

# TRANSPLAN Technical Advisory Committee

30 Muir Road, Martinez, CA 94553

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

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**Meeting Location:**  
**Antioch City Hall, 3rd Floor Conference Room**  
**Tuesday, March 17, 2015, 1:30 to 3:30 p.m.**

## AGENDA

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

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

- 1:30 Item 1: Draft Fiscal Year 2015/2016 TRANSPLAN Work Plan and Budget:** *The TAC will review and discuss the proposed Draft FY 2015/16 Work Plan and Budget. ♦ Page 2*
- 2:30 Item 2: Appointments to the Contra Costa Transportation Authority (CCTA) Technical Coordinating Committee (TCC).** *CCTA requests TRANSPLAN appoint three representatives and one or more alternates to the TCC for the April 1, 2015 through March 31, 2017 term. ♦ Page 7*
- 3:00 Item 3: Requested Amendments to the East County Action Plan (Action Plan) for Routes of Regional Significance (City of Antioch).** *The TAC will discuss proposed amendments to the Action Plan presented by the City of Antioch. ♦ Page 10*
- 3:30 Item 4: Adjourn to Tuesday, April 21, 2015 at 1:30 p.m.**  
*The Technical Advisory Committee meets on the third Tuesday afternoon of each month, starting at 1:30 p.m. in the third floor conference room of the Antioch City Hall building. The Technical Advisory Committee serves the TRANSPLAN Committee, the East Contra Costa Regional Fee & Financing Authority, and the State Route 4 Bypass Authority.*

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

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**ITEM 1**  
**DRAFT FISCAL YEAR 2015/2016 TRANSPLAN WORK PLAN AND**  
**BUDGET**

# **TRANSPLAN COMMITTEE**

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
30 Muir Road, Martinez, CA 94553-0095

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**TO:** TRANSPLAN Committee

**FROM:** TRANSPLAN TAC

**DATE:** April 9, 2015

**SUBJECT: FY 2015/2016 Proposed TRANSPLAN Work Program and Budget**

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## **Recommendation**

**ADOPT** the Fiscal Year 2015/2016 (FY 2015/16) TRANSPLAN Work Program and Budget and **DIRECT** staff to deliver invoices to the member agencies.

## **Background**

The TRANSPLAN Committee adopts a budget and work program annually. Some of the tasks from the previous work program will carry over. Current budget and proposed budget and work plan activities for the impending fiscal year are detailed in the following discussion.

## **Discussion**

For FY 2014/15, each TRANSPLAN member agency were not required to remit dues payments to cover projected budget expenditures due to residual revenues from the prior fiscal year totaling \$34,810.62.

Total expenditures through mid-year FY 2014/15 (July '14 – December '14) are \$18,283.63. Through the end of FY 2014/15 (third and fourth quarter; January '15 – June '15) expenditures are projected to be approximately \$16,273.73. The total projected end of FY 2014/15 budget expenditures are projected to be approximately \$34,557.36 (conservative projection based on 12 hours staff time per month). Revenue less expenditures results in a remaining balance of approximately \$253.26. ( $\$34,810.62 - \$34,557.36 = \$253.26$ )

FY 2015/16's projected budget (Table 1) is approximately \$35,944.74 (including FY 2014/15's remaining balance). That amounts to contributions (dues) of \$7,188.95 from each of the five member jurisdictions.

## **Activities**

The attached work program proposes the set of tasks to be undertaken during the 2015/16 fiscal year. As is typical, some of the items are continuing items with a few modifications noted below:

- **State Route 4 Planning Activities/Operational Improvements:** Because of the prominence of the State Route 4 Corridor in the region there is an ongoing need for inter-agency collaboration in managing the facility. Ongoing collaborative activities such as this are defined in Task 4.
- **Strategic Expenditure Plan Update:** TRANSPLAN staff, with Contra Costa Transportation Authority (CCTA) staff, will be facilitating the update to the East County Strategic Expenditure Plan. The Strategic Plan regulates the expenditure of sales tax funds generated by Measure J. (See Task 4)

### **Proposed FY 2015/2016 Budget**

This budget includes twelve hours of a Transportation Planner per month, two hours of secretarial time per month, and eight hours of the minutes-taker's time per month. The budget also includes a small amount for office supplies and mailing costs, and a reserve for contingencies.

Individual TAC members assume liaison duties for various CCTA committees (e.g. Technical Coordinating Committee, Technical Model Working Group and Priority Development Area Working (PDA) Group) and report any relevant activities to the full TAC. Essentially, the TAC's participation also helps to minimize TRANSPLAN's budget. Consistent with Committee direction from past years, staff will bill the jurisdictions for the difference in this year's actual cost (any overrun will be added to the 2015/16 invoice, or surplus will be deducted).

The proposed FY 2014/15 TRANSPLAN budget is \$20,252.00. The Actual FY 2014/15 budget is projected to total \$34,593.33. The approximately \$14,341.33 overrun on the FY 2014/15 budget primarily has to do with staff time devoted to the Countywide Transportation Plan and East County Action Plan update. In addition, this mid-year budget report accounts for only the actual expenditures of the first half of FY 2014/15. The projected second half of the FY 2014/15 budget is based on a conservative estimate of total personnel expenses. The \$34,810.62 revenue balance is enough to cover the projected budget overrun and the projected surplus (\$253.26) has been carried-over and applied to the proposed FY 2015/16 budget.

### **FY 2014/2015 Preliminary Budget Report**

A complete report for this year's budget will not be available until September when the last quarter reports are available. Based on current projections, TRANSPLAN should be under budget at the conclusion of FY 2014/15.

att: Work Plan  
Table 1

cc: TRANSPLAN TAC

## Draft Work Program for FY 2015/2016

**Task 1: Participate in project development for the Brentwood-Tracy Expressway ("Tri-Link"/SR 239) Interregional Corridor Study.** The Contra Costa Transportation Authority (CCTA) has taken over project administration duties and identified TRANSPLAN as a primary stakeholder. The public/external planning process for this effort began in 2011/12 and is now complete. CCTA now has an agreement with Caltrans to prepare a Project Study Report (PSR).

**Task 2: Review major land use proposals *within* East County for compliance with East County Action Plan for Routes of Regional Significance.** This task will continue as an ongoing activity, required by Measure J and by TRANSPLAN's own procedures. It is part of the Measure J Growth Management Program.

**Task 3: Review land use proposals *outside* of East County that meet the Measure J threshold requirements (100 or more new peak-period vehicle trips) for potential traffic impacts on East County routes of regional significance.** This task will continue as an ongoing activity, similar to Task 2 above. It is part of the Measure J Growth Management Program.

**Task 4: Facilitate collaboration between member jurisdictions and the Contra Costa Transportation Authority in the conduct planning activities requiring sub-regional consultation.** TRANSPLAN will provide ongoing assistance and local facilitation with CCTA, at a minimum for the State Route 4 Operational Improvements, the Congestion Management Program, the Measure J Strategic Plan, Measure J Growth Management Program (GMP), the Countywide Bicycle and Pedestrian Plan, and various federal, state, regional and local funding programs. These efforts, while administered primarily by other agencies, require and benefit from local facilitation.

**Task 5: Represent TRANSPLAN at meetings of CCTA as needed, including the monthly CCTA Board meetings and the monthly meetings of its two committees (the Administration and Projects Committee, and the Planning Committee).** This task will continue.

**Task 6: Participate as needed in refining the East County portion of the countywide travel demand forecasting model and/or in adapting the model for local application.** CCTA completed the model update and combined the four sub-regional models into one countywide version in '10. Ongoing refinements or consultation may be needed. The Measure J GMP requires local jurisdictions to consult with the TAC when they use or adapt the model for local general plan amendments or CEQA review of large development proposals.

**Task 7: Ferry Planning:** Coordinate ferry service planning activities with member agencies, the Contra Costa Transportation Authority, the Water Emergency Transportation Authority, and other affected entities.

**Task 8: Growth Management Program Compliance:** Assist in administering the resolution of growth management compliance issues between member jurisdictions in cooperation with Contra Costa Transportation Authority staff per *TRANSPLAN Committee Administrative Procedures, Article III*.

**Task 9: Oversee State Route 4 Bypass Projects:** With CCTA taking on responsibility for certain State Route 4 Bypass Authority projects, TRANSPLAN has agreed to take on additional obligations. These obligations will be defined in memoranda of understandings on a project by project basis. This will require oversight and involvement of TRANSPLAN staff.

**Table 1: Proposed TRANSPLAN Budget for FY 2015/16**

<b>Item</b>	<b>FY 2015/16 Budget</b>	<b>% of Total Budget</b>
Transportation Planner (12 hours/month)	\$24,168	67%
Secretary (2 hours/month)	\$2,000.00	6%
Minutes Taking (8 hours/month)	\$6,240.00	17%
<b>Subtotal for Personnel Costs</b>	<b>\$32,408.00</b>	
Office Supplies and Services	\$500	3%
Contingency	\$3,290	4%
<b>Total Budget</b>	<b>\$36,198.00</b>	
FY 2014/15 Surplus Carryover	\$253.26	
<b>Proposed FY 2015/16 Budget</b>	<b>\$35,944.74</b>	
Per Jurisdiction Contribution:	\$7,188.95	100%

**ITEM 2**

**APPOINTMENTS TO THE CONTRA COSTA TRANSPORTATION  
AUTHORITY (CCTA) TECHNICAL COORDINATING COMMITTEE**



COMMISSIONERS

Julie Pierce, Chair

Dave Hudson,  
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

David Durant

Federal Glover

Karen Mitchoff

Kevin Romick

Don Tatzin

Robert Taylor

Randell H. Iwasaki,  
Executive Director

March 3, 2015

Jamar Stamps  
TRANSPLAN  
30 Muir Road, 2<sup>nd</sup> Floor  
Martinez, CA 94553-4601

Subject: Expiration of Technical Coordinating Committee Member's Term and  
Appointment of Representative for the April 1, 2015 through March 31, 2017  
Period

Dear Mr. Stamps:

*Jamar*

Presently TRANSPLAN appoints three representatives and one or multiple alternates to the Authority's Technical Coordinating Committee (TCC). Your current appointees are Ahmed Abu-Aly, Paul Reinders and Steve Kersevan as members and Leigha Schmidt as an alternate. In accordance with the provisions of the TCC Chapter, the current two-year term will expire on March 31, 2015. According to our records, we have not received notification of your appointees for the upcoming term. Accordingly, I am requesting that TRANSPLAN either re-appoint or make a new appointment to the Authority for the two-year period ending March 31, 2017.

Appointees should be made aware that the Authority's Conflict of Interest Code requires advisory committee members to submit FPPC Form 700s to the Authority, due within 30 days of assuming office.

Please notify the Authority in writing of your appointments. We would also appreciate if you would provide us contact information for any new appointees. If any changes occur during the two-year terms, we ask that you please advise us in writing.

Thank you for your attention to this matter. Please feel free to contact me at 925-256-4724, or Christina Broadfoot at 925-256-4734 if you have any questions.

Sincerely,

*Randell H. Iwasaki*

Randell H. Iwasaki  
Executive Director

2999 Oak Road  
Suite 100  
Walnut Creek  
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**CC:** Ahmed Abu-Aly  
Paul Reinders  
Steve Kersevan  
Leigha Schmidt  
Martin Engelmann  
Christina Broadfoot

**ITEM 3**  
**REQUESTED AMENDMENTS TO THE EAST COUNTY ACTION PLAN**  
**(ACTION PLAN) FOR ROUTES OF REGIONAL SIGNIFICANCE (CITY OF**  
**ANTIOCH)**

## Jamar Stamps

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**From:** mrgaaw <mrgaaw@ci.antioch.ca.us>  
**Sent:** Wednesday, March 04, 2015 10:32 AM  
**To:** Jamar Stamps  
**Cc:** 'Bernick, Michael'  
**Subject:** Amendment to East County Action Plan

Good morning Jamar, as a follow up to our earlier conversation the following are the changes we're proposing to the Draft East County Action Plan that I understand from our conversation will be going before CCTA later this month.

On page **Pg. 36 add; 2h) Encourage the development and funding of ferry service from Antioch to improve air quality and commute alternatives from east and central county. (Local jurisdictions and WETA)**

**Pg 37 amend 3c to read; Continue to work on the feasibility and development of ferry service to Antioch and other shoreline stakeholders. (TRANSPLAN, CCTA, and WETA)**

Please let me know what you think and let me know the what our next step is to have these considered for inclusion in the East County Action Plan. I've copied Michael Bernick who has been working with CCTA staff on this, so he can weigh in on what he has heard regarding the process for the proposed changes to be made to the plan.

Thanks for all your help, Alan



# Chapter 5

## Proposed Regional Actions

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

## A. Maintain or Improve Efficiency of Freeway and Arterial Operations

### I. Regional Highway Transportation Facility Improvements

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

1a) **Current SR 4 Freeway Projects:** For projects currently under construction, TRANSPLAN and the local jurisdictions should continue to work with the Contra Costa Transportation Authority (CCTA) and Caltrans to ensure successful completion of the new facilities. The following projects are currently under construction, with estimated completion dates ranging from late 2013 to late 2015:

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

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

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

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

- 1d) **SR 84:** Work with Alameda County jurisdictions to determine the feasibility of a Route 84 extension into East County. (TRANSPLAN, Contra Costa County)
- 1e) **James Donlon Boulevard Extension (previously known as Buchanan Road Bypass):** Pursue completion of project. (City of Pittsburg, ECCRFFA)
- 1f) **Main Street/Brentwood Boulevard:** Pursue the widening of Main Street/Brentwood Boulevard through Oakley and Brentwood to Discovery Bay. Specific elements include:
- Improve Interchange at SR 160 and Main Street. (CCTA, Caltrans, Oakley)
  - Improve and widen Main Street from SR 160 to Delta Road. (Oakley, ECCRFFA)
  - Widen Brentwood Boulevard from Delta Road to Sellers Avenue (Brentwood, ECCRFFA)
  - Improve California Delta Highway from Sellers Avenue to Marsh Creek Road (where State Route 4 rejoins). (Contra Costa County)
- 1g) **Byron Highway – Vasco Road Connector (also known as Armstrong Road Connector):** Pursue project to connect Vasco Road with Byron Highway; note that a Byron Airport Connector element is included in the current TriLink (SR 239) feasibility study. (Contra Costa County)
- 1h) **Southern Parallel Arterial Improvements:** Pursue projects to provide additional vehicle capacity on arterial routes parallel to and south of SR 4 in Antioch, Pittsburg, and Contra Costa County, including the extension of West Leland Road to Willow Pass Road. (Antioch, Pittsburg, Contra Costa County)
- 1i) **Northern Parallel Arterial Improvements:** Pursue projects to provide additional vehicle capacity on arterial routes parallel to and north of SR 4 in Antioch, Pittsburg, and Contra Costa County. This includes widening Pittsburg-Antioch Highway to four lanes. (Antioch, Pittsburg, Oakley)
- 1j) **Vasco Road:** Improve safety along Vasco Road with widened pavement and median barrier; coordinate with the Tri-Valley Transportation Council (TVTC) and be consistent with the TVTC Gateway Constraint Policy. Also seek opportunities to work with TVTC to advance a Vasco Road Corridor project into the Countywide Comprehensive Transportation Plan and Bay Area Regional Transportation Plan,

subject to the conditions of the “East County Corridors (Vasco Rd, SR 4, and Byron Highway)” Project in the Measure J Expenditure Plan. (Contra Costa County, TRANSPLAN)

- 1k) **SR 160:** Study future needs along this route including potential interchange improvements at SR 160 and Wilbur Avenue. (TRANSPLAN, Oakley, CCTA)



## 2. Construct Targeted Traffic Engineering Improvements

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

## 3. Make Operational Improvements to Freeways and Arterials

Operational improvements are important for smoothing traffic flow and making optimal use of the investments in freeways and major arterials. Such improvements ~~may~~ include ramp metering, freeway service patrols, vehicle detectors and closed-circuit TV for real-time traffic monitoring, ~~and~~ or changeable message signs or other traveler information systems. In addition, new technologies are rapidly being developed that will further improve travel safety and efficiency, and reduce environmental impacts of vehicular travel.

- 3a) Review and implement appropriate operational strategies originally recommended in the East Central Commute Corridor Traffic Management Plan, such as selective

- control point metering, to maximize traffic flow without creating excessive localized air pollution and reducing parallel street capacity. (TRANSPLAN, Pittsburg)
- 3b) Coordinate with Caltrans and local jurisdictions for ongoing cooperation regarding ramp metering operations at freeway interchanges. (Local jurisdictions, CCTA, Caltrans, MTC)
  - 3c) Identify and plan for future rail grade separations where feasible. (Local jurisdictions, CCTA)
  - 3d) Encourage coordination with the California Highway Patrol to promote safer traffic operations, including facilitating enforcement. (Local jurisdictions, CCTA, Caltrans)
  - 3e) [In cooperation with CCTA, encourage the ongoing investigation of new transportation-related technologies that have the potential to improve traveler safety, smooth traffic flow and reduce delay, and/or reduce the environmental or quality-of-life impacts associated with current travel modes. \(Local jurisdictions, CCTA\)](#)

## B. Support an Efficient and Effective Transit System

### I. Support Rail Transit Operations

- 1a) Support construction of eBART from the current BART terminus at Pittsburg/Bay Point to a new station at Hillcrest Avenue and support on-going study of the next eBART segment to the future Mokelumne Trail station. (Local jurisdictions, TRANSPLAN)
- 1b) Participate in any future studies regarding rail options for East County that may be conducted by the Capitol Corridor Joint Powers Authority, Caltrans, Altamont Commuter Express (ACE) and/or AMTRAK, and the San Joaquin Joint Powers Authority. (Local jurisdictions, TRANSPLAN, CCTA)





## 2. Expand Transit Service

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

- 2a) Work with Tri-Delta Transit to provide bus-oriented improvements along local routes, and to improve and expand service. (Local jurisdictions)
- 2b) If a community is considering transit-oriented development, encourage adoption of development guidelines that would incorporate transit-oriented design, where feasible, to be determined by each local jurisdiction. (Local jurisdictions)
- 2c) Continue working with TRANSPLAN and CCTA to pursue funding opportunities for expanded bus service. (Local jurisdictions, Tri-Delta Transit)
- 2d) Consider traffic signal management / bus prioritization technology on major arterials in Antioch, Oakley and Pittsburg as described in the State Route 4 Corridor Management Plan. (Local jurisdictions, Tri-Delta Transit)
- 2e) Encourage the funding and provision of alternative-fueled vehicles and related fueling stations for transit operators to improve air quality, as they expand their bus fleets. (Tri Delta Transit, Contra Costa Transportation Authority, Local jurisdictions)
- 2f) Encourage the region's bus transit operators to increase and improve coordination where possible, particularly in linking East and Central County bus services. (Tri Delta Transit, County Connection)
- 2g) Encourage local jurisdictions to design safety treatments (such as crosswalks, bus bulbs, bus pullouts and Americans with Disabilities Act improvements) at transit stops where appropriate, and to seek regional funding when possible. (Tri Delta Transit, Local jurisdictions)

### 3. Provide Intermodal Transit Centers

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



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

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

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

- 4a) Continue to pursue development of additional park-and-ride lots along the SR 4 corridor and at other appropriate locations, including potential shared-use agreements at shopping centers which have unused spaces. (Tri-Delta Transit, Local jurisdictions, Caltrans)
- 4b) Maintain and improve park-and-ride lots in East County. (511CC, TRANSPLAN, BART, Tri-Delta Transit, Local jurisdictions)

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

## C. Improve Multi-modal Mobility and Decrease Single-Occupant Vehicle Travel

### I. Offer Transportation Demand Management Programs

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

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

### 2. Encourage Active Transportation

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



appropriate infrastructure and elimination of physical barriers to bicycle and pedestrian travel.

- 2a) Continue to update and implement local and regional bicycle plans.  
(TRANSPLAN, Local jurisdictions, East Bay Regional Park District)
- 2b) Maintain existing regional multipurpose trails such as the Delta de Anza Trail through Oakley, Antioch, Pittsburg and Bay Point, the American Discovery Trail through Antioch to the summit of Mount Diablo, and the Marsh Creek Regional Trail through Brentwood, Oakley, and north to the Delta. (TRANSPLAN, Local jurisdictions, East Bay Regional Park District)
- 2c) Complete unbuilt segments of regional multipurpose trails such as the Mokelumne Coast-to-Crest Trail, Delta de Anza Trail, Union Pacific Rail Trail, Big Break Regional Trail, and the Marsh Creek Trail. (TRANSPLAN, Local jurisdictions, EBRPD)
- 2d) Emphasize the construction of unbuilt segments of Class II and Class III bikeways on the Countywide Bikeway Network, as identified in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan. (Local jurisdictions)
- 2e) Facilitate planning and design of the Great California Delta Trail, linking the Delta shoreline in Contra Costa County to the Bay Trail and to San Joaquin, Solano, Sacramento, and Yolo counties. (Local jurisdictions)
- 2f) Support improvements to the Delta-De Anza Trail, particularly in addressing the gap along Bailey Road; this is the subject of a current study through the SR 4/Bailey Road Interchange improvement project. (East Bay Regional Park District, Caltrans, Contra Costa County)
- 2g) Complete the East Bay Municipal Utility District (EBMUD) Trail, linking Los Medanos College in Pittsburg to Brentwood. (Local jurisdictions)
- 2h) Study bikeway connections parallel to SR 4 such as improvements on Kirker Pass Road and Marsh Creek Road. (Local jurisdictions)
- 2i) Study bikeway and pedestrian needs at school areas, including participation in Safe Routes to School and Safe Routes to Transit programs, to help plan, fund and construct future facilities in these areas. Projects should support the Countywide Safe Routes to School Master Plan. (511CC)

- 2j) Provide bike racks, lockers and other secure bike parking options at key locations and activity centers throughout the county. (511CC)
- 2k) Encourage consideration of bicycle and pedestrian use in neighborhood planning and design, to ensure that infrastructure such as soundwalls do not create barriers to travel through neighborhoods on bicycle or on foot. (Local jurisdictions)
- 2l) Maintain existing and provide new shoulders, bicycle lanes, and sidewalks on all streets and rural roads to provide for better bicycle and pedestrian connectivity and safety where feasible. (Local jurisdictions)
- 2m) Support and deliver education programs for students and others to learn how to bicycle and walk safely. (511CC, Local jurisdictions)
- 2n) Improve trail crossings at arterials. (Local jurisdictions)



### 3. Continue the Growth Mitigation and Monitoring Program

The Contra Costa County growth management strategy reduces the traffic impacts of future development proposals in eastern Contra Costa County. Applying appropriate

mitigation to development projects can result in development that minimizes impacts on regional routes and provides amenities that facilitate and encourage the use of active transportation.

- 3a) Traffic studies are required for any development project or General Plan amendment that generates 100 or more net new peak hour vehicle trips, in order to achieve compliance with the Measure J Growth Management program. Results of traffic studies for projects and General Plan amendments that generate 100 or more net new peak hour vehicle trips should be shared with other jurisdictions, consistent with TRANSPLAN procedures, to allow for collaboration and comment. General Plan amendments that generate 500 or more net new peak hour vehicle trips must undergo the CCTA General Plan Amendment Review Procedure, outlined in Chapter 4 of the Contra Costa *Growth Management Program Implementation Guide*. (Local jurisdictions)

## D. Maintain Existing Transportation Network to Support Safety and Efficiency

### I. Encourage Adequate Maintenance

East County jurisdictions should work towards ensuring adequate funds and systems to properly maintain the transportation system. This applies to Routes of Regional Significance, public transit vehicles and facilities, bike and pedestrian facilities and park-and-ride lots.

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

## E. Manage the Effects of New Growth on the Transportation System

### I. Monitor and Update the East County Sub-Regional Transportation Mitigation Fee

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

- 1a) Periodically update the fee structure to ensure it will produce sufficient funds in light of current and anticipated growth rates and construction costs in East County. (ECCRFFA)
- 1b) Continue to update its Strategic Plan to reflect new trends or growth assumptions. (ECCRFFA)
- 1c) Continue to participate in the fee program through the East Contra Costa Regional Fee & Financing Authority. (ECCRFFA, Local jurisdictions)
- 1d) Explore ways to advance revenues from the fee program through the use of bonds or other financial mechanisms, such as tolls, gasoline taxes and other user fees. (TRANSPLAN)

### 2. Transportation Funding

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

- 2a) Work with regional and state agencies to obtain a greater local share of gasoline taxes, toll bridge revenues and other sources for major projects. (TRANSPLAN, CCTA, Tri-Delta Transit, BART)
- 2b) Continue to explore ways to increase revenue to maintain roads and provide arterial street improvements countywide, such as through gasoline taxes and toll bridge revenues. (Local jurisdictions)

### **3. Pursue Balanced Growth in East County**

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

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