

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Ste. 360 Pleasant Hill, CA 94523 (925) 969-0841 FAX (925) 969-9135

TRANSPAC MEETING NOTICE AND AGENDA

THURSDAY, JULY 24, 2008

9:00 AM TO 11:30 AM

in the

COMMUNITY ROOM

CITY OF PLEASANT HILL CITY HALL

100 GREGORY LANE

PLEASANT HILL

(925) 969-0841

TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion or other indication that action will be taken is included on the agenda or attachments thereto.

- 1. Convene meeting: Pledge of Allegiance/Self-Introductions**
- 2. Public Comment**

At this time, the public is welcome to address the Committee on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments made by others and observe any time limits that may be announced.

- 3. Continued Review of the Central County Action Plan - (attachment - Chapter 2, tables to be revised, Chapter 3, 4 and 5. Chapter 6 to be revised after completion of the review of the Measure J Growth Management Program and implementing documents.)**

At the July 10, 2008 meeting, TRANSPAC unanimously approved a series of motions regarding the Central County Action Plan, the Measure J Growth Management Program, its implementation documents and resolutions. The motions are listed below.

Motion 1: Approved the Plan A recommendation by the TRANSPAC TAC. Prior to the meeting, CCTA staff had communicated that the Plan A recommendation was acceptable.

Plan A is based on the premise that the Transportation Authority's 2030 model includes the General Plans adopted by Central County local jurisdictions. Inclusion in the 2030 model means that these General Plans have been analyzed by the Transportation Authority for effects on the regional transportation network. As a result, no additional MTSO analysis is required for a development project of any size which is consistent with an adopted Central County General Plan. This premise is proposed to be stated in the Central County Action Plan to make clear that no additional MTSO analysis will be required for development projects that are consistent with an adopted General Plan.

Plan A includes a TRANSPAC request to the Transportation Authority to concur that TRANSPAC may proceed with an Action Plan without MTSOs to allow more time (up to +/-18 months) to develop some other solution(s) to the MTSO dilemma. During the +/- 18 month period, all of the documents regarding the Growth Management Program (the Draft Growth Management Program Implementation Guide, its Technical Procedures, implementing Resolutions 95-06-G and 92-03-G) should be reviewed, aligned for consistency and repackaged into a single document for Authority adoption to be used by local jurisdictions for Growth Management Plan compliance purposes.

TRANSPAC approved consideration of the redefinition of Routes of Regional Significance as super segments and/or future corridor management plans areas. The TAC believes that the definitions for freeways address this issue and that the application of super segments/corridor management plan areas for arterials should be addressed after the review of the Growth Management Program and related documents is completed.

In addressing the issue of General Plan Amendments (GPA), TRANSPAC approved a first request to revise Resolutions 95-06-G and 92-03-G as shown below. The full text of both resolutions is in the packet.

Resolution 95-06-G: In Attachment A, paragraph 2, revise to read - "The process requires that a jurisdiction study the impacts of a proposed GPA on the Action Plan when the size of the GPA exceeds the threshold size established by the RTPC in the Plan; ~~or~~ and 500 net new peak hour vehicle trips if such threshold has not been established."

Resolution 93-02-G: In the fourth Whereas, revise to read - "Whereas as an interim measure, the Authority wishes to facilitate notification of affected jurisdictions of the preparation of environmental documents for proposed projects ~~or~~ and General Plan Amendments that generate more than 100 net new peak hour vehicle trips so that affected jurisdictions may comment on draft environmental documents; and ... "

Motion 2: TRANSPAC also approved a motion that its elected representatives, Planning Commissioners and Technical Advisory Committee staff intend to fully participate in the review of the Measure J Growth Management Program and its implementing documents (the Implementation Guide and Technical Procedures) and Resolutions.

Motion 3: TRANSPAC will release the revised Action Plan to the Transportation Authority for use in the development of the Countywide Transportation Plan EIR after the completion of its review at this meeting.

Within this context, TRANSPAC is requested to continue its review of the Draft TRANSPAC Action Plan. Please note that CCTA staff has been requested to revise the format of charts, tables (Chapter 2) and the Central County map.

Action: Review Action Plan, develop revisions, comments, complete chapters as necessary, authorize transmission to the Transportation Authority and/or as determined

4. **For the Good of the Order – 10 minutes. Depending on any number of factors, we will again try to do free training for rides around the parking lot on Lynn Osborn's new electric bike.**
5. **Adjournment. The next TRANSPAC meeting is scheduled for September 11, 2008 at 9 am in the Community Room, City Hall, City of Pleasant Hill.** TRS 7 24 08

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 numbers 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 percent over 2007, adding approximately 36,000 more residents and 15,000 new households. The total number of jobs is expected to grow as well, but at a faster rate: 18 percent, or 31,000 new jobs. In comparison to 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

<add column for 2000 for all data

Characteristics	Year				2007 to 2030	
	2007*	2010	2020	2030	Ex-pected In-crease	%
Total Population (1,000s)	310	315	332	346	36	12%
Total Households (1,000s)	124	126	133	139	15	12%
Total Employed Residents (1,000s)	163	168	183	196	33	20%
Total Jobs (1,000s)	176	182	189	207	31	18%
Jobs/Housing Balance	1.08	1.08	1.03	1.06	--	-2%

*Interpolated from 2000 and 2010.

Source: CCTA Travel Demand Model, ABAG Projections 2005

Table 2-2: Expected Growth Through Year 2030

<separate Central and Lamorinda regions; use 2007 data>

Growth 2000 to 2008						
	Households		Employed Residents		Jobs	
	2000	2008	2000	2008	2000	2008
West County	84,548	87,960	110,389	112,906	76,247	79,735
Growth	3,412		2,517		3,488	
% Change	4%		2%		5%	
Central/Lamorinda	140,883	144,513	180,546	182,835	185,657	197,412
Growth	3,630		2,289		11,755	
% Change	3%		1%		6%	
East County	76,157	97,581	108,416	131,754	47,587	58,820
Growth	21,424		23,338		11,233	
% Change	28%		22%		24%	
Tri-Valley†	102,572	121,060	152,120	175,611	183,429	204,779
Growth	18,488		23,491		21,350	
% Change	18%		15%		12%	
Total	404,160	451,114	551,471	603,105	492,920	540,746
Growth	46,954		51,634		47,826	
% Change	12%		9%		10%	

Growth 2008 to 2030						
	Households		Employed Residents		Jobs	
	2008	2030	2008	2030	2008	2030
West County	87,960	98,235	112,906	136,742	79,735	105,140
Growth	10,275		23,836		25,405	
% Change	12%		21%		32%	
Central/Lamorinda	144,513	160,342	182,835	225,251	197,412	233,750
Growth	15,829		42,416		36,338	
% Change	11%		23%		18%	
East County	97,581	133,346	131,754	199,820	58,820	116,490
Growth	35,765		68,066		57,670	
% Change	37%		52%		98%	
Tri-Valley†	121,060	165,853	175,611	270,075	204,779	314,261
Growth	44,793		94,464		109,482	
% Change	37%		54%		53%	
Total	451,114	557,776	603,105	831,888	540,746	769,641
Growth	106,662		228,783		228,895	

% Change	24%	38%	42%
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† Includes Alameda County portion of Tri-Valley
Source: ??????

Table 2-3 shows that Central County’s senior population s (age 62 and over) is expected to grow significantly, increasing by 107 percent from 2007 to 2030, while the growth in working-age and youth populations are both expected to decrease slightly. Although the size of Central County’s working-age population will drop 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

<add 2000 data>

Characteristics	Year				Change 2007 to 2030	
	2007*	2010	2020	2030	Expected Change	%
Total Population (1,000s)	310	315	332	346	36	12%
Total Employed Residents (1,000s)	163	168	183	196	33	20%
Seniors (over 62) (1,000s)	59	63	92	122	63	107%
Adults (ages 18-61) (1,000s)	188	189	180	164	-22	-12%
Youth (ages 17 and younger) (1,000s)	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 commuter 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 Oakland 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

<merge data from 2007 and 2030 into a single column chart, with a 2007 and a 2030 column, side by side, for the following locations: Alameda, Central, East, West, Lamorinda, SF, Tri-Valley and Solano. Combine Marin, Napa, SM, Santa Clara and Sonoma into Other>

Source: CCTA Travel Demand Model, 2008

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

<same as above>

Source: CCTA Travel Demand Model, 2008

Roadway Traffic Forecast

The combination of population growth, trends in working population, and commute patterns means that congestion is expected to worsen as traffic volumes increase on major roadways in the future.

The map in Figure 2-3 shows how peak-hour traffic is forecasted to change on key roadways from 2007 to 2030. Appendix C provides 2007 and forecasted data for the peak-hour delay index, peak-hour average speed, and the peak-hour average vehicle occupancy rates as compared to the target MTSOs from the 2000 Update. The data show that the 2000 MTSOs will be exceeded well before 2030.

Figure 2-3: Peak-Hour Traffic Increases on Key Roadways, 2007 and 2030

<insert map and place % changes, AM and PM, on the various segments;
drop the table>

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

Completed Transportation Improvements in Central County

Since the adoption of the last Central County Action Plan in 2000, a number of major projects have been completed, including the following:

- **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 old 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 Buchanon Road between East County and Central County.

Round all data to thousands to make consistent with Table 1. provide data for 2007 for all other regions.
 Split out Central and Lamorinda.

Households (1,000s)	2000	2007	2030	2007-2030 Increase	
Central		124	139	15	12%
East County	76,157		133,346		37%
Lamorinda					
Tri-Valley	102,572		165,853		37%
West County	84,548		98,235		12%
Total	404,160		557,776		24%

Employed Residents (1,000s)	2000	2007	2030	2007-2030 Increase	
Central County		163	196	33	20%
East County	108,416		199,820	68,066	52%
Lamorinda					
Tri-Valley		152,120	270,075	94,464	54%
West County	110,389		136,742	23,836	21%
Total	551,471		831,888	228,783	38%

Jobs (1,000s)	2000	2007	2030	2007-2030 Increase	
Central County		176	207	31	18%
East County	47,587				
Lamorinda			116,490	57,670	98%
Tri-Valley	183,429		109,482	314,261	53%
West County	76,247		105,140	25,405	32%
Total	492,920		769,641	228,895	42%

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.

- 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 the storage capacity of certain roads to moderate traffic volumes (creation of traffic “reservoirs”) to better manage peak through traffic.
- TRANSPAC supports improved transit facilities and services to provide mobility choices and to provide 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.

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 traffic to already-congested roadways.

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

Region-Wide Issues

The 2008 Plan looks at region-wide issues in seven 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
- Local Roadway Connectivity

REGIONAL FREEWAY SYSTEM

I-680 is the workhorse of the Central County transportation system. At its widest point, the freeway has twelve lanes and carries more than 300,000 vehicles per

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

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 connects East Contra Costa and West Contra Costa; and SR-242, which connects I-680 with SR-4 and East Contra Costa.

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

- I-680/SR-24 interchange
- I-680/SR-4 interchange (north-south collector-distributor)
- Addition of a partial HOV-lane system
- Expansion of SR-242
- Opening of the new northbound Benicia-Martinez Bridge with open-road tolling

The following improvements are in the planning or design stages:

- **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 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. This project is located in an adjacent region.
- **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.

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 van-pooling
- 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

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 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). TRANSPAC also works with its local jurisdictions and adjacent regional agencies to evaluate the impact of land use decisions on the transportation system.

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.

In response to increases in traffic volumes and congestion on major arterials, TRANSPAC adopted its first Central Contra Costa Traffic Management Program (CCCTMP) in 1997. In 2001, TRANSPAC and TRANSPLAN completed the East-Central Traffic Management Plan along the Ygnacio Valley Road/Kirker Pass Road/Buchanan Road corridor.

TRANSPAC continues to seek opportunities to implement traffic management strategies within and adjacent to the Central County area.

BICYCLE AND PEDESTRIAN FACILITIES

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

Goals and Actions

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

GOAL 1	Encourage land use decisions that manage the increase of overall traffic demand
ACTIONS	<p>1-A: Continue to support implementation of the Measure C/J Growth Management Program.</p> <p>1-B: Continue to support higher-density development around transit hubs and downtowns.</p> <p>1-C: Continue to require each jurisdiction to do the following:</p> <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 multi-modal traffic service objectives and then, if requested, present the analysis results and possible mitigation strategies to TRANSPAC for review and comment. <p>1-D: Include the needs of pedestrians and bicyclists in the design, construction, and maintenance of development projects.</p> <p>1-E: Continue to implement the TRANSPAC Regional Transportation Mitigation Program.</p>
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	Seek 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	<p>5-A: Support the development of real-time information and better connectivity for regional transit and local and feeder bus service.</p> <p>5-B: Promote coordination of transfer times among Express bus, feeder bus, BART, and park-and-ride lots.</p> <p>5-C: Support the expansion of BART service, station, and parking facilities.</p> <p>5-D: Support the construction and maintenance of accessible bus stops, park-and-ride lots, and transit hubs.</p> <p>5-E: Support improvements that increase the efficiency of local transit on Regional Routes.</p> <p>5-F: Support increased access to BART stations for buses and other alternative modes.</p> <p>5-G: Support innovative approaches to improve the efficiency and effectiveness of paratransit services for seniors and disabled persons.</p> <p>5-H: Support expansion and use of park-and-ride facilities using express and local buses.</p>
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, to reduce GHG emissions in support of local jurisdictions' Climate Change Action Plans and the Green Business Program.</p>

GOAL 6	Increase participation in the 511 Contra Costa Program to improve multi-modal mobility and decrease single-occupant vehicle use in Central County
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

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 Transportation Oriented Development (TOD) projects and high-density developments in downtown areas to facilitate walking and bicycling as viable transportation alternatives.

Based on this, TRANSPAC determined that the traditional MTSOs are no longer valid and has focused its Action Plan on three key actions to manage the increase in congestion on Regional Routes: 1) The completion of the existing system, 2) improved traffic management and operation, and 3) the continued implementation of TDM programs. TRANSPAC will continue to work closely with neighboring RTPCs to coordinate TDM programs and operational improvements on shared Regional Routes.

Note to readers: As of the adoption of the Action Plan in 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.

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 the TRANSPAC jurisdictions are responsible for the implementation of the actions.

The following pages provide, for each Regional Route, a description of the route, a statement of issues related to the route, and actions for the route.

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.

ACTIONS & RESPONSIBILITIES

- 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 east-west freeway that connects I-680 just south of Willow Pass Road to SR-4 west of Port Chicago Highway. 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.

ACTIONS & RESPONSIBILITIES

- Support 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 I-80 in western Contra Costa through Central Contra Costa to eastern Contra Costa and San Joaquin County. West of the SR-242 Interchange in Concord, it comprises 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 by approximately 30 percent 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 at 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/Port Chicago Highway on the east to Morello Avenue on the west.

ACTIONS & RESPONSIBILITIES

- 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

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.

Arterial Roadways

As shown in Figure xx <insert map>, 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.

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 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 managing the traffic on this roadway.

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 SR-242 in Concord to Marsh Creek Road east of Clayton. 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.

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.

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 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.

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 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.

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 2nd 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. 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.

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 Hub Transit Center
- Widening of road segments to four lanes and construction of a new rail-road 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 (at 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.

ACTIONS & RESPONSIBILITIES

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

PROPOSED IMPROVEMENTS

- None

Taylor Boulevard

DESCRIPTION Taylor Boulevard is a four-lane, north-south roadway that connects Contra Costa Boulevard to Pleasant Hill Road and, ultimately, SR-24 to SR-4. 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.

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.

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	<p>Ygnacio Valley Road is a four- to six-lane primarily east-west divided roadway that extends from I-680 in Walnut Creek to Clayton Road. East of 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 SR4. It is a primary alternate route for SR4 commute traffic to and from East County.</p>
ISSUE STATEMENT	<p>Traffic flow is bi-directional with an emphasis 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 TRANSPAN adopted the East-Central Traffic Management Plan.</p> <p>For the future, Ygnacio Valley Road peak period and daily traffic volumes are expected to increase modestly. Capacity improvements on Ygnacio Valley Road are limited by past development patterns.</p> <p>By 2030, peak-hour peak-direction traffic volumes on Kirker Pass Road are projected to increase by 34 percent during the AM peak hour and 71 percent during the PM peak hour.</p> <p>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.</p>

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 works 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 towards projects in Central County. In addition, TRANSPAC has implemented a Regional Transportation Mitigation Program (RTMP) 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. All of the projects listed in this chapter have both a lead agency and a cost estimate. These projects qualify for inclusion in the Authority's Comprehensive Transportation Project List, part of the 2008 CTP Update.

Table 5-1 lists these key projects and their project costs and available funding. As shown, project costs total \$625 million, while projected revenues are \$273 million, leaving an unfunded shortfall of \$352 million.

TRANSPAC Regional Transportation Mitigation Program (RTMP)

As required by Measure J, TRANSPAC has adopted an RTMP to ensure that new development pays to mitigate its impacts. The RTMP may include interjurisdictional agreements.

Under the TRANSPAC RTMP, the impacts of any new development are determined through the environmental assessment process under CEQA and project-specific mitigations are developed based on the environmental assessment.

The full text of the TRANSPAC RTMP is in Appendix A.

Insert Table 5-1, page 1