

**CENTRAL COUNTY
ACTION PLAN**

for

Routes of Regional Significance

**Proposal for Adoption
June 25, 2009**

TABLE OF CONTENTS

1. INTRODUCTION.....	1
Action Plan Tenets	1
Action Plan Requirements	4
Designated Routes of Regional Significance	4
Action Plan Chapters.....	4
2. LAND USE AND TRANSPORTATION TRENDS.....	6
Population Forecasts.....	6
Commute Patterns	9
Roadway Traffic Forecast	11
3. REGION-WIDE ISSUES, GOALS AND ACTIONS.....	13
Action Plan Tenets	13
Completed Transportation Improvements in Central County	15
Region-Wide Issues	16
Goals and Actions.....	19
4. ROUTES OF REGIONAL SIGNIFICANCE ISSUES, OBJECTIVES AND ACTIONS	25
Multi-Modal Transportation Service Objectives	25
Actions and Responsibilities	26
Freeway Routes of Regional Significance.....	27
Arterial Roadways	33
5. FINANCIAL OUTLOOK.....	46
TRANSPAC Subregional Transportation Mitigation Program.....	47
Local Fees	47
Traffic Impact Fees.....	51
2008 Action Plan Project List.....	52
6. PROCEDURES FOR NOTIFICATION, REVIEW AND MONITORING	57
Compliance with the Measure C/J GMP Program	57
Procedures.....	57
MTSO Calculation.....	58
Schedule for Action Plan Review	59
Regional Traffic Management.....	59

1. INTRODUCTION

The Central County Action Plan is intended to address the key transportation issues that Central County will face over the next twenty years. The plan was developed through the cooperative, multi-jurisdictional planning process called for in Measure C (1988). The study area for this plan includes the jurisdictions of Walnut Creek, Pleasant Hill, Clayton, Concord, Martinez and unincorporated Contra Costa County, as shown in Figure 1-1. With ongoing participation of elected officials and staff from these local jurisdictions, this Action Plan continues the cooperative process established by TRANSPAC jurisdictions for addressing current and future transportation issues along the regional corridors serving Central County.

Since the Action Plan was last updated in 2000, new revenue sources have been established.

- Measure J was passed in 2004, bringing an estimated \$2 billion in additional sales tax revenues to Contra Costa, for an aggregate \$3 billion including Measure C (1988).
- New regional funding sources have become available through Regional Measure 2 (2004).
- New state funding through Proposition 1B (2006) was approved by the voters.

The first Action Plan, adopted in 1995, encompassed growth forecasts to 2010. This 2009 Action Plan analyzes the expected household and job growth forecasts for Central County to 2030.

In September 2008, the Governor signed SB 375 authored by State Senator Darrell Steinberg. This legislation is a major revision to California land use policies and provides guidance to local agencies on transportation, housing and other land use policies necessary to meet the greenhouse gas reduction goals established in AB 32 (2006). AB 32 requires the establishment of rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions.

Action Plan Tenets

TRANSPAC has established five tenets to guide the development of region-wide objectives and actions for managing the efficiency of the transportation network. The tenets recognize that, because capacity-expansion projects are limited, as Central County continues to grow, improvements to the transportation system will need to focus more on demand and efficiency, rather than solely on capacity improvements.

The tenets were developed under two key assumptions, based on the adopted general plans of Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County¹.

- Central County is 85 to 90 percent “built out” and most development will be infill.
- Although infill development that occurs near transit facilities and downtowns will generate fewer new vehicle trips, this development will add both ridership to public transit and traffic to already-congested roadways.

TENETS

- TRANSPAC supports the planning for and management of the transportation system in coordination with other community interests.
- TRANSPAC supports management of freeway corridors to facilitate regional travel and to encourage interregional travelers to use the freeways and transit network rather than local and arterial streets.
- TRANSPAC supports traffic management strategies for arterial Routes of Regional Significance (Regional Routes), including use of signal timing to manage peak through-traffic volumes.
- TRANSPAC supports improved transit facilities and services to provide mobility choices and alternatives to the single-occupant vehicle.
- TRANSPAC supports the TRANSPAC-TRANSPLAN Transportation Demand Management Program (branded as 511 Contra Costa) to reduce the number of single-occupant vehicles on the road network, increase transit ridership, and promote alternatives to the single-occupant vehicle.

These tenets also govern the development of a set of actions, measures and programs that the local jurisdictions of Central County are committed to implementing as a condition of compliance with the Measure C/J Growth Management Program.

The projects in TRANSPAC’s 2008 Action Plan focus on a few critical roadway-capacity expansion projects and on projects that will improve operations, enhance the bicycle and pedestrian network, support transit, and maintain existing facilities.

¹ As of 2008, the General Plan of the City of Concord does not include development of the Concord Naval Weapons Station.

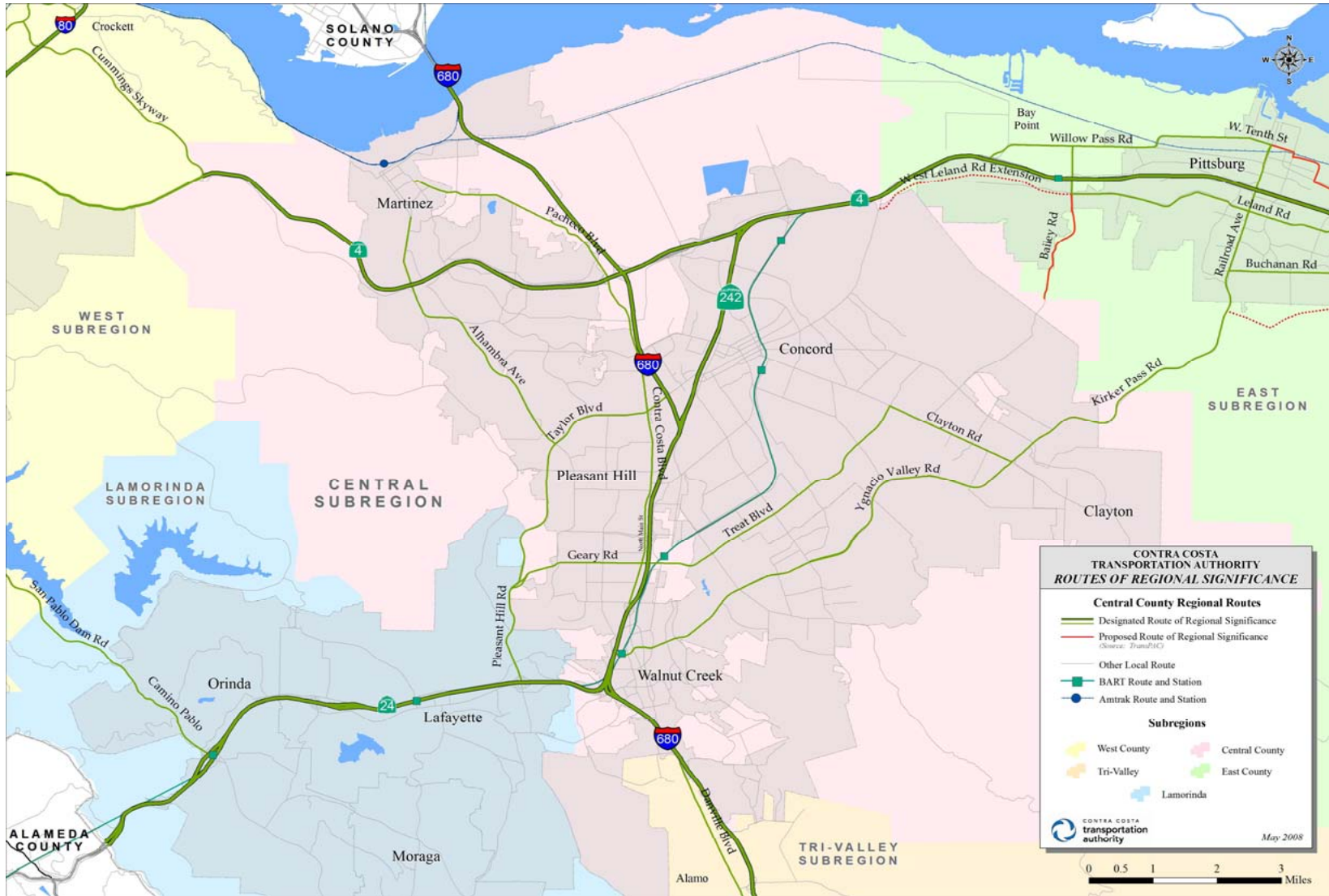


Figure 1-1

Action Plan Requirements

The passage of Measure C in 1988, a one-half percent sales tax, included an innovative Growth Management Program (GMP) that required local jurisdictions to participate in a cooperative, multi-jurisdictional planning process to be eligible to receive local street and road maintenance monies, and required that the Authority, through the Regional Transportation Planning Committees (RTPCs), jointly establish service standards for regional routes. In November 2004, Measure J was passed by the voters of Contra Costa, extending the sales tax program and the GMP requirements for another 25 years. Under Measure J, local jurisdictions that demonstrate compliance with the GMP requirements receive local street maintenance funds (18% of total revenues), allocated based on road miles and population. In addition, GMP compliance enables jurisdictions to receive Transportation for Livable Communities (TLC) funding (5% of total revenues). To comply with the GMP, a jurisdiction must, among other actions, continue to participate in a cooperative, multi-jurisdictional planning process. As part of this process, each jurisdiction must participate in the development and implementation of Action Plans for Routes of Regional Significance developed by the RTPCs with input from local jurisdictions. TRANSPAC is the designated RTPC for Central County.

Each Action Plan must:

- Identify Routes of Regional Significance;
- Set quantitative Multimodal Transportation Service Objective (MTSOs) with a target year for achieving those MTSOs;
- Establish a program of actions, measures and projects for meeting the MTSOs and assign local responsibilities for implementation; and
- Include a process for monitoring and review of the impacts of major developments and General Plan Amendments (GPAs) on the local and regional transportation system.

Designated Routes of Regional Significance

Routes of Regional Significance (described in detail in Chapter 4) are roadways that carry significant through-traffic, connect two or more jurisdictions, serve major transportation hubs, or cross county lines. TRANSPAC (and other RTPCs) designates these routes, and, as noted above, establishes quantifiable performance measures, called MTSOs, for these routes.

Action Plan Chapters

The Central County Action Plan comprises these additional chapters:

- **Chapter 2 - Land Use and Transportation Trends** considers the magnitude of long-range land use changes anticipated with local General Plans and market trends of Central County and surrounding regions, and the effect on commute patterns and traffic growth.

- **Chapter 3 - Region-wide Issues, Goals and Actions** describes specific actions and identifies the responsible jurisdictions for each action.
- **Chapter 4 - Routes of Regional Significance, Issues, Objectives and Actions** discusses each route and its specific actions and goals.
- **Chapter 5 - Financial Outlook** lists key anticipated funding strategies and priorities, based on revenues anticipated from various sources.
- **Chapter 6 - Procedures for Monitoring and Review of Impacts** presents the review procedures TRANSPAC jurisdictions use to achieve Growth Management Program compliance. Chapter 6 may be revised upon completion of the Contra Costa Transportation Authority's effort to streamline implementation procedures for Growth Management Programs.

2. LAND USE AND TRANSPORTATION TRENDS

The current and future demands on Central County's regional routes are a direct result of three key factors.

- The levels of development and the intensity and location of that development in Central County
- The number of workers who live in Central County and work outside of the area, coupled with the number of workers who travel into the area from outlying regions for work or other purposes
- People who drive through without an origin or a destination in Central County

Forecasts for future population and employment levels in Central County were derived from the Contra Costa Transportation Authority (CCTA) Countywide Travel Model. Model forecasts are based on the Association of Bay Area Governments (ABAG) *Projections 2005* and the 2006 CCTA Land Use Information System (LUIS '06). Land use estimates or forecasts have been made for the years 2000, 2010, 2020, and 2030 through this process. The 2007 estimates were derived through straight-line interpolation between 2000 and 2010.

Population Forecasts

As shown in Table 2-1, by 2030, the total Central County population and households are forecasted to grow 12 and 11 percent respectively over 2007, adding approximately 36,000 more residents and 13,000 new households. The total number of jobs is expected to grow as well, but at a faster rate: 20 percent, or 35,000 new jobs. In comparison to most other county subareas, Central County is expected to grow at a slower rate (see Table 2-2).

Table 2-1: Central County Forecast Demographic Changes

<i>Characteristics</i>	Year					2007 to 2030	
	<i>2000</i>	<i>2007*</i>	<i>2010</i>	<i>2020</i>	<i>2030</i>	<i>Expected Increase</i>	<i>%</i>
Total Population (1,000s)	290	310	315	332	346	36	12%
Total Households (1,000s)	118	121	123	129	134	13	11%
Total Employed Residents (1,000s)	151	153	155	172	189	36	24%
Total Jobs (1,000s)	167	176	182	191	211	35	20%
Jobs/Housing Balance	1.08	1.08	1.08	1.03	1.06	--	-2%

**Interpolated from 2000 and 2010.*

Source: CCTA Countywide Travel Demand Model, ABAG Projections 2005

Table 2-2: Expected Growth Through Year 2030

<i>Growth 2000 to 2007</i>						
	<i>Households</i>		<i>Employed Residents</i>		<i>Jobs</i>	
	<i>2000</i>	<i>2007</i>	<i>2000</i>	<i>2007</i>	<i>2000</i>	<i>2007</i>
Central County	118,000	121,000	151,000	153,000	167,000	176,000
Growth	3,000		2,000		9,000	
% Change	3%		1%		5%	
East County	76,000	95,000	108,000	129,000	48,000	57,000
Growth	19,000		21,000		9,000	
% Change	25%		19%		19%	
West County	85,000	88,000	110,000	113,000	76,000	79,000
Growth	3,000		3,000		3,000	
% Change	4%		3%		4%	
Lamorinda	23,000	23,000	29,000	30,000	19,000	20,000
Growth	0		1,000		1,000	
% Change	0%		3%		5%	
Tri-Valley†	103,000	119,000	152,000	173,000	183,000	202,000
Growth	16,000		21,000		19,000	
% Change	16%		14%		10%	
Total	404,000	445,000	551,000	597,000	493,000	535,000
Growth	41,000		46,000		42,000	
% Change	10%		8%		9%	
<i>Growth 2007 to 2030</i>						
	<i>Households</i>		<i>Employed Residents</i>		<i>Jobs</i>	
	<i>2007</i>	<i>2030</i>	<i>2007</i>	<i>2030</i>	<i>2007</i>	<i>2030</i>
Central County	121,000	134,000	153,000	189,000	176,000	211,000
Growth	13,000		36,000		35,000	
% Change	11%		24%		20%	
East County	95,000	133,000	129,000	200,000	57,000	116,000
Growth	38,000		71,000		59,000	
% Change	40%		55%		104%	
West County	88,000	98,000	113,000	137,000	79,000	105,000
Growth	10,000		24,000		26,000	
% Change	11%		21%		33%	
Lamorinda	23,000	26,000	30,000	36,000	20,000	22,000
Growth	3,000		6,000		2,000	
% Change	13%		20%		10%	
Tri-Valley†	119,000	166,000	173,000	270,000	202,000	314,000
Growth	47,000		97,000		112,000	
% Change	39%		56%		55%	
Total	445,000	558,000	597,000	832,000	535,000	770,000
Growth	113,000		235,000		235,000	
% Change	25%		39%		44%	

† Includes Alameda County portion of Tri-Valley

Source: CCTA Countywide Travel Demand Model, ABAG Projections 2005

Table 2-3 shows that Central County’s senior population (age 62 and over) is expected to grow significantly, increasing by 107 percent from 2007 to 2030, while the working-age and youth populations are both expected to decline slightly. Although the size of Central County’s working-age population (ages 18-61) will drop an estimated 12 percent by 2030, ABAG forecasts an increase in the number of employed residents because of the growing trend of seniors continuing to work.

Table 2-3: Central County Forecast Population Changes by Age Group

Characteristics	Year					Change 2007 to 2030	
	2000	2007*	2010	2020	2030	Expected Change	%
Total Population (1,000s)	290	310	315	332	346	36	12%
Total Employed Residents (1,000s)	151	153	155	172	189	36	24%
Seniors (over 62) (1,000s)	49	59	63	92	122	63	107%
Adults (ages 18-61) (1,000s)	186	188	189	180	164	-22	-12%
Youth (ages 17 and younger) (1,000s)	62	63	64	60	60	-2	-3%

**Interpolated from 2000 and 2010.*

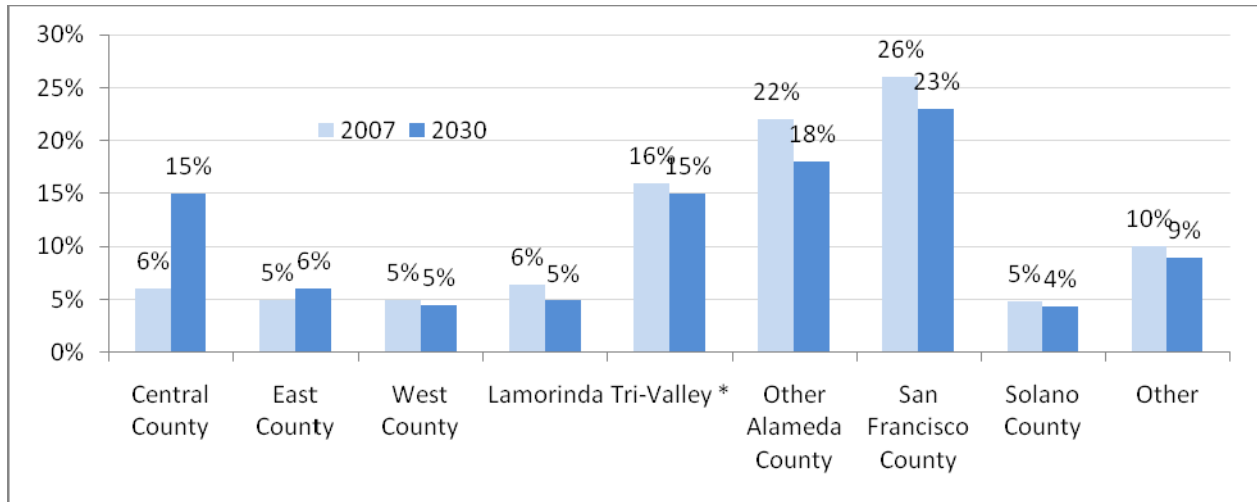
Source: CCTA Travel Demand Model, ABAG Projections 2005

Commute Patterns

As shown in Table 2-1, Central County has a good “jobs-housing balance” – i.e., the number of employed residents roughly equals the number of jobs. However, many of those who live in Central County are employed in Oakland, San Francisco, and the Tri-Valley, while many Central County employees live in areas generally located to the north and to the east. Further, Central County is located at the “crossroads” of many larger commute patterns in the greater San Francisco Bay Area. As a result, traffic volumes are high in Central County.

Figure 2-1 shows that the percentage of Central County employed residents who also work in Central County is projected to more than double by 2030, from 6 to 15 percent, while the percentage of residents who commute into Alameda County (not including the Tri-Valley portion of that county) and San Francisco is expected to decrease slightly. Figure 2-2 shows that the percentage of workers commuting from East County and Solano is expected to decrease by 2030, while the percentage of Central County jobs held by Central County residents will nearly triple from 6 to 17 percent.

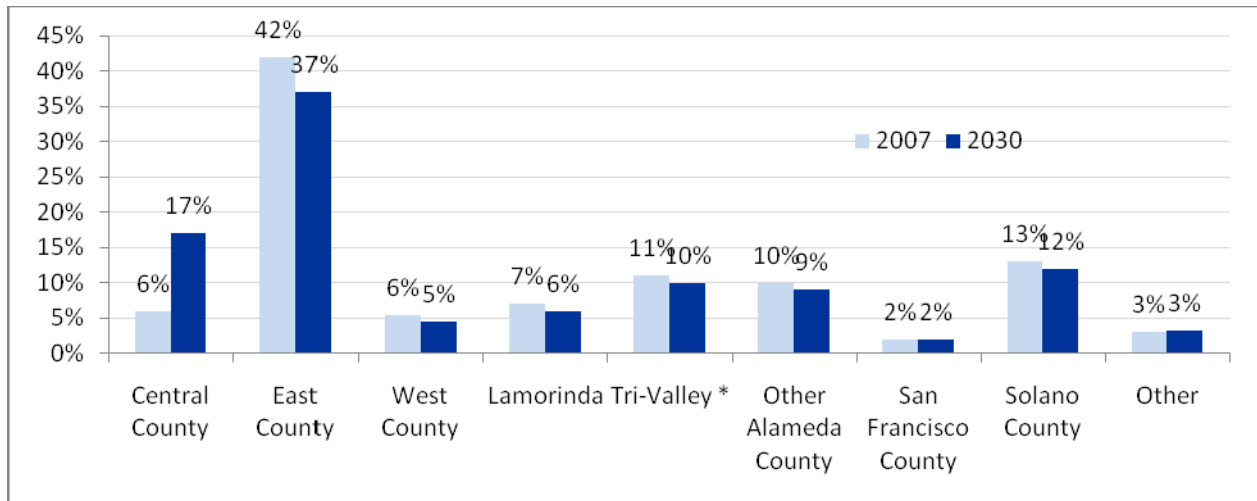
Figure 2-1: Where Central County Employed Residents Work, 2007 and 2030



NOTE : Tri-Valley includes both Danville and San Ramon in Contra Costa and Dublin, Livermore and Pleasanton in Alameda County

Source : CCTA Countywide Travel Demand Model, 2008

Figure 2-2: Where Central County Workers Live, 2007 and 2030



NOTE : Tri-Valley includes both Danville and San Ramon in Contra Costa and Dublin, Livermore and Pleasanton in Alameda County

Source : CCTA Countywide Travel Demand Model, 2008

Roadway Traffic Forecast

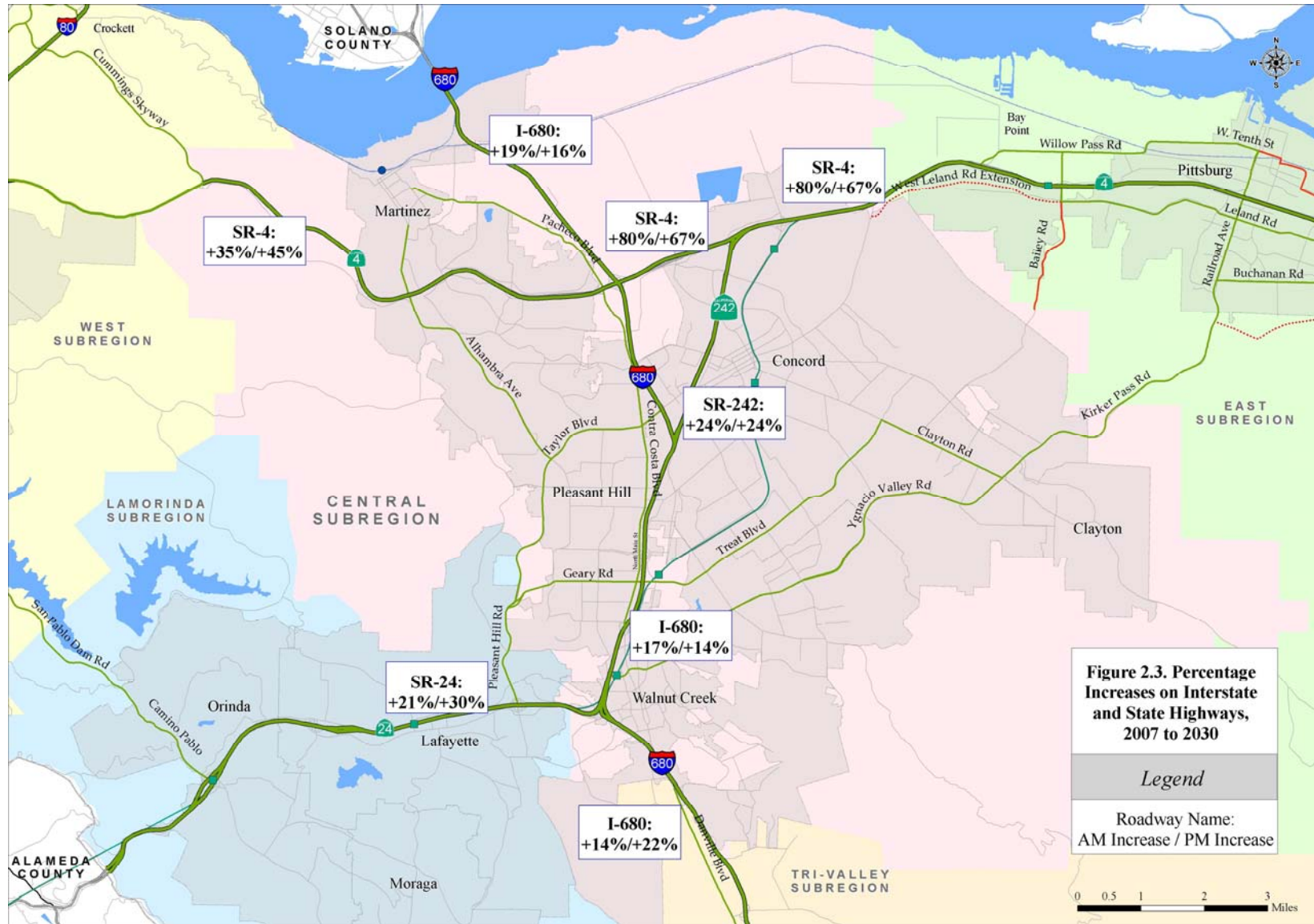
Although commute patterns improve by 2030, the combination of population growth and trends in working population will increase congestion. TRANSPAC has focused on projects and operations strategies to manage increasing congestion and optimize traffic flow.

The map in Figure 2-3 shows how peak-hour traffic is forecasted to change on key roadways from 2007 to 2030. An analysis by CCTA consultants indicates that 2000 Action Plan Update MTSOs will be exceeded well before 2030.

Table 2-4: 2007-2030 Growth in Routes of Regional Significance Traffic

Route	From	To	AM Peak Volume/ Peak Direction	PM Peak Volume/ Peak Direction
Freeway Routes				
SR 4	Alhambra Ave	Pacheco Blvd	31%	40%
	I-680	SR 242	64%	55%
	SR 242	Evora Rd	39%	35%
I-680	SR 24	Ygnacio Valley Road	13%	20%
	Ygnacio Valley Road	SR 242	16%	13%
	SR 242	SR 4	7%	11%
	SR 4	Martinez-Benicia Bridge	18%	15%
SR 242	I-680	Solano Way	13%	26%
	Solano Way	SR 4	22%	23%
SR 24	Pleasant Hill Rd	I-680	19%	27%
Arterial Roadways				
Alhambra Avenue	SR 4	Alhambra Valley Road	211%	133%
Clayton Road	Bailey Road	Treat Boulevard	29%	35%
Contra Costa Boulevard	Taylor Boulevard	Gregory Lane	3%	2%
Geary Road	Buena Vista Avenue	North Main Street	17%	38%
North Main Street	Sunnyvale Avenue	Geary Road	36%	32%
Pacheco Boulevard	Shell Avenue	Morello Avenue	117%	98%
Pleasant Hill Road	Reliez Valley Road	Taylor Boulevard	23%	21%
Taylor Boulevard	Grayson Road	Pleasant Hill Road	58%	6%
Treat Boulevard	Bancroft Road	Cherry Lane	14%	13%
Kirker Pass Rd/ Ygnacio Valley Rd	Buchanan Road	Clayton Road	33%	48%
	Bancroft Road	Walnut Boulevard	13%	15%

Figure 2-3: Peak-Hour Traffic Increases on Interstate and State Highways, 2007 to 2030



Source: CCTA Travel Demand Model, 2008; DKS Associates 2008

3. REGION-WIDE ISSUES, GOALS AND ACTIONS

Over the next 20 years, peak-hour traffic system demand in Central Contra Costa is projected to increase by about 30 percent.

TRANSPAC has established five tenets to guide the development of region-wide objectives and actions for managing the efficiency of the transportation network. The tenets recognize that, because capacity-expansion projects are limited, as Central County continues to grow, improvements to the transportation system will need to focus more on demand and efficiency, rather than solely on capacity improvements.

The tenets were developed under two key assumptions, based on the adopted general plans of Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County¹.

- Central County is 85 to 90 percent “built out” and most development will be infill.
- Although infill development that occurs near transit facilities and downtowns will generate fewer new vehicle trips, this development will add both ridership to public transit and traffic to already-congested roadways.

Action Plan Tenets

- TRANSPAC supports the planning for and management of the transportation system in coordination with other community interests.
- TRANSPAC supports management of freeway corridors to facilitate regional travel and to encourage interregional travelers to use the freeways and transit network rather than local and arterial streets.
- TRANSPAC supports traffic management strategies for arterial Routes of Regional Significance (Regional Routes), including use of signal timing to manage peak through-traffic volumes.
- TRANSPAC supports improved transit facilities and services to provide mobility choices and alternatives to the single-occupant vehicle.
- TRANSPAC supports the TRANSPAC-TRANSPAC-TRANSPAC Transportation Demand Management Program (branded as 511 Contra Costa) to reduce the number of single-

¹ As of 2008, the General Plan of the City of Concord does not include development of the Concord Naval Weapons Station.

occupant vehicles on the road network, increase transit ridership, and promote alternatives to the single-occupant vehicle.

The projects in TRANSPAC's 2008 Action Plan focus on a few critical roadway-capacity expansion projects and on projects that will improve operations, enhance the bicycle and pedestrian network, support transit, and maintain existing facilities.

Completed Transportation Improvements in Central County

Since adoption of the first Action Plan in 1995, the following major improvements to the freeway system in Central County have been completed:

- **Reconstruction of the I-680/SR-24 interchange (completed in 2000).** This project included the construction of three through-freeway lanes and freeway-to-freeway connectors to the north, south, and west; widening of I-680 from six to eight lanes to ensure continuity through the interchange; and a number of other improvements.
- **Widening of SR-242.** This project widened 3.4 miles of SR-242 from four to six lanes by adding one lane in the median in each direction. The project also included drainage improvements, the addition of soundwalls, and restriping.
- **HOV lanes on Interstate 680 between Pleasant Hill and the Martinez-Benicia Bridge.** The widening of I-680 to provide exclusive lanes for 2-person-or-more high-occupancy vehicles has increased the carrying capacity of this facility to the northern edge of Central County.
- **Opening of the New Martinez-Benicia Bridge.** A new bridge carrying five lanes of northbound I-680 traffic opened between Martinez and Benicia in August 2007. This bridge features a new toll plaza as well as carpool bypass lanes (3 persons or more) and three open-road toll lanes for FasTrak users. The original bridge is being modified to carry four lanes of southbound traffic and a bike-pedestrian facility.
- **Interstate 680/State Route 4 Interchange.** The first phase modifications on I-680 were completed in 2006, creating collector-distributor roads along I-680 to eliminate on-ramp/off-ramp weaving sections from the freeway mainline.
- **Martinez Intermodal Facility.** The new Amtrak station was opened in 2001. The facility includes a new train station, new parking, and upgraded track and crossing.
- **East-Central Traffic Management Plan.** In 2003, TRANSPAC and TRANSPLAN adopted the East-Central Traffic Management Plan to manage the flow of traffic on Ygnacio Valley Road/Kirker Pass and Buchanan Road between East County and Central County.

The following improvements are in the planning or design stages:

- **Completion of High-Occupancy Vehicle (HOV) Lanes on Interstate 680.** A “gap” in the I-680 HOV system remains through Pleasant Hill and Walnut Creek. Closing the southbound gap is a major priority for which funding has been procured. Closing the northbound gap is more costly, and funding for this project is not available.
- **HOV Express Bus Access.** On behalf of County Connection, TRANSPAC is managing the I-680 HOV Express Bus Access Study. Funded through Regional Measure 2, the study will evaluate the extension of a southbound I-680 HOV lane and analyzes the potential for direct HOV connectors into the Pleasant Hill and Walnut Creek BART stations.
- **I-680/SR-4 Interchange.** This interchange is scheduled for a major upgrade designed to eliminate tight-weaving sections, expand the size of the loops, and improve capacity and efficiency. In addition, the “missing” third lane in each direction on SR-4 through Central County will be completed.
- **Fourth Bore of the Caldecott Tunnel.** The opening of the fourth bore of the Caldecott Tunnel will eliminate the uncertainty of off-peak congestion by providing four lanes in each direction.
- **Other Freeway Capacity and Operational Improvements in Adjacent Regions.** Continued improvements to SR-4 in East County and the completion of the SR-4 Bypass will encourage traffic to stay on the freeway rather than use the arterials to enter and leave Central County.
- **Collaboration with Solano County.** TRANSPAC, via its representatives on the Contra Costa Transportation Authority, will continue to collaborate with the Solano Transportation Authority on a variety of transportation issues of mutual interest.

Region-Wide Issues

The 2008 Plan looks at region-wide issues in six categories.

- Regional Freeway System
- Transit Availability
- Transportation Demand Management (TDM) and Mobility Management
- Land Use and Growth Management
- Traffic Management Strategies
- Bicycle and Pedestrian Facilities

REGIONAL FREEWAY SYSTEM

I-680 is the workhorse of the Central County transportation system. At its widest point, the freeway has 12 lanes and carries more than 300,000 vehicles per day. In 2006, the section between North Main Street and the I-680/SR-24 Interchange carried an average 302,000 vehicles per day during the peak month.

I-680 is part of a freeway network that includes SR-24, which carries traffic to and from Lamorinda, Oakland and San Francisco; SR-4, which links East, Central and West Contra Costa; and SR-242, which connects I-680 with SR-4 and East Contra Costa.

TRANSIT AVAILABILITY

TRANSPAC continues to study and develop strategies and support projects to improve service and convenience for transit users in collaboration with County Connection, BART, and the other transit agencies serving Central County.

These projects include the following:

- Diablo Valley College Transit Center (with County Connection)
- Pacheco Transit Hub (with County Connection)
- Express bus service in the I-680 corridor (with County Connection)
- Parking and access to BART stations (with BART)

- Martinez Intermodal Transit Facility (with Martinez)

TRANSPORTATION DEMAND MANAGEMENT (TDM) AND MOBILITY MANAGEMENT

In compliance with the Measure C Growth Management Program (now Measure J), TRANSPAC oversees the Transportation Demand Management (TDM) programs for Central County. The programs are run by 511 Contra Costa.²

The 511 Contra Costa programs include a variety of multi-modal mobility management elements for employers, property managers, developers, residents, students, and commuters. Multi-modal mobility management options promote and encourage alternative transportation modes in order to decrease demand on the roadway system, reduce vehicle miles traveled, alleviate traffic congestion, and improve air quality.

Programs and services include the following:

- Individualized commuter trip planning
- Financial incentive programs for carpooling, transit, bicycling and vanpooling
- Guaranteed Ride Home Program
- One-stop, online multi-modal transportation information (www.511contracosta.org)
- Bike lockers and racks
- Clean Fuel Vehicle programs
- School transit/carpool programs

These programs implement a variety of strategies that reduce Vehicle Miles Traveled (VMT), one of the major goals of SB 375. These nationally recognized programs, established in 1992, will continue to work for VMT reduction and use of commute alternatives.

² In 1992, TRANSPAC established its Transportation Demand Management Program. In 1997, the TRANSPAC and TRANSPLAN TDM programs were merged and are now branded as 511 Contra Costa. In addition to overseeing the Central County programs, TRANSPAC oversees the day-to-day operation of the East County TDM programs on behalf of TRANSPLAN.

LAND USE AND GROWTH MANAGEMENT

The cumulative effect of local land use decisions has a significant impact on the regional transportation system. The State's Congestion Management Program (CMP) requires local jurisdictions to evaluate the impact of land use decisions on the regional transportation system and estimate the costs of mitigation.

TRANSPAC works with its local jurisdictions, adjacent Regional Transportation Planning Committees and other agencies to encourage land use strategies that make efficient use of the transportation network, improve transit access, and manage traffic congestion (e.g., transit-oriented development).

As noted in Chapter 1, the passage and implementation of SB 375 may have profound impacts on land use and transportation investment decisions. TRANSPAC intends to continue its active participation in cooperative planning efforts to address, develop and implement effective strategies to meet these requirements.

TRAFFIC MANAGEMENT STRATEGIES

Smooth traffic operations on arterial routes are key to managing the movement of people and goods within Central County and across regional boundaries. Both physical capacity improvements and the development and implementation of effective traffic management systems are necessary to move traffic efficiently through the network and to discourage the use of some roadways as bypass routes.

Existing traffic conditions within Central County are influenced not only by travel demand characteristics within Central County but also by travel demand in eastern Contra Costa County and from Solano County to the north.

TRANSPAC adopted the Central Contra Costa Traffic Management Program (CCCTMP) in 1997. As part of the development of the 1995 TRANSPAC Action Plan for Routes of Regional Significance, analysis of travel data demonstrated that increased freeway congestion had resulted in increased traffic volumes and congestion on major arterials as commuters attempted to bypass travel delays on the freeways.

The CCCTMP was developed in response to those companion increases in traffic volumes and congestion on major arterials. The major advantage of the CCCTMP is that jurisdictions in and outside of Central County can act in concert through TRANSPAC and other RTPCs, to develop and implement coordinated traffic management plans and programs on Routes of Regional Significance and other arterials as determined.

In 2001, TRANSPAC and TRANSPLAN successfully completed the East-Central Traffic Management Plan, which identified actions to address commute traffic in the Ygnacio Valley Road/Kirker Pass Road/Buchanan Road corridor.

TRANSPAC has directed its Technical Advisory Committee (TAC) to continue to seek opportunities to implement of the CCCTMP, including ways in which TRANSPAC jurisdictions may coordinate traffic operations within and adjacent to the Central County area.

TRANSPAC remains committed to managing traffic and maintaining desirable operational levels in Central County by working in concert with surrounding jurisdictions on traffic management plans and in ongoing efforts to reduce travel demand through TRANSPAC's 511 Contra Costa Program.

BICYCLE AND PEDESTRIAN FACILITIES

TRANSPAC and 511 Contra Costa continue to support implementation of the Countywide Bicycle and Pedestrian Plan and to support projects that construct and maintain bicycle lanes, paths, trails, sidewalks and bicycle parking to facilitate an alternative to vehicle trips, particularly near schools and transit facilities.

Goals and Actions

TRANSPAC has outlined the six region-wide goals and actions that build on the tenets, focus the Action Plan's direction, and guide future decisions.

GOAL 1	Encourage land use decisions that manage the increase of overall traffic demand
ACTIONS	1-A: Continue to support implementation of the Measure C/J Growth Management Program.
	1-B: Continue to support higher-density development around transit hubs and downtowns.
	1-C: Continue to require each jurisdiction to: <ul style="list-style-type: none"> a) Notice the initiation of the environmental review process for projects generating more than 100 net-new peak-hour vehicle trips. b) For projects that require a General Plan Amendment, identify any conflicts with Action Plan MTSOs and then, if requested, present the analysis results and possible mitigation strategies to TRANSPAC for review and comment.
	1-D: Include the needs of pedestrians and bicyclists in the design, construction, and maintenance of development projects.
	1-E: Continue to implement the TRANSPAC Subregional Transportation Mitigation Program.
RESPONSIBLE AGENCIES	TRANSPAC and its jurisdictions
TIMELINE	These actions are ongoing.

GOAL 2	Increase HOV lane usage
ACTIONS	2-A: Support the completion of a continuous HOV system on I-680.
	2-B: Support consistent occupancy requirements for toll-free HOV lanes on the Benicia-Martinez Bridge and I-680.
	2-C: Support additional incentives for HOV users.
	2-D: Provide additional park-and-ride lots.
RESPONSIBLE AGENCIES	TRANSPAC will continue to advocate for funding and phasing to complete the HOV lane system and to encourage incentives.
TIMELINE	Depending on funding availability, Action 2-A in the southbound direction is intended to be completed by 2014. Other actions are ongoing.

GOAL 3	Work to improve freeway flow
ACTIONS	3-A: Continue to monitor and evaluate operational improvements at freeway interchanges on I-680, SR-242, SR-24, and SR-4.
	3-B: Continue to support the completion of the fourth bore of the Caldecott Tunnel (SR-24).
	3-C: Support the study and implementation of potential regional freeway management strategies.
	3-D: Consider a multi-agency approach to freeway ramp metering.
RESPONSIBLE AGENCIES	TRANSPAC and its jurisdictions
TIMELINE	These actions are ongoing. Depending on funding availability, target completion of the Caldecott Tunnel fourth bore is 2014.

GOAL 4	Manage arterial traffic flow
ACTIONS	4-A: Seek funding for traffic and transit improvements along Regional Routes.
	4-B: Continue to implement the Central Contra Costa Traffic Management Program.
	4-C: Where feasible and appropriate, address the needs of pedestrians and bicyclists along Regional Routes.
RESPONSIBLE AGENCIES	TRANSPAC and its jurisdictions
TIMELINE	These actions are ongoing.

GOAL 5	Support an efficient and effective transit system
ACTIONS	5-A: Support the development of real-time information and better connectivity for regional transit and local and feeder bus service.
	5-B: Promote coordination of transfer times among Express bus, feeder bus, BART, and park-and-ride lots.
	5-C: Support the expansion of BART service and BART station and parking facilities.
	5-D: Support the construction and maintenance of accessible bus stops, park-and-ride lots, and transit hubs.
	5-E: Support improvements that increase the efficiency of local transit on Regional Routes.
	5-F: Support increased access to BART stations for buses and other alternative modes.
	5-G: Support innovative approaches to improve the efficiency and effectiveness of transit services for seniors and disabled persons through the allocation of Central County's Measure J \$10 million for Additional Transportation for Seniors and People with Disabilities. These funds are in addition to Measure J Other Countywide Programs and total \$35 million in Central County.
	5-H: Support expansion and use of park-and-ride facilities using Express and local buses.
RESPONSIBLE AGENCIES	TRANSPAC and its jurisdictions
TIMELINE	These actions are ongoing.

GOAL 6	Increase participation in the 511 Contra Costa Program to improve multi-modal mobility and decrease single-occupant vehicle use in Central County
ACTIONS	<p>6-A: Support the 511 Contra Costa Program to educate and encourage Contra Costa residents, students and commuters to use multi-modal alternatives by promoting transit, shuttles, carpooling, vanpooling, walking, bicycling, alternative work schedules, and telecommuting.</p> <p>6-B: Develop TDM programs at K-12 schools and colleges to encourage carpooling, transit ridership, walking, and bicycling.</p> <p>6-C: Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules, and telework.</p> <p>6-D: Encourage commuters to make local trips or trips linked to transit by walking, bicycling, or carpooling instead of driving alone.</p> <p>6-E: Promote park-and-ride lot use to potential carpoolers, vanpoolers, and transit riders, including shuttle services, where applicable.</p> <p>6-F: In cooperation with Central County jurisdictions, develop TDM plans and provide consultations to improve mobility and decrease parking demand for new development and redevelopment.</p> <p>6-G: Explore innovative new technologies to improve mobility and reduce SOV trips.</p> <p>6-H: Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Central County.</p> <p>6-I: Encourage "green" commuting, including ZEV and NEV vehicles, clean fuel infrastructure, and car sharing.</p>
RESPONSIBLE AGENCIES	511 Contra Costa, TRANSPAC, and TRANSPAC jurisdictions
TIMELINE	These actions are ongoing.

4. ROUTES OF REGIONAL SIGNIFICANCE ISSUES, OBJECTIVES AND ACTIONS

The cornerstones of the transportation network in Central Contra Costa County are the Routes of Regional Significance (Regional Routes). The routes, which include freeway and arterial segments and cross-jurisdictional boundaries, carry the bulk of the traffic and are the focus of the work of TRANSPAC.

In 1995, TRANSPAC established the first set of measurable objectives and related actions for these routes. Through its action plans, TRANSPAC has continued to assess the impacts of future growth on the transportation network, update quantifiable objectives for the systems, and develop actions for each route.

For the 2008 Action Plan, TRANSPAC reviewed the issues, objectives and actions for each of the routes.

Multi-Modal Transportation Service Objectives (MTSO)

Under Measure J, each Regional Transportation Planning Committee (RTPC) must establish Multi-Modal Transportation Service Objectives (MTSOs) for its Regional Routes – quantifiable measures of performance that include a target date for attainment. The MTSOs must reflect the RTPC’s tenets and region-wide objectives (see Chapter 3) and also be consistent with the overall goals of the Contra Costa Transportation Authority. For Regional Routes that connect two or more regions of the County, MTSOs must be consistent with the MTSOs of the adjacent RTPC.

TRANSPAC first established MTSOs in its 1995 Action Plan. These objectives were slightly modified in the 2000 Update. For the 2008 Update, CCTA included all of the adopted General Plans of TRANSPAC jurisdictions in the 2030 traffic model. Based on the analysis, TRANSPAC determined that the 2000 Action Plan MTSOs will be exceeded well before 2030. TRANSPAC also recognized that there have been significant changes in methods used to manage the operation of freeway and arterial transportation corridors. For example, freeway ramp metering and the intentional inducement of delay on arterials are now routinely used to improve overall corridor performance and a High Occupancy Toll (HOT) Lane network is proposed for the Bay Area. Land use perspectives have changed as well. Local jurisdictions are encouraging Transit Oriented Development (TOD) projects and high-density developments in downtown areas to promote transit ridership and to facilitate walking and bicycling as viable transportation alternatives.

Based on this, TRANSPAC has focused its Action Plan on three key actions to manage the increase in congestion on Regional Routes.

- Complete planned improvements to the existing system
- Improve traffic management and operation
- Continue implementation of TDM programs

TRANSPAC will continue to work closely with neighboring RTPCs to coordinate TDM programs and operational improvements on shared Regional Routes. TRANSPAC also will continue to implement as many of its actions as financially and institutionally feasible and will use MTSOs for analysis purposes. Given the new challenges faced in a changing environment, TRANSPAC is participating with the Contra Costa Transportation Authority to streamline the analysis process.

For this Action Plan, the assumptions of all currently adopted General Plans have been included in the CCTA 2030 model and do not require any additional MTSO analysis. As a result, the CEQA document for a given project only needs to reference the Action Plan/CCTA model to establish that the MTSO analysis has been performed. To the extent possible, MTSOs analyses should be completed in one CEQA traffic study to eliminate duplicative analysis requirements.

Based on CCTA policy, TRANSPAC has established its GPA review requirement at 500 net-new peak-hour vehicle trips. This review must include an analysis of impacts on established MTSOs and a determination of whether the GPA will adversely affect the ability of local jurisdictions to meet MTSOs or implement Action Plan actions. The GPA and/or this Action Plan may be modified to mitigate any adverse impacts and the lead jurisdiction is encouraged to work with affected RTPCs and jurisdictions to address those adverse impacts.

Note to readers: As of the adoption of the Action Plan in October 2008, the City of Concord is planning for the development at the Concord Naval Weapons Station but has not yet incorporated these plans into its General Plan. As a result, the impacts of development on that site have not been included in this Action Plan.

Actions and Responsibilities

TRANSPAC and its jurisdictions have identified specific actions for the Regional Routes. In many cases, these actions and improvements span jurisdictional boundaries. TRANSPAC and its jurisdictions are responsible for the implementation of the actions.

The pages that follow provide a description, a statement of issues, and actions for each Regional Route.

Freeway Routes of Regional Significance

In the TRANSPAC area, all freeway Routes of Regional Significance have been designated with a Delay Index MTSO. The Delay Index is an expression of the amount of time required to travel between two points during the peak hour as compared to non-peak hours. The measure is calculated by dividing peak travel time by non-peak travel time.

$$\text{Delay Index} = \text{Peak Travel Time} / \text{Non-Peak Travel Time}$$

A Delay Index of 1.0 indicates that the traffic moves at free-flow speed, unconstrained by congestion and not exceeding the posted speed limit. As congestion increases and average speed decreases, the Delay Index rises. A Delay Index of 2.0 indicates that the trip takes twice as long during peak hours as during non-peak hours.

Interstate 680

DESCRIPTION I-680 is a north-south eight- to twelve-lane divided freeway. It begins north of the TRANSPAC area at the I-80–Cordelia interchange and travels south through Solano County, entering TRANSPAC’s region after it crosses the Benicia-Martinez Bridge. From the bridge, it extends south through the SR-4 and SR-242 interchanges. The I-680/SR-24 interchange is near TRANSPAC’s southern boundary in Walnut Creek. I-680 continues south through the Southwest Regional Transportation Planning Committee (SWAT) area.

I-680 is a major commute route for Solano County and for Central and East Contra Costa County travelers. The Walnut Creek, Pleasant Hill, and Concord BART Stations; the Martinez Intermodal Facility; and the soon-to-be-built Pacheco Transit Hub are accessed from I-680.

ISSUE STATEMENT The 1995 Action Plan projected that from 1990 to 2010 traffic growth on I-680 south of SR-242 would increase from 175,000 to 303,600 vehicles per day. By 2006, Caltrans data indicated that volumes on I-680 just south of Treat Boulevard/Geary Road had reached 296,000 vehicles per day.

Between years 2007 and 2030, traffic volumes on I-680 are projected to increase by approximately 30 percent, reaching 400,000 vehicles per day.

TRANSPAC’s tenets support completion of an HOV-lane system in Central County for carpoolers and buses to bypass peak-period congestion.

MTSO, ACTIONS & RESPONSIBILITIES

MTSO: 4.0 Delay Index

- Continue to support investment in and implementation of HOV lanes on I-680.
- Continue to support planned improvements to the I-680/SR-4 interchange and to SR-4.
- Continue to work with Solano County to manage traffic in the I-680 corridor.
- Complete the I-680 HOV Express bus access study funded through Regional Measure 2.

Interstate 680

PROPOSED IMPROVEMENTS

- Southbound HOV Lane Gap Closure from North Main to Livorna Road
- Improvements to I-680/SR-4 freeway interchange
- Improvements to SR-4 (see subsequent section on SR-4)

State Route 242

DESCRIPTION	State Route 242 is a four-mile north-south freeway that connects SR-4 west of Port Chicago Highway to I-680 just south of Willow Pass Road. It is a three-lane road in each direction.
ISSUE STATEMENT	As a connector between I-680 and SR-4, SR-242 is a link between East and Central County. SR-242 is anticipated to experience a 30 percent increase in traffic volumes during the peak hours by 2030. Today, traffic on southbound SR-242 in the AM peak period backs up from the I-680 Interchange to north of Clayton Road.

MTSO, ACTIONS & RESPONSIBILITIES

MTSO: 3.0 Delay Index

- Support the study and design of Clayton Road interchange improvements.

PROPOSED IMPROVEMENTS

- Construction and modification of southbound ramps at the Clayton Road interchange
- Construction of northbound Clayton Road on-ramp
- Construction of the third lane of the southbound Commerce Avenue off-ramp

State Route 4

DESCRIPTION State Route 4 is an east-west freeway that runs from East Contra Costa and San Joaquin County to I-80 in West Contra Costa through Central Contra Costa. West of the SR-242 Interchange in Concord, it has four to six lanes; east of the interchange, it has eight to ten lanes, including an HOV lane in each direction. SR-4 provides access to the North Concord/Martinez BART Station, the Martinez Intermodal Facility, and the soon-to-be-constructed Pacheco Transit Hub.

ISSUE STATEMENT¹ By 2030, traffic volumes are projected to increase between 40 and 80 percent, depending on the segment, during the AM and PM peak hours. In addition, congestion at the westbound SR-4/SR-242 Interchange will increase because carpools and buses must transition from the westbound HOV lane to the mixed-flow lanes on both SR-4 and SR-242.

The highest volume segment of SR-4 is on the Willow Pass grade. Traffic at this location is projected to increase by 40 percent with no planned widening at this location. Additionally, SR-4 experiences delay at the I-680/SR-4 Interchange because of short weaving sections.

The cost of the phased reconstruction of the I-680/SR-4 interchange is estimated at more than \$320 million in 2007 dollars. To accelerate the reconstruction, TRANSPAC is working with CCTA to re-phase the project, including the completion of the third travel lanes on SR-4 from Solano Way/Port Chicago Highway on the east to Morello Avenue on the west.

MTSO, ACTIONS & RESPONSIBILITIES

MTSO: 5.0 Delay Index from Cummings Skyway (WCCTAC boundary) to Willow Pass (TRANSPLAN boundary) This MTSO is expected to be revised upon completion and adoption of the Corridor Management Plan by TRANSPAC, TRANSPLAN and WCCTAC (see Action below).

ACTIONS

- Partner with TRANSPLAN and WCCTAC to develop a Corridor Management Plan for SR4 from East County through Central County

¹As of July 2008, the City of Concord is planning for the development at the Concord Naval Weapons Station but has not yet incorporated these plans into its General Plan. As a result, development on that site is not assumed in this Action Plan.

State Route 4

(boundaries to be defined) including connecting and/or supporting arterials. This process will identify an MTSO(s) for SR4, actions, projects and define an approach to managing arterials in the corridor. TRANSPAC, TRANSPLAN and WCCTAC jointly will seek funding for the Corridor Management Plan from CCTA and other available sources.

- Support improvements to the I-680/SR-4 interchange

PROPOSED IMPROVEMENTS

- Improvements to the I-680/SR-4 interchange, including construction of a third lane between Solano Way/Port Chicago Highway to Morello Avenue
- Construction of the Pacheco Transit Hub

Arterial Roadways

The following 10 arterial roadways within Central County are designated as Routes of Regional Significance:

- Alhambra Avenue
- Clayton Road
- Contra Costa Boulevard
- Geary Road
- North Main Street
- Pacheco Boulevard
- Pleasant Hill Road
- Taylor Boulevard
- Treat Boulevard
- Ygnacio Valley Road/Kirker Pass Road

Ygnacio Valley Road/Kirker Pass Road and Treat Boulevard currently have combined traffic volumes exceeding 125,000 vehicles per day, a level comparable with the traffic served by the Benicia-Martinez Bridge. The traffic on Ygnacio Valley Road and Treat Boulevard includes both East County and Central County commuters. The Ygnacio Valley Road/Kirker Pass Road corridor is included in the East-Central Traffic Management Program (ECTMP).

By 2030, traffic volumes on the Ygnacio Valley Road/Kirker Pass Road and Treat Boulevard corridors are expected to increase significantly. Traffic growth on the other Central County arterials is generally projected to be below 15 percent.

Each jurisdiction has established an MTSO for its section of arterial Routes of Regional Significance. This approach allows each jurisdiction to establish MTSOs that best reflect local and regional traffic conditions as well as realistic local operating characteristics and conditions. MTSOs are applicable to Routes of Regional Significance in the peak direction.

The MTSOs for the TRANSPAC arterials comprise four indices including:

- **Average Speed:** Maintenance of a minimum average vehicle speed in miles per hour (MPH) during morning and evening peak-hour travel times
- **Average Stopped Delay:** Average Stopped Delay (expressed in signal cycles to clear the intersection) in the peak direction of AM/PM commute travel at select intersections (see Chapter 6 for analysis details)

- **Level of Service (LOS):** A measure of traffic operating conditions based on volume and capacity as calculated using the Highway Capacity Manual (HCM) (LOS may be affected by pedestrian crossings, frequent bus stops, and similar transportation improvements.)
- **Volume-to-Capacity Ratio (V/C):** The ratio of hourly traffic volume to capacity of a given roadway

Alhambra Avenue

DESCRIPTION

Alhambra Avenue is a north-south roadway that extends from downtown Martinez south, under SR-4, to Taylor Boulevard in Pleasant Hill, where its name changes to Pleasant Hill Road. It is generally a four-lane roadway. Only the portion south of Arch Street is designated as a Regional Route. It serves as a parallel route to I-680 and a shortcut around the I-680/SR-24 Interchange.

ISSUE STATEMENT

By 2030, traffic volumes are projected to increase approximately 5 percent during the AM peak hour and 10 percent during the PM peak hour. Proposed improvements along the I-680 corridor are necessary to manage the traffic on this roadway.

MTSO, ACTIONS & RESPONSIBILITIES

MTSO:

- Martinez: 15 MPH Average Speed for both directions during AM and PM peak hours
- Pleasant Hill: 15 MPH Average Speed for both directions during AM and PM peak hours

ACTIONS & RESPONSIBILITIES:

- Pursue planning and funding for Alhambra Avenue improvements and widening.

PROPOSED IMPROVEMENTS

- Construction of a second southbound lane on Alhambra Avenue from Walnut Avenue to Franklin Canyon Road with other necessary signal, ramp, and median modifications
- Completion of the Alhambra Avenue Widening Phase III project

Clayton Road

DESCRIPTION Clayton Road is a four- to six-lane, east-west roadway that connects Marsh Creek Road east of Clayton to SR-242 in Concord. Between Ygnacio Valley Road/Kirker Pass Road and Treat Boulevard, it is a Regional Route. It is the east-west traffic spine for Central Contra Costa and provides direct access to the Concord BART station and connection to the Pleasant Hill and Walnut Creek BART stations.

ISSUE STATEMENT By 2030, AM peak-hour traffic volume is projected to increase 6 percent with the percentage of traffic with East County origins projected to increase to 19 percent of total volume. For the PM peak hour, total traffic volume is projected to increase 8 percent, with the percentage of traffic with East County destinations projected to increase to 16 percent of total volume. TRANSPAC and TRANSPLAN must continue to work together on the East-Central Traffic Management Program.

MTSO, ACTIONS & RESPONSIBILITIES

MTSO:

- Clayton: 15 MPH Average Speed for both directions during AM and PM peak hours
- Concord: Average Stopped Delays for the following intersections:
 - Kirker Pass Road/Ygnacio Valley Road: 3
 - Treat Boulevard/Denkinger Road: 3

ACTIONS & RESPONSIBILITIES:

- Complete Clayton Road/Treat Boulevard/Denkinger Road intersection capacity improvements.
- Work with TRANSPLAN on Clayton Road/Marsh Creek Road corridor operation and management.
- Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Concord BART Station.

PROPOSED IMPROVEMENTS

- Clayton Road /Treat Boulevard/Denkinger Road intersection capacity improvements
- Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Concord BART Station

Contra Costa Boulevard

DESCRIPTION Contra Costa Boulevard is a north-south roadway that begins at 2nd Avenue in Pleasant Hill as an extension of Pacheco Boulevard. It runs south through Pleasant Hill to become North Main Street at Oak Park in Walnut Creek. It runs parallel, to the west, to I-680 and varies in width from four to six lanes and serves as a bypass to I-680.

ISSUE STATEMENT By 2030, traffic volumes on Contra Costa Boulevard are projected to increase by 15 percent during the AM peak hour and by 10 percent during the PM peak hour. System-efficiency improvements are underway.

MTSO, ACTIONS & RESPONSIBILITIES

MTSO:

- Average Speed, AM Peak Hour: 15 MPH northbound and 12 MPH southbound
- Average Speed, PM Peak Hour: 10 MPH in both directions

ACTIONS & RESPONSIBILITIES:

- Complete Contra Costa Boulevard improvement project.

PROPOSED IMPROVEMENTS

- Between 2nd Avenue and Monument Boulevard, construction of additional right and left turn lanes, modification of intersection lane alignments, and addition of a new class II bike lane
- Improvement of traffic operations throughout corridor

Geary Road

DESCRIPTION Geary Road runs east-west, connecting North Main Street at I-680 to Pleasant Hill Road to the west. East of I-680, Geary Road becomes Treat Boulevard. Over half its length, Geary Road is two lanes with center turn lanes. It serves as an access route to the Pleasant Hill BART station.

ISSUE STATEMENT As traffic volumes increase on Treat Boulevard, traffic volumes are likely to increase on Geary Road, because it serves as an alternate route to SR-24 in Lafayette.

Completion of the Phase III widening project and bus, bike and pedestrian improvements will improve access for the Pleasant Hill BART Station.

MTSOs, ACTIONS & RESPONSIBILITIES

MTSO:

- LOS F at North Main Street intersection

ACTIONS & RESPONSIBILITIES:

- Complete widening.
- Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Pleasant Hill BART Station.

PROPOSED IMPROVEMENTS

- Geary Road Widening Phase III
- Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station

North Main Street

DESCRIPTION North Main Street is a north-south roadway in Walnut Creek that is the continuation of Contra Costa Boulevard. It is a four-lane roadway that is a Regional Route from Oak Park to San Luis Road. It runs parallel to I-680 and provides access to the interstate at both Treat Boulevard/Geary Road and San Luis Road. It connects two BART stations and serves local traffic.

ISSUE STATEMENT By 2030, peak-hour traffic volumes are projected to increase by 5 to 10 percent.

MTSOs, ACTIONS & RESPONSIBILITIES

MTSO:

- LOS F at Treat Boulevard/Geary Road intersection

ACTIONS & RESPONSIBILITIES:

- Assess possible application of the Central Contra Costa Traffic Management Program.

PROPOSED IMPROVEMENTS

- None

Pacheco Boulevard

DESCRIPTION	Pacheco Boulevard is a two- to four-lane north-south roadway connecting Pine Street south of downtown Martinez, under SR-4 and along I-680, to 2 nd street in Pleasant Hill, where it becomes Contra Costa Boulevard.
ISSUE STATEMENT	Peak-hour traffic volumes on Pacheco Boulevard are projected to increase by 10 percent in the AM and 15 percent in the PM by 2030. Widening for a portion of Pacheco Boulevard is currently programmed, which will improve traffic flow and vehicle, bus and bicycle access to the Pacheco Transit Hub at the I-680/SR-4 interchange.

MTSO, ACTIONS & RESPONSIBILITIES

MTSO:

- Martinez: 15 MPH Average Speed in both directions in the AM and PM peak hours
- Contra Costa County: 1.5 V/C for all intersections

ACTIONS & RESPONSIBILITIES:

- Assess possible applications of the Central Contra Costa Traffic Management Program.
- Complete Pacheco Transit Hub.
- Seek funding to widen Pacheco Boulevard to four lanes and make related improvements.
- Coordinate proposed improvements to the I-680/SR-4 interchange with surrounding arterials and local streets.
- Assess the need for improvements at the Pacheco Boulevard/Arnold Drive intersection.
- Work with Contra Costa County staff on coordination of the implementation of the Buchanan Airport Master Plan.

PROPOSED IMPROVEMENTS

- Construction of Pacheco Transit Hub
- Widening of road segments to four lanes and construction of a new railroad over-crossing for Burlington Northern Santa Fe Railway (likely to occur in phases)

Pleasant Hill Road

DESCRIPTION Within TRANSPAC's region, Pleasant Hill Road is a north-south, two- to four-lane roadway that connects Geary Road and Taylor Boulevard into Lafayette and, through SWAT's region, to SR-24.

ISSUE STATEMENT Pleasant Hill Road and Taylor Boulevard currently serve as a parallel route for drivers through Central County to SR-24. The CCTA model indicates that there will be an increase in peak-hour traffic on Pleasant Hill Road.

MTSO, ACTIONS & RESPONSIBILITIES

MTSO:

- Pleasant Hill: 15 MPH Average Speed in both directions in the AM and PM peak hours
- Contra Costa County: 1.5 V/C for all intersections

ACTIONS & RESPONSIBILITIES:

- Work with SWAT/City of Lafayette on corridor issues and, if feasible, consider development of a traffic management plan and other operational strategies for Pleasant Hill Road.

PROPOSED IMPROVEMENTS

- As may be determined in concert with SWAT/City of Lafayette

Taylor Boulevard

DESCRIPTION Taylor Boulevard is a four-lane, north-south roadway that connects Contra Costa Boulevard to Pleasant Hill Road and, effectively, SR-4 to SR-24. Local traffic travels this route as a bypass to I-680 and the I-680/SR-24 interchange.

ISSUE STATEMENT By 2030, peak-hour traffic volumes are projected to increase by 5 to 10 percent.

MTSOs, ACTIONS & RESPONSIBILITIES

MTSO:

- Pleasant Hill: 15 MPH Average Speed in both directions in the AM and PM peak hours
- Contra Costa County: 1.5 V/C for all intersections

ACTIONS & RESPONSIBILITIES:

- Assess possible application of the Central Contra Costa Traffic Management Program.

PROPOSED IMPROVEMENTS

- Improvement of traffic operations through the corridor

Treat Boulevard

DESCRIPTION	Treat Boulevard is a divided four- to eight-lane arterial that serves as a main commuter route from Clayton Road in Concord to I-680 and the Pleasant Hill Bart Station. It runs parallel to Ygnacio Valley Road.
ISSUE STATEMENT	By 2030, peak-hour traffic volumes are projected to increase between 15 and 25 percent. Improving vehicle, bus, bike and pedestrian access for the Pleasant Hill BART Station will be necessary.

MTSO, ACTIONS & RESPONSIBILITIES

MTSO:

- Concord: Average Stopped Delays (signal cycles to clear) at the following intersections:
 - Clayton Road/Denkinger Road: 3
 - Cowell Road: 5
 - Oak Grove Road: 5
- Walnut Creek: LOS F at Bancroft Road intersection
- Contra Costa County: 1.5 V/C for all intersections

ACTIONS & RESPONSIBILITIES:

- Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Pleasant Hill BART Station.

PROPOSED IMPROVEMENTS

- Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station

Ygnacio Valley Road/Kirker Pass Road

DESCRIPTION Ygnacio Valley Road is a four- to six-lane divided roadway that extends from I-680 in Walnut Creek to Clayton Road. Beyond Clayton Road, Ygnacio Valley Road becomes Kirker Pass Road, a four- to six-lane roadway that then becomes Railroad Avenue in Pittsburg and connects to SR-4. It is a primary alternate route for SR-4 commute traffic to and from East County.

ISSUE STATEMENT Commute traffic flow is bi-directional but primarily westbound in the morning and eastbound in the evening. Peak-hour traffic volumes on the route generally have been stable over the last decade, in part because TRANSPAC and TRANSPLAN adopted the East-Central Traffic Management Plan.

In the future, Ygnacio Valley Road peak-period and daily traffic volumes are expected to increase modestly. In contrast, peak-hour peak-direction traffic volumes on Kirker Pass Road are projected to increase by 36 percent during the AM peak hour and 57 percent during the PM peak hour.

The Walnut Creek BART station is adjacent to I-680 in the downtown area. The station parking area will be reconfigured as part of the Walnut Creek BART Station transit village project.

MTSO, ACTIONS & RESPONSIBILITIES

MTSO:

- Concord: Average Stopped Delays as follows:
 - Clayton Road/Kirker Pass Road: 3
 - Alberta Way/Pine Hollow Drive: 4
 - Cowell Road: 4
- Walnut Creek: LOS F at both Bancroft Road and Civic Drive intersections
- Contra Costa County: 1.5 V/C for all intersections

ACTIONS & RESPONSIBILITIES:

- Continue to support implementation of the East-Central Traffic Management Plan.
- Seek funding from Measure J/STIP for a truck-climbing lane on Kirker Pass Road toward East County.
- Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Walnut Creek BART Station.

Ygnacio Valley Road/Kirker Pass Road

PROPOSED IMPROVEMENTS

- Widening of Ygnacio Valley Road to six lanes between Cowell Road and Michigan Road
- Continued implementation of the East-Central Traffic Management Plan
- Construction of a truck-climbing lane on Kirker Pass Road from Concord toward Pittsburg
- Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Walnut Creek BART Station

5. FINANCIAL OUTLOOK

On an ongoing basis, TRANSPAC makes every possible effort to identify its major capital investment priorities for inclusion in local, regional, state, and federal funding plans. TRANSPAC provides input to the Authority on the development of financial strategies that, if successful, result in the allocation of funds toward projects in Central County. In addition, TRANSPAC has implemented a Subregional Transportation Mitigation Program (STMP) to generate funding for project mitigations from private developers whose projects are found to increase traffic on Routes of Regional Significance (Regional Routes).

This Action Plan is not financially constrained; it includes both funded and unfunded projects. The Central County projects listed in Table 5-1 (pages 52-56) have a lead agency, a projected cost estimate and secured funding as well as possible funding sources. This list comprises more than just projects for Routes of Regional Significance. These projects qualify for inclusion in the Authority's Comprehensive Transportation Project List, part of the 2008 CTP Update. As shown, project costs total just over \$926 million, while projected revenues are approximately \$356 million, leaving an unfunded shortfall of about \$680 million.

TRANSPAC Subregional Transportation Mitigation Program (STMP)

TRANSPAC has adopted a Subregional Transportation Mitigation Program (STMP) to ensure that new development pays to mitigate its impacts, as required by both Measures C and J. TRANSPAC and its member jurisdictions adopted the TRANSPAC STMP in 1996 (see pages 48-50).

The STMP is modeled after the approach used for Oakhurst development in Clayton in the early 1990s. The Oakhurst project, with 1,480 units, generated \$1.1 million in transportation fee revenues. An origin-and-destination study determined the percentage of westbound peak-hour Ygnacio Valley Road through-trips at Civic Drive attributable to Clayton, and this percentage formed the basis cost of the transportation mitigations.

Under the TRANSPAC STMP, the impacts of any new development are determined through the CEQA environmental assessment process, and project-specific mitigations are developed based on the environmental assessment. While the STMP is predicated on a project basis and, as a result, calculated differently from the per-unit and per-commercial-square-foot fee programs used by other Contra Costa RTPCs, the combination of regional and local fees (see attached Traffic Impact Fee Chart, Figure 5-1) generally aligns in the aggregate with the fee programs in the other RTPC areas, especially fee charges in the Tri-Valley area, which has slightly lower commercial fees than the TRANSPAC area.

Agreements negotiated by TRANSPAC jurisdictions with jurisdictions in other RTPCs have also required similar traffic mitigation. For example, in March 2006, the cities of Concord and Pittsburg negotiated fee agreements for the Vista Del Mar (formally known as Alves Ranch) and Bailey Road Estates projects. In addition to paying the standard East County local and regional fees, the Vista Del Mar and Bailey Estates developer will also pay additional fair-share traffic mitigation to the City of Concord.

Local Fees

Prior to the passage of Measure C in 1988, each of the six Central County jurisdictions had established fees for local transportation improvements; some local fee programs predated Measure C by as much as eight years.

Since the passage of Measure C and the adoption of the TRANSPAC STMP, the six Central County jurisdictions have used both the STMP and their local fee programs to address regional and local transportation needs.

As shown in Table 5-2, the local fees vary widely among the TRANSPAC jurisdictions, but are comparable to the regional impact fees used by jurisdictions in other RTPCs.

TRANSPAC SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM (STMP)

This Program is intended to fulfill the requirement for a Subregional Transportation Mitigation Program (STMP) established by the Contra Costa Transportation Authority as part of each jurisdiction's compliance with the Measure C Growth Management Program. STMP requirements are applicable to jurisdictions with statutory land use authority in the Central Contra Costa TRANSPAC area.

This program creates a requirement for an interjurisdictional agreement(s) to mitigate traffic impacts of net new peak hour vehicle trips should a proposed development meet or exceed the established interregional net new peak hour vehicle trip threshold for Routes of Regional Significance and that result in significant cumulative traffic impacts on such Routes. As provided under CEQA, an impacted jurisdiction may request an analysis of and mitigation from a proposed development outside that jurisdiction even if the established thresholds in the STMP may not have been met.

1. While the standard for project notifications to TRANSPAC and other RTPCs remains at 100 net new peak hour vehicle trips, the STMP is geared to an assessment of the cumulative impacts of net new peak hour vehicle trips and net new peak hour interregional vehicle trips on Routes of Regional Significance. Nexus and rough proportionality requirements are to be individually addressed as part of the proposed development's environmental assessment under the California Environmental Quality Act, (CEQA) as amended. For the purposes of the STMP, "interregional trip" is defined as any trip with origin or destination outside of the "home" jurisdiction in which the development is located.
2. The STMP requires the execution of an interjurisdictional agreement(s) to mitigate the cumulative impacts of development generating peak hour and interregional vehicle trips at or above the thresholds established in paragraph 3 for the development and for Routes of Regional Significance (Note: a jurisdiction may voluntarily choose to address impacts of interregional trips on roads other than Routes of Regional Significance).
3. STMP requirements are to be followed if it is first determined that a development project generates 500 or more net new peak hour vehicle trips and subsequently is determined to generate 100 or more interregional net new vehicle trips in any peak hour on a Route of Regional Significance as defined in the Central County Action Plan and/or the Comprehensive Countywide Transportation Plan. Jurisdictions are to execute a mitigation agreement(s) with all impacted TRANSPAC jurisdictions.

Interjurisdictional agreements are strongly encouraged to be executed to address impacts on TRANSPAC jurisdictions by outside jurisdictions. TRANSPAC jurisdictions also expect to execute such agreements with jurisdictions impacted by TRANSPAC area projects as well.

For the purpose of determining if the above thresholds are met (i.e. 500 net new peak hour project vehicle trips and 100 net new interregional peak hour vehicle trips) and assessing cumulative traffic impacts on Routes of Regional Significance, a cumulative trip analysis must be completed as part of the CEQA assessment. This cumulative analysis is to review incremental trips (net new peak hour vehicle trips) not only generated by the proposed development, but also trips from "related past, present, and reasonably probable future projects" as defined by CEQA. If such cumulative analysis meets the trip thresholds and results in significant cumulative traffic impacts, the proposed development is responsible for mitigating its proportionate share of the impacts via an interjurisdictional agreement(s). Cumulative impacts are generally defined as a) existing traffic counts plus b) approved projects which have not yet been constructed or operated plus c) pending projects under review and consideration for approval by the proper agency(ies) plus d) any anticipated projects for which environmental review (e.g. Negative Declaration, Mitigated Negative Declaration or Environmental Impact Report/Study) has been completed.

4. The required CEQA environmental assessment for a development project is to be used to determine if cumulative impacts on Routes of Regional Significance need to be mitigated.
 - A. If a development project meets or exceeds the thresholds established in Section 3 above and the environmental assessment can be accomplished by a Negative or Mitigated Negative Declaration, the jurisdiction will undertake a focused traffic study to determine if the requirements of the STMP apply. The traffic study will assess cumulative traffic impacts on Routes of Regional Significance beyond the home jurisdiction.

Should the requirements apply, the interjurisdictional agreement(s) on mitigation measures, actions and/or fees would require the voluntary consent and sponsorship of the project applicant. (Note: if such voluntary consent is not achieved, CEQA requires that an EIR be prepared, see Section 4B.) The agreement(s) will be developed in cooperation with affected jurisdictions and are to include the identification, implementation and monitoring mechanism(s) for mitigation of impacts (e.g. Central County Action Plan and Countywide Comprehensive Transportation Plan mitigation measures, actions, payment of fees, etc.)

- B. If a development project meets or exceeds the thresholds and the environmental assessment requires the preparation of an Environmental Impact Report (EIR), the EIR will include an analysis of cumulative traffic impacts outside the home jurisdiction to determine if the requirements of the STMP apply. Should the requirements apply, an interjurisdictional agreement(s) establishing the developer responsibility to mitigate project impacts (e. g. Central County Action Plan and Countywide Comprehensive Transportation Plan mitigation measures, actions, payment of fees, etc.) is required. The agreement(s) will be developed in cooperation with the affected jurisdictions and include the identification, implementation and monitoring mechanism(s) for mitigation requirements. Early consultation with affected jurisdictions is suggested.
 - C. If a development project does not exceed the thresholds as determined under the cumulative analysis) and the required CEQA assessment is accomplished through a Categorical Exemption, Negative or Mitigated Negative Declaration, the jurisdiction is not required to develop an interjurisdictional agreement(s). Such development projects are likely to be small infill projects which are to be encouraged to promote jobs/housing balance, increased services and sustainability.
 - D. It is also possible that after a traffic analysis has been completed under 4A or 4B above, the participating jurisdictions may determine that no significant cumulative traffic impacts are expected to occur on Routes of Regional Significance. Similarly, it may be determined that the development does not create or increase congestion on a Route of Regional Significance and/or that the traffic increase is insignificant relative to the existing traffic volumes and/or capacity of the Route, and, as a result, does not warrant the development/execution of an interjurisdictional agreement. Under such circumstances, the parties may determine, and should document, that an interjurisdictional agreement is not necessary.
5. TRANSPAC may amend the STMP with the approval of its member jurisdictions at any time.

Traffic Impact Fees
Using representative jurisdictions from each region

		TRANSPAC		TRANSPLAN		SWAT		WCCTAC	
		Concord	Walnut Creek	Antioch	Pittsburg	San Ramon**	Lafayette	Richmond	El Cerrito
Single Family Dwelling	Regional	\$268*	\$0***	\$16,667	\$16,667	\$3,047	\$1,147	\$2,595	\$2,595
	Local		\$2,400	\$346	\$7,170	\$1,101	\$4,331	\$0	\$0
	Off-Site Street Improvement Program Fee (OSIP)****	\$3,019	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	TVTD2	n/a	n/a	n/a	n/a	\$2,036	n/a	n/a	n/a
Total Traffic Impact Fee Per Dwelling		\$3,287	\$2,400	\$17,013	\$23,837	\$6,184	\$5,478	\$2,595	\$2,595
Retail Building 50k SF	Regional	\$0***	\$0***	\$69,500	\$69,500	\$149,000	\$24,500	\$91,000	\$91,000
	Local		\$250,000	\$64	\$63,000	\$95,000	\$91,000	\$0	\$0
	Off-Site Street Improvement Program Fee (OSIP)****	\$431,500	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	TVTD2	n/a	n/a	n/a	n/a	\$68,000	n/a	n/a	n/a
Total Traffic Impact Fee		\$431,500	\$250,000	\$69,564	\$132,500	\$312,000	\$115,500	\$91,000	\$91,000
Per Commercial Square Foot		\$8.63 \sq. ft.	\$5.00\sq.ft.	\$1.39 \sq. ft.	\$2.65 \sq. ft.	\$6.24 \sq.ft.	\$2.30 \sq.ft.	\$1.82 \sq. ft.	\$1.82 \ sq. ft.

Information compiled from CCTA Measure C RTMP Report and local jurisdictions

* Per Dwelling Unit Regional fee paid to Walnut Creek for Crystal Ranch (\$202,938) and Montecito (\$47,320) developments

**not Dougherty Valley

*** No examples exist

**** Includes a regional component of capital and operational improvements on Routes of Regional Significance, including freeway-related improve

TABLE 5-1 2008 ACTION PLAN PROJECT LIST				
CENTRAL COUNTY PROJECTS		Project	Secured	Prospective
Agency	Project Name	Cost (2007\$)	Funding	STIP Requests (estimate)
FREEWAY PROJECTS				
CCTA/CALTRANS	Caldecott Tunnel 4th Bore	\$420,000,00	TRANSPAC Measure J:\$62M	
CCTA/TRANSPAC	I-680 SB HOV Lane Restriping; Extend the Southbound HOV lane from north of Rudgear to Livorna Rd .	\$3,000,000	Measure J: \$3M	
CCTA/TRANSPAC	I-680 SB HOV Lane Gap Closure: Close the HOV gap between N. Main and Livorna.	\$44,000,000	Measure J: \$29M RM2: \$15M	
CCTA/TRANSPAC	I-680 NB HOV Lane Extension: N. Main to SR242	\$44,000,000	Measure J: \$4M	
CCTA/TRANSPAC	I-680/SR4 Phase 3: Complete SR 4 missing lane	\$52,000,000	STIP-RIP: \$1.3M, Measure J: \$35.7	\$15M
CCTA/TRANSPAC	I-680/SR 4 NB to WB	\$76,200,000		\$5M
CCTA/TRANSPAC	I-680/SR4 EB to SB	\$44,000,000		\$2.5M
CCTA/TRANSPAC	I-680/SR4 SB to EB	\$40,500,000		
CCTA/TRANSPAC	I-680/SR4 WB to NB	\$26,000,000		
CCTA/TRANSPAC	I-680/SR4 HOV Flyover	\$82,000,000		
Martinez	I-680/Marina Vista Interchange Modifications	\$6,000,000	Measure J: \$1.3M	\$4.7M
Concord	SR242/Clayton Road On- and Off-ramps	\$31,000,000	Measure J: \$4.5M	\$26.5M
Concord	SR4/Willow Pass	\$32,800,000	Measure J: 2.8M:Developer Fees: \$20M	\$10M
Concord	SR4/Port Chicago Highway Interchange Improvements	\$35,000,000		
ROAD PROJECTS				
Clayton	Marsh Creek Road Upgrade	\$1,000,000		
Clayton	Pine Hollow Road Upgrade	\$300,000		
Concord	Waterworld Pkwy Bridge, to connect to Meridian Park Blvd.	\$12,500,000	Measure J: \$3M; Local: \$6.1M	\$3.4M
Concord	Clayton Rd. /Treat Blvd./Denkinger Rd. Intersection Capacity Improvements		Measure J: \$2M	
Concord	Commerce Avenue Roadway Extension and Bridge at Pine Creek	\$6,887,668	Measure C I-680: \$3.92M; TE Bill:\$1.36M; Local:\$1.60M	
Concord	Panoramic Dr. Extension	\$18,000,000		
Concord	Galaxy Way Bridge over Walnut Creek	\$11,000,000		
Concord	Ygnacio Valley Road Lane Ext. (Cowell to Michigan Widening)	\$11,000,000		
Concord	Bailey Road Traffic Improvements	\$4,790,026	Developer Fees: \$.123M; Local ROW:\$.039M	
County/Martinez	Pacheco Blvd: Widen to 4 lanes, construct new RR overcrossing for Burlington Northern Santa Fe Railway. Can be phased	\$35,000,000	Measure J: \$4.9M; Measure C: \$3M; City Fees: \$1.5 M; TOSCO/Solano Fund \$3.6M	\$22M
County	Alhambra Valley Road realignment and safety projects to straighten curves and improve operational and safety characteristics	\$5,080,000	Martinez AOB: \$0.7M, Local \$1.5M	\$3M
County	Kirker Pass Rd Northbound Truck Climbing Lanes from Concord to Pittsburg . Note southbound truck lanes are not planned at this time.	\$8,500,000	Measure J: \$5.8M; Prop. 42: \$1.2M	\$1.5 M
County	Arnold Drive Extension	\$15,000,000		

CENTRAL COUNTY PROJECTS		Project	Secured	Prospective
Agency	Project Name	Cost (2007\$)	Funding	STIP Requests (estimate)
Martinez	Alhambra Avenue Safety Improvements, Walnut Avenue to Franklin Canyon Rd; Construct a second southbound lane on Alhambra Ave from Walnut Ave to Franklin Canyon Rd with other necessary signal, ramp, and median modifications.	\$1,750,000	Local: \$.25M	\$1.5M
Martinez	North Court/UPRR Overpass	\$19,000,000		
Martinez	Alhambra Avenue Widening (Phase 3)	\$6,000,000	Other: \$1M	
Pleasant Hill	Contra Costa Blvd Improvement; Between 2nd Ave and Monument Blvd, construct additional right and left turn lanes at various intersections, modify intersection lane alignments, add new class II bike lane, improve traffic operations throughout corridor.	\$8,248,000	Local: \$1M, STP: \$.54M	\$7M
Pleasant Hill	Buskirk Avenue Realignment, Phase 2	\$10,000,00	Measure J: \$8M; City: \$1M	\$1M
Pleasant Hill	Pleasant Hill Road Improvement project - phases iii,iv,v	\$1,800,000		
Pleasant Hill	Monument Boulevard Widening	\$12,000,000		
Pleasant Hill	Contra Costa Boulevard Widening at Gregory Gardens , Doris to Doray	\$425,000		
Pleasant Hill	Gregory lane right turn lane at I-680 off-ramp	\$275,000		
Pleasant Hill	Contra Costa Boulevard at Oak Park Blvd. south bridge connector	\$200,000		
Pleasant Hill	Mayhew Way Widening	\$562,000		
Pleasant Hill	Mayhew Way Frontage Improvements	\$88,000		
Pleasant Hill	Paso Nogal Improvements	\$200,000		
Pleasant Hill	Cleaveland Road widening and sidewalk improvements	\$325,000		\$1M
Pleasant Hill	Pleasant Hill Road installation of new pedestrian and bicycle facilities, drainage improvements, traffic calming measures , and intersection improvements			
Pleasant Hill	Taylor Boulevard extend signal interconnect Pleasant Hill Road to Grayson Road			
Pleasant Hill	Taylor Boulevard eliminate free right turn lanes at Taylor Boulevard/Pleasant Hill Road intersection			
Walnut Creek	Ygnacio Valley Road (YVR) Rehabilitation - Phase 1; Overlay YVR from California Blvd to Civic Drive, including ADA upgrades, safety, intersection and traffic operations improvements.	\$2,849,000	Local: \$.4M	
Walnut Creek	Ygnacio Valley Road (YVR) Rehabilitation - Phase 2: I-680-California; Phase 3: Civic to Bancroft; Phase 4: Bancroft to Oak Grove; Phase 5: Oak Grove to City Limits	\$20,500,00		
Walnut Creek	Ygnacio Valley Road @ Walnut Blvd. Left Turn Extension	\$400,000		
Walnut Creek	Bancroft/Ygnacio Valley Road New Eastbound Right Turn Lane	\$4,500,000		
Walnut Creek	Ygnacio Valley Road @ Homestead Ave. Left Turn Extension (350 feet)	\$350,000		
Walnut Creek	Ygnacio Valley Road @ Oak Grove Road Southbound Left Turn Lane	\$2,500,000		
Walnut Creek	Ygnacio Valley Road @ Marchbanks/Tampico Left Turn Extension	\$300,000		
Walnut Creek	Parkside/Buena Vista Ave Intersection Improvements	\$1,150,000		
Walnut Creek	Ygnacio Valley Road @ San Carlos Left Turn Extension	\$500,000		
TRANSIT PROJECTS				
BART	BART Walnut Creek Station Capacity Expansion - includes new paid area, platform expansion, new vertical circulation, additional fare gates, and fare collection equipment. etc.	\$30,000,000		
BART	BART Pleasant Hill Station Capacity Expansion - includes expansion of existing paid area, mew paid area, platform expansion, new vertical circulation, additional fare gates and fare collection equipment, etc.	\$50,000,000		

CENTRAL COUNTY PROJECTS		Project	Secured	Prospective
Agency	Project Name	Cost (2007\$)	Funding	STIP Requests (estimate)
County Connection	Pacheco Transit Hub	\$2,031,922	PTMISEA:\$800k; Measure C: \$550k;RM2: \$1.089M; TFCA:\$92,922	
County Connection	DVC Transit Center	\$4,318,530	PTMISEA: \$2,231,030; T-Plus:\$350k; \$253k;FTA 5303:\$1,237,500; RM2:\$500k	
County Connection	Trunkline Transit service capital improvements from Pacheco Boulevard (Martinez) to Main Street (Walnut Creek) - Buses:	\$2,100,000		
County Connection	Infrastructure Improvements (bulb outs, queue jump lanes, passenger shelters, signage)	\$6,000,000		
County Connection	IT: (real time information, signal priority)	\$3,900,000		\$3.9M
Martinez	Martinez Intermodal Station (Phase 3)	\$12,600,000	Measure J: \$2.6M	
Martinez	Martinez Ferry Terminal	\$5,000,000		
511 CC/TRANSPAC	Clean Fuel Vehicle infrastructure	\$10,000,000		
BICYCLE, PEDESTRIAN AND TRAIL PROJECTS				
Clayton	Concord-Clayton Bikeway Clayton Town Center to Treat Boulevard in Concord	\$362,000		
Clayton	Mitchell Canyon Road, Pine Hollow to Clayton Road &South of Pine Hollow Road -Sidewalk Gap Closure	\$100,000		
Clayton	Oak Street , south of High Street, Sidewalk Gap Closure	\$50,000		
Clayton	Pine Hollow Road, West of Pine Hollow Estates Sidewalk Gap Closure	\$300,000		
Concord	Concord Boulevard Sidewalk Gap Closure Phase II	\$1,270,000	Bike/Ped Grant: \$0.82M; Local:\$0.45M	
Concord	Port Chicago Highway Sidewalk Gap Closure	\$270,000		
Concord	Treat Blvd Sidewalk - Coco's Restaurant to Cobblestone Drive Sidewalk Gap Closure	\$125,000		
Concord	Treat Boulevard-Cobblestone Drive to Cowell Road Sidewalk Gap Closure	\$800,000		
Concord	Monument Blvd & Meadow Ln Pedestrian Infrastructure Improvements	\$4,044,000	TLC:\$2.2M; CDBG:\$0.275M; Local: \$1.569M	
County	Pleasant Hill BART Shortcut Pedestrian Path	\$2,169,000	CCCO: \$600K; SRTS:\$300K; TLC:\$25K	
County	Pleasant Hill BART Station Bicycle and Pedestrian Access	\$1,000,000		
County	Alhambra Valley Road Shoulder Widening. East of Castro Ranch	\$2,000,000	Prop1B:\$1.05M; HRS:\$900K; Briones AOB: \$25K	
County	Delta-De Anza Class I Trail from Evora Road to Port Chicago Hwy	\$500,000		
County	Delta-De Anza Class I Trail from Port Chicago Hwy to Iron Horse Trail			
County	Delta-De Anza Class I Trail from Port Chicago Hwy to Iron Horse Trail			
County	Iron Horse Trail Overcrossing at Treat Blvd. /Jones Road	\$12,200,000	TEA21 CMAQ:\$500K; Meas C Reg:\$887K;MeasC CCTA:\$400K;Trans. Impact Fees (SAP Fees) \$2.26M;RDA \$605K;MTC HIP:\$2.5M;MeasC TLC County:\$1M	Unfunded: \$401k

CENTRAL COUNTY PROJECTS		Project	Secured	Prospective
Agency	Project Name	Cost (2007\$)	Funding	STIP Requests (estimate)
County	Carquinez Scenic Trail design/construction between Port Costa & Martinez	\$4,00,000	SAFETEA-LU: \$1M	
County	Clyde Union Pacific Right of Way Trail	\$1,500,000	Navy Mit. Funds \$1.5M	
County	Reliez Valley Road Pedestrian Path	\$1,400,000	STIP:\$342K Reliez Valley SP Fund: \$1.06M	
County	Alhambra Valley Road Realignment and Shoulder widening Bear Creek Road to 2,200 feet east	\$1,512,000	HR3:\$810k; Briones AOB	Unfunded: \$702k
County	Marsh Creek Road Curve Realignment between Aspara Drive and Deer Valley Road	\$3,630,000	Marsh Creek AOB: \$350K	
County	Marsh Creek Road Widening - 1 mi. East of Russelmann Park Road	\$2,210,000	HR3:\$810K; Prop1BL \$1.4M	
County	Rudgear Road/San Miguel Drive/Walnut Boulevard/Mountain View Boulevard Safety Improvements	\$350,000	Central Co. AOB	
County	Willow Pass Road Widening to 4 lanes / Gap Closure from Bailey Road to Pittsburg City limits	?		
County	Marsh Drive Widening	\$2,471,000	West Concord Fees:\$2,472,000	
County	Center Avenue Widening: Pacheco Boulevard to Blackwood Drive	\$5,300,000	West Concord Fees:\$588,000	
County	Evora Road/Willow Pass Road Intersection - West	\$1,700,000	Navy Mit Funds: \$1.3M	Unfunded: \$400k
County	Boulevard Way Sidewalk Gap Closure	\$62,000		
County	Mayhew Way Sidewalk Gap Closure	\$80,000		
County	Pacheco Boulevard (from 3785 to 3795) Sidewalk Gap Closure	\$335,000		
County	Pacheco Boulevard Sidewalk Gap Closure - Camino Del Sol to Windhover Way	\$589,000	SRTS: \$311k; TDA \$70k	
County	Pacheco Boulevard Sidewalk Gap Closure - Windhover way to Goree Court	\$621,500		
County	Arnold Industrial Way Sidewalk Gap Closure	\$80,000		
County	Springbrook Road Sidewalk Gap Closure			
County	Pacheco Blvd. (from 4101 to 4285) Sidewalk Gap Closure			
County	Alhambra Valley Road Pedestrian Bridge	\$500,000	Prop 1B: \$400K; Alhambra Valley Fees: \$60K	
County	Treat Boulevard Reconstruction	\$2,500,000		
Martinez	Bay Trail (all unconstructed Phases)	\$1,000,000		
Martinez	Contra Costa Canal Trail: Extend, Muir Rd. to Martinez Reservoir			
Martinez	Howe Street Bicycle Lanes			
Martinez	Marina Vista Bike Lanes: Extend	\$500,000		
Martinez	Morello Avenue Bicycle Lanes Gap Closure , Pacheco Boulevard top Petit Lane	\$265,000		
Martinez	Morello Avenue Bicycle Lanes Gap Closure	\$322,000		
Martinez	Vine Hill Walkway (2 phases)	\$702,000		
Martinez	North Court Street Bicycle Lanes	\$195,000		
Martinez	Pacheco Blvd. Bike Lanes, Arnold Dr. to Muir Rd.	\$75,000		
Pleasant Hill	Pleasant Hill Road Improvement project - phases iii,iv,v	\$1,800,000		
Pleasant Hill	Monument Boulevard Widening	\$12,000,000		
Pleasant Hill	Contra Costa Boulevard Widening at Gregory Gardens , Doris to Doray	\$425,000		
Pleasant Hill	Gregory Lane right turn lane at I-680 off-ramp	\$275,000		
Pleasant Hill	Contra Costa Boulevard at Oak Park Blvd. south bridge connector	\$200,000		
Pleasant Hill	Mayhew Way Widening	\$562,000		

CENTRAL COUNTY PROJECTS		Project	Secured	Prospective
Agency	Project Name	Cost (2007\$)	Funding	STIP Requests (estimate)
Pleasant Hill	Mayhew Way Frontage Improvements	\$88,000		
Pleasant Hill	Paso Nopal Improvements	\$200,000		
Pleasant Hill	Cleaveland Road widening and sidewalk improvements	\$325,000		
Pleasant Hill	Contra Costa Canal Trail realignment at Taylor Blvd.	\$60,000		
Pleasant Hill	Morello Avenue Bike Lanes	\$60,000		
Pleasant Hill	Pleasant Hill Road Pedestrian Bridge, Diablo View Road to Barnett Terrace	\$200,000		
Pleasant Hill	Pleasant Hill Road Pedestrian Improvements, Boyd Road to Geary Road	\$1,100,000		
Pleasant Hill	Taylor/Morello Pedestrian Improvements			
Pleasant Hill	Grayson Road/Gregory lane Bike Route	\$18,000		
Pleasant Hill	Grayson Road/Gregory Lane Bike Route	\$375,000		
Pleasant Hill	1636 to 1736 Ruth Drive (Ardith Dr. to Taylor Blvd.) Sidewalk Gap Closure	\$33,000		
Pleasant Hill	Contra Costa Boulevard (Harriet to Ellinwood/Gregory Gardens School) Sidewalk Gap Closure	\$54,000		
Pleasant Hill	Maureen Lane to Strandwood School (1900 Rose Lane) Sidewalk Gap Closure	\$87,000		
Pleasant Hill	2200 Pleasant Hill Road, replace pedestrian bridge near Diablo View Drive	\$196,000		
Pleasant Hill	Brandon Road near Allen Way to Christ the King school Sidewalk Gap Closure	\$91,000		
Pleasant Hill	Pleasant Hill Road to Taylor Boulevard (700 Grayson) Sidewalk Gap Closure	\$318,000		
Pleasant Hill	Chilpancingo Parkway at Oak Creek Court Sidewalk Realignment	\$10,000		
Pleasant Hill	Lucille Drive, Maureen to Taylor Boulevard Sidewalk Gap Closure	\$100,000		
Pleasant Hill	Pleasant Valley Drive Neighborhood Sidewalk Installation	\$104,000		
Pleasant Hill	Morello at Paso Nopal Park Sidewalk Gap Closure	\$23,000		
Walnut Creek	Olympic Boulevard Pedestrian Improvements, Bridgefield Road to Boulevard Way			
Walnut Creek	Community School Improvements, various locations in the TRANSPAC area			
Walnut Creek	Buena Vista Pedestrian Improvements, all phases	\$507,000		
Walnut Creek	Parkside Drive Sidewalk Gap Closure	\$200,000		
Walnut Creek	Walnut Boulevard Pedestrian Improvement Project, Ygnacio Valley Road to Homestead Avenue	\$500,000		
Walnut Creek	Ped/Bike Overcrossing of Ygnacio Valley Road at Walnut Creek BART	\$10,000,000		
Walnut Creek	Walnut Blvd./Pedestrian Pathway	\$7,200,000		
Walnut Creek	Mt. Diablo/Iron Horse Trail Crossing	\$250,000		
Walnut Creek	Rudgear/Palmer Pedestrian Improvements	\$300,000		
Walnut Creek	Buena Vista/First St. Pedestrian/Bike Improvements	\$800,000		
	Total	\$926,480,646	\$247,243,952	\$109,535,000
	Unfunded	\$679,236,694		

6. PROCEDURES FOR NOTIFICATION, REVIEW AND MONITORING

Compliance With the Measure C/J Growth Management Program (GMP)

The CCTA's Growth Management Implementation Guide describes the requirements for compliance with the Growth Management Program (GMP) that relate specifically to Routes of Regional Significance and the Action Plans. Jurisdictions are to:

- Participate in the preparation and adoption of Action Plans;
- Work to implement Action Plan actions to attain MTSOs;
- If necessary, place conditions on project approvals to support MTSO achievement and implementation of Action Plan actions;
- Circulate environmental documents pursuant to Action Plan requirements;
- Participate in the General Plan Amendment review procedure.

Procedures

Action Plans must include procedures for the notification of environmental documents and the review of General Plan Amendments. These procedures are described below.

NOTIFICATION OF ENVIRONMENTAL DOCUMENTS

This Action Plan establishes the following threshold level at which notification of environmental documents is to be circulated to RTPCs and neighboring jurisdictions: 100 net-new peak-hour vehicle trips for development projects that do not require General Plan Amendments.

Notification of an environmental assessment of a development project is to be accomplished through the CEQA process at the following two milestones: the issuance of a Notice of Preparation (NOP) and at the completion of a draft EIR through a Notice of Completion or a Notice of Availability.

REVIEW OF GENERAL PLAN AMENDMENTS

For General Plan Amendments (GPAs), notification requirements are the same as for development projects described above. TRANSPAC has established its GPA review requirement pursuant to Authority policy at 500 net new peak hour vehicle trips. This review

is to include an analysis of impacts on established MTSOs, and a determination is to be made as to whether the GPA adversely affects the ability of local jurisdictions to meet MTSOs or implement Action Plan actions. The GPA and/or this Action Plan may be modified to mitigate any adverse impacts, and the lead jurisdiction is encouraged to work with affected RTPCs and jurisdictions to address those adverse impacts.

GPA's that are administrative in nature, such as a height-limit change, are to be noticed as described for development projects. While review of MTSO impact of such a GPA is not required, the administrative nature of the GPA should be clearly noted in the notification to TRANSPAC, other RTPCs, and jurisdictions.

MTSO Calculation

AVERAGE STOPPED DELAY ANALYSIS

Average stopped delay is expressed in signal cycles to clear the intersection in the peak direction of AM/PM commute travel at select intersections along the Routes of Regional Significance. In addition:

- The Highway Capacity Manual (HCM) 2000 operational methodology for signalized intersections is used to quantify the MTSO.
- The MTSO is quantified for the appropriate lane group traveling through the intersection along the Route of Regional Significance using Synchro software.
- It is not necessary to use/run the CCTA travel demand forecasting model to quantify the MTSO; project trips can be assigned manually through the study intersections for the MTSO analysis.
- The select intersections for MTSO analysis are identified for City of Concord Routes of Regional Significance with the upper thresholds for signal cycles to clear the intersection.
- MTSO analysis will be performed at the select intersections to which at least 50 project trips would be added per current CCTA Technical Procedures or the trip threshold established in CCTA Technical Procedures as revised.

MTSO EXCEEDANCES

From time to time, the MTSOs are monitored to determine MTSO achievement. In addition, the MTSOs are evaluated to determine if future achievement is possible. For this Action Plan, MTSOs were monitored in 2007, and the traffic forecasts were prepared and evaluated for 2030. It is difficult to predict an unknown future. As a result, it is possible that MTSO exceedances will occur during the life span of this Action Plan. Under adopted CCTA policy, exceedance of

an MTSO does not constitute a compliance issue with the Growth Management Program. TRANSPAC and its jurisdictions remain committed to implementation of the actions established in this Action Plan regardless of ability to achieve established MTSOs. The use of the TRANSPAC Subregional Transportation Mitigation Program is available to address the mitigation of impacts documented in the CEQA required traffic analysis.

Schedule for Action Plan Review

This Action Plan will be reviewed and revised as necessary concurrent with updates to the Countywide Comprehensive Transportation Plan (CTP) or as determined to be necessary by TRANSPAC.

Regional Traffic Management

The analyses conducted in preparing the 2008 Action Plan have revealed that traffic conditions in Central County are influenced by many factors beyond of the control of TRANSPAC and its jurisdictions. TRANSPAC and its jurisdictions remain committed to work individually and collectively to pursue cooperative planning studies and projects with other Contra Costa RTPCs and Bay Area counties to address regional transportation issues.