGET**

#	Trail	Square Feet	Estimate
1	Apply Hot Crack Fill	50,000	\$45,000
2	AC Leveling Course	10,000	\$20,000
3	Remove and Replace AC	60,000	\$130,000
4	Type I Slurry	357,000	\$115,000
5	<b>Type II Micro Surfacing</b>	202,000	<b>\$125,000</b>
6	Double Seal	40,200	\$5,000
7	Shoulder Backing	12,000	\$60,000
	<b>Total</b>		<b>\$500,000</b>

**OPERATION AND MAINTENANCE**

The project is operated the East Bay Regional Park District. This sections of trail is operated and maintained by the park rangers and maintenance and skilled trades crews centered out of the Pacheco Corporation Yard in Martinez. All of these crews are funded as part of the District’s annual budget. This rehabilitation project will extend the life of the trail and aid in its maintenance.

**FUNDING**

<i>Source</i>	<i>Amount</i>
Total project cost †	\$500,000
Requested CC-TLC funds	\$500,000
Other committed funding 1 ‡	\$000
Other committed funding 2 ‡	\$000
Unfunded balance	\$000

**PROPOSED SCHEDULE**

<i>Phase</i>	<i>From</i>	<i>To</i>
Preliminary Design & Planning		Complete
Design		Complete
Environmental Clearance		Complete
Right-of-Way		Complete
Construction	January 2018	December 2018

If you need any further information, please contact acting Grants Manager Tiffany Margulici at [tmargulici@ebparks.org](mailto:tmargulici@ebparks.org) or 510-544-2204.

Sincerely,



Tiffany Margulici  
Grants Manager

**ITEM 9**  
**511 CONTRA COSTA FISCAL YEAR 2017/18 WORK PLAN**





**TO: TRANSPAC and TRANSPLAN**

**FROM: Peter Engel, Contra Costa Transportation Authority Program Manager  
Corinne Dutra-Roberts, 511 Contra Costa Program Manager**

**DATE: June 14, 2017**

**SUBJECT: The 511 Contra Costa TDM Program is seeking comments for the FY 2017/18 TDM work plan implemented on behalf of the Central and East County jurisdictions with funding allocations from the Bay Area Air Quality Management District Transportation Fund for Clean Air and CCTA Measure J Commute Alternatives and Safe Transportation for Children.**

The Central/East County 511 Contra Costa Transportation Demand Management Program implements vehicle trip reduction elements that fulfill each jurisdiction's Transportation Demand Management ordinance, Growth Management Program, and Action Plan requirements under Measure J. With legislation (AB 32 and SB 375) requiring greenhouse gas emission (GHG) reductions, the 511 Contra Costa programs have a proven success record with the Bay Area Air Quality Management District and the Metropolitan Transportation Commission in reducing vehicle miles traveled (VMT) and GHG emissions.

The work plan for FY 2017/18 includes trip reduction and emissions reduction programs that focus on outreach to residents, students, and commuters in Central and East Contra Costa. The program elements are refined and changed each year to ensure the maximum cost effectiveness, as determined by the Bay Area Air Quality Management District (BAAQMD).

Program elements include:

- **ACTION PLAN IMPLEMENTATION** - The TRANSPAC and TRANSPLAN Action Plans include programs that are implemented by 511 Contra Costa Program. The program supports each jurisdiction's requirement to fulfill TDM elements within the Growth Management compliance checklist.
- **ELECTRIC VEHICLE CHARGING PROGRAM** – Mini grants for electric vehicle charging stations will be provided to Central and East County jurisdictions, worksites, colleges, and potentially multi-tenant residential buildings.
- **BICYCLE INFRASTRUCTURE PROGRAM** - Mini grants for bicycle racks, lockers, lids, and cages will be provided to Central and East County jurisdictions, worksites, colleges, and potentially multi-tenant residential buildings. Police-equipped bicycles

for police departments to reduce car patrols will be offered.

- SHARED USE MOBILITY -Programs including car share, bike share, Transportation Network Companies, micro transit, and scooters. Staff will work with local and regional partners to determine the level of interest in bike sharing and car sharing in Central and East Contra Costa. Promotion of shared autonomous vehicles pilot.
- EMPLOYER OUTREACH – Innovative employer-based trip reduction programs including Fair Value Commuting elements. Continued support of employer assistance programs in the form of: employee travel surveys, tabling at onsite fairs/events, tailored commuter assistance programs to include car sharing, last-mile shuttle solutions, employee commute program incentivized ridesharing, and assistance with the Bay Area Commuter Benefits Program compliance (SB1339).
- EVENTS AND CAMPAIGNS – Staff will participate in the regional and local events and campaigns such as Bike to Work Day, Share Your Ride Week, Carpool Instead, Summer Bike Challenge, Spare the Air/Don't Light Tonight, and Anti-Idling.
- PUBLIC OUTREACH - Support outreach efforts and rideshare campaign for the I-680 Express Lane and EBART openings. Public outreach via the [www.511contracosta.org](http://www.511contracosta.org) website and social media channels. Development of mobile version of website. Development of an app for 511CC incentives and regional promotions.
- COMMUNITY OUTREACH - Community-based promotions to encourage behavior change toward increased use of alternative modes of transportation for all trip types including but not limited to: Share Our Trails; Summer Bike Challenge; and Bike Valet Parking at events. Continue to provide travel trip-planning assistance to the public. Encourage the provision of bicycle repair education classes and bicycle safety awareness to increase bicycling as a viable mode of transportation.
- INCENTIVES - *Drive Less* commuter incentive program to reduce SOVs and vehicle miles traveled (VMT) to/from/through Contra Costa.
- TRANSIT PROMOTIONS - Including the Buy-One, Get-One Free campaign with County Connection, Tri Delta Transit, WestCAT, and FAST, and the partnership with the CC Library's Discover & Go program.
- AGENCY PARTNERSHIP ACTIVITIES - Staff participates in local and regional committees to ensure coordination, promotion, and support for TDM activities in Contra Costa County. These include: MTC's Regional Rideshare TAC, Contra Costa Sustainability Exchange, the Spare the Air Youth TAC, CCTA Safe Routes to School Task Force, BTWD TAC, and the DVC and LMC Sustainability Committees.
- YOUTH/SCHOOLS PROGRAMS AND PROJECTS - Staff will continue to work with local jurisdictions, school administrators, parents, CHP, Sheriff, local police departments and others to implement the Street Smarts Diablo Region program (SSDR). SSDR provides school-based bicycle and pedestrian safety education and encouragement programs to elementary, middle, and high schools. The program

includes Challenge Days to encourage bicycling, walking, carpooling and transit ridership to schools.

School site access improvements may be offered to reduce car idling time in drop-off areas and improve bicycle and pedestrian access. Signage, striping, bicycle, skateboard, scooter racks are examples of minor improvements and infrastructure offered.

Complimentary public bus passes are provided to youth at the beginning of the school year to encourage primary and secondary students to ride the bus instead of parents driving them to school.

Staff will research bicycle parks for future consideration and development.

Available fund allocations are scheduled to go to the CCTA Board on May 17, 2017 and will be designated to Central and East County from Transportation Fund for Clean Air funds, Measure J Commute Alternative funds, and Central County Safe Transportation for Children.

**ITEM 10**  
**DRAFT 2017 CTP**



## Technical Coordinating Committee **STAFF REPORT**

**Meeting Date:** June 15, 2017

<b>Subject</b>	<b>Review of Draft 2017 Countywide Transportation Plan (CTP) Update</b>
<b>Summary of Issues</b>	The Contra Costa Transportation Authority (CCTA) has released a draft 2017 CTP Update for review by all interested parties. The CTP provides the Authority's vision, goals, and strategies for addressing our existing and future transportation challenges. The centerpiece of the CTP is a Long Range Transportation Investment Program (LRTIP) that specifies how CCTA could invest \$6.4 billion in leveraged, new revenues on streets and highways, Bay Area Rapid Transit (BART), ferries, buses, bicycle, and pedestrian facilities through the year 2040. Comments on the draft 2017 CTP Update are due by Monday, August 1, 2017.
<b>Recommendations</b>	Staff seeks TCC's review and comments.
<b>Financial Implications</b>	Projects must be in the CMP to be eligible for a variety of State and federal funding programs.
<b>Options</b>	Provide comments on the draft 2017 CTP Update.
<b>Attachments</b>	<p><b>A.</b> Executive Summary of the Draft 2017 CTP</p> <p><b>B.</b> Draft 2017 CTP Volume 1, available for download at <a href="http://www.2017CTPupdate.net">www.2017CTPupdate.net</a></p> <p><b>C.</b> Draft 2017 CTP Volume 2, available for download at <a href="http://www.2017CTPupdate.net">www.2017CTPupdate.net</a></p>
<b>Changes from Committee</b>	

## Background

Measure J requires the Authority to prepare and periodically update a CTP. The first CTP was adopted in 1995. Subsequent updates were adopted in 2000, 2004, and 2009. The 2017 CTP Update will constitute the fourth update to the Plan.

The CTP is the blueprint for Contra Costa's transportation system over the next 23 years. This long-range vision document for transportation identifies the projects, programs, and policies that the Authority Board hopes to pursue through the year 2040. The CTP identifies goals for bringing together all modes of travel, networks, and operators to meet the diverse needs of Contra Costa.

## Work Completed Since the 2009 CTP Update

The Authority generally updates the CTP every four to five years. The 2017 CTP Update is an exception in that the last CTP (the 2009 CTP Update) was adopted in July 2009, eight years ago. While a significant amount of planning work has been completed since 2009, adoption of a CTP Update, previously slated for 2014 was, for a variety of reasons, delayed. Below is a summary of key milestones during the last few years:

- During 2012 and 2013, the Regional Transportation Planning Committees (RTPC) worked to update the Action Plans for Routes of Regional Significance. The Action Plans identify major roadways and corridors within each subarea (West, Central, East, Lamorinda, and the Tri-Valley), and set quantitative performance objectives to be achieved over a specified period. The Action Plans provide the local building block for the comprehensive CTP.
- The Draft Action Plans were adopted by the RTPCs in early 2014. Later in the year, each RTPC forwarded a "Proposal for Adoption" to the Authority for incorporation into the Final CTP.
- The first draft of the 2014 CTP Update was released in August 2014, along with a Draft Environmental Impact Report (DEIR). This first draft followed the structure of previous CTPs in that it included a financially-unconstrained project list. This unconstrained list, called the Comprehensive Transportation Project List, or CTPL, was also evaluated in the DEIR. At the time of the release of the first Draft CTP, the Metropolitan Transportation Commission (MTC) was in the process of updating its Guidelines on county-level CTPs.

- During Fall 2014, the Authority undertook an unprecedented public outreach effort that applied a variety of techniques to reach a broad cross-section of the community. This included public workshops, stakeholder tool kits, an online public engagement survey/comment tool, a telephone Town Hall, distribution of hand-written survey materials, and targeted mail to alert the residents and businesses of Contra Costa about upcoming events. All told, over 5,000 people participated.
- The Authority, having received extensive public input during the Fall of 2014, and in light of changes to MTC's CTP Guidelines, postponed the adoption of the CTP to allow additional time to incorporate comments received.
- During 2015, work began on a possible Transportation Expenditure Plan (TEP), which defined a financially-constrained list of projects for possible consideration by the voters of Contra Costa, to be funded through a half-percent sales tax. In parallel, the Authority adjusted the work plan for the CTP to include the evaluation of one or more financially-constrained transportation investment scenarios.
- A second draft was prepared for release in January 2016. The second draft followed MTC's revised Guidelines (adopted by MTC in November 2014). It included three financially-constrained transportation project lists for analysis. In parallel, the Authority was working with the Expenditure Plan Advisory Committee to develop a draft TEP.
- In December 2015, the Authority directed staff to postpone release of the second draft CTP for two reasons; first, delays were encountered with the development of the draft TEP (Consequently, the CTP did not have a clearly defined TEP for evaluation), second, the Action Plans were impacted by new legislation – Senate Bill (SB) 743, which directs the Governor's Office of Planning and Research to revise the California Environmental Quality Act of 1970 (CEQA) Guidelines to eliminate the use of Level of Service in EIRs. This legislation presented issues for using the Action Plan objectives, many of which were delay based, for the evaluation of new projects in an EIR.
- During 2016, the Authority continued work on the TEP, which went to the ballot in November 2016 as Measure X. There was substantial public input and comment on the TEP. All of these comments received during the TEP development and outreach process are being taken into consideration as we develop the 2017 CTP Update. This ballot measure did not pass. Following the election, the Authority approved a revised work plan for the completion of a CTP Update during calendar year 2017.

- On February 14, 2017, the Authority issued a Notice of Preparation (NOP) of the DEIR for the 2017 CTP Update.
- On May 24, 2017, the Authority published the Draft 2017 CTP Update for public review.

### Schedule

The schedule below summarizes key dates and activities for review of both the 2017 CTP Update and the EIR:

<b>May 24</b>	Authority staff published the 2017 CTP Update and launched an online open house website ( <a href="http://www.2017CTPupdate.net">www.2017CTPupdate.net</a> )
<b>June 16</b>	Authority staff publishes the Draft EIR
<b>June 16-Aug 1</b>	45-day comment period for Draft EIR
<b>July 5</b>	Planning Committee holds public meeting on draft 2017 CTP Update & DEIR
<b>June 19</b>	CCTA Public Meeting
<b>June 29</b>	Public Open House
<b>Aug 1</b>	Close of comment period on draft 2017 CTP Update and DEIR
<b>Sept 6</b>	Planning Committee reviews & recommends adoption of 2017 CTP Update
<b>Sept 20</b>	Authority certifies Final EIR and adopts Final 2017 CTP Update (tentative)

### Outline of the Plan

- Volume 1 - The Draft 2017 CTP contains five Chapters and an Executive Summary.
  - Chapter 1: Introduction
    - The Authority's Role
    - Definition of the CTP
    - Partnerships
    - Relationship to Other Plans and Regulations
    - Outreach
    - Process
  - Chapter 2: Challenges and Opportunities
    - Challenges
    - Future Opportunities
  - Chapter 3: Vision, Goals, and Strategies

- Finding the Right Balance
  - Vision, Goals, and Strategies
- Chapter 4: Investment Program
  - Funding
  - Setting Priorities
  - Investment Program
  - What the Investment Program Will Accomplish
  - Refining the Investment Program
- Chapter 5: Implementation Program
  - Roles and Responsibilities
  - The Growth Management Program
  - The Congestion Management Program
  - Implementation Tasks
- Appendices
  - Routes of Regional Significance Listing
  - Glossary of Terms
- Volume 2
  - Summaries of the Action Plans from the five subregions
  - Performance and Equity Evaluation
  - Large Project Performance Assessment
  - Multi-Modal Transportation Service Objectives
  - 10 and 20 year project priorities

**Public Engagement; Outreach Activities**

The public outreach effort for the 2017 CTP Update will build upon the extensive outreach effort conducted from the Fall of 2014 through July 2016 for the CTP and TEP. The previous effort included both traditional forums, such as workshops, public meetings, and newsletters, and newer technology-driven forms of communication, including social media an online public engagement survey/comment tool, telephone Town Halls, and a website portal called *Funding Our Future*, which enabled residents to express the priorities by showing how they would spend money and prioritize investments across an array of programs.

Following release of the Draft 2017 CTP, the Authority initiated a public engagement process that allows Contra Costa's residents to weigh in on the Draft Plan. This effort includes:

- Online engagement tools to enable residents to post comments and track responses, including one specifically designed for the concurrent Contra Costa Countywide Bicycle and Pedestrian Plan (CBPP) Update;
- A countywide open house workshop;
- Meetings with the Authority's Citizens Advisory Committee;
- Public meetings starting in July to enable the Authority to hear comments from residents and others on the Draft Plan and the DEIR on the Plan;
- Meetings and study sessions with the RTPCs; and
- Presentations to City Councils, boards and commissions, on request.

The public outreach effort is being implemented by the new consultant team providing ongoing planning services to the Authority: Placeworks, Inc., Circlepoint, Fehr & Peers, and EPS.

# 2017 Countywide Comprehensive Transportation Plan

Volume I

**PUBLIC  
REVIEW  
DRAFT**

May 24, 2017



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# Executive Summary

*The Contra Costa Countywide Transportation Plan, or CTP, is the blueprint for Contra Costa's transportation system over the coming decades. This long-range vision for transportation identifies the projects, programs, and policies that the Authority Board hopes to pursue. The CTP identifies goals for bringing together all modes of travel, networks and operators, to meet the diverse needs of Contra Costa and to support Plan Bay Area.*

*By improving the transportation system, we can help to address the challenges that a growing population, more jobs, and more traffic will bring. We also see new opportunities—from technological innovation to the benefits of active transportation—to address the challenges of growth and change without more roads. The CTP lays out a vision for our transportation future, the goals and strategies for achieving that vision, and the future transportation investments needed to promote a growing economy, advance technological changes, protect the environment, and improve our quality of life.*

## **INNOVATION IS THE KEY**

Innovation is the guiding theme for this CTP, with the Authority taking the lead on introducing and managing new technology, funding and constructing improvements to the county's transportation infrastructure, and overseeing ongoing transportation programs. These new initiatives, coupled with current programs and projects and the Authority's growth management program, will reduce congestion, improve air quality, and provide mobility options for all residents without undertaking major expansion projects. Since 1989 the Authority has been actively and successfully engaged in long-range planning for critical transportation infrastructure projects and programs that connect our communities, foster a strong economy, manage traffic, expand transit service, and safely and efficiently get people to their destination of choice. Building on prior CTPs, the 2017 CTP sets forth a viable, transformative framework to continue this mission, using technology and innovation to make the best use of available resources.

To be effective and responsive, the Authority works closely with the Regional Transportation Planning Committees (RTPCs), local jurisdictions, transit agencies and paratransit providers and regional and state partners – MTC, ABAG, the Bay Area Air Quality Management District, the Bay Conservation and Development Commission, Caltrans, and the California Air Resources Board, among others.

## **CHALLENGES AND OPPORTUNITIES**

The population of Contra Costa and the region will continue to grow. Nearly 300,000 new people, 88,000 new households and 122,000 new jobs are expected in Contra Costa County by 2040, accounting for between 10 and 13 percent of total growth for the region. Increased population and jobs will place new demands on our transportation system, but we also have new tools and innovative approaches to help meet those demands.

### **Challenges**

The challenges will be to plan for future needs in areas of growth, facilitate economic development, and help local jurisdictions respond to and facilitate new technologies, including electric vehicles, transportation network companies, and connected/autonomous vehicles, to serve development and respond to changing demographics and travel patterns. Responding to environmental mandates, particularly

air quality, and concerns about rising tides, public health, and equity also will be important. And finally, maintaining and operating the system we have remains a pressing challenge.

**Projected Growth in Population and Jobs**

While the rate of growth in Contra Costa is slowing, the Authority still expects substantial growth through 2040. A 27 percent increase in our population, a 31 percent increase in our workforce, and a 36 percent increase in the number of jobs is expected by 2040 in Contra Costa. To accommodate that growth, Contra Costa will need to provide housing, as well as the schools, stores and other services needed to support the projected population increase.

<b>Table ES-1: ABAG Projections 2013 for Contra Costa County 2010 and 2040</b>				
	<b>2010</b>	<b>2040</b>	<b>Change</b>	<b>% Change</b>
Population	1,049,000	1,328,000	279,000	27%
Households	375,000	464,000	89,000	24%
Employed Residents	442,000	580,000	138,000	31%
Jobs	345,000	468,000	123,000	36%

Source: ABAG Projections 2013.

While both jobs and population will increase throughout Contra Costa, growth will be faster in some areas of the county than others. Population growth in West, Central, and East County is expected to be the highest. Job growth in East and Central County is expected to outpace other areas, with the lowest rate of growth found in the Lamorinda subarea.

The demographics of the county will change as well. The median age of the county is likely to increase as “Baby Boomers” age. Seniors may rely more on transit and paratransit than the working population because of mobility challenges. For them, services provided by transportation network companies such as Lyft and Uber and, over the longer term, shared autonomous vehicles, will be a real benefit. However, these private operations will need to adapt to senior’s mobility challenges, or the impact on publicly funded paratransit services will be substantial.

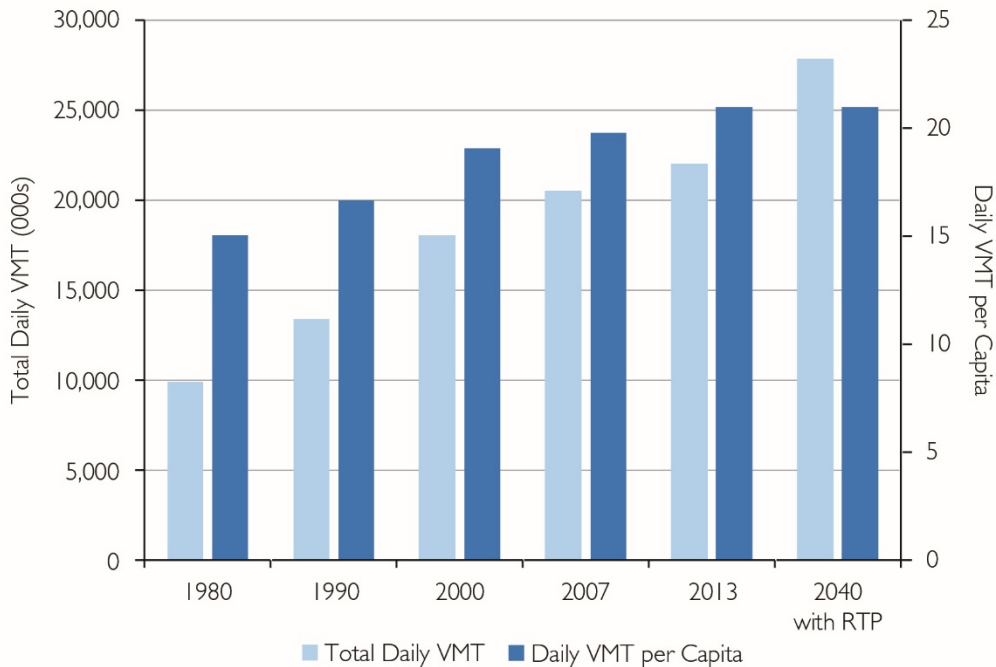
In addition, as more families move to Contra Costa County, especially into the East County, Central, and Tri-Valley areas, safe transportation options for school children

will become increasingly important. The “millennials,” as the generation born after 1980 is known, are driving less frequently than older generations, but whether this is a trend or only a short-term phenomenon is not yet clear. Partly, they are responding to the high cost of owning and operating a vehicle, and also many are choosing to live in close-in, walkable neighborhoods. If this trend continues, and it may not, it would mean that forecasts of increased congestion may be excessively dire; however, we also expect more delay on our roadways, especially those used for the daily commute to work.

**How Will Growth Affect Travel and Congestion?**

The increase in population will increase travel demand throughout the transportation system; it also will affect congestion throughout the county. The share of trips taken by car is expected to remain at about 92 percent of all trips. Therefore, vehicle miles traveled (VMT) will continue to increase even though the amount individuals drive, VMT per capita, is expected to level off, as shown in Figure ES-1. But an increase in total VMT does not translate into more air pollutants; as more electric and clean-fuel vehicles take to the road, tailpipe emissions will become cleaner.

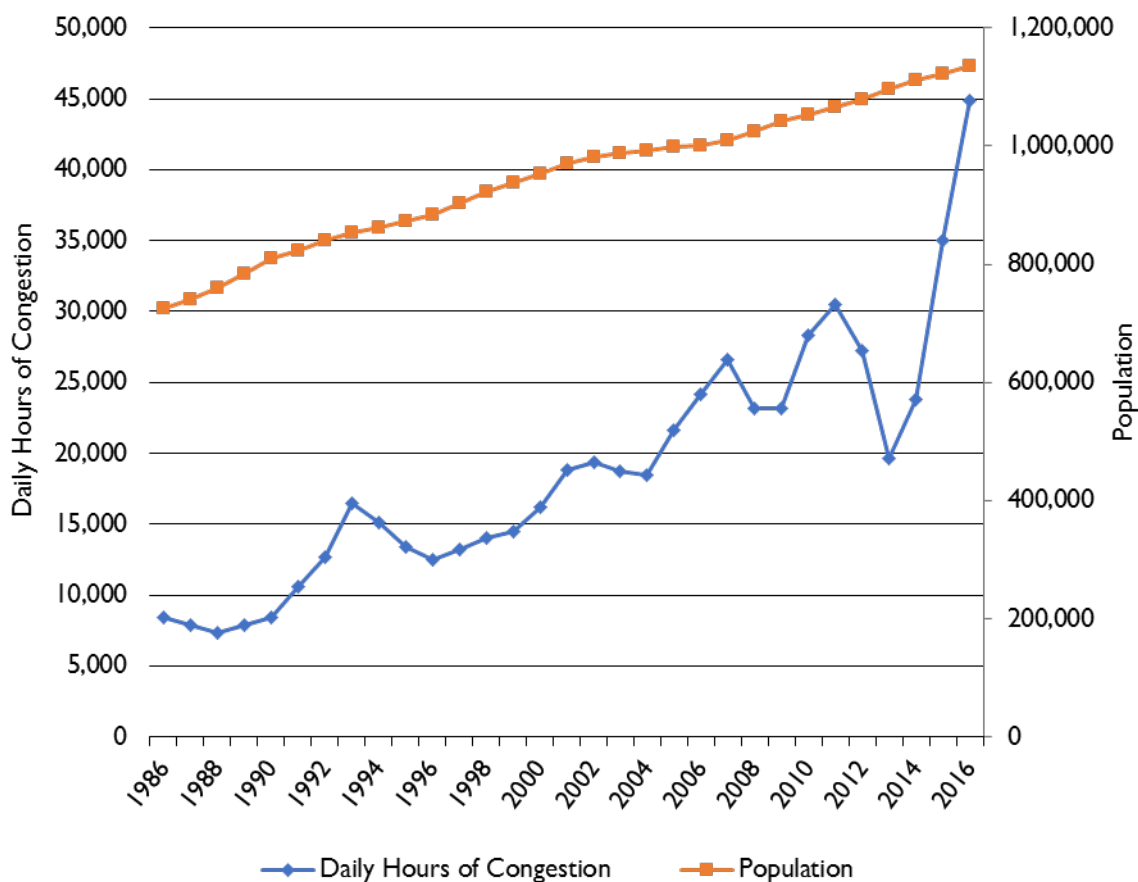
**Figure ES-1: Average Weekday VMT and VMT per Capita in Contra Costa County 1980-2040**



Source: Year 1980 estimated based on ARB Almanac 2007; Years 1990-2007 from 2005 MTC Travel Forecasts; Year 2013 and 2040 from Fehr and Peers and Dyett & Bhatia, 2015.

Over the past 30 years, overall traffic congestion has increased at a faster rate than population growth, as shown in Figure ES-2. In 1986, for example, drivers in the county experienced about 8,400 hours of delay on streets and highways; by 2012, this delay had increased over three-fold to 27,300 hours. More recently, the past three years show average vehicle hours of delay increasing by 50 percent over 2012. Downturns in the growth trend occurred during economic recessions. The County's population, by contrast, only grew 43 percent during this same time period. Before the fourth bore of the Caldecott tunnel opened at the end of 2013, the SR-24 bottleneck in Orinda was one of the Bay Area's top ten list of worst bottlenecks. The SR-4 widening from four to eight lanes, which was completed in 2015, lessened congestion on this segment of the highway, but further east and in the I-680 corridor, traffic congestion remains an issue.

**Figure ES-2: Population Growth and Average Daily Hours of Congestion in Contra Costa County, 1986-2016**



Data Sources: Caltrans District 4, 1986-2008 Hi-Comp Report; 2009-2016 Mobility Performance Report



While these improvements added new capacity to our roadway system, and eliminated some bottlenecks, latent demand added new traffic, somewhat offsetting the perceived benefits of these projects. Corridor management techniques, such as the Integrated Corridor Management approach used on I-80, can serve to meter new demand and reduce congestion.

Looking ahead to 2040, congestion is expected to continue to increase with average vehicle delay more than doubling. New roadway and vehicle technologies, however, can serve to reduce vehicle delay and mitigate lost time and productivity spent in traffic. This would be a significant economic benefit.

### **Environment and Health; the “Vision Zero” Concept**

The transportation system affects our environment and public health. It is responsible for about 40 percent of the greenhouse gas (GHG) emissions in California. The system also is vulnerable to the effects of climate change, most notably rising tides, and more needs to be done to make the system resilient to these changes. Air pollution from mobile sources, especially diesel engines, increases the risk of asthma and lung diseases. Traffic collisions cause fatalities and injuries, and time spent in cars directly relates to increased rates of obesity. However, more opportunities for active transportation, and advanced vehicle technology (electric cars and zero emissions vehicles) and better vehicle connectivity can reduce pollution, improve public health, and reduce accidents.

Vision Zero is an international approach to road safety thinking, which originated in Sweden in the mid-1990s and continues to evolve. It can be summarized in one sentence: No loss of life is acceptable. The Vision Zero approach has proven highly successful as a guiding principle for many transportation organizations and plans. For example, the Intelligent Transportation Society of America (ITSA) has adopted Vision Zero as a primary driver towards intelligent transportation technologies that can improve safety. Indeed, a key part of travel safety is vehicle technology, such as connected/autonomous vehicles, but safety also is provided by roadway design, traffic controls, connectivity, education and training. Increased mobility depends on effective road safety, and this concept is a fundamental component of the CTP.

## Equity

The Authority is committed to the principle of fairness, meaning benefits and burdens that occur from transportation investments should be equally distributed to all residents. The Authority also invites all residents to participate in the decision-making processes through outreach activities, which are described on the following pages.

The equity implications of the Long-Range Transportation Investment Program presented in this CTP were evaluated using MTC's performance targets. The results of this analysis are contained in Volume 2. Overall the 2017 CTP supports *Plan Bay Area's* equity targets for the Regional Transportation Plan (RTP) by offering equitable transportation opportunities for all residents, including those living in Communities of Concern and for minority and low-income residents.

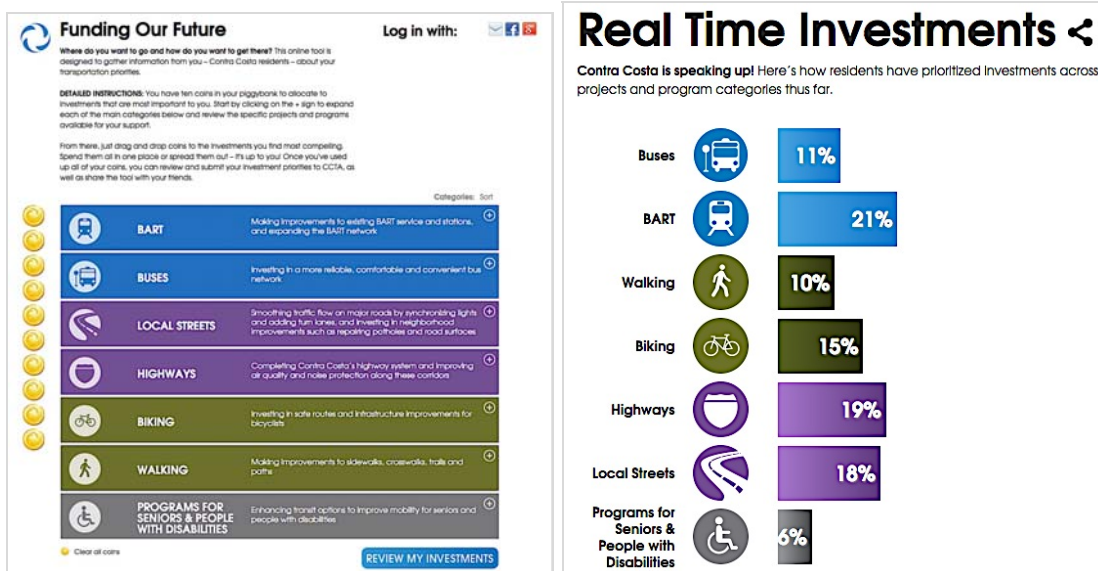
## Opportunities

The CTP supports improvements to the efficiency of existing infrastructure, strategic investments in new capacity, advanced technology, and new potential funding sources to provide opportunities to improve the mobility and accessibility in Contra Costa. New technology, which supports express lanes and integrated corridor management, coupled with proven technologies for traffic signal coordination and ramp metering, is already improving the efficiency of existing roads and freeways. Shared-use mobility services through transportation network companies that facilitate carpooling are filling unused seating capacity of the vehicles traveling on the roads. And the technology on the horizon, such as fully connected and autonomous vehicles, provides huge opportunities for improved efficiency through potential reduction of accidents and increased roadway capacity.

## PUBLIC ENGAGEMENT; OUTREACH ACTIVITIES

The CTP has been prepared with substantial public input since work began on the update in 2014. The Authority's outreach spanned the gamut from traditional forums, public meetings and newsletters to new technologies, including social media. This extensive outreach effort enabled the Authority to learn how residents generally viewed the Plan's proposals and transportation needs. An online public engagement survey/comment tool and a telephone Town Hall, one of the first in the Bay Area, offered individuals the opportunity to engage with the Authority's Board members and

senior staff. The Authority also hosted a website portal that enabled residents to express their priorities by showing how they would allocate funding and prioritize investments across an array of projects and programs.



Those participating in the outreach activities supported a broad range of projects and programs; many also expressed concerns about congestion on arterial corridors and highways across the county; funding for bicycle and pedestrian projects; and climate change. These comments guided Authority staff in making revisions that have been incorporated into the 2017 CTP.

Following release of the Draft 2017 CTP, the Authority will initiate a public engagement process that will allow Contra Costa's residents to weigh in on the Draft Plan. This effort will include:

- Countywide workshops using an “open house” format to facilitate participation;
- Meetings with the Authority’s Citizens Advisory Committee;
- Public meetings starting in June to enable the Authority to hear comments from residents and others on the Draft Plan and the Environmental Impact Report (EIR) on the Plan;
- Focus group and stakeholder outreach;

- Workshops and study sessions with the Regional Transportation Planning Committees (RTPCs); and
- Presentations to City Councils, boards and commissions, upon request; and
- An online open house from the end of May through July for residents to learn more about the Plan and provide feedback.

## VISION, GOALS AND STRATEGIES

The following vision encapsulates the role the transportation system will play in supporting the people, economy, and environment of Contra Costa:

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

To achieve this vision, the Authority identified five goals for the 2017 CTP.

1. Support the efficient, safe, and reliable movement of people and goods using all available travel modes;
2. Manage growth to sustain Contra Costa's economy, preserve its environment and support its communities;
3. Expand safe, convenient and affordable alternatives to the single-occupant vehicle;
4. Maintain the transportation system; and
5. Continue to invest wisely to maximize the benefits of available funding.

For each of these goals, the Authority has identified strategies for achieving them.

## Investing Wisely

One of the Authority’s goals is to “invest wisely”, because our funding needs far exceed our funding resources. Creating a “wise” investment package will require using our funds to attract funds from other sources and evaluating proposed projects to identify those that best meet the Authority’s vision.

The 2017 CTP outlines the investment priorities proposed by the Authority., It begins with the priorities expressed in MTC’s 2013 RTP, and uses that as a building block to establish new priorities through the Action Plans developed by the RTPCs, from public and stakeholder input, and from recently completed studies that focus on specific corridor issues. It reflects a “bottoms-up” approach, drawing together all of the suggestions for funding that have been submitted since the last CTP was adopted in 2009. Priorities were reviewed with the RTPCs, stakeholders, and the Authority’s advisory committees, and the results of packages of project and programs were evaluated and compared using performance measures established by MTC. The building blocks for the Long-Range Transportation Investment Program (LRTIP) included in the CTP reflects the consensus that emerged from these discussions and Authority direction on a preferred approach.

Measure C and Measure J together have made a substantial dent in funding needed for projects and programs, not only from the revenues they generated, but also the funding they attracted from other sources. The following table shows Measure C/J expenditures by category, including the amount of funds leveraged, for a total of 6.5 billion in Year of Expenditure (YOE) dollars.

<b>Table ES-2: Measures C and J Past and Future Project Expenditures (Year of Expenditure Dollars in Millions)</b>			
<b>Measure C and Measure J</b>	<b>Past</b>	<b>Future</b>	<b>Total</b>
Roadway (highways, arterials and maintenance)	\$755	\$1,031	\$1,785
Transit (rail, bus, ferry, express bus, paratransit, commute alternatives)	\$434	\$738	\$1,171
Pedestrian & Bicycle, including Transportation for Livable Communities, trails, safe transport for children, and subregional needs	\$11	\$323	\$334
Other	\$144	\$373	\$517
<b>Subtotal</b>	<b>\$1,344</b>	<b>\$2,464</b>	<b>\$3,808</b>
Leveraged funds on Measure C & J projects	\$1,721	\$970	\$2,691
<b>TOTAL FUNDS</b>	<b>\$3,065</b>	<b>\$3,434</b>	<b>\$6,499</b>

Note: Past expenditures are through FY 2014-15 up to June 30, 2015.

The Authority maintains a “master” project list that includes all projects – completed, under construction, and proposed. Called the Comprehensive Transportation Project List, or CTPL, this financially-unconstrained project list is used to track all potential projects and their funding status. All told, over \$29 billion in new projects and programs have been identified to maintain and improve our roads, freeways, transit systems, and bicycle and pedestrian facilities, meaning there is a significant unfunded need.

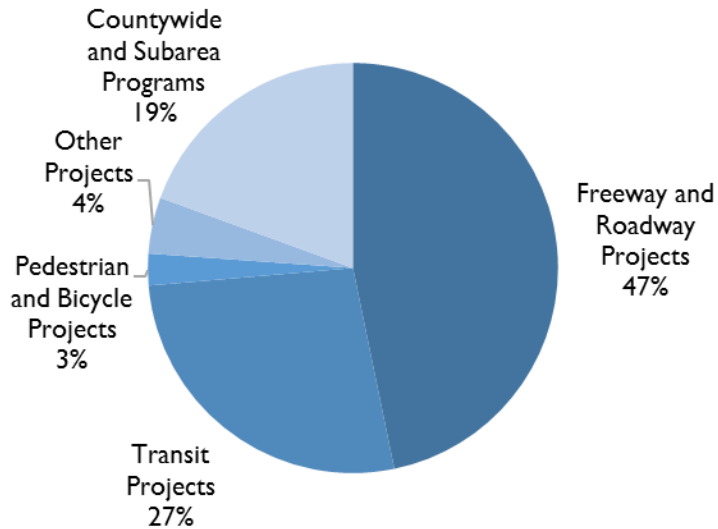
Table ES-3 presents the proposed 2040 funding program that has been developed by the Authority. It reflects a combination of existing and new potential revenue sources and leverage of local sources through State and federal grant programs, with priority given to those programs and projects that will help transform and maintain the transportation system with technology and innovation.

<b>Table ES-3: LRTIP Funding Overview (2017 \$ in Millions)</b>		
	<b>Total Cost</b>	<b>% of Total</b>
Freeway and Roadway Projects	\$3,742	47%
Transit Projects	\$2,150	27%
Pedestrian and Bicycle Projects	\$200	3%
Other Projects	\$355	4%
Countywide and Subarea Programs	\$1,555	19%
<b>Subtotal (Additional Revenues)</b>	<b>\$8,002</b>	<b>100%</b>
2013 RTP Projects Total (Assumed Revenues)	\$3,672	
<b>TOTAL FUNDS</b>	<b>\$11,674</b>	

Note: Numbers may not sum precisely due to rounding.

Figure ES-3 shows a high-level summary of the funding allocations in the LRTIP, including the split between projects and programs and the travel modes supported. Public feedback on these allocations will help the Authority determine whether any adjustments should be made in the final plan to be considered for adoption.

**Figure ES-3: Funding Allocations in the LRTIP (excluding 2013 RTP)**



### **Maintaining our System**

One of the Authority’s greatest challenges is to ensure adequate maintenance of the transportation system, so the capital investments that have been and will be made are not compromised. The 2017 CTP includes new strategies to establish effective preventive maintenance and reduce the backlog of transportation rehabilitation and maintenance needs. Creating a stable funding source for long-term maintenance costs is a Plan priority. With this in mind, the Authority intends to expand the Regional Transportation Mitigation Program to ensure that fees collected cover the costs of ongoing maintenance. New facilities should not be built if they cannot be maintained. Deferred maintenance of existing facilities also is addressed, along with the role of external partnerships, such as the California Transportation Infrastructure Priorities Work Group among others, in helping secure needed funding.

### **IMPLEMENTING THE PLAN**

The 2017 CTP will play an important role in shaping our transportation policy and investment decisions. But how will the Plan be carried out? The CTP outlines the strategies, the partnerships and the guidelines essential for a smooth transition from concept to reality. The Authority will need to work with many agencies to fund and prioritize the programs and projects in the LRTIP. New revenue sources will be

investigated. The potential for public-private partnership also will be explored as they have proven particularly effective in the Bay Area and elsewhere.

Detailed implementation tasks to follow through on the goals and strategies listed in the CTP are grouped into the following eight broad categories:

- Implement Measure J funding programs
- Plan for Contra Costa's transportation future
- Respond to State and federal legislative mandates
- Support Growth Management Program
- Design and construct transportation improvements
- Improve systems management and maintenance
- Build and maintain partnerships
- Secure long-term funding for transportation improvements

The 2017 CTP represents the Authority's long-term plan for investment in our transportation system, cooperative planning, and growth management. Working with its partner agencies, the Authority will apply the strategies outlined in the 2017 CTP to achieve this vision.



**ITEM 11**  
**EAST COUNTY ACTION PLAN**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
30 Muir Road, Martinez, CA 94553

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**TO:** TRANSPLAN Committee  
**FROM:** TRANSPLAN Technical Advisory Committee (“TAC”)  
**DATE:** July 13, 2017  
**SUBJECT:** “Proposal for Adoption” East County Action Plan for Routes of Regional Significance

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### Recommendation

**REAFFIRM APPROVAL** of 2014 Proposal for Adoption East County Action Plan for Routes of Regional Significance, as recommended by the TRANSPLAN Technical Advisory Committee.

### Background

In February 2013, the TRANSPLAN TAC in cooperation with Contra Costa Transportation Authority (“CCTA”) began the process of updating the East County Action Plan for Routes of Regional Significance (“Action Plan”). Measure J requires the Action Plans to establish Multimodal Transportation Service Objectives (“MTSOs”) for each regional route and actions to achieve them. It also requires these plans to establish a process for environmental consultation, and a schedule and procedure for review of certain development projects.

The TAC used the Action Plan update process as an opportunity to review the Action Plan's goals and policies, and affirm or update the MTSOs to better match local conditions and the actions identified to achieve them. Over a series of meetings throughout 2013, the TAC:

- Reviewed data such as project demographic trends in East County and countywide, level of service analysis and vehicle trip volume projections.
- Reviewed and updated the East County Routes of Regional Significance network.
- Discussed and revised, as appropriate, the overall structure and format of the Action Plan.
- Reviewed and modified the Action Plan goals and policies.

The Administrative Draft Action Plan was authorized for release for public review at the November 14, 2013 TRANSPLAN Committee meeting. Comments on the Administrative Draft were able to be accommodated or responded to without issue.

The Draft Action Plan was reviewed by the TAC in January and February 2014 and discussed at the February 14, 2014 TRANSPLAN TAC meeting. In March 2014, the TRANSPLAN Committee unanimously approved the TAC’s recommendation to forward a Draft Final Action Plan to CCTA for incorporation into the Draft 2014 CTP.

The TRANSPLAN TAC reviewed the “Proposal for Adoption” Action Plan at the November 2014 TAC meeting and forwarded a recommendation of “approval” to the TRANSPLAN Committee to incorporate the Action Plan into the Draft Countywide Transportation Plan (“CTP”).

However, in December 2015 the Authority directed CCTA staff to postpone release of the second draft CTP for two reasons: 1) delays were encountered with the development of the Draft Transportation Expenditure Plan. Consequently, the CTP did not have a clearly defined TEP for evaluation, and 2) the Action Plans were impacted by new legislation – Senate Bill (“SB”) 743 -- which directs the Governor's

Office of Planning and Research to revise the CEQA Guidelines to eliminate the use of Level of Service in EIRs. This legislation presented issues for using the Action Plan objectives, many of which were delay based, for the evaluation of new projects in an EIR. In the end, the Action Plans did not incorporate changes relative to SB 743. New Action Plan Policies guided by SB 743 will be considered in a future Action Plan update.

The Proposal for Adoption East County Action Plan for Routes of Regional Significance can be found here: <http://www.ccta.net/planning/view/158/4>

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