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TRANSPLAN Committee Meeting

Thursday, November 14, 2013 – 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 10/10/13 TRANSPLAN Meetings ♦ **PAGE 2**
4. ACCEPT Correspondence ♦ **PAGE 8**
5. ACCEPT Status Report on Major Projects ♦ **PAGE 15**
6. ACCEPT Calendar of Events ♦ **PAGE 24**
7. ACCEPT Environmental Register ♦ **PAGE 26**
8. ADOPT 2014 Calendar of Meetings ♦ **PAGE 28**

End of Consent Items

Open the Public Meeting

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

9. RECEIVE *presentation on Countywide Transportation Plan (CTP) Vision, Goals, and Current Issues for the 2014 CTP Update.* ♦ **PAGE 30**

10. RECEIVE *update on Draft East County Action Plan for Routes of Regional Significance and AUTHORIZE the release of the Draft Action Plan for review and comment.* ♦ **Page 42**

11. ADJOURN to next meeting on Thursday, December 12, 2013 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

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

ITEM 3
10/10/13 TRANSPLAN COMMITTEE MEETING MINUTES

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

MINUTES

October 10, 2013

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 Kevin Romick at 6:30 P.M.

ROLL CALL

PRESENT: Salvatore (Sal) Evola (Pittsburg), Doug Hardcastle (Oakley), Wade Harper (Antioch), Bruce Olson (Pittsburg), Duane Steele (Contra Costa County Planning Commission), Robert (Bob) Taylor (Brentwood), and Chair Kevin Romick (Oakley)

ABSENT: Mary N. Piepho (Contra Costa County Board of Supervisors), and Joe Weber (Brentwood)

STAFF: Jamar Stamps, TRANSPLAN Staff

PUBLIC COMMENT FOR ITEMS NOT LISTED ON THE AGENDA

There were no comments from the public.

CONSENT ITEMS

On motion by Bob Taylor, seconded by Wade Harper, TRANSPLAN Committee members unanimously adopted the Consent Calendar, as follows:

3. Adopted Minutes from July 16, 2013 and September 23, 2013 TRANSPLAN meetings
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register
8. Approved the FY 2014/15 511 Contra Costa Program Workplan and Estimated Budget

Chair Romick identified the letter from Supervisor Piepho dated October 10, 2013 which had advised of her inability to attend the meeting, and which had expressed her continued support for the 511 Contra Costa Program and the services it provided.

ADOPT RESOLUTION RECOGNIZING OUTGOING COMMITTEE MEMBER

Jamar Stamps presented a framed resolution to Gil Azevedo of Antioch in honor of his seven years of service with the TRANSPLAN Committee, and thanked Mr. Azevedo for the time and effort he had contributed to the process.

Gil Azevedo thanked TRANSPLAN members for the recognition and commented that most members of the public did not appreciate what the TRANSPLAN Committee did to improve transportation services and funding that benefitted East Contra Costa County. He stated he was proud to have been a part of that effort over the last seven years and urged the Committee to continue that effort.

RECEIVE UPDATE ON TRANSPORTATION DEMAND MANAGEMENT (TDM) ACTIVITIES CONDUCTED FROM JULY-SEPTEMBER AND THE "STREET SMARTS DIABLO REGION" REPORT

Lynn Overcashier, Program Manager, 511 Contra Costa, presented an update on TDM activities and explained that she was working with Supervisor Glover's office and staff, along with Tri Delta Transit, County Connection, and WestCAT to develop a universal summer youth pass to allow all students to get around on transit.

Ms. Overcashier referred to the detail in the Streets Smart report provided to the TRANSPLAN Committee and reported that TRANSPAC had authorized funding to begin a Street Smarts bicycle education program for students K-12. She advised that not only federal grant money was being used but also Measure J commute alternative funds, and referred to Bob Taylor's previous recommendation to expend the funds within the timeframe allocated. She reported that those funds had been well and wisely spent, and everything had been done to make the program something TRANSPLAN could be proud of in that 511 Contra Costa had reached out to 77 schools in East County, fully developed elementary schools for three semesters and other schools multiple times, and was in the final stages of a high school program to be rolled out next spring.

Ms. Overcashier explained that Central County had 21a Measure J money although TRANSPLAN did not since those funds were being used to cover the eBART shortage. She had worked with the Contra Costa Transportation Authority (CCTA) to use Measure J commute alternative funds for the infrastructure component. As part of the program, site visits were conducted and the school superintendent and principals, as well as jurisdiction staff, police departments of local jurisdictions, and the PTA or parent groups of each school, were engaged to customize a program for each school. In Knightsen, she reported that biking to school was not encouraged although a life skill session was offered. She stated that 65 parents had brought their children's bikes to the school for the day of the training for those who wanted the training on bikes.

All the other students were given pedestrian training and it had been enlightening and rewarding to see how well it had been received.

Stating that infrastructure was a key component, Ms. Overcashier reported working with Adams Middle School in Brentwood to provide a fence across private property to afford safety access to that school. While Byron had not heretofore availed itself of any of the programs, she had spoken to CCTA staff and had been advised that funding to do a study and assess the situation in Byron to assist in whatever configuration, signage, or determination of making that school a safer place to access by bicyclists or pedestrians would be possible. She had also been in touch with Assemblymember Fraser and Supervisor Piepho to get their assistance in encouraging principals to avail themselves of the programs. There had not been a school yet that had not requested some form of improvement with signs, fences, bike infrastructure, or similar improvements. She was pleased with the level of effort of all involved and had managed to accomplish a lot within a short period of time.

Ms. Overcashier reported that she had been to 49 percent of the schools in three semesters with infrastructure accomplished during the summer while school was out. She was gearing up for potential Cycle 3 Safe Routes to School (SR2S) funding to be able to continue the program into the future, which program had been adapted over time. She also referred to the "Mr. Beeps" program for K-3, and explained that a helmet safety program was being offered to fourth and fifth graders. She asked for suggestions.

In response to Doug Hardcastle, Ms. Overcashier referred to a thank you letter from an Antioch principal who had stated that since the program last week the kids were almost universally coming to school with helmets. She explained that in some cases helmets were distributed to kids who did not have them, or for those who did and who had helmets that were damaged those helmets were exchanged for new ones. She added that the kids from Knightsen had sent a whole slew of thank yous.

Chair Romick stated if there were issues with teachers or schools that Ms. Overcashier contact TRANSPLAN Committee members who would get in touch with the schools to encourage them to avail themselves of the opportunities that could be provided.

CONSIDER ACCEPTING THE DRAFT TRILINK (SR 239) FEASIBILITY STUDY REPORT AND REQUESTING COMMENTS FROM THE TRANSPLAN COMMITTEE FOR THE FINAL REPORT

Mr. Stamps advised that the entire draft TriLink (SR239) Feasibility Study Report could be found at http://trilink239.org/documents/.

Mr. Stamps explained that the CCTA and its consultant team had released the Feasibility Study which was currently being distributed for review.

John Kenyon with Parsons Transportation Group, consultant for the CCTA performing the SR239 Feasibility Study, stated that they had been working on the study for the last eighteen months with various stakeholder groups. He noted that he had a PowerPoint presentation but did not have a projector available to be able to provide it at this time.

Bob Taylor commented that he had seen the 10 to 12 minute presentation four times, had found it to be interesting and well worth the effort, and suggested that the item be continued until a projector was available to allow the presentation.

Mr. Kenyon highlighted a few points, noted the transportation model that had been prepared, the environmental constraints that had been considered, and with that information the effort to set some alignments and consider design principals, running upwards of $750 million worth of facility, a long-term perspective of a connection between Brentwood and Tracy. While there was transit as part of the Feasibility Study, without knowing the details of transit he explained it was hard to estimate at this time.

Within the State of California, Mr. Kenyon stated there was $242 billion set aside from 2011 to 2020 to lay out programmed projects that had already been identified. TriLink was not in that selection and in order to be completed it would have to go through a process of being identified as an actual project, which would occur after the Feasibility Study. As to how to implement such a large facility, he noted that transportation impact fees, Measure J dollars, user fees, and the new funding initiatives and others would be needed to push the project forward.

Mr. Kenyon reported that some stakeholder meetings had been held in Brentwood, Tracy, and Mountain House; the proposal had been in some of the newspapers; and all in all it had been found that approximately 35,000 vehicles a day would use the facility, which would relieve congestion on Byron Highway, Vasco Road, and along I-580. Those using the proposed facility could save upwards of 16 plus minutes in a very heavy commute pattern; the proposed road would be much safer, providing emergency access; and the biggest findings of the Feasibility Study were that a daily vehicle mile travel of vehicles would decrease by almost 4 million miles a day, a reduction in CO_2 emissions of 400,000 metric tons equating to an annual fuel savings of over 40 million gallons of gas, or $160 million per year; and it could be paid for in a four- to five-year recovery period. In addition, annual vehicle hours of delay would decrease by 57 percent allowing people a greater quality of life with less time on the roadways.

Mr. Kenyon stated that input on the Feasibility Study itself was being sought. The timeline was respective of whether it would be a private or public facility. Given the environmental process, right-of-way acquisition, and mitigation measures that may be required, the soonest construction could occur might be 2020 to 2024.

Mr. Kenyon stated that Alameda, San Joaquin, and Contra Costa counties were all involved in the process. He encouraged the East County City Councils to receive the PowerPoint presentation, reported that a presentation had been scheduled with the Oakley City Council on October 22, and presentations had already been made to other city councils. He was happy to return with a more in-depth presentation, if desired.

Mr. Kenyon explained that one of the things to be developed after the Feasibility Study would be an implementation plan with the intent to look for state funds, and get into the State Transportation Improvement Program (STIP) process and the Caltrans process. He added that the CCTA was working with Caltrans to develop that report and allow the project to get programmed as a project, all done as part of the $14 million approved in 2005; to get approved as a route by the California Transportation Commission (CTC) and to prepare an environmental document. Once the project implementation document had been started with Caltrans, a programmed Environmental Impact Report (EIR) would be pursued which would take three to four years. He noted that the environmental document would have to be approved prior to CTC consideration. At that point, it could be available for funding, and the best way to position for further funding would be to proceed to project development in phases, obtain right-of-way, environmental clearance, and have a design that would be shovel ready.

Mr. Stamps verified with TRANSPLAN that since the Draft Feasibility Study would be presented to each jurisdiction, there was no need for a return to TRANSPLAN with a PowerPoint presentation.

ADJOURNMENT

Chair Romick adjourned the TRANSPLAN Committee meeting at 7:04 P.M. to November 14, 2013 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

CONTRA COSTA
transportation
authority

MEMORANDUM

To: Barbara Neustadter, TRANSPAC
Andy Dillard, SWAT, TVTC
Jamar Stamps, TRANSPLAN
Jerry Bradshaw, WCCTAC
Shawna Brekke-Read, LPMC

From: Randell H. Iwasaki, Executive Director

Date: October 17, 2013

Re: Items approved by the Authority on October 16, 2013, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its October 16, 2013 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

1. **Review of the Draft Calendar Year 2012 & 2013 Measure J Growth Management Program (GMP) Biennial Compliance Checklist.** The next GMP compliance reporting period will cover Calendar Years (CY) 2012 & 2013. The full Measure J Checklist will be released to local jurisdictions in early 2014. Local staff responsible for completing the Measure J GMP Checklist are encouraged to review and comment on the Draft CY 2012 & 2013 Checklist, which is unchanged from the previous cycle's Checklist. Concurrently, the Authority's Growth Management Task Force and the Citizen's Advisory Committee will review the Checklist. *(Attachment)*

2. **Presentation on the SR 239 Draft Feasibility Study.** The Authority received a presentation on the draft Feasibility Study for State Route (SR) 239 – a proposed multimodal connection between Brentwood and Pleasanton. The Draft Corridor Study is available for download at www.trilink239.org . *The study was presented to the TRANSPLAN committee on October 10, and is scheduled for presentation at TVTC on October 17, 2013. (Attachment)*

Randell H. Iwasaki, Executive Director

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3. **Revised 2014 State Transportation Improvement Program (STIP) Candidate Projects.** Due to a recent update of the 2014 STIP Fund Estimate, Contra Costa's share increased by $1.2 million. *The Authority approved the revised 2014 STIP project list. (Attachment)*

4. **Discussion of Vision, Goals, and Current Issues for the 2014 Countywide Transportation Plan (CTP) and Action Plan Updates.** The vision and goals in the Countywide Comprehensive Transportation Plan (CTP) outline the themes and aims to be pursued by the Authority. As a first step in developing the 2014 CTP Update, scheduled for completion in late 2014, the Planning Committee reviewed a discussion paper regarding the draft 2014 CTP Update vision, goals, and current issues, and released it to the RTPCs for review and comment in parallel with the development of the draft Action Plan updates. Following this initial review, a broader public outreach effort will be undertaken to receive further input from Contra Costa's stakeholders and constituents. *The Draft CTP Vision, Goals, and Issues Paper is available for review by the RTPCs in conjunction with the development of the updated Action Plans for Routes of Regional Significance. Comments are due by the end of November. (Attachment)*

TRANSPAC Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Suite 110
Pleasant Hill, CA 94523
(925) 969-0841

October 14, 2013

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

Re: Status Letter for TRANSPAC Meeting – October 10, 2013

Dear Mr. Iwasaki:

At its meeting on October 10, 2013, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation from Matt Kelly, CCTA Transportation Planner on the Administrative Draft of the Congestion Management Program (CMP).

2. Received proposed edits from Lynn Overcashier, 511 Contra Costa to Chapter 6, Transportation Demand Management Element of the Draft CMP.

3. Received an update of the TRANSPAC Action Plan for Routes of Regional Significance by Deborah Dagang, CH2MHill, Action Plan Manager.

4. Unanimously approved the 2014/15 511 Contra Costa Workplan and Budget.

5. Received report from Lynn Overcashier, 511 Contra Costa.

TRANSPAC hopes that this information is useful to you.

Sincerely,

Barbara Neustadter
TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Dave Hudson, Chair – SWAT
Kevin Romick – TRANSPLAN
Martin Engelmann, Hisham Noeimi, Danice Rosenbohm, Brad Beck (CCTA)
Jerry Bradshaw – WCCTAC
Janet Abelson – WCCTAC Chair
Jamar I. Stamps – TRANSPLAN
Andy Dillard – SWAT
June Catalano, Diana Vavrek, Diane Bentley – City of Pleasant Hill

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October 30, 2013

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

Re: Status Letter for TRANSPAC Special Meeting – October 24, 2013

Dear Mr. Iwasaki:

At its special meeting on October 24, 2013, TRANSPAC took the following action that may be of interest to the Transportation Authority:

1. At the September 12, 2013 TRANSPAC meeting an urgency item was discussed having to do with CalPERS audit findings and issues with respect to the employee status of TRANSPAC's 511 Contra Costa employees. Based on direction given by TRANSPAC officials at that meeting, a TRANSPAC subcommittee met subsequently and recommended approval of the establishment of a Joint Powers Authority as the administrative construct for TRANSPAC and the employees of Central/East County 511 Contra Costa. At its special meeting on October 24, TRANSPAC unanimously approved the formation of a JPA.

TRANSPAC hopes that this information is useful to you.

Sincerely,

Barbara Neustadter
TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Dave Hudson, Chair – SWAT
Kevin Romick – TRANSPLAN
Martin Engelmann, Hisham Noeimi, Danice Rosenbohm, Brad Beck (CCTA)
Jerry Bradshaw – WCCTAC
Janet Abelson – WCCTAC Chair
Jamar I. Stamps – TRANSPLAN
Andy Dillard – SWAT
June Catalano, Diana Vavrek, Diane Bentley – City of Pleasant Hill

SWAT

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

November 5, 2013

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

RE: SWAT Meeting Summary Report for November 2013

Dear Mr. Iwasaki:

At the **November 4, 2013** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

Received a presentation on the I-680 Express Lanes Project: Thanks and appreciation to Susan Miller, CCTA staff; Lisa Klein, MTC staff; and Barbara Laurenson, MTC staff for providing the presentation.

Received a presentation and update on the Caldecott Tunnel 4th Bore Project: Thanks and appreciation to Ivy Morrison, Circlepoint for providing the presentation.

Reviewed and provided comment on CCTA's Vision, Goals, and Issues for the 2014 Countywide Transportation Plan Update*:* SWAT comments will be forwarded to the Authority via separate letter.

Received a presentation on the Terraces of Lafayette Development Project.

The next SWAT meeting is scheduled for Monday, December 2nd, 2013 at the City of San Ramon, 2222 Camino Ramon, San Ramon. Please contact me at (925) 314-3384, or adillard@danville.ca.gov, if you should have any questions.

Sincerely,

Andy Dillard

Andy Dillard
Town of Danville/SWAT Administrative Staff

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; Jerry Bradshaw, WCCTAC; Barbara Neustadter, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA

ITEM 5
MAJOR PROJECTS STATUS REPORT

TRANSPLAN: Major East County Transportation Projects

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

Monthly Status Report: November 2013

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

STATE ROUTE 4 WIDENING

A. SR4 Widening: Railroad Avenue to Loveridge Road

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 ¾ mile west of Loveridge Road and provided a median for future transit.

Current Project Phase: Highway Landscaping – Plant Establishment Period - *Complete.*

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

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: SR4 mainline construction.

Project Status: Construction of the SR4 mainline and Loveridge Road widening began in June 2010. The project completion target is early 2014.

Construction along Loveridge Road is nearly complete with the exception of the intersection of Loveridge Road and the eastbound SR4 off-ramp to Loveridge Road. This intersection and the final

configuration of the off-ramp is anticipated to be completed in October 2013.

The primary activities along the SR4 mainline consist of construction of the new inside traffic lanes in the eastbound and westbound directions adjacent to the new median area, as well as construction of the median eBART concrete barriers.

The project construction is approximately *91%* complete.

Issues/Areas of Concern: Discussions were successful to determine methods to accelerate the work and the new project completion target is early 2014.

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

Construction and punchlist work is continuing along both the north and south sides of the freeway on all remaining sections of sound walls and any finishing work on retaining walls that have the Delta Region Native Landscape Architectural Treatment. Other work in September included completion of remaining freeway paving and eBART work in the median area. Construction of the two remaining bridges, mainline eastbound, and eBART, has been completed. Final punchlist work on these bridges, including items such as slope paving and other finish details around the bridges, has commenced. Major traffic switchovers, the eastbound traffic switch onto the new bridge, and the westbound traffic onto the new auxiliary lanes between Contra Loma and Somersville, has occurred. Work continues on the reconstruction and widening of Somersville Road, including final installation and startup of new traffic signals.

Segment 1 construction is approximately *95%* complete.

Segment 2: Contra Loma Interchange and G Street Overcrossing

Construction of the Segment 2 widening began in March 2012 and is anticipated to be complete in summer 2015.

Construction of the Segment 2 widening began in March 2012 and is anticipated to be complete in summer 2015.

Retaining wall and sound wall construction, north and south of the freeway, east and west of G Street have continued, along with associated Cast-In-Drilled-Holes (CIDH) piles, soil nail walls, and footing excavation.

Drainage system construction is in progress with excavation, wall and tie-in construction, and reinforced concrete box placement.

Construction of the new Contra Loma Undercrossing Bridge continued in September with abutment footing and wall construction, Cast-in-Drilled Hole (CIDH) piling construction, column and bent cap construction and falsework installation.

Construction of the northbound eastern half of the new G Street Bridge over SR4 is well underway, with abutment backfill, abutment barrier rail and approach slab work in September.

Placement of Lean Concrete Base (LCB) and Jointed Plane Concrete Pavement (JPCP) for the eastbound outside mainline near and under G Street continued in September.

Local Street construction is in progress at Lemon Tree and Buchannan.

Segment 2 construction is approximately 50% complete, through September 2013.

Segment 3A: A Street Interchange and Cavallo Undercrossing

Construction of Segment 3A started on August 28, 2012 and is anticipated to be completed in summer 2015.

During the month of September, project work has continued with construction of masonry block soundwall along the eastbound mainline up to the Hillcrest Ave off-ramp.

The A Street Bridge construction is continuing with abutment wall construction and structure backfill work, testing of CIDH piles and column construction. Barrier rail and masonry block soundwall work continued.

Retaining wall and soundwall construction is progressing at multiple locations. Burrowing owls were relocated in conformance with permit requirements and nesting areas were ripped to prevent owls from returning.

At Lone Tree Way, Tregallas Road, Cavallo Road and Drake Street, electrical work, sidewalk, curb and gutter, and local street construction continued.

Segment 3A construction is approximately 37% complete through September 2013.

Segment 3B: Hillcrest Avenue to SR160

NTP was issued with March 14, 2013, as the first working day. Construction is anticipated to be complete in November 2015.

Construction of Retaining Walls 5 and 7 along the south of SR4 and East of Hillcrest Ave is progressing well. RW 5 is complete; backfill and barrier rail work is in progress. At RW 7, wall construction, tie-downs and backfill work is in progress.

Eastbound mainline construction work is continuing with roadway excavation, crushed concrete base and place aggregate subbase. Soundwall construction along the southeast mainline is commencing with CIDH piling work.

At the SR4 Eastbound Off-Ramp, backfill and tie-in of minor drainage structures to the modular storm drain system is in progress.

Hillcrest Avenue widening construction is continuing; abutment walls and bent columns are under construction. Soil nails, tiebacks and concrete face of wall underneath the south abutment are under construction.

Retaining wall construction at the eastbound off ramp and westbound on-ramp is starting with excavation and shoring for piling, ground anchor installation, footing and wall construction starting.

Relocation of the City of Antioch 16" waterline is complete. Tie-in to the existing line and backfill work is completed.

At the north side of the project, east of Hillcrest Ave, drainage work is continuing. A portion of existing large diameter pipe is being abandoned in place. Permanent and temporary drainage systems necessary to provide proper drainage for the upcoming rainy season are under construction along the north side of the highway and throughout the project.

Segment 3B construction is approximately 19% complete thru September 2013.

Issues/Areas of Concern:

Segment 1

None.

Segment 2

Caltrans has approved a plan to recover contractor owned delays on the project. The contractor has modified the planned order of work at Contra Loma Boulevard and the ramps to allow ramp work to continue without completing local street work and modify the mainline staging work near G Street. The revised schedule will prevent construction from extending into an additional construction season, thus allowing the project to be finished by the contract completion date.

A Change Order (CCO No. 44) was written for costs associated with removal of existing concrete pavement where existing asphalt pavement was shown on the drawings. Additional work in the amount of $448,295 and a 7 working day time extension was approved by Caltrans with CCTA concurrence.

Segment 3A

Burrowing owls previously discovered within the project limits have been relocated and their burrows removed. There were significant impacts to the retaining wall work on the project, however, the construction management team has managed to mitigate most of the cost and schedule impacts due to the owls.

The native material does not meet the R-value requirements of 20 specified in the contract. Revised pavement structural sections based on an R-value of 10 or other resolution to bring R-values up is needed. A CCO will be written to provide revised pavement sections.

Segment 3B

Relocation of a 16-inch diameter pipe belonging to the City of Antioch) has been completed.

Segments 0, 1 ,2, 3A, and 3B

BART has requested that BART Safety and Security Certification requirements be included as part of the sign-off and hand-over of the completed eBART work. Discussion is ongoing regarding requirements for construction, documentation and survey of the eBart work to ensure conformance with the eBART SSC requirements.

D. SR4 Bypass: SR4/SR160 Connector Ramps

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: Final Design.

Project Status: *Caltrans has approved the final plans and the right-of-way certification. The construction contract is scheduled to begin construction advertisement in late September 2013. Union Pacific Railroad (UPRR) approved the design in early August 2013 and review of the Construction and Maintenance Agreement with UPRR is underway. The California Public Utilities Commission (CPUC) approved the new crossings application on September 5, 2013.*

Issues/Areas of Concern: *The Project requires a Construction and Maintenance (C&M) Agreement with the Union Pacific Railroad, which was submitted with the 95% plans. The project will be advertised with a contractor restricted work-around the railroad areas until the C&M approval is completed.*

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

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: Final Design and Construction. BART is the lead agency for this phase. Construction of the Transfer Platform and eBART Facilities in the median to Railroad Avenue is continuing. Construction of the parking lot and maintenance facilities for the Antioch Station (Contract 120) has started.

Project Status: The track work for Contract 110 is *95%* complete as well as the civil work. Installation of the train control and communication systems continues. Testing will be the final phase.

Most of the earthwork is complete for the parking lot area for Contract 120. *Curb and gutter, as well as the bus shelters, are currently being worked on. Paving of the lot will occur in late September/October. The foundation footings for the maintenance building are complete. The contractor is currently working on utilities and structural steel work for the building.*

Coordination between BART and CCTA is ongoing because the construction of Contract 120 is directly north and adjacent to the Segment 3B construction area. A master integrated schedule has been developed for the eBART and SR4 construction contracts.

Issues/Areas of Concern: Coordination of SR4 highway construction contracts and eBART contracts continues. BART, MTC and CCTA have developed a strategy to fund the design of the Pittsburg Railroad eBART station for possible inclusion in Contract 130, the rail contract.

STATE ROUTE 4 BYPASS PROJECT

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

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: Construction.

Project Status: *Substantial bridgework on the four bridges of the project; the Lone Tree Way Undercrossing, the Sand Creek Bridge, the Sand Creek Road Undercrossing, and the San Jose Avenue Undercrossing has been completed. Contract Roadway construction continues. Electrical system installation and drainage system installation continues. Lean Concrete Base (LCB) placement and Hot Mix Asphalt (HMA) and Rubberized HMA pavement for stage 1 (Eastbound) is substantially complete. Traffic switch to the newly built eastbound lanes is scheduled in August.*

Issues/Areas of Concern: *The Authority approved moving forward with a CCO to construct the second Sand Creek Road Overcrossing in this contract. Current initial discussions have begun involving the Authority, the SR4 Bypass Authority, ECCRFA, Project Designer, Caltrans and the Contractor to come up with the best schedule to do this work. Widening of the Sand Creek Bridge is also subject to this additional CCO. 65% plans have been completed and submitted for comment. The authorization of this work would extend the project completion from April 2014 to December 2104.*

G. 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: Design.

Project Status: Project Development Team (PDT) meetings with Caltrans are occurring on a monthly basis. In July 2013, the Authority approved an amendment to the Kinder Morgan agreement for design services to relocate the existing petroleum booster pump station in the interchange area. *A Longitudinal Utility Exception Request from Caltrans for Contra Costa Water District (CCWD) to leave a 90-inch water line within the project limits in place has been tentatively approved, saving taxpayers an estimated $18 million. The designer is currently working on the mapping and geometric approval drawings. The structural type selection meeting occurred on July 30, 2013. Design is anticipated to be complete in late 2014*

Issues/Areas of Concern: Because of the slowdown in building in East County, ECCRFFA construction funding for the project is delayed and an alternative construction funding source has not yet been identified.

H. 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.

Current Phase: Design.

Project Status: *Geotechnical work along with the 35% plans are complete. The City of Brentwood is reviewing the plans before they are submitted to Caltrans for approval.*

BART announced that the recommended new station location for a future eBART extension should be at a location adjacent to the pedestrian overcrossing. *Impacts of this decision will need to be considered.*

Issues/Areas of Concern: *Construction funding for the project has not yet been identified.*

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

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

July 2013 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, and Project Visioning/Strategy-Scenario Development.

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

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.

ITEM 6
CALENDAR OF EVENTS

The TRANSPLAN Committee

Calendar of Upcoming Events*

Fall 2013	Location	Event
September 27, 2013	Modesto	San Joaquin Joint Powers Authority (SJJPA) Meeting
October 2013	Multiple	Public Outreach Meetings for the TriLink (SR 239) Feasibility Study (dates/locations at www.trilink239.org)
November 22, 2013	Martinez	San Joaquin Joint Powers Authority (SJJPA) Meeting
Fall TBD	Orinda	Ribbon Cutting - Caldecott Fourth Bore Project
Winter 2013/2014	**Location**	**Event**
December 10, 2013	Riverside	California Transportation Commission (CTC) Meeting
December/January	Pittsburg/Antioch	Groundbreaking - State Route 4 Loveridge and Somersville segment (open to traffic)
Spring 2014	**Location**	**Event**
Spring 2014 - Date TBD	Antioch/Oakley	Groundbreaking - SR4/160 Connector Ramps
Fall 2014	**Location**	**Event**
Fall 2014 - Date TBD	Brentwood	Ribbon Cutting - SR4 Widening and Sand Creek Interchange

*"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

ITEM 7
ENVIRONMENTAL REGISTER

ENVIRONMENTAL REGISTER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Oakley	South of Cypress Road, west of Knightsen Avenue APN032-020-014	Notice of Public Hearing	Cola and Pagano Properties Preliminary General Plan Amendment (PA 02-13) Contact: Ken Streelo, Senior Planner strelo@ci.oakley.ca.us	Request to initiate a preliminary General Plan Amendment to consider changing land use designations on two adjacent properties from "Single-Family Very Low" (SV) and "Agricultural Limited" (AL) to "Single-Family High" (SH) on approxmately 29 total acres.	10-8-13 (hearing date)	No comments
City of Oakley	3801 Daniel Drive; APN034-080-034	Notice of Public Hearing	Bella Estates Preliminary General Plan Amendment (PA 01-13) Contact: Ken Streelo, Senior Planner strelo@ci.oakley.ca.us	Request to initiate a preliminary General Plan Amendment to consider changing land use designation "Agricultural Limited" (AL) to "Single-Family Medium" (SM) on a 5-acre parcel.	9-10-13 (hearing date)	No comments
City of Oakley	Northeast corner of Sellers Avenue and East Cypress Road	Notice of Public Hearing	Gilbert Property Development Agreement First Amendment (DA 02-13) Contact: Josh McMurray, Senior Planner mcmurray@ci.oakley.ca.us	Amendments to development agreement to: extend term of agreement, include preliminary phasing plan, update development impact fee language.	8/13/13, 6:30pm (hearing date)	No comments
City of Pittsburg	North East terminus of Carion Court, north of Loveridge Rd	Notice of Intent to Consider Adoption of a Mitigated Negative Declaration	General Plan Amendment Contact: Leigha Schmidt, Associate Planner 925-252-4920 lschmidt@ci.pittsburg.ca.us	Request for a General Plan Amendment from Business Commercial to Medium Density Residential and approval of a vesting tentative map for 33-lot subdivision.	7/29/13	t.b.d.
City of Oakley	91 Brownstone Road	Notice of Public Hearing	Brownstone Gardens Conditional Use Permit Amendment Contact: Josh McMurray, Senior Planner mcmurray@ci.oakley.ca.us	Request for an amendment to CUP 02-11 to allow for the construction of an accessory building.	7/9/13, 6:30pm (hearing date)	No comments

ITEM 8
2014 CALENDAR OF MEETINGS

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING
Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

TO: TRANSPLAN Board Members
TRANSPLAN Technical Advisory Committee (TAC)

FROM: Jamar Stamps, TRANSPLAN staff

DATE: November 14, 2013

SUBJECT: **Adoption of the TRANSPLAN Committee and TRANSPLAN Technical Advisory Committee Meeting Calendar**

Recommendation: Staff recommends the Committee adopt the 2014 TRANSPLAN Committee and Technical Advisory Committee Meeting Calendar:

2014 TRANSPLAN Committee Meeting Dates

All meetings to be on Thursdays at 6:30 PM at the Tri-Delta Board Room (Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch) unless otherwise noticed:

January 9th
February 13th
March 13th
April 10th
May 8th
June 12th
July 10th
August 14th
September 11th
October 9th
November 13th
December 11th

2014 TRANSPLAN Technical Advisory Committee Meeting Dates

All meetings to be on Tuesdays starting at 1:30 PM in the Antioch City Hall (200 H Street) unless otherwise noticed:

January 21st
February 18th
March 18th
April 15th
May 20th
June 17th
July 15th
August 19th
September 16th
October 21st
November 18th
December 16th

ITEM 9

COUNTYWIDE TRANSPORTATION PLAN (CTP) VISION AND GOALS

Discussion Paper:
Refining the Vision and Goals for the 2014 Countywide Transportation Plan: Issues and Opportunities

The Contra Costa Transportation Authority was formed in the late 1980s by Contra Costa voters to help address and manage the impacts of tremendous amounts of growth over the previous several decades, when population increased six-fold. Measure C, passed in 1988, established a source of funding to tackle existing transportation issues, manage growth, and address future transportation needs.

Although the recession may have slowed growth in Contra Costa, the county is expected to add more homes and jobs over the next several decades. Forecasts suggest that by 2040 Contra Costa will have added 286,000 more residents, 81,000 more housing units, and 122,500 new jobs. While this rate of growth may be slower than in previous years, these increases will place further demand on the local and regional transportation system. Addressing and managing the effects of population, housing and job growth will be the focus of the 2014 Countywide Transportation Plan (CTP).

Maintaining a well-functioning transportation system — one that supports the environment, our economic vitality and the health of our communities — will be essential to Contra Costa and the region as it plans for future growth. The Authority plays a key role in identifying how to create and maintain such a system, one that will serve both current and future needs. The Authority intends to use the 2014 CTP to identify the best options for Contra Costa to do that and we hope that you'll join us in this process.

The Authority's Vision, Goals and Strategies

The Authority defined its vision for the transportation system in 2009 in the following statement:

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

This vision encompasses the Authority's three concerns — to support healthy communities, a healthy economy and a healthy environment — and outlines three measures for achieving them — a balanced, safe and efficient transport network, cooperative planning, and growth management. This vision was supported by four goals that shaped the Authority's transportation strategy.

GOALS AND STRATEGIES

1) **Enhance the Movement for People and Goods on Highways and Arterial Roads.** Reduction in congestion can occur through a variety of approaches. The 2009 CTP outlined several strategies for achieving this goal including capital improvements to the roadway system itself, influencing the location and nature of new growth, increased traffic management, and expansion of multi-modal mobility.

2) **Manage the Impacts of Growth to Sustain Contra Costa's Economy and Preserve its Environment.** The strategies under this goal included expansions of partnerships and cooperative planning among local jurisdictions, as well as an expansion of regional land use planning coordination outside of the county. The 2009 CTP also called for more context-sensitive transportation and land use planning by requiring new growth to pay its fair share for public improvements, supporting the establishment of an Urban Limit Line, promoting infill and redevelopment, and respecting community character and the environment.

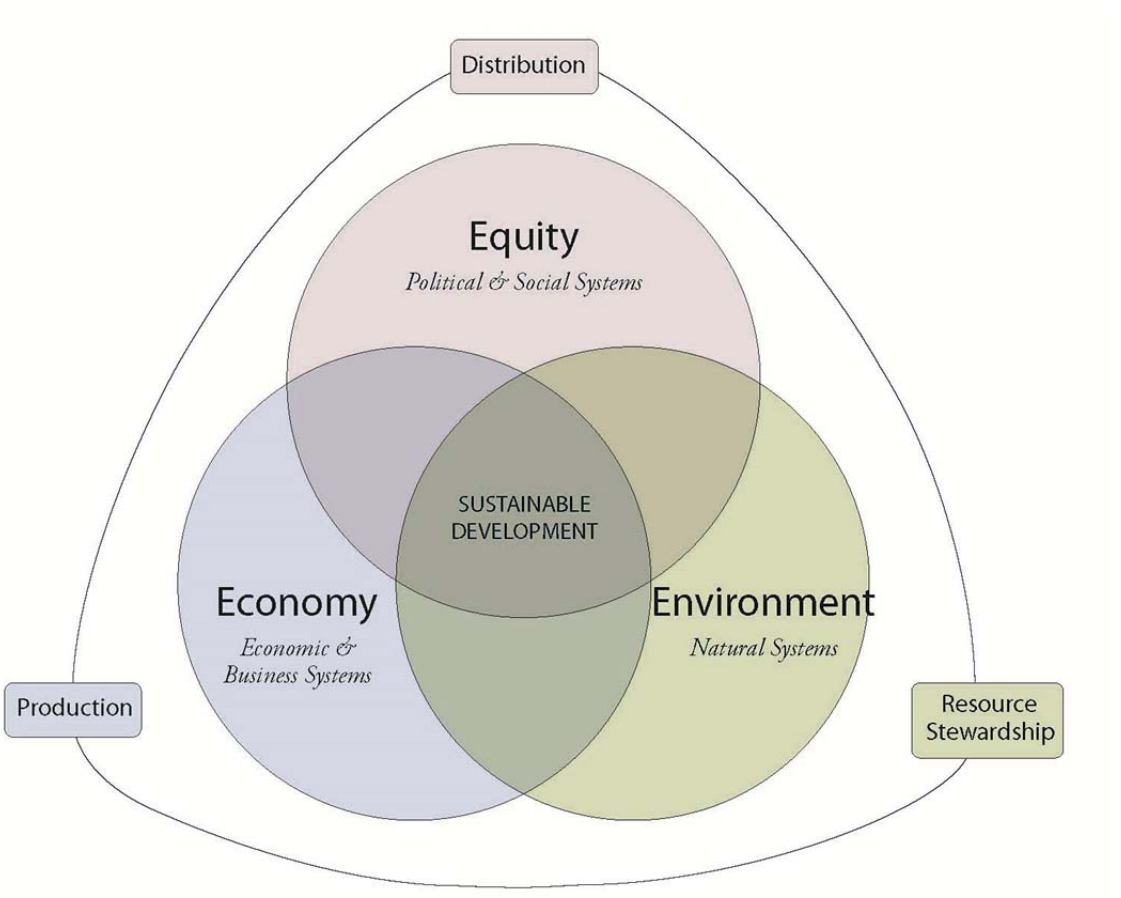
3) **Expand Safe, Convenient and Affordable Alternatives to the Single-Occupant Vehicle.** Ways of achieving this goal included expansion of BART and bus service, paratransit, pedestrian and bicycle routes, and carpools.

4) **Maintain the Transportation System.** This goal depends upon acquiring adequate, stable funding for transit operations and reducing the backlog of rehabilitation and maintenance needs. The strategy is to increase preventive maintenance for roadways, bridges, and sidewalks to ensure the long-term health of the transportation system.

The 2014 CTP will review and refine the goals and strategies to respond to changing needs and future demands.

Sustainability and the 2014 CTP

As worries over climate change, economic vitality and public health have grown, the concept of *sustainability* — that is, our ability to achieve all our needs, both now and in the future — has come to the forefront. Ultimately, sustainability is about finding a balance among the goals of environmental, economic and social health that also allows for future growth. The following graphic illustrates this balancing act.



The Authority has spent years working to find the right balance among these sometimes competing goals. Using this sustainable transportation framework in the 2014 CTP can help assign priorities in the balancing act and focus the process of determining future investments. Sustainability could be used as a basis for an updated approach to transportation planning designed to maximize efficiency, use limited resources well, and deliver effective services to the county's residents, businesses, and visitors.

Explicit integration of sustainability into the 2014 CTP would align with State legislation on sustainability (SB 375), would contribute to implementation of the recently adopted *Plan Bay Area*, and would respond to an implementation task in the 2009 CTP calling for a review of the role the Authority should play in addressing sustainability.

From managing growth, to supporting mobility, to responding to the diverse needs of communities in Contra Costa, the Authority has made significant inroads towards achieving a number of objectives related to sustainability. Consequently, the issues and opportunities that will be addressed in the 2014 CTP will not involve a radical departure from existing Authority policies. Rather, they will refine and reframe policies the Authority has already set — policies that are already focused on meeting the needs of the present without compromising the ability of future generations to meet their own needs.

ADDING SUSTAINABILITY TO THE VISION AND GOALS

To incorporate sustainability into the 2014 CTP's vision and goals, a possible revision to the 2009 statement is shown below:

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

Consistent with the vision, the 2009 CTP goals could be refined for the 2014 CTP as follows to reflect the new emphasis on sustainability:

- ~~Enhance~~ Support the efficient and reliable movement of people and goods ~~on highways and arterial roads~~;
- Manage ~~the impacts of~~ growth to sustain Contra Costa's economy, ~~and~~ preserve its environment and support its communities;
- Expand safe, convenient and affordable alternatives to the single-occupant vehicle; ~~and~~
- Maintain the transportation system; and
- Continue to invest wisely to maximize the benefits of available funding.

Challenges and Opportunities

CURRENT AND FUTURE CHALLENGES

Contra Costa faces transportation challenges in three key areas of concern: economy, environment and equity.

Economy

A reliable and efficient transportation network is essential for moving people and goods. Congestion adds time to commutes, both for drivers and transit users, and can increase conflicts between the users of the system. It also increases costs for freight movement and delivery. The demands on the transportation system will only increase as population in Contra Costa and the region grows and we add new jobs and economic activity.

Recent analysis conducted using the Authority's Travel Demand Forecasting Model indicates that vehicle miles travelled will increase by 35 percent by 2040, while vehicle

hours travelled will increase by 56 percent. With few capacity expansion projects in the pipeline, accommodating these increases in travel demand will require innovative techniques that rely more on technology and operational improvements than on adding new capacity.

Environment

Even with the achievement of the AB 32 goals for reducing CO_2 emissions, addressing climate change will continue to be a major environmental concern. Consistent with the environmental evaluation of *Plan Bay Area*, the 2014 CTP will assume a 16 inch rise in sea level by 2050, and a 55 inch rise by 2100. The forecast rise in sea level may imperil transportation facilities in low-lying parts of Contra Costa and the region, threatening our ability to travel as well as affecting our substantial investment in the transportation system. Climate change may also lead to more severe storms, with flooding that could damage our transportation infrastructure.

In response to these challenges, California has adopted new laws and regulations. Vehicle emissions controls will help limit increases in greenhouse gas emissions while SB 375 and the new sustainable communities strategies will identify new investment and development approaches to minimize vehicle miles travelled and consequent levels of emissions.

MTC's recently adopted *Plan Bay Area* includes a new "Sustainable Communities Strategy", or SCS, as required by SB 375. This new component of the Regional Transportation Plan identifies a program of transportation improvements and land use changes that together will help the Bay Area meet the State-required targets for reducing greenhouse gas emissions. The SCS proposes that about 80 percent of new job and housing growth be directed to Priority Development Areas (PDAs), districts that local jurisdictions have identified where higher-density, transit-supportive and walkable neighborhoods would be developed. Most jurisdictions in Contra Costa have designated at least one PDA. These PDAs include the San Pablo Avenue corridor, the Concord Re-use Site, the Hercules waterfront, downtown Antioch and Pittsburg, the Walnut Creek BART Station area, and the San Ramon City Center.

Beyond climate change, increased travel on the transportation network may have other impacts to the environment. A major concern is the increase in fine particulate matter from travel on our roads. Those particulates are linked to increases in asthma, heart disease and other health problems for those exposed to them. In addition, increased travel may lead to increased noise, especially along major roadways.

Equity

The design and operation of our transportation network can have a significant impact on the health of our neighborhoods and districts. More walkable communities, for instance, are associated with greater levels of walking, which would increase levels of exercise and could lower levels of obesity. Providing safe, well-defined and connected sidewalks, crosswalks and bicycle facilities for our children — especially along busy streets and at drop-off locations — can help encourage more walking and bicycling. Cities and towns have begun revising their development regulations to recognize the needs of all modes of travel. Much of Contra Costa, however, is already developed in ways that are auto-oriented. Making our communities more bike-, pedestrian- and transit-friendly will require substantial and sensitive retrofitting.

These impacts can vary significantly among our neighborhoods. Neighborhoods closer to freeways and freight lines are exposed to more air pollution and noise, with resulting impacts on their health. Some communities are more dependent on transit, especially areas with higher levels of lower-income and elderly residents, and reductions in transit service can have an outsized impact.

Maintaining Our Investment

Underlying all of these concerns is the importance of maintaining the existing transportation system. Local, state and federal agencies have invested billions of dollars in our current network and will invest billions more in the future. This investment, however, will require ongoing maintenance to ensure that our transportation network functions as it should. Potholes, worn roadway markings, and malfunctioning signals can affect the safety and reliability of the network. Expanding our transportation system — adding new rail lines, building new streets and highways, or increasing bus service

— will increase the need for maintenance. In addition, increased population and economic activity will further increase maintenance needs.

Investing Wisely

With billions invested in our transportation system— building streets and sidewalks, freeways and rail lines, trails and transit centers — Contra Costa has developed an extensive, modern transportation network. Maintaining and expanding the transportation system to continue to meet the county's travel needs will require many more billions. The Authority and its partners have identified at least $10 billion in new projects and programs in Contra Costa alone that would be required to meet the projected increase in travel demands.

The Authority expects, however, to have only about $2.5 billion available to fund new projects and services and to maintain our current infrastructure. The disparity between demands and resources means the Authority and the residents it serves have some significant choices to make.

OPPORTUNITIES

While the challenges facing transportation are daunting, there are tools and new approaches that may help the Authority address these challenges.

Complete Streets: One problem with the transportation network in Contra Costa is that, while many streets may function relatively well for cars, they inadequately serve people who walk, bicycle or ride transit. Sidewalks, for example, may be too narrow or non-existent. Higher speeds on arterials may make bicyclists search for routes that are slower and less direct. Vehicle congestion may make bus service slower and less reliable.

Fortunately, considerable research has been conducted in the last two decades on how to successfully create complete streets. By designing — or more frequently, redesigning — our streets to enable safe access for drivers, transit users and vehicles, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities, we can improve the livability of our communities and encourage alternatives to the single-

occupant vehicle. Incorporating the complete streets concept into local general plans is now mandated in California.

One component of the complete streets concept is the creation of safe routes to school, or SR2S. Within the last two generations, we've seen a steep drop in the number of elementary and middle school students who walk to school. In 1969, 48 percent of children 5 to 14 years of age usually walked or bicycled to school. Forty years later, that dropped to 13 percent.[1] Principals at schools in Contra Costa identified a number of reasons why children don't walk or bike to school. One key concern identified throughout the county was the lack of safe, connected sidewalks, crosswalks and bike facilities. While the Authority has used both Measure J and federal sources to fund SR2S projects, there is a need for additional improvements throughout Contra Costa.

Technology: Throughout our history, people have used technology to address problems. Over the last two centuries, technology has utterly transformed how we move people and goods. Instead of horse-drawn carriages and wind-driven ships, we now rely on trains, planes, buses and cars. These new technologies haven't been without their downsides. For example, the engines propelling our ships, trains, planes and vehicles are a major contributor to greenhouse gas emissions. And the increased speeds these technologies allow have contributed to the sprawling character of many of our communities.

Technology, however, can also help address the negative effects of our modern transport network. The increase in the number of electric (or partially electric) vehicles will reduce greenhouse gas emissions in our urban areas (though this may be offset by the need to increase the demand for additional generation of electricity), and the increased use of electric vehicles will increase the need for charging infrastructure. Autonomous vehicles can also make more efficient use of our roadways and may minimize collisions but may, unfortunately, also require changes in how cities and towns design their roadways.

Other technologies focus on the roadway itself. So-called intelligent transportation systems, or ITS, can benefit our transportation network by improving safety and

[1] The National Center for Safe Routes to School (2011). How Children Get to School: School Travel Patterns from 1969 to 2009.

efficiency. This benefits the environment by limiting the waste of fuel and thus reducing greenhouse gas emissions. ITS encompasses many techniques, including electronic toll collection (such as FasTrak in the Bay Area), ramp metering, traffic signal coordination, and traveler information systems, for freeways, arterials and transit systems.

Reducing Demand: Adding thousands of new homes and jobs will lead to a corresponding increase in trips…if current trends hold. But are there ways of reducing the demands that this new growth will place on our transportation network? Our current transportation sales tax, Measure J — like its predecessor Measure C — funded so-called transportation demand management, or TDM, programs. These programs have had some success in encouraging more carpooling, bicycling, and transit use to reduce the number of single-occupant vehicles being used. Guaranteed ride home programs, bicycle lockers and transit subsidies are just some of the techniques used in the Authority's TDM programs. And, as technology has made it more feasible, telecommuting and flexible working hours have helped eliminate some commute trips during morning and evening rush hours.

Land use changes, which are the responsibility of local jurisdictions, can also help minimize travel demand. Making communities and employment districts more walkable, by creating a safe, continuous and direct pedestrian network and placing more services within walking distance, can reduce the need to get into a car. Increasing densities and the mix of compatible land uses can make transit service more attractive and efficient.

How Should the Authority Respond?

The purpose of developing the 2014 CTP is for the Contra Costa community to work with the Authority to make choices about how to invest limited transportation dollars. What mix of projects and programs will best achieve the vision of strong communities, a vibrant economy for all, and a healthy environment? How much should be spent to adapt our transportation network to sea level rise and how much to provide a reliable commute? How much should go to provide safe ways for children to walk or bicycle to school and how many dollars will it take to support essential goods movement? How do we provide access and mobility for our residents while minimizing the environmental

impacts of travel on our communities? *How should the Authority select the projects and programs that best achieve the vision?*

To help its work on the 2014 CTP, the Authority has begun reaching out to the public on these issues. Focus groups, stakeholder interviews and polling will be conducted in fall 2013. People should visit the Authority's website — www.ccta.net — for more information and ways of providing input on the 2014 CTP.

ITEM 10
DRAFT EAST COUNTY ACTION PLAN

FEHR PEERS

MEMORANDUM

Date: November 7, 2013

To: TRANSPLAN Board

Through: Martin Engelmann, CCTA

From: Julie Morgan, Fehr & Peers

Subject: Transmittal of Updated East County Action Plan for Routes of Regional Significance

WC13-3009

The Contra Costa Transportation Authority (CCTA) is currently preparing the 2014 Update to the Countywide Comprehensive Transportation Plan (CTP), a document that lays out the Authority's vision, goals and strategies for the transportation system in Contra Costa. The cornerstones for the CTP are the Action Plans for Routes of Regional Significance, which are required as part of the cooperative, multi-jurisdictional planning process called for in the Measure J Growth Management Program. Each RTPC is currently working on updating the Action Plans for incorporation into the Draft 2014 CTP Update in April 2014.

The Action Plans are centered upon the designation of a network of Routes of Regional Significance within each RTPC. For each designated Regional Route, the Action Plan establishes:

- Multi-modal transportation service objectives (MTSOs) that use a quantifiable measure of effectiveness and include a target date for attainment.
- A set of actions that responsible local jurisdictions must take to achieve the MTSOs.
- A process for monitoring and reviewing proposed new developments, and

- A schedule for the RTPC and the Authority to review progress in attaining objectives, and revising the Action Plan, as needed.

Attached to this transmittal is the Draft East County Action Plan for Routes of Regional Significance. The East County Action Plan was last updated in 2009; this new update has been coordinated through monthly meetings of the TRANSPLAN TAC, where the Action Plan update has been a topic on the agenda for each meeting between February and October of this year. The Draft Action Plan now being transmitted to you is the result of thorough review and comments from all of the TAC representatives.

Summary of Substantive Changes

The 2014 Action Plan Update has been reformatted compared to the 2009 Action Plan, and the new layout has consolidated the contents of the plan into six chapters rather than the nine chapters in the 2009 version. The following lists each of the six chapters and describes the substantive changes compared to the 2009 Plan.

Chapter 1: Introduction

The only substantive change in this chapter is that the 2014 Action Plan Update will refer only to Measure J. The 2009 Action Plan was prepared while Measure C was still in effect, and thus referred to both Measure C and Measure J.

Chapter 2: Routes of Regional Significance

The information presented in this chapter is the same as was presented in Chapter 3 in the 2009 Plan. There have been no substantive changes in the roads that are designated as Routes of Regional Significance. Editorial changes have resulted from roads being re-named, such as Somersville Road north of SR 4, which is now called Auto Center Drive, and the SR 4 Bypass now being designated as SR 4, but the actual roadways designated as Routes of Regional Significance have not changed. It should be noted that through coordination with the Central County RTPC (TRANSPAC), they have now agreed to designate Bailey Road as a Route of Regional Significance in Central County; therefore, Bailey Road now has a consistent designation between East County and Central County.

Chapter 3: Current Growth Trends and Travel Patterns

The type of information presented in this chapter is the same as was presented in Chapter 2 in the 2009 Plan. The demographic and travel forecasts have been updated with the most current data available.

Chapter 4: Action Plan Goals and Objectives

The 2009 Plan had 14 goals, which were not presented in any particular order. The updated Action Plan maintains the same goals, but they have been re-organized so that they now nest underneath five over-arching goal statement that articulate the region's key priorities.

The MTSOs have been maintained from the 2009 Plan. To clarify the MTSOs and improve understanding of the numerical measures and how they are applied, the updated plan contains a new table on page 25 that describes each MTSO, identifies the sources of information used to calculate it, and describes the routes to which it is applied.

On the suburban arterial routes throughout East County, the designated MTSO is that the level of service at signalized intersections should be LOS D or better. New in this updated Action Plan is an element that acknowledges the importance of Priority Development Areas (PDAs) by allowing for more flexibility in the MTSO application in those areas. Specifically, the updated Action Plan makes the following statement on page 28:

> Within Priority Development Areas, any physical improvement identified as a result of applying the intersection LOS standard shall be evaluated for its effects on all intersection users, including pedestrians, cyclists, and transit users.

Within PDAs, it is intended that new development be more transit-oriented in nature, with the potential for higher densities and more pedestrian activity. The intent of this new statement, then, is to allow flexibility to local agencies as they apply these MTSOs

within PDAs and as they identify physical mitigation measures that are appropriate to a specific situation.

The 2009 Plan contained a brief chapter (Chapter 7) that presented numerical values for the MTSOs. This updated Action Plan contains that same type of information in Appendix A.

Chapter 5: Proposed Regional Actions

The actions presented in Chapter 5 are similar to those in the 2009 Plan. Each of the goals described in Chapter 4 has a series of actions associated with it. The actions have been updated with the most current information about project status. For example, several of the elements of the SR 4 widening and SR 4 Bypass projects are now complete or are under construction, the eBART project is under construction, and the SR 239/TriLink study is underway; these have been noted in the updated Plan. New actions have been added to study future needs for improvement along SR 160, and to support the exploration of the extension of eBART to the Mokelumne Trail crossing. Actions related to local transit have been coordinated with representatives from Tri-Delta Transit, and actions related to TDM programs have been coordinated with 511 Contra Costa.

Chapter 6: Procedures for Notification, Review and Monitoring

The only substantive change in this section is that the updated Plan refers only to Measure J and to the Authority's updated Technical Procedures, whereas the 2009 Plan referred to both Measures C and J and to the previous version of the Technical Procedures. The notification and review procedures have remained the same.

Other Notes

The 2009 Plan contained brief chapters on growth management strategy and financial outlook. After discussion with the TAC and comparison with other regions, it was decided that these topics are addressed thoroughly in other documents, such as CCTA's Growth Management Program and the Growth Management Element of each jurisdiction's General Plan, and the funding section of the Countywide Comprehensive

Transportation Plan, and that the Action Plan would be better served by remaining focused on its intended purposes: the designation of Routes of Regional Significance, the definition of MTSOs for those routes, and the description of specific projects, programs, actions, and measures that would help to achieve the MTSOs. Therefore, this updated Plan does not contain chapters on growth management or financial outlook.

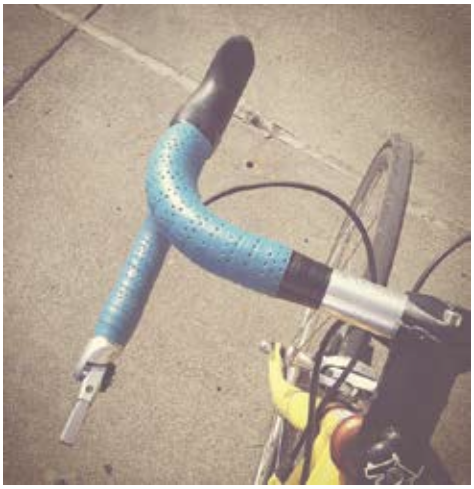
We are pleased to transmit the updated East County Action Plan to you, and appreciate your review of this document. Comments can be discussed at the TRANSPLAN meeting scheduled for November 14.

Action by the TRANSPLAN Board

At this time, we are requesting that TRANSPLAN approve the draft East County Action Plan for circulation to local jurisdictions and adjacent RTPCs for review and comment, with comments due by the end of the calendar year. Comments received would be brought back to TRANSPLAN-TAC in January 2014. The Action Plan would then be revised, and prepared for submittal to CCTA in February.

Draft

East County Action Plan for Routes of Regional Significance



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and

CONTRA COSTA transportation authority

November 2013

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Chapter 1
Introduction

A. The Measure J Transportation and Growth Management Program

In November 2004, Contra Costa voters renewed the original Measure C Transportation Improvement and Growth Management Program, a ½-percent sales tax to fund transportation projects and programs, with a new ballot measure called Measure J. Measure J, which started in April 2009, will generate approximately $2 billion (in 2008 dollars) over a 25-year period.

Measure J continues Contra Costa's innovative Growth Management Program (GMP). To receive its share of local street maintenance and improvement funds and to become

eligible for Transportation for Livable Communities (TLC) funds, a local jurisdiction must be found to be in compliance with the GMP, which requires each jurisdiction to

- Adopt a Growth Management Element
- Adopt a local and regional Development Mitigation Program
- Participate In an Ongoing Cooperative, Multi-Jurisdictional Planning Process
- Address Housing Options
- Develop a Five-Year Capital Improvement Program
- Adopt a Transportation Systems Management (TSM) Ordinance or Resolution
- Adopt a Voter-Approved Urban Limit Line

Among these elements, preparing action plans for routes of regional significance is included under the requirement to "Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process". The specific requirements of this element as defined in Measure J are as follows:

> *Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the Regional Transportation Planning Committees and the Authority to create a balanced, safe and efficient transportation system and to manage the impacts of growth. Jurisdictions shall work with the Regional Transportation Planning Committees to:*
>
> 1. *Identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives.*
> 2. *Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.*
> 3. *Create a development mitigation program.*
> 4. *Help develop other plans, programs and studies to address other transportation and growth management issues.*
>
> *In consultation with the Regional Transportation Planning Committees, each jurisdiction shall use the travel demand model to evaluate changes to local*

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

Jurisdictions shall also participate in the Authority's ongoing countywide comprehensive transportation planning process. As part of this process, the Authority shall support countywide and sub-regional planning efforts, including the Action Plans for Routes of Regional Significance, and shall maintain a travel demand model. Jurisdictions shall help maintain the Authority's travel demand modeling system by providing information on proposed improvements to the transportation system and planned and approved development within the jurisdiction.[1]

The Contra Costa Transportation Authority ("the Authority") is responsible for evaluating whether each jurisdiction is fully complying with the GMP. With Measure J, the jurisdiction's eligibility to receive Transportation for Livable Community funding may also be withheld for non-compliance with the GMP. [2]

B. The Action Plan Purpose

The purpose of the Action Plans is for each Regional Transportation Planning Committee (RTPC) to work cooperatively to establish overall goals, set performance measures (called Multi-modal Transportation Service Objectives, or MTSOs) for designated Routes of Regional Significance, and outline a set of projects, programs, measures, and actions that will support achievement of the MTSOs.

[1] Measure J: Contra Costa's Transportation Sales Tax Expenditure Plan, Contra Costa Transportation Authority, July 21, 2004, pp. 24 & 25.

[2] The Contra Costa TLC Program funds transportation enhancement projects in urban, suburban and rural communities to support a balanced transportation system, create affordable housing, and make Contra Costa's communities more pedestrian, bicycle, and transit friendly.

Action Plans are required to be prepared by the RTPC for each subarea of Contra Costa County (West, Central, East, Lamorinda, and the Tri-Valley). The Authority is responsible for funding this effort, and for coordinating and knitting together the Action Plans from each RTPC into the Countywide Comprehensive Transportation Plan (CTP).

The East County Action Plan contains the following components:

Routes of Regional Significance (Chapter 2) identifies the Routes of Regional Significance within East County.

Current Commuting Patterns and Overall Growth Trends (Chapter 3) looks at long-range land use changes and anticipated traffic growth.

Action Plan Goals and Objectives (Chapter 4) describes the overall goals of the plan, and identifies the MTSOs that are applied to each Regional Route.

Proposed Regional Actions (Chapter 5) identifies specific actions, programs and measures, and assigns responsibility for their implementation.

Procedures for Notification, Review, and Monitoring (Chapter 6) includes project notification procedures and the process for general plan review.

C. Definition of Terms

The following terms, which are used repeatedly in this document, are defined below:

Policies. The policies of an Action Plan help guide its overall direction. Decisions regarding investments, program development, and development approvals are based on these policies.

Goals. A goal is a statement that describes in general terms a condition or quality of service desired that is in line with the policies. For example, a common goal from past Action Plans was to "provide and encourage the use of alternatives to the single-occupant auto." This goal would be in line with a policy that calls for "an efficient transportation system."

Multi-Modal Transportation Service Objectives. MTSOs are specific, quantifiable objectives that describe a desired level of performance for a component of the transportation system.

Actions. Actions are the specific programs, projects, measures, or steps that are recommended for implementation to meet the MTSOs set forth in the Action Plan. The responsibility of carrying out the actions falls to the individual local jurisdiction, or to the Regional Committee as a whole. Actions may involve implementing specific projects at the local level, or they may call for the RTPC to support major projects that have a regional impact. Implementation of adopted actions is a required condition of compliance with the Measure J GMP.

Routes of Regional Significance. Routes of Regional Significance are roadways that connect two or more subareas of Contra Costa, cross County boundaries, carry significant through traffic, and/or provide access to a regional highway or transit facility. The Authority may designate a Regional Route that meets one or more of these criteria.

Chapter 2
Routes of Regional Significance

The Action Plan designates a system of Routes of Regional Significance, as defined in this chapter.

A. Designating Routes of Regional Significance

East County has a robust network of regional routes. This Action Plan maintains the system of Routes of Regional Significance that was identified in the prior Action Plan.

1. Criteria for Designating Routes of Regional Significance

The Routes of Regional Significance includes all portions of the Interstate and State highway systems, as well as major arterial roadways that serve one or more of the following functions:

- Connects two or more "regions" of the County
- Crosses County boundaries
- Carries a significant amount of through-traffic
- Provides access to a regional highway or transit facility (e.g., a BART station or freeway interchange)

B. List of Routes of Regional Significance

The Routes of Regional Significance are shown in Figure 2-1. A description of each route is as follows:

Auto Center Drive (formerly Somersville Road). Between SR 4 and Pittsburg-Antioch Highway.

Bailey Road. From Willow Pass Road into Central County to connect Central County employment centers to Pittsburg and Bay Point, and to provide access to the Pittsburg/Bay Point BART station and SR 4. TRANSPLAN will coordinate with TRANSPAC on the connection along Bailey Road between East and Central counties. (Note that TRANSPAC has proposed designation of Bailey Road as a Route of Regional Significance in the 2014 update to the Central County Action Plan, so Bailey Road now has a consistent designation between the two regions.)

Balfour Road. Between Deer Valley Road and Brentwood Boulevard.

Buchanan Road. Between Somersville Road and Railroad Avenue. This route serves as a conduit for traffic from East County communities to get to Kirker Pass Road and from there to Central County. Note that Buchanan Road will no longer be designated as a Route of Regional Significance once the James Donlon Boulevard extension is constructed.

Byron Highway. From SR 4 to the County line; this segment connects East Contra Costa County to San Joaquin County. The designation of Byron Highway as a Regional Route will also be extended northward from Brentwood Boulevard to Bethel Island Road, once the roadway is upgraded and an extension is constructed from Delta Road to Cypress Road.

Camino Diablo Road. Between Marsh Creek Road and Vasco Road.

Cypress Road/Bethel Island Road. Cypress Road from Sellers Avenue to Bethel Island Road, and Bethel Island Road between Cypress Road and the bridge to Bethel Island. These two roadways are connections between Bethel Island, Oakley and the proposed Byron Highway extension that would enable connectivity to State Route 4 and Discovery Bay to the south.

Deer Valley Road. From Hillcrest Avenue to Marsh Creek Road.

East 10th Street/Harbor Street (in Pittsburg). These short segments of streets in Pittsburg connect Railroad Avenue and Willow Pass Road with the Pittsburg-Antioch Highway, as part of an extended arterial corridor running parallel to and north of SR 4.

East 18th Street. From A Street to the SR 160 interchange.

Fairview Avenue. From Lone Tree Way to Balfour Road.

Hillcrest Avenue. From State Route 4 to Lone Tree Way.

James Donlon Boulevard (including the future extension, formerly known as Buchanan Road Bypass). From Lone Tree Way to Kirker Pass Road.

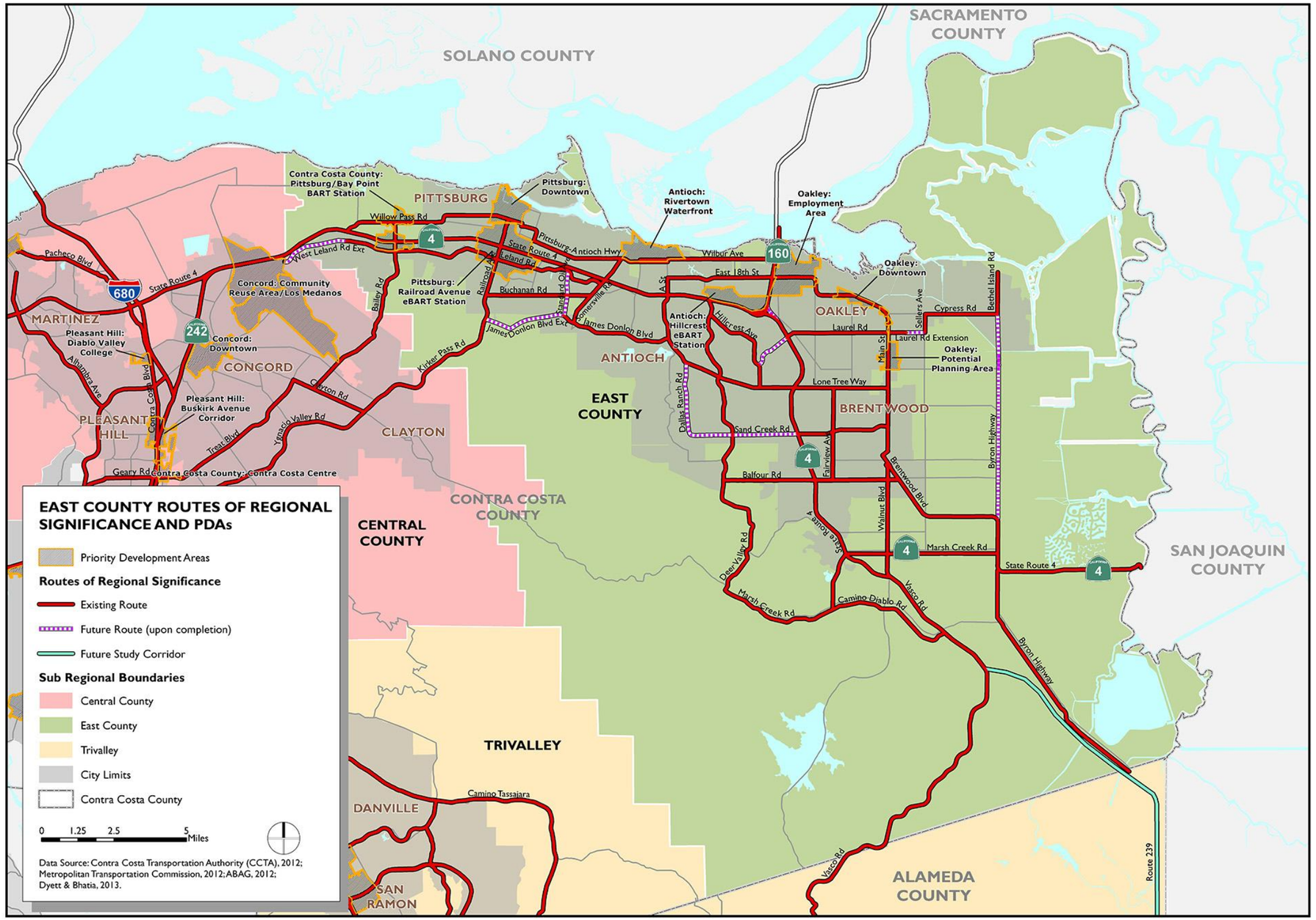
Laurel Road. Between State Route 4 and Main Street in Oakley. The extensions of Laurel Road eastward to Sellers Avenue in Oakley, and westward to Hillcrest Avenue in Antioch, will be included in the network once the route is constructed.

Leland Road (both West and East)/Delta Fair Boulevard. Between San Marco Boulevard and Somersville Road. Once the westward extension of West Leland Road is constructed, it will also be a designated regional route within East County. TRANSPLAN will coordinate with TRANSPAC on the connection along West Leland Road between East and Central counties.

Lone Tree Way/A Street. From East 18th Street to Brentwood Boulevard.

Marsh Creek Road. From Deer Valley Road to State Route 4. Marsh Creek Road is designated as State Route 4 in the southeast portion of the county.

Figure 2-1 East County Routes of Regional Significance and Priority Development Areas



Oak Street/Walnut Boulevard. From Downtown Brentwood to Vasco Road. This corridor primarily follows Walnut Boulevard. A short section of Oak Street between Brentwood Boulevard and Walnut Boulevard provides the final connection.

Ninth Street/Tenth Street (in Antioch). These streets that run through central Antioch are to be an important connection in the extended arterial corridor running parallel to and north of SR 4. Today, Tenth Street is the major roadway. There is a proposal to create two one-way streets to act as a couplet, and then to add this to the Routes of Regional Significance once the one-way couplet project is completed.

Pittsburg-Antioch Highway. From Harbor Street in Pittsburg to West 10th Street in Antioch.

Railroad Avenue/Kirker Pass Road. From East 10th Street to Kirker Pass, where it connects with Central County.

Sand Creek Road/Dallas Ranch Road. From Lone Tree Way to Brentwood Boulevard.

Sellers Avenue. This short segment of road between the proposed end of Laurel Road and Cypress Road would connect Oakley and Bethel Island.

Somersville Road. From James Donlon Boulevard to SR 4.

Standard Oil Avenue (future route). This road is proposed as a new north-south connection between James Donlon Boulevard and Delta Fair Boulevard.

State Route 160. From State Route 4 to the Sacramento County line.

State Route 4. From the Willow Pass Grade to the San Joaquin County line.

State Route 239 (also known as TriLink). This roadway is designated as a Future Study Corridor. The Streets and Highways Code identified this roadway as a legislatively adopted but unconstructed state highway connecting I-580 west of Tracy to Route 4 near Brentwood. In 1996, the need to initiate planning for this corridor was identified by the Metropolitan Transportation Commission's Altamont Pass Interregional Corridor Study, which referred to the facility as the Brentwood-Tracy Expressway. In 1997, the Caltrans Route 4 Corridor Study indicated that any upgrades to highway capacity between Contra Costa County and San Joaquin County should be directed at developing Route 239. In 2002, the Streets and Highways Code was amended to include this route in California's Interregional

Road System. Currently, CCTA is leading a feasibility study of the SR 239 route, which is now known as TriLink.

Wilbur Avenue. From A Street to SR 160.

Willow Pass Road. From West 10th Street in Pittsburg to SR 4.

Vasco Road. From Walnut Boulevard to the County Line. This roadway is an important inter-county connection between East County and Alameda County.

Chapter 3
Current Growth Trends and Travel Patterns

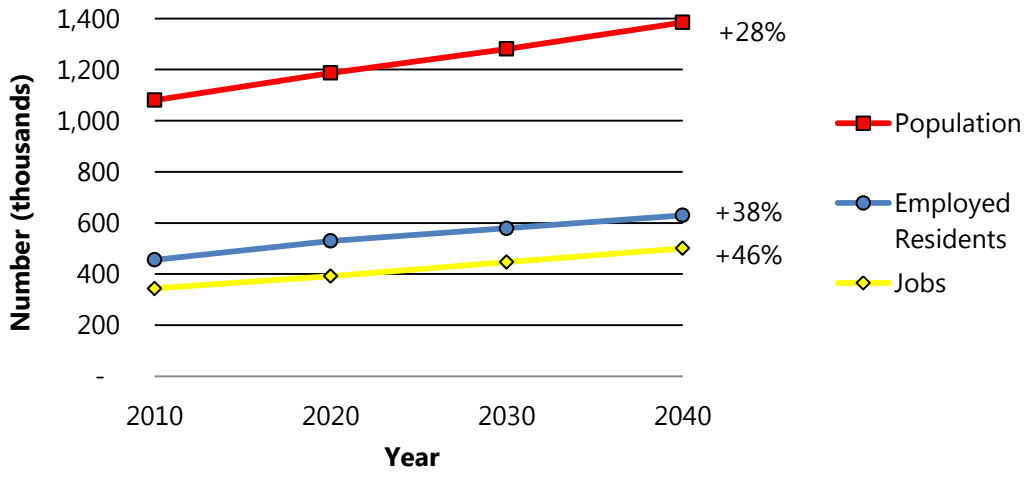
Forecasts of future population and employment growth in East County, as well as projections of future travel demand on major East County transportation facilities, are drawn from the most recent available regional travel model maintained by the Authority. The current Authority travel model contains land use projections consistent with those produced by the Association of Bay Area Governments (ABAG) as part of their Projections 2011

dataset, and also contains assumptions about transportation system improvements that are consistent with the financially-constrained Regional Transportation Plan.

A. Demographic Forecasts

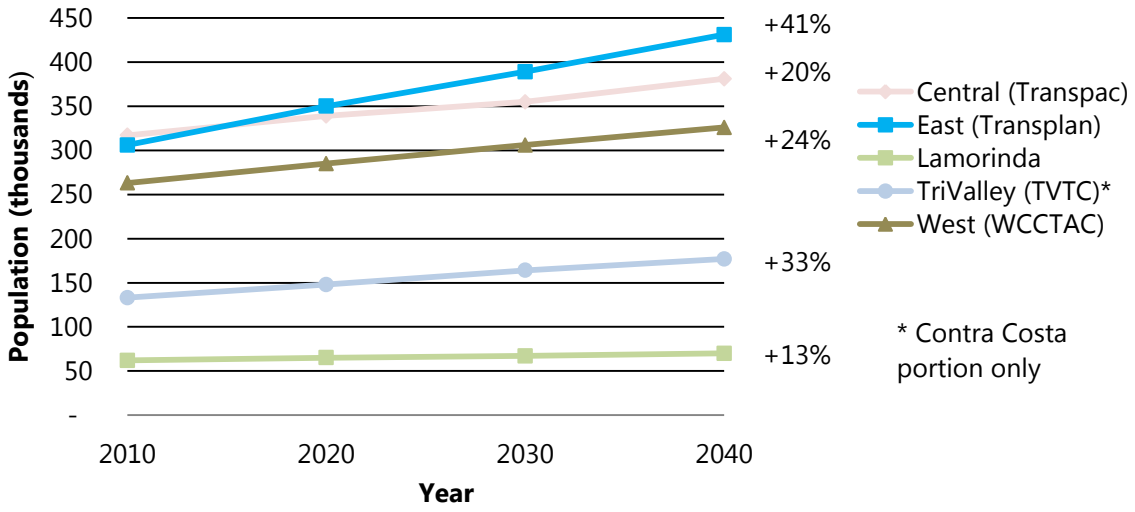
Countywide forecasts for population, employed residents, and jobs are shown in Figure 3-1. Population and job growth are expected to follow fairly similar patterns, with jobs growing at a faster rate (an average annual rate of 1.3 percent) than population (at an average annual rate of 0.8 percent).

Figure 3-1 Contra Costa County Demographic Forecasts



Subregional forecasts for population are shown in Figure 3-2. East County is represented by the blue line. The East County population is projected to grow at the fastest rate (41 percent between 2010 and 2040, or an annual average of 1.1 percent) of all the subregions; by 2040, East County is expected to have added about 125,000 new residents, becoming the most populous subregion in the County. There is expected to be almost 44,000 dwelling units added in East County in order to house the additional population.

Figure 3-2 Subregional Population Growth



Subregional forecasts for jobs are shown in Figure 3-3. Again, East County is represented by the blue line. Countywide, jobs are expected to grow faster than population, and East County is projected to experience significant job growth of 94 percent between 2010 and 2040 (or an annual average of 2.2 percent); the total number of jobs in East County is projected to be almost 100,000 While East County will experience the fastest job growth, Central County will continue to have the highest total number of jobs of any of the subregions.

Figure 3-3 Subregional Job Growth

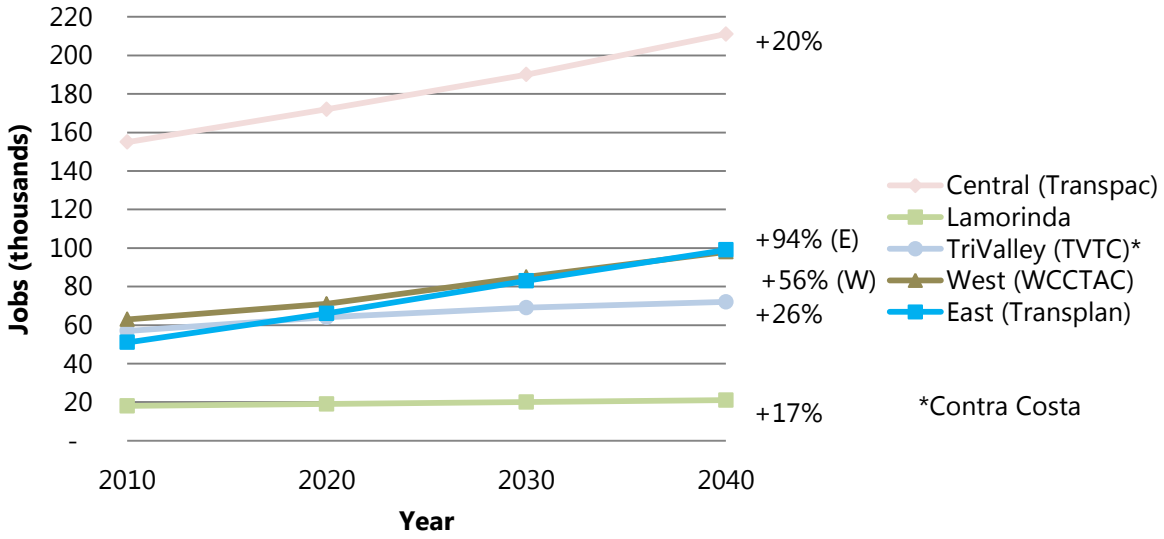
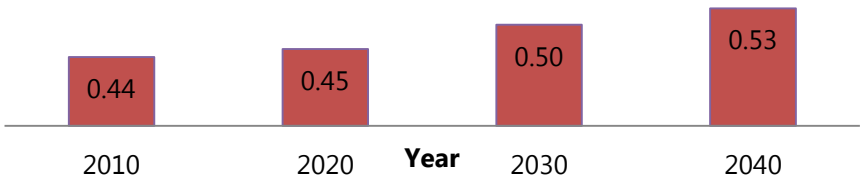


Figure 3-4 presents the ratio of jobs-to-employed residents for East County between 2010 and 2040. A ratio of 1.0 means that the number of jobs in that subregion equals the number of employed residents; this is a measure of the balance between housing and jobs, which affects transportation topics such as commuting patterns and travel time. The ratio of jobs-to-employed-residents in East County is expected to increase, from 0.44 in 2010 to 0.53 in 2040, indicating that the balance between housing and jobs is expected to improve. However, at a ratio of 0.53, that still means that many East County residents who are employed will be commuting to jobs outside of the subregion; the magnitude of out-commuting will still be highest in East County compared to the other subregions of the County.

Figure 3-4 East County Jobs per Employed Resident



B. Traffic Forecasts

The regional travel demand model maintained by the Authority was applied to generate estimates of the future traffic volumes expected on major roadways throughout the County. Figure 3-5 presents a map showing the projected growth in daily traffic volumes on several major facilities in East County. Figure 3-6 shows the projected growth in peak hour traffic across a few East County "screenlines", which capture major east-west or north-south traffic flows. As is shown in these maps, traffic volumes throughout East County are anticipated to increase substantially by the year 2040, as the local population continues to grow. (It should be noted that the model results shown here are intended to give an idea of the order-of-magnitude changes in traffic volumes anticipated across the region; much more detailed and refined studies would be undertaken for any specific project.)

Figure 3-5 Projected Growth in Average Daily Traffic Volumes

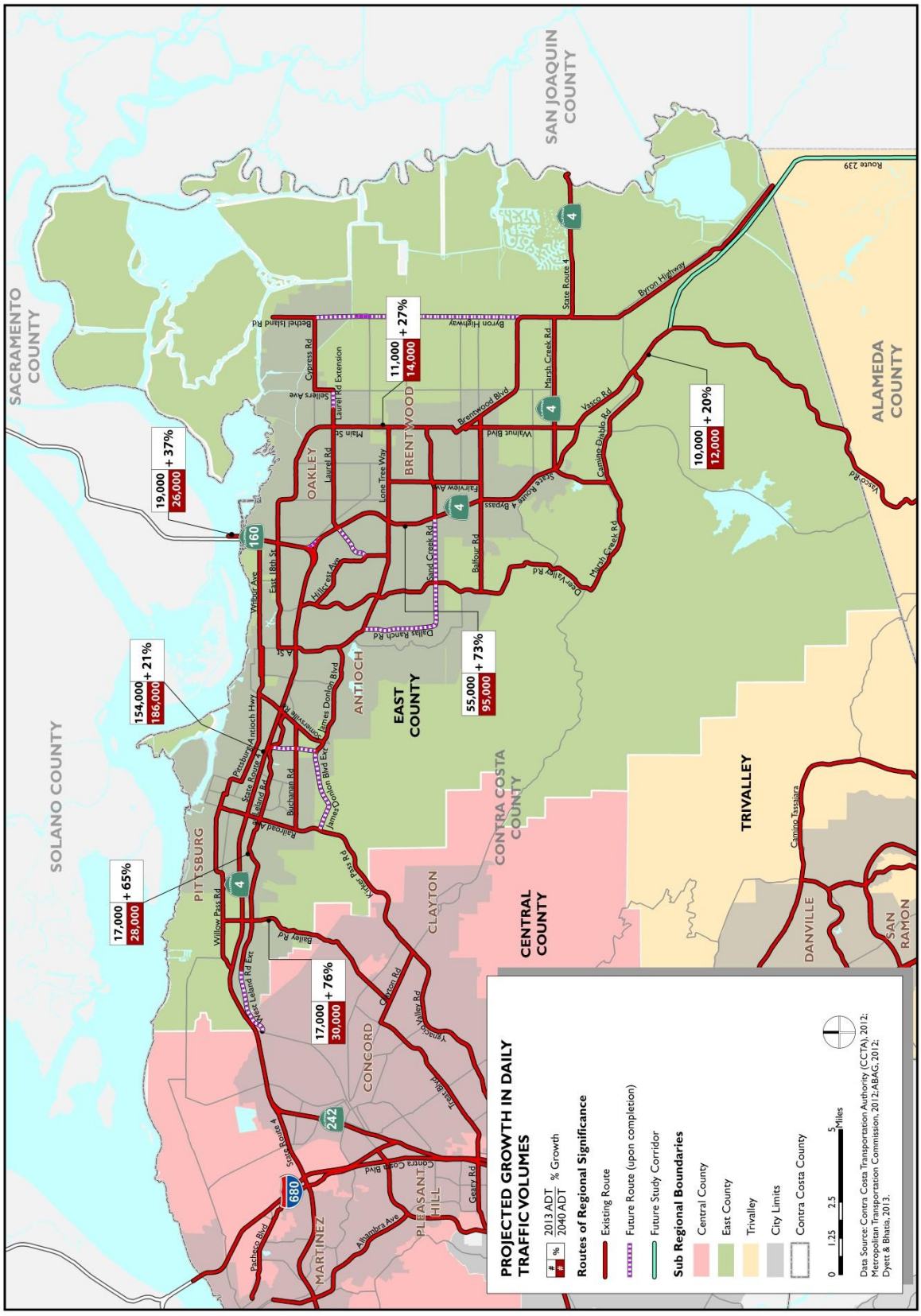
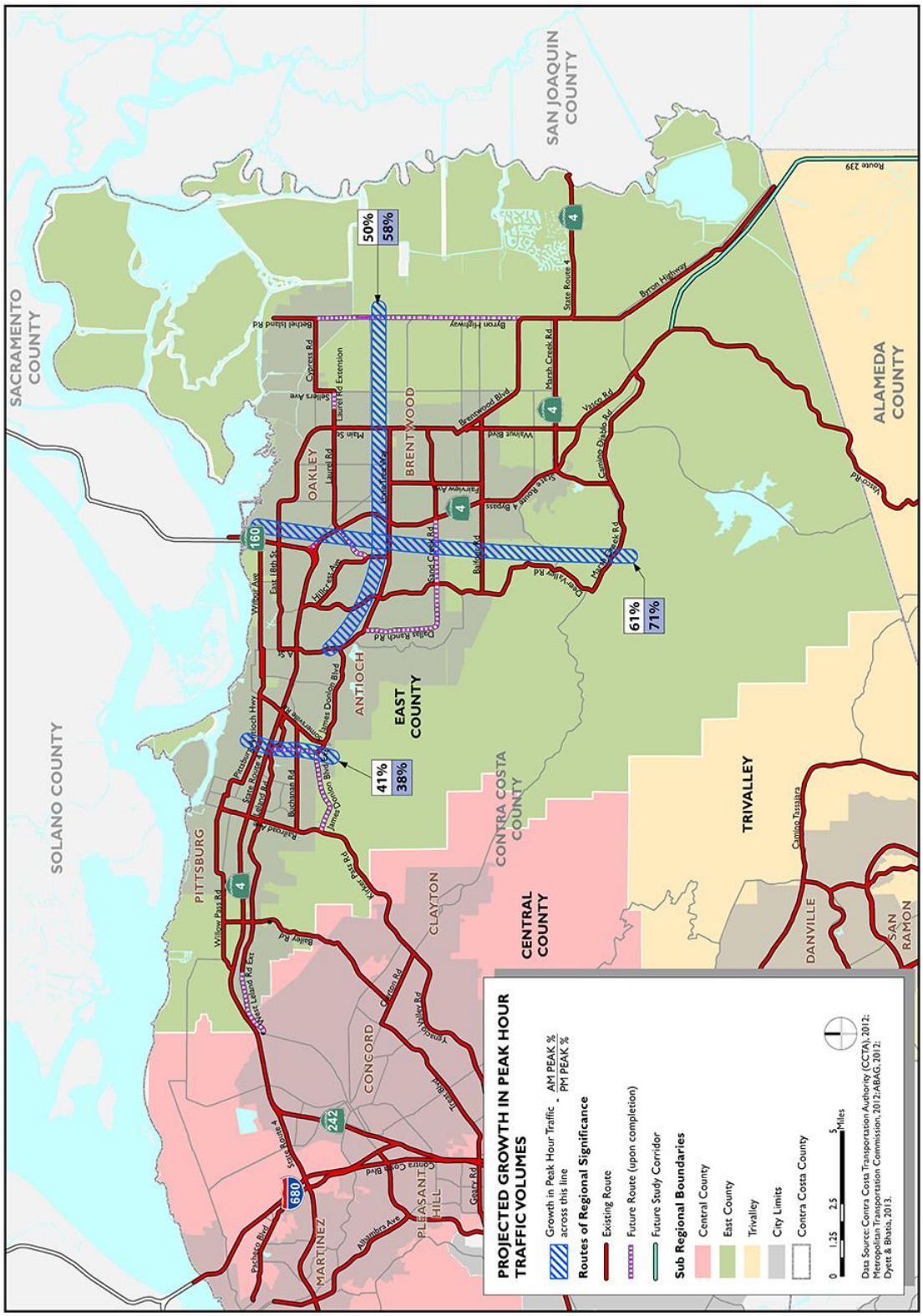


Figure 3-6 Projected Growth in Peak Hour Traffic Volumes



Chapter 4

Action Plan Goals and Objectives

There are five overarching goals and 14 sub-goals established for this Action Plan.

A. Action Plan Goals

1. Maintain or Improve Efficiency of Freeway and Arterial Operations

Regional Highway Transportation Facility Improvements

Continual investment in regional facilities is necessary to address the increasing levels of congestion along East County highways. Investments may include interchange upgrades, improving links between East County and other regions, or widening regional roadways.

Construct Targeted Traffic Engineering Improvements

In addition to corridor-wide improvements, targeted traffic engineering improvements alleviate conditions that exceed traffic service objectives on a smaller scale.

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 can include ramp metering, freeway service patrols, vehicle detectors and closed-circuit TV for real-time traffic monitoring, and changeable message signs or other traveler information systems.

2. Support an Efficient and Effective Transit System

Support Rail Transit Operations

A strong regional rail transit system supplements travel along East County highways, alleviating congestion in high demand areas. Rail transit projects, including the BART extension and services provided by the Altamont Commuter Express (ACE) and AMTRAK, should be supported and promoted.

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. Planning for expansion of transit service at the regional or corridor level

should also consider other modes, including possible ferry and rail service.

Provide Intermodal Transit Centers

Significant East County transit stations can function as intermodal transit centers, allowing travelers to efficiently transfer between different transit services. Decreasing transfer time or otherwise improving the transfer experience increases the likelihood that travelers will choose transit on a regular basis.

Expand Park-and-Ride Lots

Park-and-ride lots at strategic locations 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.

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

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. TDM strategies should be included in a package of options for decreasing the number of single-occupant auto trips.

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.

Continue the Growth Mitigation and Monitoring Program

The Contra Costa County growth management strategy reduces the traffic impacts of future development 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.

4. Maintain Existing Transportation Network to Support Safety and Efficiency

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, bicycle and pedestrian facilities and park-and-ride lots.

5. Manage the Effects of New Growth on the Transportation System

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.

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.

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.

B. Multi-modal Transportation Service Objectives

1. Definition of Multi-modal Transportation Service Objectives

The CCTA *Implementation Guide* gives the RTPCs significant flexibility in choosing MTSOs for their Action Plans. As long as the objective is quantifiable, and includes a timeframe for achievement of the objective, it can be proposed for inclusion in the Action Plan. Unless otherwise specified, the MTSOs proposed here are to be achieved either on an on-going basis or concurrent with completion of major projects within the specified corridor.

Selection of the MTSOs outlined below was based in part on whether or not the objective could be easily measured through observation, and, more importantly, forecasted through use of the Countywide Model. MTSOs that are difficult to measure or to forecast using the Countywide Model were not selected.

Through the adoption of Measure J, the analysis requirements of MTSOs have become more formalized. These measures will be subject to analysis for impacts of various proposed development and transportation projects, in accordance with Measure J. However, there is also a need to periodically monitor other transportation goals beyond these MTSOs; these are considered as additional objectives within this Action Plan.

Four MTSOs are proposed to be carried forward from the previously adopted action plan into this East County Action Plan Update; the MTSOs are defined and described in the table on the following page. Also carried forward from the previous plan is an area-wide objective related to transit productivity; this objective is intended to express support for regional transit services and may become an MTSO in a future version of this plan.

Descriptions of MTSOs				
MTSO Measure	**Definition**	**Example**	**Sources of Information**	**Application**
Delay Index	A measure of delay experienced by motorists on a roadway segment during a peak commute hour in a single direction. The Delay Index is calculated by measuring the time it takes to travel a segment of road during peak-period congested conditions, and comparing it to the time it takes to travel the same segment during uncongested, free-flow conditions.	It takes 40 minutes to drive from Point A to Point B during rush hour. The same drive takes 20 minutes during uncongested conditions at midday. Delay Index = 40 / 20 = 2.0	Travel speeds on freeways to be monitored through Caltrans Performance Measurement System (PeMS) data, or through travel time runs conducted during congested periods.	All freeways in East County.
Signalized Intersection LOS	A measure of traffic conditions at a signalized intersection. LOS is expressed in ratings from "A" through "F", with "A" meaning that all traffic clears the intersection on every cycle and "F" meaning that drivers must wait through multiple cycles to clear the intersection.	Based on the number of seconds of delay experienced by drivers passing through the intersection. This metric should be calculated using the methods specified in CCTA Technical Procedures.	Intersection turning movement counts are collected every two years by CCTA as part of the MTSO monitoring program.	Suburban arterial routes (listed on pages 26-27).
Roadway Segment LOS	A measure of traffic efficiency and smoothness of flow along roadway segments that are not constrained by a nearby traffic signal.	Should be calculated in accordance with the methods specified in CCTA Technical Procedures. Under the current Technical Procedures, would use the procedure for a two-lane rural highway in the 2010 HCM.	Counts of volumes along roadway segments are collected every two years by CCTA as part of the MTSO monitoring program.	Rural roads (listed on pages 27-28).
HOV Lane Usage	A measure of the efficient utilization of the HOV lane.	Measured by counting the number of vehicles using the HOV lanes at the highest HOV volume section.	HOV volumes to be determined based on HOV lane utilization report published by Caltrans.	Freeways with HOV lanes.

2. Area-wide Objective on Transit Productivity

One additional objective established in this Action Plan is for transit productivity. Its designation as an area-wide measure indicates that it is important to monitor, but not mandatory when analyses of MTSOs are required. There are two measures within this objective.

Bus Riders per Service Hour: A measure of the average number of riders boarding a fixed-route bus during an hour of scheduled bus service when persons may board with a fare or pass.

Example:

Transit boardings on a route = 15,000 in a single month

Transit service hours on the route = 1,000 hours in a single month

Transit productivity = 15 riders per revenue service hour

BART Ridership: A measure of the average number of weekday riders on all BART trains between Bay Point and North Concord Stations.

Example:

Daily riders between 3,800 and 4,200 during the sample month

Average daily riders = 4,000 during the sample month

3. Route-Specific Multi-modal Transportation Service Objectives

Freeways

Current traffic volumes on the SR 4 freeway often exceed the common standards of peak hour level-of-service (such as "D" or "E"). Anticipated growth that has already been approved is likely to occur faster than the ability of local jurisdictions and Caltrans to provide capacity relief. It is unreasonable to expect that uncongested conditions can be achieved over a long-term planning horizon.

Travelers in urban and suburban areas have come to accept peak hour congestion, especially on the freeway routes. It is desirable, however, to ensure that point-to-point travel times be kept to a tolerable maximum, that HOV lanes be fully utilized, and that transit ridership be encouraged. The following MTSOs are applied (as appropriate) to all freeways in East County, including SR 4 and SR 160.

MTSOs on Freeways:

- *The Delay Index should not exceed 2.5 during the AM or PM peak period.*
- *HOV lane utilization should exceed 600 vehicles per lane in the peak direction during the peak hour.*

Suburban Arterial Routes

These are routes where the capacity and quality of service is typically controlled by the operations of the signalized intersections. Level of Service D is the threshold traffic level where drivers typically start becoming concerned about congestion. At LOS of E or lower, drivers may have to wait through more than one signal cycle in order to pass through an intersection. This category covers the following routes:

- Auto Center Drive
- Bailey Road
- Balfour Road
- Buchanan Road
- Deer Valley Road (improved portion)
- East 10th Street/Harbor Street (in Pittsburg)
- East 18th Street
- Fairview Avenue
- Hillcrest Avenue
- James Donlon Boulevard (including future extension)
- Laurel Road
- Leland Road (both West and East)/Delta Fair Boulevard
- Lone Tree Way/A Street
- Oak Street/Walnut Boulevard (within Brentwood)
- Ninth Street/Tenth Street (in Antioch)

- Pittsburg-Antioch Highway
- Railroad Avenue/Kirker Pass Road
- Sand Creek Road/Dallas Ranch Road
- Somersville Road
- Standard Oil Avenue (future route)
- Wilbur Avenue
- Willow Pass Road

MTSOs on Suburban Arterial Routes:

- *Maintain LOS D or better at all signalized intersections, except:*
  - *On Bailey Road, where LOS E will be acceptable; or,*
  - *At Traffic Management Program (TMP) sites that use performance measures other than average intersection delay.*
- *Within Priority Development Areas, any physical improvement identified as a result of applying the above standard shall be evaluated for its effects on all intersection users, including pedestrians, cyclists, and transit users.*

Rural Roads

The primary issue on rural roads is traffic flow and safety. While some of these routes may have traffic signals at major intersections, the spacing between intersections is so great that the signals do not control the capacity of the route. Therefore, these routes are evaluated using roadway segment evaluation techniques. These routes include:

- Byron Highway
- Camino Diablo
- Cypress Road/Bethel Island Road
- Deer Valley Road (unimproved portion)
- Marsh Creek Road
- Sellers Avenue
- SR-4 Non-Freeway portion: Balfour Road to San Joaquin County Line
- Walnut Boulevard (south of the City of Brentwood)
- Vasco Road

Level-of-Service D provides a reasonable standard for these rural roads. If any of these roads is improved or widened, a new traffic service objective should be considered.

MTSOs on Rural Roads:

- *Peak hour level-of-service shall not exceed level-of-service D for non-signalized rural roadways*

Current and Forecasted MTSO Values

CCTA is responsible for regular monitoring of the MTSOs for all the subregions, as well as for the forecasting of future MTSO values. Appendix A contains the results of that monitoring and forecasting process for East County.

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

1. 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 Caltrans and CCTA 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:** 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.

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 can include ramp metering, freeway service patrols, vehicle detectors and closed-circuit TV for real-time traffic monitoring, and changeable message signs or other traveler information systems.

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)

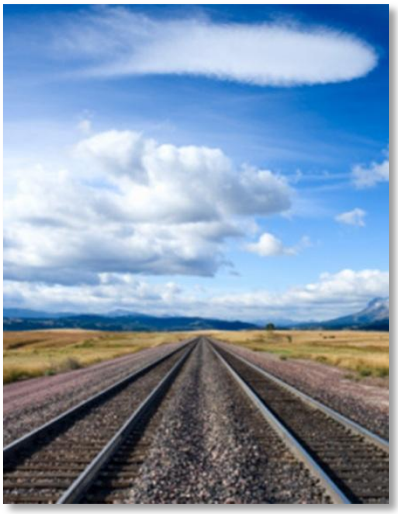
3c) Identify and plan for future rail grade separations where feasible. (Local jurisdictions, CCTA)

3d) Encourage coordination with the California Highway Patrol to promote safer traffic operations, including facilitating enforcement. (Local jurisdictions, CCTA, Caltrans)

B. Support an Efficient and Effective Transit System

1. 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.



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)

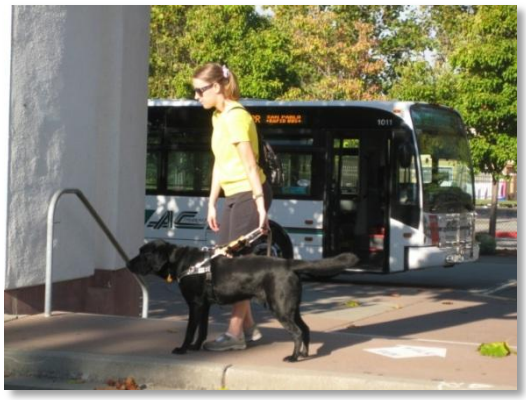
2e) Encourage the funding and provision of alternative-fueled vehicles and related fueling stations for transit operators to improve air quality, as they expand their bus fleets. (Tri Delta Transit, Contra Costa Transportation Authority, Local jurisdictions)

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) In coordination with 511 Contra Costa (511CC), 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. (511CC, Tri-Delta Transit)

4b) Maintain and improve park-and-ride lots in East County. (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

1. 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 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.

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)

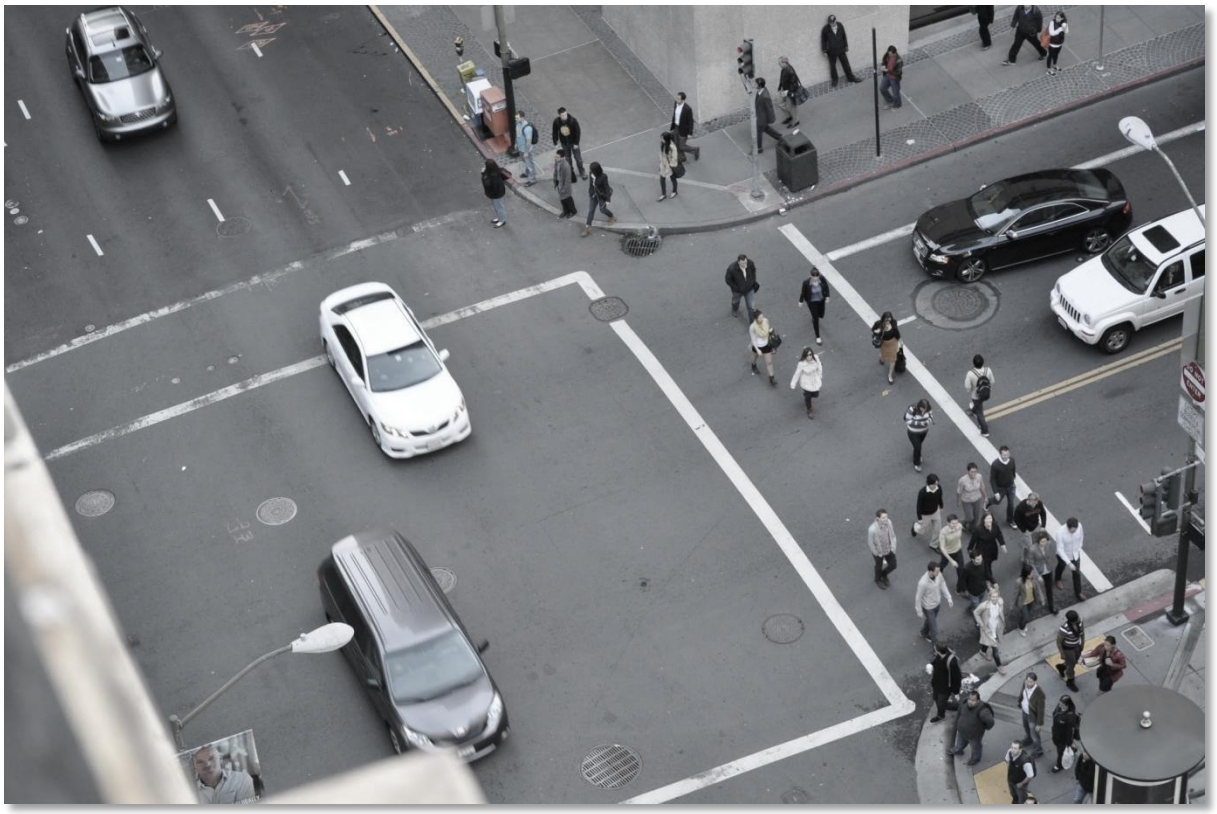
2j) Provide bike racks, lockers and other secure bike parking options at key locations and activity centers throughout the county. (511CC)

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 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

1. 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

1. 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.

Chapter 6
Procedures for Notification, Review and Monitoring

Action Plans are required to include a set of procedures to share environmental documents, review general plan amendments, and monitor progress in attaining the traffic service objectives. The procedures for notification, monitoring, and review are described below.

A. Circulation of Environmental Documents

The Action Plan is required to have a set of procedures to share environmental documents. This notification is to occur through the CEQA analysis process, at the following

two junctures: first, upon issuance of a Notice of Preparation (NOP), and second, at the stage of Notice of Completion (NOC) of the draft EIR.

The Action Plan is to set the threshold level at which EIRs are to be circulated to neighboring jurisdictions. The maximum thresholds established by the Authority are 100 net new peak hour vehicle trips for development projects that do not involve a General Plan Amendment (GPA), and 500 net new peak hour vehicle trips for development projects that require a GPA. Following are examples of projects that could generate in excess of 100 net peak hour vehicle trips:

- A single-family residential development of more than 100 units
- A condominium development of more than 180 units
- A retail center of at least 14,000 square feet
- A general office building of at least 44,000 square feet

1. Procedure for Circulation and Review of Environmental Documentation

The following procedures are to be followed by the jurisdictions of TRANSPLAN regarding circulation of environmental documentation:

1. For any proposed project or general plan amendment that generates more than 100 trips during the peak hour for which an environmental document (Negative Declaration, or Environmental Impact Report or Statement) is being prepared, the Lead Agency shall issue a notice of intent to issue a Negative Declaration or a Notice of Preparation for an EIR to all Regional Transportation Planning Committee chairs or designated staff person, and to each member jurisdiction of TRANSPLAN.

2. TRANSPLAN shall notify its member jurisdictions of receipt of such notices from jurisdictions in other areas.

3. TRANSPLAN shall review development projects for compliance with the program for evaluating new development proposals outlined in Action C-3 in Chapter 5.

4. At signalized intersections where a TMP is in effect, the analysis of project impacts shall be based upon the applicable MTSO for signalized suburban arterials assuming normal traffic operations without the TMP. Further

analysis may be performed to evaluate the impacts of the project on TMP operations. The Authority's Technical Procedures, however, do not require an operations analysis for TMPs, and the level of detail required for such an analysis is considered beyond the scope of a typical traffic impact study. Furthermore, the time period, mode of operation, and specific management strategy for corridors subject to a TMP may vary significantly from year to year, depending on specific objectives, field observations, enforcement levels, and driver acceptance.

B. Review of General Plan Amendments

This Action Plan was developed using land use forecasts that generally reflect future land development allowed within the framework of the adopted General Plans for jurisdictions within East County. General plan amendments enacted after adoption of the Action Plan could therefore adversely affect ability to meet the Action Plan goals, policies and objectives.

The CCTA *Implementation Guide* outlines the process for notification and review of the impact of proposed general plan amendments that exceed a specified threshold size. Furthermore, the process outlined below has been adopted by TRANSPLAN.

1. Procedure for Review of General Plan Amendments

The development review process identified in Action C-3 pertains to the review of General Plan Amendments. In addition to the project review procedures, the following procedures are to be followed for general plan amendments that generate more than 100 net peak hour vehicle trips:

The jurisdiction considering the amendment must either demonstrate that:

- The amendment will not violate Action Plan policies or adversely affect the ability to meet Action Plan MTSOs, or
- Propose modifications to the Action Plan that are acceptable to TRANSPLAN and will prevent the general plan amendment from adversely affecting the regional transportation network.

If neither of these can be done, approval of the general plan amendment by the lead jurisdiction may lead to compliance issues with the CCTA growth management program.

C. Schedule for Action Plan Review

The Action Plans should be periodically reviewed for effectiveness, and updated if there are significant changes in local or regional conditions. See Chapter 3 of the CCTA *Growth Management Program Implementation Guide* for guidance on the development and updates of Action Plans.

In general, the Action Plan review process involves:

- Regular monitoring of traffic conditions on regional routes and reporting to TRANSPLAN on MTSO performance.
- If any of the MTSOs have not been met, TRANSPLAN may consider preparing a focused revision to the Action Plan.
- A complete review of the Action Plan should be made on a four- to five-year cycle.
- Individual corridors may be reviewed as deemed appropriate by TRANSPLAN.

D. Implications for Compliance with the Measure J Growth Management Program (GMP)

The CCTA *Implementation Guide* describes the GMP conditions for compliance that relate specifically to Routes of Regional Significance and the Action Plans as listed below:

1. Participating in the preparation and adoption of Action Plans.
2. Implementation of actions to attain MTSOs.
3. Placing conditions on project approvals consistent with the Growth Management Strategy.
4. Circulation of environmental documents as specified in the Action Plan and consistent with Authority policy.
5. Participation in the General Plan Amendment review procedure.

If, however, through CCTA's monitoring program it is determined that the MTSOs are not being met, then this information would be conveyed to TRANSPLAN for consideration in its periodic review of the Action Plan. The *Implementation Guide* states that if satisfactory

progress is observed, then implementation of the Action Plan will continue. If progress has not been satisfactory, a revision to the Action plan may be necessary.

Process for Addressing MTSO Exceedances

From time to time, the MTSOs are monitored to determine whether they are being achieved. In addition, the MTSOs are evaluated to determine if they can be achieved in the future. For this update to the Action Plan, the MTSOs were monitored in 2013, and the traffic forecasts were prepared and evaluated for 2040. In both cases, exceedances of the adopted MTSOs were observed.

Under adopted CCTA policy, exceedance of an MTSO does not constitute a compliance issue with the Growth Management Program.

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

It is not surprising, therefore, given the level of expected growth in East County, coupled with the constraints on adding new capacity to the system, that some MTSOs may be exceeded either today or in the future.

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

In the case where a proposed development project or General Plan Amendment causes an exceedance, or exacerbates a situation where an already exceeded MTSO is worsened, then the procedures in this chapter regarding development application review and general plan amendments shall apply.

Appendix A:
MTSO Values

CCTA regularly monitors the values of the MTSOs defined by all of the subregions in their Action Plans for Routes of Regional Significance. The most recent monitoring effort was conducted in early 2013. CCTA is also responsible for forecasting the values of the MTSOs at a given horizon year (which for the purposes of this plan is the year 2040). The 2040 forecasts are the result of applying the CCTA regional travel demand model and reporting the future traffic volumes generated by that model application. It should be noted that the model results are intended to give an idea of the order-of-magnitude changes in traffic volumes anticipated across the region; much more detailed and refined studies would be undertaken for any specific project. This appendix contains the 2013 values reported for the TRANSPLAN area as part of the regular monitoring effort and the 2040 forecasts of those values.

East County Freeway MTSO Values
SR-4 Freeway Analysis – AM Peak Hour

Direction	Free Flow Speed (mph)	MTSO		2013 Observed		2040 Forecast	
		Speed (mph)	Delay Index	Speed (mph)	Delay Index	Speed (mph)	Delay Index
EB	65	26	2.5	61	1.1	51.7	1.3
WB	65	26	2.5	49.1	1.4	33.7	1.9

East County Freeway MTSO Values
SR-4 Freeway Analysis – PM Peak Hour

Direction	Free Flow Speed (mph)	MTSO		2013 Observed		2040 Forecast	
		Speed (mph)	Delay Index	Speed (mph)	Delay Index	Speed (mph)	Delay Index
EB	65	26	2.5	46	1.4	39.4	1.7
WB	65	26	2.5	51	1.3	50.5	1.3

East County Freeway MTSO Values
SR-4 HOV Utilization

Direction	MTSO (vph)	2013 Observed (vph)		2040 Forecast (vph)	
		AM	PM	AM	PM
EB	600	-	1029	-	2151
WB	600	826	-	1832	-

East County Intersection MTSO Values											
No.	Primary Street	Secondary Street	MTSO	2040 Forecasts				2013 Observed			
				AM Peak		PM Peak		AM Peak		PM Peak	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
E50	18th Street-Main Street (SR-4)	SB SR-160 on-off ramps	D	B	19.3	C	19.2	B	15.3	B	17.0
E51	Main Street (SR-4)	NB SR-160 on-off ramps	D	B	15.3	B	15.9	B	14.2	B	16.9
E52	Main Street (SR-4)	Nelroy Rd-Bridgehead Rd	D	C	24.0	C	30.2	C	23.4	C	29.5
E53	Main Street (SR-4)	Big Break Road	D	F	223.8	F	^^^	C	24.5	D	37.3
E54	Main Street (SR-4)	Empire Rd-Charles Way	D	F	82.1	F	110.3	C	24.1	C	23.2
E55	Main Street (SR-4)	Cypress Road	D	E	65.0	C	32.6	D	36.0	C	22.6
E57	Brentwood Blvd (SR-4)	Lone Tree Way	D	F	124.6	F	107.6	C	25.3	C	31.6
E58	Brentwood Blvd (SR-4)	Sand Creek Rd	D	D	35.5	C	34.9	C	29.7	C	28.6
E59	Brentwood Blvd (SR-4)	Central Blvd-Sycamore Road	D	C	26.7	C	30.0	B	17.6	B	19.9
E60	Brentwood Blvd (SR-4)	Oak Street	D	C	32.5	C	30.3	C	27.7	C	26.3
E61	Brentwood Blvd (SR-4)	Balfour Road	D	E	65.4	E	57.7	D	54.7	D	54.3
E62	Walnut Boulevard	Oak Street	D	C	28.1	B	18.8	B	18.8	B	14.8
E63	Walnut Boulevard	Balfour Road	D	D	46.4	E	74.7	D	41.0	D	35.3
E64	Walnut Boulevard	Marsh Creek Road	D	F	^^^	F	^^^	C	29.3	D	47.6
E65	Bailey Road	Willow Pass Road	E	C	25.1	D	46.7	C	24.0	C	21.8
E66	Bailey Road	WB SR-4 on-off ramps	E	D	33.4	B	17.5	C	21.6	B	13.6
E67	Bailey Road	EB SR-4 on-off ramps	E	C	29.1	D	36.2	C	21.6	C	27.6
E68	Bailey Road	Leland Road	E	F	88.6	F	132.4	D	39.1	D	39.0
E69	Railroad Avenue	WB SR-4 on ramp	D	F	100.6	B	19.7	D	38.1	C	21.2
E70	Railroad Avenue	EB SR-4 on-off ramps	D	C	33.5	D	52.8	D	36.2	C	34.9

East County Intersection MTSO Values											
No.	Primary Street	Secondary Street	MTSO	2040 Forecasts				2013 Observed			
				AM Peak		PM Peak		AM Peak		PM Peak	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
E71	Railroad Avenue	Leland Road	D	F	123.3	F	103.8	E	59.0	F	81.9
E72	Railroad Avenue	Buchanan Road	D	C	33.6	C	27.6	C	34.2	C	22.8
E73	Somersville Road	WB SR-4 on-off ramps	D	C	27.8	C	29.5	C	21.4	C	25.6
E74	Somersville Road	EB SR-4 on-off ramps	D	B	11.8	B	14.7	B	10.9	B	10.3
E75	Somersville Road	Delta Fair Boulevard	D	C	34.9	E	59.2	C	31.1	D	36.5
E76	Somersville Road	Buchanan Road	D	D	38.1	C	29.6	D	47.1	D	39.9
E77	Lone Tree Way-A Street	WB SR-4 on-off ramps	D	C	24.6	D	45.5	C	20.4	D	34.3
E78	Lone Tree Way	EB SR-4 on-off ramps	D	C	25.4	D	39.1	C	29.5	C	29.7
E79	Lone Tree Way	W. Tregallas Road	D	E	59.9	C	23.8	B	16.0	C	20.2
E80	Lone Tree Way	James Donlon Boulevard	D	E	79.7	D	37.6	D	47.7	D	36.9
E81	Lone Tree Way	Deer Valley Road	D	D	47.2	C	31.5	D	41.1	D	43.6
E82	Lone Tree Way	Hillcrest Avenue	D	D	39.1	C	27.8	C	33.9	C	34.7
E83	Lone Tree Way	Empire Avenue	D	C	31.0	D	36.9	D	38.3	D	36.9
E84	Lone Tree Way	Fairview Avenue	D	F	120.3	F	90.3	D	48.6	D	46.9
E85	Lone Tree Way	O'Hara Avenue	D	F	169.2	F	159.5	D	38.1	D	37.9
E86	Hillcrest Avenue	WB SR-4 on-off ramps	D	C	30.2	C	25.4	C	26.4	C	27.6
E87	Hillcrest Avenue	EB SR-4 on-off ramps	D	B	17.7	E	71.0	C	23.2	C	27.5
E88	Hillcrest Avenue	Deer Valley Road	D	D	37.8	C	31.6	C	29.9	C	30.8
E89	Leland Road	Loveridge Road	D	D	45.2	D	35.4	D	48.2	D	38.2
E90	Buchanan Road	Loveridge Road	D	C	27.0	B	19.8	C	34.5	C	20.4

NOTES:
Year 2040 analysis assumed the following improvements:

#51 - westbound approach is widened to provide one left-turn lane and three through lanes;
eastbound approach is widened to provide two through lanes and one shared through-right-turn lane.

#57 - southbound approach is widened to provide one left-turn lane, one through lane and one shared through-right turn lane;
northbound approach is widened to provide one left-turn lane, two through lanes and one right-turn lane.

#59 - westbound approach is widened to provide one left-turn lane, two through lanes and one right-turn lane.

#84 - westbound approach is widened to provide one left-turn lane, three through lanes and one right-turn lane;
eastbound approach is widened to provide one left-turn lane, three through lanes and one right-turn lane.

^^^ Average intersection delay exceeds 300 seconds.

SOURCE:
Analysis prepared by Kittelson & Associates for CCTA.