

# **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

## **INVITATION TO MEMBERS OF THE RM2 I-680 EXPRESS BUS ACCESS STUDY TAC TO JOIN THE TRANSPAC TAC TO BE BRIEFED ON THE INVESTMENT RECOMMENDATION BY THE I-680 HOV EXPRESS BUS ACCESS STUDY POLICY ADVISORY COMMITTEE**

**MEETING NOTICE AND AGENDA  
THURSDAY, MAY 28, 2009  
9 AM TO 11:30 AM  
in the  
COMMUNITY ROOM  
PLEASANT HILL CITY HALL  
100 GREGORY LANE  
PLEASANT HILL  
(925) 969-0841**

- 1. Review of April 20, 2009 Regional Measure 2 I-680 Express Bus Access Study Policy Advisory Committee (PAC) investment recommendation to TRANSPAC (attachment)**

Members of the RM2 TAC are invited to join the TRANSPAC TAC for this presentation and are welcome to stay for the rest of the meeting, if interested. Please note that the June 4, 2009 and the July 23, 2009 RM2 TAC meetings have been canceled.

- 2. Continued Discussion of 2009 Strategic Plan Development**

If necessary, revise/update Strategic Plan pages (2004\$ and escalated\$s) for Central County projects based on direction/new information from the May 14, 2009 TRANSPAC meeting.

- 3. Countywide Transportation Plan (attachment).** The CTP has been released for comments. Please note any final comments or suggested revisions to this meeting. Most previous TRANSPAC comments have been incorporated. The CTP may be viewed/downloaded from the main page at [www.ccta.net](http://www.ccta.net). All of the comments on the CTP may be viewed/downloaded from the May 6, 2009 Planning Committee agenda, item 3 at [www.ccta.net](http://www.ccta.net)

- 5. Discussion of TAC Meeting Schedule.** Discussion of October 22, 2009 TAC meeting.

- 6. Other and unfinished business** as well as updates on ongoing plans, studies and programs.

The next TAC meeting is scheduled for June 25, 2009 unless otherwise determined. TAC 5 28 09

## Regional Measure 2 Investment Recommendation from the I-680 HOV/Express Bus Study

TO: TRANSPAC Technical Advisory Committee

COPIES: John Hall, City of Walnut Creek  
Barbara Neustadter, TRANSPAC  
Martin Engelmann, CCTA  
Study PAC/TAC Members

FROM: Deborah Dagang, CH2M HILL

DATE: May 14, 2009

A primary goal of the I-680 HOV/Express Bus Study has been to identify the best investment option(s) for HOV and express bus operations in the Contra Costa I-680 corridor, including access to the Pleasant Hill and Walnut Creek BART Stations, as defined by Regional Measure 2 (RM 2). The Study Policy Advisory Committee (PAC) has recommended an option for RM 2 funding, and is forwarding this recommendation to the TRANSPAC TAC for their consideration.

The Study PAC recommends that **Option 1, Southbound I-680 HOV Lane Gap Closure Project** receive the available RM 2 funding. This conclusion was reached after evaluating five options that were developed and closely reviewed by the Study TAC. Two of these options were identified as Regional Measure 2 Investment Options and three Other Arterial Options were also examined. A brief description of each of these options and the results of the evaluation are provided below.

### Description of Options Evaluated

#### Regional Measure 2 Investment Options

Two options were evaluated for the purpose of selecting one option to be recommended for use of available Regional Measure 2 funds. Both of these options are capital improvements on I-680 that serve express buses and HOVs.

#### Option 1: Southbound I-680 HOV Lane Gap Closure Project

This project is included in the Regional Transportation Plan, and proposes to close the existing gap in the southbound I-680 HOV lane from 0.2 mile north of the Geary Road interchange, through the SR 24 interchange and to the Livorna Road interchange. The alternative examined would widen the existing roadway to add a median HOV lane from 0.2 mile north of Livorna Road to 500 feet north of South Main Street Undercrossing, and re-stripe the existing roadway from South Main Street to 0.4 mile north of North Main Street to continue the HOV lane to just north of Geary Road, without any right-of-way acquisitions. This alternative would require reducing the widths of the left shoulder as well as some of

the inside lanes. The project would include reconstructing retaining and sound walls, widening bridges, restriping the existing roadway, modifying existing fiber optical cable and traffic operations systems, installing ramp metering systems, and upgrading median barrier to standard.

### **Option 2: I-680 HOV Direct Connector Ramps to Walnut Creek BART**

Multiple alternatives for HOV direct connector ramps to both the Walnut Creek and Pleasant Hill BART Stations were developed in this study. Through a screening process, the most feasible alternative for this study was identified.

The selected option for HOV direct connector ramps would serve both express buses and HOVs coming from and going to the north of the Walnut Creek BART Station. Express buses and HOVs traveling south on I-680 would exit the HOV lane via the new ramp that descends to an at-grade intersection that would be an L-shaped two-way stop-controlled intersection. The vehicles would turn left and cross under I-680 northbound lanes and arrive at the perimeter road at the BART station, via a freeway undercrossing structure. The express buses and HOVs accessing northbound I-680 would also use the structure under the I-680 northbound lanes and enter the freeway on the left-side via the northbound direct on-ramp. This option would not significantly impact the planned transit-oriented development for the Walnut Creek BART Station.

The associated work would include widening of I-680 to create room in the median for the HOV direct access ramps; construction of a "U" trench for the HOV direct access ramps connecting to the new access road; widening of the three existing undercrossing structures and removal of a portion of an undercrossing structure at Ygnacio Valley Road; realignment of Ygnacio Valley Road on-ramps to southbound I-680 and westbound SR 24; widening of the undercrossing structure at Parkside Drive; relocation of the intersection of Parkside Drive and San Juan Avenue; and relocation of Buena Vista Avenue to the west as a result of the freeway widening.

In the development and evaluation of the HOV Direct Connector Ramp option, it was assumed that two future planned HOV lane projects on I-680 would be in place as part of the future baseline. Essentially, these projects would provide the baseline HOV facility on the freeway mainline to which the HOV ramp would be able to connect. The two projects are the **Southbound I-680 HOV Lane Gap Closure Project**, which is Option 1 described above, and the **Northbound I-680 HOV Lane Project**, which adds an HOV lane on I-680 in the northbound direction from the North Main Street Overcrossing north to connect to an existing HOV lane that begins just north of the I-680/ SR 242 interchange.

### **Other Arterial Improvements**

For this study, a variety of "other arterial freeway" improvement options were developed that focus primarily on the roadway system in the vicinity of the Walnut Creek and Pleasant Hill BART stations. These options are not eligible for RM 2 funding.

### **Option 3: Buskirk Roadway Improvements**

This option seeks to improve the roadway in a manner consistent with current City of Pleasant Hill plans, through geometric modifications, roadway realignment, and intersection modifications, including transit signal priority (TSP). Specific improvements include abandoning the existing S-curve section of Buskirk Avenue between Elmira Lane and Hookston Road; widening the existing two-lane and three-lane roadway segments of Buskirk Avenue, Elmira Lane and Hookston Road to a four-lane segment; removal of the existing all-way-stop-control intersection at Elmira Lane and Hookston Road; construction of a smooth curve between Buskirk Avenue and the north end of Elmira Lane; installation of a new traffic signal at the intersection of Elmira Lane and Hookston Road; and installation of transit signal priority (TSP) at all signalized intersections on Buskirk Avenue from Monument Boulevard to Treat Boulevard.

### **Option 4: Express Bus Consolidation at Walnut Creek BART Station**

Currently, a number of long distance express bus routes traveling to and from the north terminate at the Pleasant Hill BART Station, while those traveling to and from the south terminate at the Walnut Creek BART station. The proposed routing in this option would consolidate all long distance express bus service at the Walnut Creek BART station. The express buses traveling from the north would be rerouted to exit I-680 freeway via N. Main St exit and continue on N. Main St toward Walnut Creek BART Station. In the opposite direction, express buses departing from Walnut Creek BART Station would travel along N Main St and enter I-680 northbound through the Lawrence Way entry. Transit signal priority would also be implemented at three intersections between I-680 and Walnut Creek BART to improve transit travel times.

By consolidating the long distance express bus service at Walnut Creek BART; a regional bus hub would be created that brings the north-oriented bus service (such as those from Solano County) together with the south-oriented bus service (such as those serving San Ramon / Bishop Ranch), allowing better transfers between these services. Ability to transfer to a BART station would be preserved for all express bus lines. However, those coming from the north may find fewer seats available on the BART trains at the Walnut Creek BART Station, as compared to the Pleasant Hill BART Station.

### **Option 5: Transit Signal Priority / Queue Jump Lanes**

For this option, transit signal priority (TSP) and/or queue jump lanes would be installed on the intersections between I-680 and the Pleasant Hill and Walnut Creek BART stations. These improvements would be to the surface streets that express buses use to access the BART stations and would help lower travel times and increase service reliability. Fourteen intersections would be affected by Alternative 5. Of these, three would include implementation of TSP and queue jump lanes.

## Prioritization of Options

Each of the five options was evaluated based on a wide range of evaluation criteria that were developed in coordination with the Study TAC and PAC. The criteria, evaluation scores and results of the structured decision-making process used are summarized below.

### Evaluation Criteria

The evaluation criteria are both quantitative and qualitative, and are briefly described below.

- **HOV/Transit Connectivity** (qualitative) - extent to which the option would increase access to, and connectivity with, existing and future HOV/transit facilities.
- **Transit Operations** (qualitative) - extent to which the option would ease transfers between routes and modes. Also includes an assessment as to whether the option would result in more efficient operations for the transit operators.
- **Traffic Operations** (quantitative) - potential impact to roadway operations. Performance measures assessed for the Regional Measures 2 Investment Options, which are freeway-based strategies, included hours of delay, HOV/Bus travel time, mode shift, and freeway operations (weaving). Performance measures assessed for the arterial-based strategies included HOV/Bus travel time and intersection delay.
- **Environmental Impacts** (qualitative) - potential impact on the natural and built environment. The assessment was based on existing information and a "windshield survey" of the corridor; no field studies or original analyses were performed. This assessment considered several factors including potential impacts to air quality, noise, natural resources, aesthetics and right-of-way.
- **Right-of-Way Impacts** (quantitative) - number of parcels potentially impacted. For this level of evaluation, full versus partial takes were not differentiated.
- **Capital Cost** (quantitative) - order-of-magnitude capital cost estimates in current (2009) dollars. Right-of-way costs are not included in this cost estimate.

The evaluation was conducted both with and without the consideration of the estimated capital costs for each option.

A structured decision-making process was used to evaluate the options identified. CH2M HILL used Criterium DecisionPlus, a commercially available software tool to conduct the decision analysis. The evaluation criteria were weighted to reflect the relative importance of each criterion. The weighting of the evaluation criteria was developed by the study TAC and PAC and are provided in Table 1.

**TABLE 1**  
Evaluation Criteria and Weighting

Evaluation Criteria	Weighting
HOV/Transit Connectivity	25
Transit Operations	20
Traffic Operations	10
Environmental Impacts	15
Right-of-Way Impacts	10
Capital Cost	20
Total Criteria Weights	100

### Evaluation Scores

Based on the evaluation conducted in this study, the assessment of each of the evaluation criteria were converted to a 1-to-5 scale for input into the decision analysis tool. A score of "5" indicates the most beneficial impact, and a "1" indicates the least beneficial impact. The assignment of scores for each option and criteria (except cost) is provided in Table 2. Capital cost estimates, also shown in Table 2, were input directly, and did not need to be converted to a scale.

**TABLE 2**  
Evaluation Scores by Criteria and Option

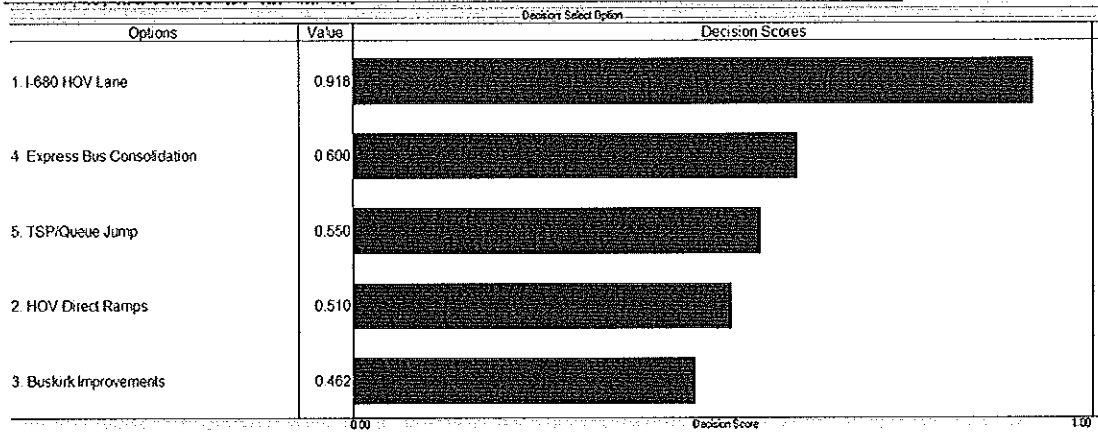
Evaluation Criteria	Options				
	1. SB I-680 HOV Lane Gap Closure	2. I-680 HOV Direct Ramps	3. Buskirk Roadway Improvements	4. Express Bus Consolidation	5. Traffic Signal Priority/ Queue Jump Lanes
HOV/Transit Connectivity	5	4	2	3	3
Transit Operations	5	4	3	3	2
Traffic Operations	5	3	2	1	1
Environmental Impacts	5	4	2	3	3
Right-of-Way Impacts	5	1	3	5	5
Capital Cost (million \$)	45.3	104.3	7.1	0.08	0.24

## Results of Prioritization

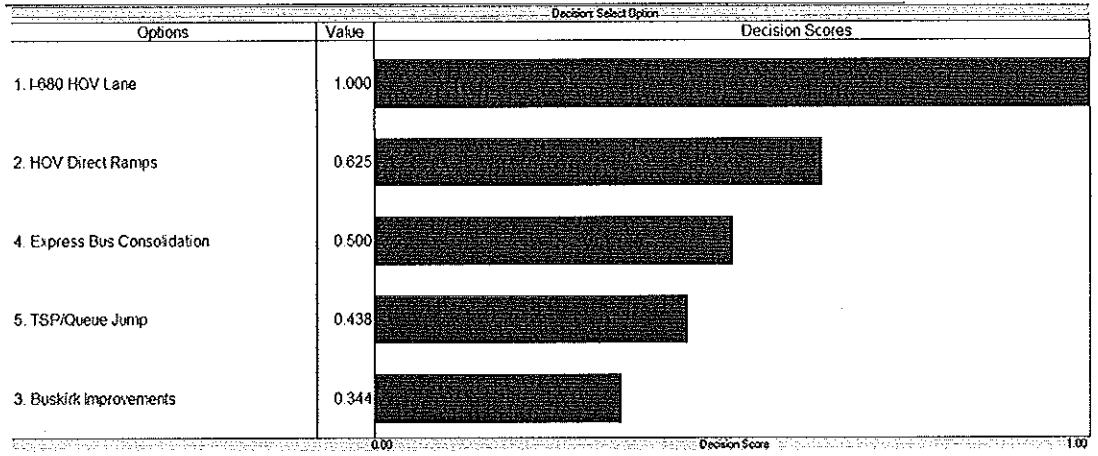
All five of the identified options were assessed using the structured decision-making process. A score was developed based on the evaluation performed for each of the criteria identified. This score is only applicable for the comparison described here. Scores do not have an intrinsic value and cannot be compared across different sets of evaluations. The relative scores depicted in **Figure 1** are based on all of the criteria, and the relative scores depicted in **Figure 2** do not include cost as a criterion.

With cost included as a criterion, **Option 1 - Southbound I-680 HOV Lane Gap Closure Project** scores the highest. When cost is removed as a criterion, **Option 1** continues to score the highest.

**FIGURE 1**  
Prioritization of All Options with Cost



**FIGURE 2**  
Prioritization of All Options without Cost





## REGIONAL MEASURE 2 EXCERPT FOR I-680 HOV PROJECTS

APPROVED BY BAY AREA VOTERS ON MARCH 2004

(12) Direct High-Occupancy Vehicle (HOV) lane connector from Interstate 680 to the Pleasant Hill or Walnut Creek BART stations or in close proximity to either station or as an extension of the southbound Interstate 680 High-Occupancy Vehicle Lane through the Interstate 680/State Highway Route 4 interchange from North Main in Walnut Creek to Livorna Road. The County Connection shall utilize up to one million dollars (\$1,000,000) of the funds described in this paragraph to develop options and recommendations for providing express bus service on the Interstate 680 High-Occupancy Vehicle Lane south of the Benicia Bridge in order to connect to BART. Upon completion of the plan, the Contra Costa Transportation Authority shall adopt a preferred alternative provided by the County Connection plan for future funding. Following adoption of the preferred alternative, the remaining funds may be expended either to fund the preferred alternative or to extend the high-occupancy vehicle lane as described in this paragraph. Fifteen million dollars (\$15,000,000). The project is sponsored by the Contra Costa Transportation Authority.

Legis. text

<b>Subject</b>	<b>Responses to Comments Received on the Draft 2009 Countywide Comprehensive Transportation Plan.</b>
<b>Summary of Issues</b>	On February 18, 2009, the Authority released the Draft 2009 Countywide Comprehensive Transportation Plan and Draft Environmental Impact Report for public review. In response, the Authority received comments, on both the plan and the draft EIR, primarily from the RTPCs and local jurisdictions and agencies. The comments range from factual corrections and typos to significant policy issues. Staff has summarized the more significant issues as well as identifying changes to draft plan to respond to these comments.
<b>Recommendations</b>	Review the comments and proposed responses and provide additional direction for responding to the comments and preparing the final proposed 2009 CTP.
<b>Financial Implications</b>	While not financially constrained, the CTP does identify potential projects for funding and strategies for deciding among them
<b>Options</b>	None
<b>Attachments</b>	<ul style="list-style-type: none"> <li>A. Response to Comments Received on the Draft 2009 CTP</li> <li>B. Comments Received on the Draft CTP and Responses</li> <li>C. Comments Received on the DEIR</li> </ul>
<b>Changes from Committee</b>	

**Background**

Both Measure C and Measure J require the Authority to prepare and maintain a comprehensive transportation plan (CTP) for Contra Costa. The first CTP, adopted in 1995, established the Authority’s essential goals and policies and knitted together the Action Plans for Routes of Regional Significance prepared by the Regional Transportation Planning Committees (RTPCs). The 2000 Update added a new vision for the future, significantly refined the CTP’s goals and policies and incorporated significant updates to the Action Plans. The 2004 CTP focused primarily on defining a proposed approach and expenditure plan for the renewal of Measure C, which Contra Costa voters approved in November 2004.

The 2009 CTP is intended to address the changes in funding and growth management that Measure J will make, incorporate the updates to the Action Plans prepared by the RTPCs, and refine the vision, goals and strategies established in the 2004 CTP. The Authority released the draft 2009 CTP, along with the draft environmental impact report assessing the potential effects of its adoption, on February 18, 2009.

The Authority has received comments from eleven respondents. (See Attachment B for list of commentors and their comments.) Many of the comments focus on corrections to the CTP documents, including changes in formatting, fixing typos and making factual changes and updates (especially to the projects in Appendix B). Commentors also made a number of more substantive remarks, some on specific statements in the draft plan and some more generally on the approach to transportation issues taken in the CTP or by the Authority.

## **POLICY ISSUES RAISED**

### **Greater Consideration of Environmental Impacts and Support for Environmental Stewardship**

Several comments were made suggesting that the plan (and the Authority, more generally) should make concern for the environmental effects of transportation strategies and projects a more integral part of its decisions. WCCTAC made the most specific comment in this regard. Its letter suggests that the Authority should consider such things as smart growth, context-sensitive design and complete streets, and reduction of emissions of greenhouse gases when developing its plans and policies and making funding decisions.

Goal 2 of the CTP is to “manage the impacts of growth to sustain Contra Costa’s economy and preserve its environment.” The strategies listed to implement that goal, however, focus primarily on techniques to manage growth, for example by requiring cooperative planning, evaluation of proposed developments for impacts on the transportation system and maintaining an urban limit line. The strategies thus focus more on the maintaining the functioning of the transportation system rather than the relationship of these other environmental concerns.

Similarly, the strategies for encouraging alternatives to the single-occupant vehicles (Goal 3) focus on support for expanding the transportation system and the modes of travel that use it. The commentors suggest that the strategies and Authority decision-making should more involve more active consideration of the environmental impacts. For example, to implement Strategy 3.8, encourage local jurisdictions to develop bicycle facilities and to connect those facilities into a coordinate network, the Authority could use environmental impact or whether a project further a complete streets policy as criteria in allocating funding.

### **Authority Needs to be More of a Leader in Addressing Long-Term Issues Affecting Contra Costa**

WCCTAC identifies a number of issues — climate change, SB 375, smart growth, congestion pricing, shortfalls in transit operations funding and others — that it suggests the Authority should be more “proactive” in addressing.

While the Authority has developed policies in response to some of these issues or aspects of them, they are often developed as ad hoc responses to the actions of other agencies, not as Authority-developed policy.

### **Go Beyond Growth Management to Address Sustainability**

We also received related comments that the Authority should go beyond growth management to look at the issue of sustainability. Comments from West County especially suggested that developing a sustainable transportation system

### **Maintenance and Operation of the System**

We received comments from El Cerrito, Caltrans and others related to maintenance and operation of the transportation system.

### **Role of Priority Development Areas**

The City of Pinole asks that the CTP make location within one of the Priority Development Areas designated by ABAG “one important criterion” for allocating limited transportation funding. Staff expects that the PDAs will get priority for funding through MTC programs like the Regional Bicycle and Pedestrian Program. Much of the funding in Measure J is already allocated to specific projects or programs and location within a PDA would not be relevant. Many of the remaining programs are meant to apply countywide or to specific agencies and could not be directly primarily to PDAs. The 18% local streets and roads program is allocated to any jurisdiction, by formula, that conforms to the Measure J GMP. The transit and paratransit programs are also clearly countywide.

The two programs where location within a PDA could be most appropriately added as a criterion would be the CC-TLC and bicycle-pedestrian programs. On the one hand, jurisdictions with PDAs have agreed to develop them in ways that are transit-, pedestrian- and bicycle-friendly which is consistent with the some of the objectives of those two programs. On the other hand, adding a project’s location within a PDA as a criterion would disadvantage jurisdictions (of which there are several) that don’t have a designated PDA. These include Brentwood, Clayton, Orinda and Danville although the number would rise significantly if the criterion was limited to “planned” PDAs.

### **ADDITIONAL ISSUES RELATED TO PROPOSED ACTION PLANS**

The Implementation Guide (both the adopted 1990 and the 2008 draft) states that where consensus has been reached among the RTPCs, the Authority will accept the action plan objectives and policies. Where there are conflicts, however, the Authority will determine which objective and policy will be included in the CTP. Staff has identified three issues that might engender conflicts.

1. **Designation of New and Recently constructed Routes of Regional Significance in East County:** These include the Pittsburg-Antioch Highway–9<sup>th</sup> Street/10<sup>th</sup> Street Couplet–Wilbur Avenue as a new Route of Regional Significance (aka the “Northern Arterial”). TRANSPLAN also requested designation of Sand Creek Road East of the SR 4 Bypass, and Segment 3 of the SR 4 Bypass, which is now open to traffic. These routes are internal to East County, and are expected to be adopted by the Authority into the Final CTP without further discussion.
2. **Treatment of Bailey Road southwest of Leland Road:** TRANSPLAN’s Action Plan shows Bailey Road as a proposed Route of Regional Significance up to the TRANSPLAN/TRANSPAC boundary. Currently, the route is designated only from SR-4 to Leland Road. Since there does not

appear to be consensus to extend the designation further south of Leland Road, no Authority action would be taken, however, the route would be shown as proposed in the East County Action Plan.

3. **Adoption of MTSOs for SR 4:** language is being inserted into the Countywide Plan for SR 4, acknowledging that the MTSO for SR 4 is expected to be revised upon completion and adoption of a Corridor Management Plan. Authority action would be to include this language in the final CTP.

We will review these issues with the Action Plan Coordinating Committee, made up of the RTPC managers from each Contra Costa subarea, and identify those issues that may require coordination among subareas.

## Responses to Comments Received on the Draft 2009 CTP

The following list includes substantive comments received on the Draft 2009 CTP, dated February 13, 2009. "Technical" edits to correct typographic errors, project descriptions, and "wordsmithing" will be addressed separately.

### GENERAL COMMENTS

#### WCCTAC

WCCTAC identified five general comments on the draft plan and the Authority's role in planning, development and "environmental stewardship" not tied to a specific page or pages.

1. Within the CTP, the Authority should commit to go beyond growth management to address the issue of sustainability and define a progressive and appropriate role for itself in this effort
2. The plan now focuses too much on existing processes and approaches and needs to address emerging issues, such as climate change, SB 375, smart growth, congestion pricing, shortfalls in transit operations funding, etc.
3. The Authority should be more "proactive" in addressing countywide issues
4. The plan needs to more explicitly recognize the diversity of the subregions and the different approaches they take in their strategies for addressing growth and transportation issues
5. The Authority needs to be more involved in supporting "greener" transportation solutions including smart growth, context-sensitive solutions and complete streets

These are significant and far-reaching comments. The Authority already has programs in place to address many of these issues although perhaps not to the extent WCCTAC calls for. Discussing how and whether the Authority and its member jurisdictions would expand or shift its programs and processes will necessarily be wide-ranging and complex. These discussions would need to extend beyond the adoption of the 2009 CTP.

#### *What the Authority Does Now to Address These Issues*

Staff notes that many of the Authority's existing and proposed programs and processes already address some of WCCTAC's suggestions. The 2010 Decennial Model Update will incorporate new techniques that will be more sensitive to transportation impacts of transit-, bicycle- and pedestrian-oriented smart growth developments. Measure J shifted the focus of our transportation

funding considerably, increasing funding for transit and paratransit services (from 7.9 percent to 21.1 percent) and bicycle, pedestrian and TLC projects (from 0.3 percent to 6.9 percent) and a new program for safe transportation for children. In addition, the Growth Management Program now requires each jurisdiction to adopt an Urban Limit Line that may help encourage more focused (and transit-serviceable) development and to incorporate bicycle-, pedestrian- and transit-supportive standards into their process for reviewing new development. Through both Measure C and Measure J and through its role as the county's CMA, the Authority has worked to find stable funding for transit operations. And it has supported substantial investments into system maintenance of the transportation system.

The Authority was also involved in the Shaping Our Future process which outlined a future pattern of "smart growth" for Contra Costa. The Authority's studies, including the Express Bus Study, have, over the last decade and more, investigated how to coordinate and expand transit service within Contra Costa.

***What the Authority Doesn't Do Now to Address These Issues***

The WCCTAC comments identified several things that the Authority doesn't now do that WCCTAC suggests it should do:

1. Explicitly consider sustainability as well as growth management in its decisions on maintaining, improving and operating the transportation system
2. Address the new requirements of SB 375 and climate change more generally
3. Investigate and support pricing strategies to better manage travel demand
4. Use the potential environmental impacts of the Authority's transportation program to evaluate individual projects, perhaps resulting in their elimination for funding

While the Authority supports many projects and programs that could be considered "sustainable", it has not explicitly looked at that issue and what it might mean for its investment and policy decisions.

The Authority has limited powers to influence these issues. It has no land use authority to directly influence development patterns and design. It has little or no ability to enact pricing strategies, whether parking charges or congestion pricing. The Authority and other CMAs have no explicit role in the implementation of SB 375.

***Recommended Response***

As noted above, there is no consensus within Contra Costa on how to address these larger questions and certainly not enough time to address them within the 2009 CTP. Staff suggests adding implementation tasks to:

1. Initiate a study to look at the questions of sustainability, climate change and smart growth and how the Authority might address them within the limits of its authority. This study should also consider looming issues (such as peak oil and new fuel sources) and emerging trends (such as vehicle automation), how they will affect the Authority's ability to respond and how the Authority might respond.
2. Incorporate the policies that come out those discussions into the next CTP and, as appropriate, into other Authority programs (e.g. the CMP and GMP) and processes (e.g. project review).
3. Investigate whether to establish criteria on environmental impact into programming decisions, what those criteria would be and how they would be used.
4. Develop policies and procedures for complying with CEQA and NEPA, including model thresholds of significance and standard mitigation measures

#### TRANSPAC and TRANSPLAN

TRANSPAC and TRANSPLAN recommend the addition of the following statement to the summaries of their Action Plans (the two requests have slightly different wordings and the following tries to keep the sense of both):

*Partner with [TRANSPAC or TRANSPLAN, depending on the Action Plan] and WCCTAC to develop a Corridor Management Plan for State Route 4 from East County to West County (boundaries to be defined) including connecting and/or supporting arterials. This process will identify an MTSO or MTSOs for actions and projects for State Route 4 and define an approach to managing arterials in the corridor. TRANSPAC, TRANSPLAN and WCCTAC will jointly seek funding for the Corridor Management Plan from CCTA and other available sources.*

The summaries should also note that as part of their adoption of the Corridor Management Plan, the three RTPCs would modify the MTSOs for State Route 4 in their Action Plans.

Funding for this study is included in the draft CMA budget. The proposed language would be added to the CTP.

#### TRANSPAC

TRANSPAC separately asks that the Authority "continue to explore the relationship between high-density development at transit stations and transit ridership to determine its efficacy as a strategy for reducing VMT. This proposed action could be added to Chapter 8, Implementation.<sup>1</sup>

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<sup>1</sup> Fehr and Peers presented the results of comprehensive studies done by the Bay Area Rapid Transit District to the Authority in March 2009. Those results provide insights into the transit trip generation rates



TRANSPAC also suggests that the CTP not overlook the potential for increased carpooling (including casual carpooling) to reduce VMT and emissions of greenhouse gases. This discussion would be added to the CTP in Chapter 4, the Transportation System. In light of the MTC proposal for converting HOV lanes to high occupancy toll (HOT) lanes, and building new HOT lanes, how such conversions, and 24 hour tolling, would impact carpool and vanpool usage may also need to be studied.

#### **TRANSPLAN**

TRANSPLAN suggested that the Authority should investigate 1) whether expanded passenger service is feasible on the Union Pacific and Burlington Northern rail lines, and 2) the development of ferry service from Hercules and Antioch.

The Authority analyzed regional passenger rail service on the BNSF or UP lines during the initial screening process for the SR 4 East Corridor Transit Study. That analysis rejected this option because it would provide poor quality of service and have no direct connection to BART within the corridor. These conditions have not changed substantially enough since the preparation of this analysis to warrant a new analysis. In fact, there is talk of increasing freight traffic along these lines that would make them even less suitable for regional commuter rail service.

Ferry service is within the purview of the Water Emergency Transportation Authority. Currently, WETA operates no lines that serve Contra Costa directly. (The closest is the Vallejo-San Francisco line.) WETA, however, is proposing three ferry lines to serve Contra Costa: Richmond to SF, Hercules to SF, and Martinez and Antioch to SF. Measure J includes some funding for ferry service from West County. Staff proposes to expand the discussion of ferry service to spell out the WETA's proposals but suggests that the Authority should not investigate service from Hercules and Antioch independently.

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of people who live within close proximity to the station, within a slightly larger circle around the station, and those who commute to the station by car or by bicycle. The Authority could retain Fehr and Peers to provide more extensive presentations on the studies, and/or to expand upon them, should such information be desired.

**PAGE-SPECIFIC COMMENTS**

Page	Commentor	Comment	Proposed Response
vi	Hercules	Add discussion of Priority Development Areas	See proposed text changes
vi	El Cerrito	Make "other elements" equal to upgrades to "corridor and route"	Staff is not clear what the comment means. We have tried to give equal emphasis on the various elements of the transportation system and strategies to improve their functioning.
vi	WCCTAC	What does "expansion of multi-modal mobility" mean?	The phrase is intended to mean maintaining or increasing mobility for all modes of travel, both separately and as a connected whole
7	El Cerrito	Add "And what effects will the associated traffic and movement have on the environment?"	See proposed text changes
13	Hercules	Buses and carpools will reduce the need for expanding the number of lanes	Increased use of buses and carpools can help reduce the need for expanding roadways as can operational improvements such as the San Pablo Avenue SMART corridor and I-80 JGM project. The intent of the discussion was to underscore that it has become increasingly difficult to expand roadways in response to increased demand (including from buses and carpools) (see proposed text changes)
14	Caltrans	Caltrans isn't looking at HOV lanes on the Richmond-San Rafael Bridge <sup>2</sup>	See proposed text changes
15	SWAT	Add forecast demand and planned capacity increases for Pleasant Hill Road in Lafayette to graphic	The figure will be updated to add data for Pleasant Hill Road
17	Caltrans	Note that the Alameda CMA is looking at truck climbing lanes on I-580 which would increase the number of lanes over Altamont Pass. In addition, Caltrans may not support the gateway	The numbers shown in Figure 12 (as well as Figures 9-11) reflect the forecast growth in travel demand based on population and job growth and the assumed transportation network in 2030. That assumed network doesn't include the eastbound truck-climbing lanes now being studied by Caltrans.

<sup>2</sup> This may refer to an HOV bypass lane at the toll booths, but we need to confirm.

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19	Hercules	Highlight discussion of greenhouse gas emissions	The gateway constraint policy has been a part of the Tri-Valley Transportation Plan/Action Plan since the first plan in 1995. See proposed text changes
19	WCCTAC	If changing ethnic makeup doesn't have an effect on travel behavior, why discuss it?	Researchers have found differences in travel behavior among different ethnic groups (as well as different age, gender and income groups). Differences among groups of different incomes and ages are incorporated into our travel model based upon auto ownership and income but not by gender and ethnicity. Although we are not yet sure what that effect might be on land use patterns and travel behavior, changing ethnic make-up has been shown in studies to have some affect on how and when people travel.
19	El Cerrito	Should increasing the share of trips made by bicycle or foot be a key goal?	Goals 3 of the CTP is to "Provide and expand safe, convenient and affordable alternatives to the single-occupant automobile." In addition, the Countywide Bicycle and Pedestrian Plan includes a goal to "Encourage More People to Bicycle and Walk". Underlying both of these goals is the objective of increasing both the number and share of trips made by foot or bicycle.
21	Hercules	Highlight discussion of greenhouse gas emissions	See proposed text changes
21	El Cerrito	Address environmental protection more thoroughly	Policy change; see discussion in board letter.
22	WCCTAC	SWITRS for 2003-2007 shows that unsafe speed led to the most fatalities and accidents, not cell phone use or changing CDs	The 2007 SWITRS report indicates that "driving or bicycling under the influence of alcohol or drug" was the primary cause of the largest number of fatalities between 2003 and 2007 (4,061) followed by improper turning and then unsafe speed. Unsafe speed, however, led to the largest number of injuries and fatalities taken together (286,097). The CHP, however, does

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22	El Cerrito	CTP emphasizes technological solutions too much; it should emphasize smart growth, mixed-use, safe routes to school and transit and other non-technological approaches at least as much	label cell phone use as the main cause of accidents while distracted. See proposed text changes. See policy discussion in board letter
23	Caltrans	Clarify comments on decreasing benefits of ITS	The Authority supports ITS and other technological methods to improve efficiency of the transportation system. The CTP discussion notes, however, that while initial investments in ITS will likely have considerable benefits for the costs involved, later investments could see diminishing marginal benefit.
24	Caltrans	Impacts of vehicle automation, if it doubles freeway capacity, could include increased congestion on feeder streets and additional urban sprawl	It is unclear whether vehicle automation would increase congestion on feeder streets, especially if we presume that the benefit of automation would be felt on those streets as well. Given that vehicle automation is highly speculative at this time, the analysis of its secondary impacts, on land use for example, are limited. See proposed text changes.
27	El Cerrito	The existing system should be both well-maintained and environmentally sustainable. The CTP should include strategies for preserving the environment under Goal 2	Policy issue; see discussion in board letter
27	TRANSPAC	Note impact of travel to schools and of school closings on VMT	The intent of this section of the plan is to give some broad examples of the competing needs that the Authority must balance in developing the CTP. While traffic generated by schools is clearly an issue, especially for local jurisdictions, the Authority's role in balancing competing needs with regard to school traffic and school closings is limited. This issue could probably be

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28	WCCTAC	Are the 2009 goals and strategies also based on the principles of geographic equity among regions and users?	better addressed at the local level. Yes.
28	El Cerrito	Perhaps separate "transit, carpools, bicycling and walking" so that each gets its due. Add "investing in" to "supporting and encouraging"	"Supporting" is intended to encompass "investing in". The CTP, in Chapter 4, discusses transit, carpools, and bicycles and pedestrian in separate sections.
29	WCCTAC	Goal 1 focuses on mobility on highways and arterial roads. What about rail and ferry?	Strategy 1-5 under Goal 1 supports the use of rail as a way to reduce demand on highways and arterials. Goal 3 and the strategies identified to implement it support travel by both rail and ferries.
29	Hercules	Highlight discussion of greenhouse gas emissions	See proposed text changes.
29	Caltrans	How does statement on AB 32 and SB 375 in "Principles and Assumptions" section relate to Authority goals and strategies?	As noted above, Goal 3 focuses on providing alternatives to the single-occupant vehicle. Achieving this goal would also help achieve the goals of both pieces of legislation. It is unclear, however, how this legislation will affect the Authority's — and local jurisdictions' — roles and responsibilities. Staff is proposing to add a new implementation task to investigate how the Authority might address reducing emissions of greenhouse gases and supporting transportation investments and land use changes that would achieve the legislative goals of AB 32 and SB375.
29	TRANSPAC	Acknowledge trips made for "commercial" purposes, not just the movement of people and goods	Staff suggests that trips made for commercial purposes involve the movement of both people and goods.
30	WCCTAC	Under Goal 2, consider the strategy of establishing thresholds of significance for traffic impacts	Goal 2 is to "Manage the impacts of growth to sustain Contra Costa's economy and preserve its environment." The first strategy (2.1) within that goal is to require cooperative planning. As part of the cooperative planning requirement, the Action Plans, through their Multimodal Transporta-

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			tion Service Objectives (MTSOs), set thresholds of significance for traffic impact. In addition, the Authority's Congestion Management Program incorporates those objectives as performance measures for the countywide transportation system.
30	El Cerrito	Add a strategy to evaluate each transportation investment to determine if there is a more environmentally sound solution to achieve the goal. Rather than "respect community character", be more proactive and enhance it.	See discussion in board letter
31	Hercules	Add new strategy (4.5): Management and operation of the I-80 Integrated Corridor Management program infrastructure	While the Action Plans may include project focused strategies, the strategies in the CTP apply throughout Contra Costa. The I-80 ICM project is already covered in Strategy 1.2. For clarity, staff suggests deleting the word "new" from the phrase "to identify and implement new strategies for managing congestion and increasing multi-modal mobility."
31	El Cerrito	Under Goal 3, add a strategy to improve transit and support transit investments to influence the location and density of development. (Also mention the latter in Chapters 4 and 6)	Please refer to Strategy 3.4 — support transit-oriented and pedestrian-friendly developments — and Strategies 2.3 and 2.4 — participate in a regional cooperative land use planning process and support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.
31	El Cerrito	For Strategy 3.5, rewrite as "Invest in the development and maintenance of trails..."	See proposed text changes
31	El Cerrito	For Strategy 3.8, add "facilitate such connections through regional investment."	See proposed text changes
31	El Cerrito	Under Goal 4, add a strategy to develop funding sources to operate and maintain traffic/ITS systems	See discussion of policy issues in board letter and proposed text changes
31	Caltrans	Under Strategy 4.4, delete "once the backlog"	See discussion of policy issues in board letter and proposed text changes

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36	Contra Costa County	<p>has been addressed" since there is not a need to wait to find stable sources of funding</p> <p>Explain how a decrease in auto ownership and increase in transit ridership justifies a strategy of increasing roadway capacity</p>	<p>We do not expect a decrease in the numbers of automobiles owned in Contra Costa and the region. In fact, recent survey data indicates still higher numbers of autos per household. Our forecasts suggest that, as a result, vehicle miles and hours traveled will increase substantially, despite increasing transit ridership. An argument can be made that transit ridership will increase in part because congestion will increase. In addition, adequate roadway capacity will be essential for bus transit, even with additional express bus and bus rapid transit service.</p>
36	El Cerrito	Note that some are concerned that increasing highway capacity will increase demand	See proposed text changes.
37	Caltrans	Add Caltrans as a stakeholder under Strategy 1.2 Under Strategy 1.3, describe the gaps the Authority is intending to fill	See proposed text changes.
37-38	Contra Costa County	Note that transit "relieves the strain" from existing roadways	Transit may or may not "relieve the strain" on existing roadways, depending on the specific conditions of the roadway. In many cases, "roadway strain" encourages transit ridership.
38	Hercules	WestCAT has express bus service to San Francisco from the Hercules Park-and-Ride lot	See proposed text changes.
39	Hercules	<p>Include the "low-income student bus pass program in West County". Also note that:</p> <ul style="list-style-type: none"> <li>▪ WETA stands for Water Emergency Transportation authority</li> <li>▪ Benicia is not listed as potential site on WETA website</li> <li>▪ Development of Hercules site is further</li> </ul>	See proposed text changes.

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39	Caltrans	along than Martinez, Richmond or Antioch Include year of release of WETA's Final Implementation and Operations Plan	See proposed text changes.
42	Caltrans	Under HOV Facilities, revise to read "in certain situations, this can be a useful tool to assist in corridor management by using available lane capacity more efficiently."	See proposed text changes.
42	Caltrans	Studies show that the perception that the rich buy their way out of congestion isn't accurate.	The text has been revised to reflect recent studies of HOT lanes in Southern California. See proposed text changes.
44-45	El Cerrito	More fully explain the benefits, costs and feasibility of HOT lanes	See proposed text changes, which will reflect the Authority's recent discussions of this issue.
45	Caltrans	Add "where a ramp metering strategy is operative" to end of last sentence in first bullet under Issues. Add date (2003) for I-680 Investment Options Report and also cite Regional HOT Lane study (2007 and 2008) Under HOV lanes, properly reference 2009 RTP	It is clear from the first sentence in the bullet that ramp metering is assumed. For other comments, see proposed text changes.
46	Hercules	Highlight discussion of greenhouse gas emissions	See proposed text changes.
47	Hercules	Minor edits to discussion of bicycle and pedestrian benefits	See proposed text changes.
47	Contra Costa County	Note that HOV and carpool strategies can reduce greenhouse gas emissions	See proposed text changes.
48	El Cerrito	Rewrite as "Bicycling and walking <del>can</del> plays an	See proposed text changes.



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51	WCCTAC	important role in mobility...” Also highlight direct benefits, not just the “co-benefits” mentioned	The Bay Trail is already discussed as one of several important regional trails within Contra Costa. See proposed text changes for reference to ADA.
53	WCCTAC	Add discussion of the Bay Trail and accommodations for people with disabilities	See proposed text changes.
58	Caltrans	Facilities for Goods Movement: note the noise and safety issues of increasing rail traffic and remember that strategies need not be new	Under <i>Manage Flow Directly</i> , add US 101 in San Mateo County as a project being considered in West County.
59	Hercules	Suggested rewording	See proposed text changes.
59	Caltrans	Add the 511 Program as an example of traveler information system	Text referencing the 511 program will be added. Although encouraging community health and land use changes may be useful for other reasons, they are not considered TDM strategies in the content of this discussion
60	MTC	Add text, under “shift demand”, encouraging community health and land use changes	The purpose of the discussion is to discuss both the pros and cons of pricing strategies. (see proposed text changes)
60	WCCTAC	Make a stronger case for pricing strategies	See proposed text changes.
60	WCCTAC	Why refer to perceived rather than actual benefits?	See proposed text changes.
65	Hercules	Highlight discussion of greenhouse gas emissions	See proposed text changes.
68	MTC	Mention need for local agencies to consider using parking policies to help reduce vehicle trips	See proposed text changes.
68	Hercules	Highlight discussion of greenhouse gas emissions	See proposed text changes.

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70	MTC	Add diversity of land uses and distance to transit to the three Ds of density, design and distance between destinations	See proposed text changes.
70	Hercules	Add discussion of Priority Development Areas	See proposed text changes.
79	El Cerrito	Show baseline for transit ridership goal.	The text accurately reproduces the goal as proposed by WCCTAC.
97	SWAT	Add missing actions from the Lamorinda Action Plan	See proposed text changes.
100	C. C. County & Alamo Improvement Assoc.	Delete "Danville Boulevard/Stone Valley Road/Danville Blvd. Intersection Improvements	Comment incorporated
106	Pinole	The task "Update LUIS to Projections 200x" should include the incorporation of land use data from local general plans	As the Congestion Management Agency for Contra Costa, the Authority is required to maintain a travel demand model that meets MTC guidelines. One of those guidelines is to incorporate a land use database that is consistent with the most recent ABAG projections. To translate those projections into a database that we can use can take a significant amount of time. First, it takes several months for ABAG to provide the projections at the detailed level that we can allocate. Then the Authority consults with jurisdictions within Contra Costa and the Tri-Valley to adjust the allocations to better reflect local general plans and expected phasing of development. So, to the extent we can, the Authority does reflect local general plans. While MTC allows considerable reallocation of forecast growth among areas, it also requires that total growth be within one percent of ABAG forecasts for the county.  One final point: the ABAG projections allocate expected growth for various years to different areas within the Bay Area. General Plan buildout, on the other hand, is an estimate of the ultimate amount of development that

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			could occur at some point in the future. Plan buildout could be in 20 years or 50 years or 100 years, while the ABAG forecasts are for specific points in the future. While the Authority tries, with the help of local staff, to make the two as consistent as possible, the probability that they totally match is infinitesimal.
106	Pinole	Expand the task entitled "Update the County-wide Model" or add a new task mentioning coordination of the Authority's modeling with the development of the Sustainable Communities Strategy called for in SB 375	Staff feels that, since it is not yet clear what role — if any — the Authority's model will have in developing the sustainable communities strategy (and alternative planning strategy) for the region, it is premature to assume it will. The task does call on the Authority to incorporate features from the MTC model that will be used as well as to follow the SB 375 guidelines that will be used in developing both strategies.
106-7	Pinole	Add a task under "Support Growth Management" that recognizes locations within a designated Priority Development Area as a criterion in allocating transportation funding	Policy issue; see discussion in board letter.
109	Caltrans	Add descriptive paragraph for Caltrans	See proposed text changes.
110	Hercules	List all jurisdictions by RTPC	See proposed text changes.
110-111	MTC	Add discussion of alternative planning strategies to the discussion of the sustainable communities strategies called for in SB 375	See proposed text changes.
111	Hercules	Add discussion of Priority Development Areas	See proposed text changes.
123 et seq.	MTC	Add RTPC reference number to the projects listed in Appendix A	We will add RTPC reference numbers where they would apply to specific projects. (Many projects would be eligible for funding through MTC programs although they were not specifically given a reference number.)
123 et seq.	SWAT	All jurisdictions should update the CTPL before adoption of the CTP	The CTPL is a living document that is updated periodically. The next comprehensive update will take place as part of the 2009 Congestion Management Program. Significant changes to the snapshot of the CTPL contained

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			in the CTP (and analyzed in the draft EIR) could call into question the adequacy of the environmental analysis. Consequently, changes to the CTPL will be based upon comments received on the Draft CTP and DEIR.



## Proposed Text Changes to the 2009 CTP Public Review Draft

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vi	The CTP outlines a range of strategies for achieving this goal. <del>They include physical improvements to the roadway system, increased traffic and system management, expanded mobility for transit and non-motorized modes (e.g., increasing and improving facilities for walking and biking and increasing access to transit), and influencing the location and nature of new growth.</del>	WCCTAC
vi	The proposal also calls for more context-sensitive transportation and land use planning by requiring new growth to pay its fair share for public improvements, supporting the establishment of an Urban Limit Line, promoting infill and redevelopment — particularly within the Priority Development Areas identified by MTC and ABAG — and respecting community character and the environment.	Hercules
vi	The Action Plans include <del>two major types of projects:</del> upgrades to major corridors and routes, <del>along with other elements and improvements to alternative modes of transportation</del> such as bicycle and pedestrian <del>improvements facilities</del> , park-and-ride lots, carsharing programs, BART and bus system upgrades, ferry service, and others.	El Cerrito
7	How will <del>Contra Costa and the region</del> grow, what effects will <del>this growth</del> have on traffic and movement, <del>and what effects will these changes in traffic and movement have on the environment?</del> This chapter attempts to answer these questions.	El Cerrito
13	In addition, the consensus that expanding our roads is always a “good thing” splintered long ago. <del>Consideration of the impacts of the transportation system—on air quality, on quality of life in adjoining neighborhoods, and more recently on greenhouse gas emissions—has grown to become a major criterion in deciding when or whether to build a facility. As a result, a</del> <del>ternative strategies, such as expanded bus service and car-pool facilities, are often proposed to reduce the need to expand roads and freeways.</del>	Hercules
14	Traffic on the Richmond-San Rafael Bridge is expected to increase by 47 percent, <del>with no increase in number of lanes.</del> Although Caltrans is <del>considering examining the possibility of re-striping an HOV for a third lane on the existing the bridge,</del> a final decision has not been made.	Caltrans
17	Traffic growth on the Altamont Pass along I-580 is forecast to increase 57 percent. The Tri-Valley Transportation Council <del>and Alameda County have has adopted a gateway constraint policy for I-580 to prevent any increases in capacity for single-occupant vehicles over the Pass, as indicated by the zero in the denominator.</del> Caltrans is, however, studying the potential <del>creation of eastbound truck-climbing lanes to the pass.</del> Arterial streets, such as Tassajara Road, are projected to see major increases in traffic flow, but also major increases in capacity.	Caltrans

Page #	Edited Text	In response to
19	The long-term effects of higher gasoline prices, however, remain uncertain, and travel behavior may revert to previous trends if alternative fuel sources become more widely available or prices decline for other reasons. <u>Reduced trip-making and increased use of alternative fuels could help reduce the production of greenhouse gases.</u>	Hercules
22	<u>In April 2007, the Supreme Court concluded that greenhouse gases meet the definition of an air pollutant under the federal Clean Air Act. On April 17 of 2009, the federal Environmental Protection Agency made a finding that formally declared that carbon dioxide and five other greenhouse gases are pollutants that threaten public health and welfare. (The other five gases are methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.) Carbon dioxide is the main pollutant attributable to the burning of fossil fuels by transportation sector. Nationally, 33 percent of carbon dioxide emissions were attributable to transportation activities in 2007, an increase from 29 percent in 1990. And the EPA is expected to focus first on reducing CO2 emissions from vehicles.</u>	Hercules
22	And some technologies can have deleterious effects: the CHP reports that cell phones and changing CDs are now the two of the main causes of accidents <u>caused by distractions</u> in California.	WCCTAC
23	Within Contra Costa, projects such as the San Pablo SMART Corridor <u>are already helping to</u> move traffic — both buses and cars — more smoothly while accommodating bicycle and pedestrian traffic.	WCCTAC
23	But how much more capacity can we squeeze out of the system with ITS techniques? While most agree that an initial investment in ITS would provide substantial improvements to the transportation system, many point out that—barring significant improvements in vehicle automation (see next section)—the technology has rapidly declining marginal benefits. In other words, as more money is spent on the program, each dollar contributes less to the functionality of our roadways after the initial, largest improvements occur. <u>Some feel that, absent significant improvements in vehicle automation (see the next section), the additional benefits of ITS will begin to drop off as it's increasingly deployed throughout the system and some of the biggest improvements occur.</u> Still, there are technologies that have had limited deployment and potentially significant benefits.	Caltrans
24	But what if these obstacles could be overcome? The most obvious result would be a significant increase in roadway capacity, perhaps even a doubling. That would be like doubling the number of lanes in Contra Costa. And the technology, if available, will arrive at a time when further expansion of roadways <u>may no longer be an option. With automation, one's vehicle would become like personal transit, allowing people to do more in their vehicles — eating, phoning, doing work, surfing the 'Net, perhaps even napping.</u> <u>Increases in capacity from vehicle automation may, however, have unintended consequences. Shorter travel times could lead to an increase in driving or in travel distances or both. If driving increases, at least some of the reductions in congestion resulting from vehicle automation could be</u>	Caltrans

Page #	Edited Text	In response to
	lost. And if travel distances on average increase, then vehicle automation could encourage a more dispersed land use pattern that would make the use of transit and walking and bicycling less attractive. Finally, we will make comparable improvements on the arterial system to prevent impacts on the streets that lead to automated freeways.	
29	Recent State legislation, especially AB 32 and SB 375, have increased the focus on reducing greenhouse gas emissions as a goal in local and regional transportation planning. To respond, agencies will need to encourage the use of alternative modes of travel and seek to reduce growth in vehicle miles traveled.  <i>While not suggesting any changes to the language on page 29, staff is proposing to add a task to the Implementation chapter calling for Authority staff to investigate ways to improve and operate the transportation system — and develop communities more generally — to reduce greenhouse gas emissions</i>	Hercules
29	1.2 Work with jurisdictions and other agencies within Contra Costa, the region and the state to identify and implement new strategies for managing congestion and increasing multi-modal mobility  <i>NOTE: The term “other agencies” includes Caltrans.</i>	Caltrans
30	<del>2.7-Respect community character and the environment when considering proposed new transportation projects Work within Contra Costa and the region to ensure that new transportation projects are environmentally sustainable, respect community character and maintain or enhance the quality of life of our communities.</del>	El Cerrito
30	2.8 Develop a Greenhouse Gas Emissions Reduction Program to help mitigate the impacts of the transportation system on the environment	El Cerrito
31	3.8 Encourage and support local jurisdictions to develop bicycle facilities and to connect those facilities into a coordinated network	El Cerrito
31	4.4 Promote stable funding and preventative maintenance programs that will (i) address the backlog of rehabilitation needs and (ii) maintain the long-term health of all components of the transportation system	Caltrans
36	And as congestion increases, so do accidents, which contribute even more to congestion on the system. <u>Many are concerned that an approach that merely increases the capacity of Contra Costa’s roadways will not alleviate these issues, as increased capacity may lead to further increases in demand.</u>	El Cerrito
37	1.2 Work with jurisdictions and other agencies within Contra Costa, the region and the state to identify and implement new strategies for managing congestion and increasing multi-modal mobility	Caltrans
38	The <b>Western Contra Costa Transit Authority (WESTCAT)</b> serves the northern parts of West County and provides express bus service to the El Cerrito del Norte station and service to Martinez along SR 4, as well as express bus service to San Francisco from the Hercules park-and-ride lot.	Hercules



Page #	Edited Text	In response to
39	Measure J continues the school bus program in Lamorinda and adds support for a similar program in the San Ramon Valley. <u>West County has also implemented a low-income student bus pass program.</u>	Hercules
39	<u>Although ferry service between Richmond and San Francisco was discontinued, plans are underway to restart this service in the future, and add new routes connecting other Contra Costa communities with San Francisco. Ferry service to San Francisco from Martinez and Benicia (as well as from Berkeley) is included in MTC's 1999 Regional Ferry Plan Update. The San Francisco Bay Area Water Emergency Transportation Authority (WETA) also envisions expanded ferry service connecting Contra Costa communities with San Francisco; WETA's Final Implementation and Operations Plan (2003) includes new routes between from Richmond, Antioch/Pittsburg, Martinez and Hercules/Rodeo and to San Francisco. Furthermore, MTC's 2009 RTP includes funding to implement ferry service from Richmond and Hercules through its Regional Transit Expansion Program (Resolution 3434).</u>	Hercules
42	<b>HOT LANES [New Subhead]</b> A variation on HOV lanes known as High Occupancy-Toll, or HOT, lanes has sparked considerable interest recently. In certain situations, this can be a useful tool to assist in corridor management <u>through congestion pricing.</u>	Caltrans
42	<u>HOT lanes, however, also raise several issues. First, by providing additional capacity for single-occupant vehicles, HOT lanes could discourage carpool and transit use. Related to this issue, volumes on existing HOV lanes in many corridors are already approaching capacity and the additional demand from single-occupant vehicles could reduce the benefits from carpools and transit on throughput in the corridor. These impacts could lead to environmental impacts both on air quality and adjoining communities. Enforcement of travel restrictions on HOT lanes also presents new challenges.</u> Probably the most common criticism of HOT lanes is <u>the perception</u> that they let the rich buy their way out of the congestion, while the people that can't afford the toll must endure the delays. (This equity issue has led some to call HOT lanes "Lexus Lanes; studies, however, have shown that all income levels use HOT lanes to bypass congestion when necessary.) <u>Police may have a harder time enforcing travel restrictions on HOT lanes.</u>	Caltrans
45	More specifically, MTC's Draft 2009 RTP <u>Regional Transportation Plan (RTP) (T2035) includes a plan for an 800-mile Bay Area HOT-lane network that includes I-680, SR 4, and I-80 in Contra Costa.</u>	Caltrans
45	The Authority's <u>I-680 Investment Options Analysis (2003) and MTC's Regional HOT Lane Study (2007 and 2008) recommended against converting the existing HOV lane to a HOT lane between Walnut Creek and Dublin because:</u>	Caltrans

Page #	Edited Text	In response to
46	The HOV system in Contra Costa includes several significant gaps and the Authority supports the filling of them closing those gaps, where feasible and cost-effective, and the development of supporting park-and-ride facilities. In addition to reducing congestion, HOV and carpool strategies can help reduce greenhouse gas emissions.	El Cerrito
48	Bicycling and walking can play an important role in mobility, especially where trips are short and safe, and where direct and comfortable routes are available. Bicycling and walking can provide several benefits, including the support of other alternative travel modes, and economic development objectives and health benefits (particularly for youth walking or bicycling to school). For example, bicycling and walking can:	El Cerrito
51	The CBPP also encourages the development of connected systems of pedestrian facilities, especially to pedestrian districts, schools and other activity centers, to encourage more walking. The plan provides resources that jurisdictions can use to consider the needs of bicycles and pedestrians, including people with disabilities, as part of the review of new developments.	WCCTAC
53	This increase in crossing conflicts will increase the demand for grade separations within the Contra Costa, such as the proposed project to develop an over- or under-crossing of the Marina Bay Parkway in Richmond. Increased rail traffic may also bring noise and safety issues.	WCCTAC
58	(Heading) <b>Issues Approaches</b>	WCCTAC
59	Monitoring information is also available over the Internet to help drivers and transit riders to decide when, where and how to travel before or during their trip. Furthermore, the 511 program provides drivers with detailed information about routes throughout the Bay Area.	Caltrans
59	Typical TDM approaches include helping form carpools and vanpools, subsidizing alternatives to the single-occupant car, and encouraging telecommuting.  <i>NOTE: land use approaches to reducing vehicle trips are not considered part of transportation demand management. They are, however, an important strategy, one that the CTP addresses in Strategies 2.4 and 3.4 and further discusses on page 70 of the draft plan.</i>	Caltrans

Page #	Edited Text	In response to
68	<p>New planning requirements and issues will also affect how we manage growth in Contra Costa. Since the 2004 CTP, the State has passed two significant pieces of legislation: AB 32 and SB 375. Both are intended to address the issue of climate change by limiting emissions of greenhouse gases (GHG) and both will affect growth management in Contra Costa and the state. For example, SB 375 requires the development of a “sustainable communities strategy” (SCS) for the Bay Area and other regions in California.</p> <p><i>NOTE: The existing language describes the process for addressing SB 375 and the Authority’s role in that process. The more general issue of greenhouse gases is discussed elsewhere in the document (see, for example, page 22). Staff is also suggesting that the CTP include a new implementation task to investigate how the Authority could better address greenhouse gas emissions within its sphere of influence.</i></p>	Hercules
70	<p>We know that some changes can reduce or mitigate demands on the transportation system. For example, changes that reflect the <del>Three-Five</del> <i>Three-Five Ds — design that supports walking, bicycling and transit, greater density, and reduced distance between destinations, supporting a diversity of land uses, and a focus on reducing the distance to transit —</i> can encourage more efficient use of the system.</p>	MTC
80	<ul style="list-style-type: none"> <li>▪ Maintain LOS E on San Pablo Dam Road, San Pablo Avenue, and SR 4 [<del>Note: the MTSO for SR 4 may be revised and other MTSOs added to reflect the recommendations of the State Route 4 Corridor Management Plan developed and adopted by TRANSPAC, TRANSPLAN, and WCCTAC.</del>]</li> </ul>	WCCTAC, TRANSPAC & TRANSPLAN
83	<p><del>SR 4: Implement SR 4 full freeway construction between I-80 and Cummings Skyway; coordinate SR 4/Willow Avenue interchange project; Partner with TRANSPLAN and TRANSPAC to develop a Corridor Management Plan for State Route 4 from East County to West County (boundaries to be defined) including connecting and/or supporting arterials. This process will identify an MTSO or MTSOs for actions and projects for State Route 4 and define an approach to managing arterials in the corridor. TRANSPAC, TRANSPLAN and WCCTAC will jointly seek funding for the Corridor Management Plan from CCTA and other available sources</del></p>	WCCTAC, TRANSPAC & TRANSPLAN
86	<p><del>SR 4: delay index of 5.0 from Cummings Skyway (WCCTAC boundary) to Willow Pass (TRANSPLAN boundary) [Note: upon acceptance of the SR4 Corridor Management Plan recommendation by TRANSPAC, TRANSPLAN, and WCCTAC, this MTSO may be revised and other MTSOs added current SR4 MTSOs are expected to be revised upon completion and to reflect the recommendations adoption of the State Route 4 Corridor Management Plan by developed and adopted by TRANSPAC, TRANSPLAN, and WCCTAC.]</del></p>	TRANSPLAN

Page #	Edited Text	In response to
88	Partner with TRANSPLAN and WCCTAC to develop a Corridor Management Plan for State Route 4 from East County to West County (boundaries to be defined) including connecting and/or supporting arterials. This process will identify an MTSO or MTSOs for actions and projects for State Route 4 and define an approach to managing arterials in the corridor. TRANSPAC, TRANSPLAN and WCCTAC will jointly seek funding for the Corridor Management Plan from CCTA and other available sources	TRANSPAC
91	SR 4 and the SR 4 Bypass: Delay Index should not exceed 2.5 during the AM or PM Peak Period for these facilities. [Note: upon acceptance of the SR4 Corridor Management Plan recommendation by TRANSPAC, TRANSPLAN, and WCCTAC, current SR4 MTSOs are expected to be revised upon completion and adoption of the Corridor Management Plan by TRANSPAC, TRANSPLAN, and WCCTAC.]	TRANSPAC
94	Route Specific Actions <b>SR 4:</b> Partner with TRANSPAC and WCCTAC to develop a Corridor Management Plan for State Route 4 from East County to West County (boundaries to be defined) including connecting and/or supporting arterials. This process will identify an MTSO or MTSOs for actions and projects for State Route 4 and define an approach to managing arterials in the corridor. TRANSPAC, TRANSPLAN and WCCTAC will jointly seek funding for the Corridor Management Plan from CCTA and other available sources.	TRANSPLAN
97	<b>SR 24:</b> Planned activity includes Caldecott Tunnel Fourth Bore, expansion of BART seat capacity, improvements on I-80 to reduce diversion of traffic, HOV and transit improvements in the I-680 corridor to <u>reduce single occupancy vehicles on SR 24</u> , park and ride lots, and associated BART shuttles, <del>gateway constraints and alternative modes to school and student safety improvements</del>	SWAT
97	<b>Pleasant Hill Road:</b> Planned activity includes transit service and connections on Pleasant Hill Road, alternate school start times, park and ride lots and associated BART shuttles, actions that encourage safe speeds, discouragement of the use of Pleasant Hill Road as a substitute for freeway travel, <del>gateway constraints, baseline monitoring, pedestrian and bicycle safety improvements</del> , and promotion of ridesharing and transit use for school travel	SWAT
99	Increase <del>AVR</del> average vehicle ridership (AVR) for peak hour trips from 1.1 to 1.2 through increased number or frequency of express buses, new HOV lanes, other transit improvements and local TDM programs	SWAT
100	<del>Danville Boulevard: Stone Valley Rd. / Danville Blvd. Intersection Improvements</del>	Alamo Improvement Association

Page #	Edited Text	In response to
104	<p>(Table)</p> <p>Task: Address Long Term Transportation Planning Issues</p> <p>Description: Formulate a strategy to address the long-term issues associated with the transportation system, including climate change, shortfalls in transit operation funding,</p> <p>Schedule: ?</p> <p>Responsibility: <u>Authority Staff</u></p> <p>Supporting Agencies: <u>Local jurisdictions</u></p>	MTC
105	<p>(Table)</p> <p>Task: Explore High-Density Development Near Transit</p> <p>Description: Continue to explore the relationship between high-density development at transit stations and transit ridership to determine its efficacy as a strategy for reducing VMT</p> <p>Schedule: ?</p> <p>Responsibility: <u>Authority staff</u></p> <p>Supporting Agencies:</p>	MTC
112	<p>Who Must Be Involved?</p> <p>CALTRANS</p> <p>The California Department of Transportation (CALTRANS) works with local jurisdictions throughout California to manage and improve the state's highway and freeway system, inter-city rail, and other transportation-related facilities. CALTRANS is responsible for publishing the <i>California Transportation Plan</i>, last updated in 2007. The current plan seeks to balance the "three E's" of sustainability—economy, environment, and equity—in the management of the transportation system.</p>	Caltrans
Appendix C	<p>(Table)</p> <p>Code: 0030</p> <p>Name: Pleasant Hill Road / Taylor Boulevard Realignment</p> <p>Description: Realign existing reversing curves on NB Pleasant Hill Road at its separation with Taylor Blvd.</p> <p>Sponsor: Contra Costa County</p> <p>Status: Not Begun</p> <p>Cost: \$3,529,500.00</p>	SWAT
Appendix C	<p>(Table)</p> <p>Code: 0889</p> <p>Name: Golf Club Road at Stubbs Traffic Signal</p> <p>Description: Install a traffic signal and sidewalk modifications</p> <p>Sponsor: Pleasant Hill</p> <p>Status: Not Begun</p> <p>Cost: \$500,000.00</p>	Pleasant Hill

Page #	Edited Text	In response to
Appendix C	(Table) Cost: <del>0900</del> Name: Contra Costa Boulevard at Oak Park Blvd. south bridge connector Description: Provide access to Oak Park Blvd. overcrossing from north-bound Contra Costa Blvd. Sponsor: Pleasant Hill Status: Not Begun Cost: \$200,000.00	Pleasant Hill
Appendix C	(Table) Name: Contra Costa Blvd. <del>gap closure</del> <u>Improvement Project</u> Cost: <del>\$8,248-10,000</del> ,000.00	Pleasant Hill
Appendix C	(Table) Status: <del>Not Begun</del> <u>Under Design</u> Cost: <del>\$0.00</del> \$11,000,000.00	Pleasant Hill
Appendix C	(Table) Code: <del>4314</del> Name: Contra Costa Boulevard Improvement Project Description: Roadway widening, intersection geometry modification, and signal upgrade at every intersection along Contra Costa Boulevard within the project limit. Redo landscaping along corridor, as well as install pedestrian improvements to make corridor ADA compliant. Sponsor: Pleasant Hill Status: Not Begun Cost: \$5,000,000.00	Pleasant Hill
Appendix C	(Table) Code: <del>0583</del> Name: Burton Ridge Regional Trail, Olympic Blvd. to Michael Lane Description: Burton Ridge Regional Trail: Olympic Blvd. to Michael Lane. Sponsor: Lafayette Status: Not Begun Cost: _	SWAT
Appendix C	(Table: Code <del>0464</del> ) Status: <del>Not Begun</del> <u>Under Design</u>	Pleasant Hill
Appendix C	(Table: Code <del>0463</del> ) Status: <del>Unknown</del> <u>Under Design</u>	Pleasant Hill

Page #	Edited Text	In response to
Appendix C	(Table) Code: 4328 Name: Extend John Muir Parkway Phase I Description: Extend John Muir Parkway from Alfred Nobel Drive, West to Waterfront District, including construct bridge spanning Refugio Creek at Tsushima Street. Sponsor: Hercules Status: Under Construction Cost: \$4,200,000.00	Hercules
Appendix C	(Table) Code: Name: Pinole Valley Road Widening Description: Widening of Pinole Valley Road at the Interstate 80 ramps Sponsor: MTC Status: Planned for FY 2011/2012 Cost: \$787,000.00	Pinole
Appendix C	(Table) Code: Name: San Pablo Avenue/ Appian Way Traffic Signal Replacement Description: As part of the Integrated Corridor Management Project, replace traffic signals at the intersection of San Pablo Avenue and Appian Way Sponsor: Pinole Status: Not Begun Cost: \$350,000.00	Pinole
Appendix C	(Table) Code: Name: Simas Avenue Rehabilitation Description: Rehabilitate a portion of Simas Avenue Sponsor: Pinole Status: Design Cost: \$400,000.00	Pinole
Appendix C	(Table) Code: Name: San Pablo Avenue/Sycamore Intersection Improvements Description: Operational improvements and bicycle/pedestrian safety improvements Sponsor: Hercules Status: Not Begun Cost: \$3,500,000.00	Hercules

Page #	Edited Text	In response to
Appendix C	(Table: Code 0599) Sponsor: <u>Pinole</u> East Bay Regional Park District	Pinole
Appendix C	(Table: Code 1123) Description: Construct 0.53-mile segment of multi-use S.F. Bay Trail between Victoria by the Bay Homes and <u>Bixby-Waterfront</u> development Bay Trail segments in Hercules.	Hercules
Appendix C	(Table: Code 1322) Status: <u>Not Begun</u> Cost: \$500,000	Pinole
Appendix C	(Table) Code: Name: Pinole Bicycle and Pedestrian Safety Improvements Description: Bicycle and pedestrian improvements along San Pablo Avenue, Appian Way, and Pinole Valley Road corridors in Pinole Sponsor: <u>Pinole</u> Status: <u>Not Begun</u> Cost:	Pinole
Appendix C	(Table) Code: Name: Shale Hill Retaining Wall and Sidewalk Description: Construction of a retaining wall and sidewalk on the north side of San Pablo Avenue between Oak Ridge Road and Fern Avenue Sponsor: <u>Pinole</u> Status: <u>Not Begun</u> Cost: \$2,000,000.00	Pinole
Appendix C	(Table: Code 0514) Description: The new facility will have <del>at least 248</del> <u>422</u> spaces of replacement parking and 13 bays of engineered bus access. Status: <u>Not Begun Under Construction</u>	Hercules
Appendix C	(Table: Code 1330) Status: <u>Not Begun</u> Cost: \$16,000,000	Hercules
Appendix C	(Table) Code: <u>0791</u> Name: Fitzgerald Drive Improvements Description: Repair damaged roadway, subgrade, curb, gutter and sidewalk and resurface roadway. Sponsor: <u>Pinole</u> Status: <u>Not Begun</u> Cost: \$1,000,000.00	Pinole



Page #	Edited Text	In response to
Appendix C	(Table) Code: <del>0583</del> Name: Burton Ridge Regional Trail, Olympic Blvd. to Michael Lane Description: Burton Ridge Regional Trail: Olympic Blvd. to Michael Lane Sponsor: Lafayette Status: Not Begun Cost:	SWAT
Appendix C	(Table: Code 0553) Sponsor: Contra Costa County, Lafayette	SWAT
Appendix C	(Table: Code 0575) Description: <del>Mt. Diablo Blvd. Bike/Pedestrian Trail</del> Multi-purpose path project on the south side of Mt. Diablo Blvd. between Village Center and the Lafayette Reservoir Sponsor: SWAT Lafayette and EBMUD Status: <del>Unknown</del> Under Construction	SWAT