

TRANSPAC

Transportation Partnership and Cooperation

Meeting Notice and Agenda

THURSDAY, JULY 13, 2017

9:00 A.M. to 11:00 A.M.

Pleasant Hill City Hall – Community Room
100 Gregory Lane, Pleasant Hill

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 TRANSPAC 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.

ACTION ITEMS

3. **CONSENT AGENDA**
 - a. **Minutes of the June 8, 2017 Meeting**

ACTION RECOMMENDATION: Approve minutes.

Attachment: Minutes of the June 8, 2017 meeting

END CONSENT AGENDA

4. **APPOINTMENT OF TRANSPAC ALTERNATE REPRESENTATIVE TO THE CCTA.** TRANSPAC is represented on the Contra Costa Transportation Authority (CCTA) Board by two members and two alternate members (all are elected officials). TRANSPAC member Julie Pierce (term ending January 31, 2018) and member Loella Haskew (term ending January 31, 2019) are the current members. The two alternate member positions are allowed to serve for either or both of the TRANSPAC's CCTA representatives, as necessary. TRANSPAC members Ron Leone and Sue Noack are serving in the alternate positions. TRANSPAC member Ron Leone is stepping down as the City of Concord TRANSPAC representative.

The City of Concord has appointed Councilmember Carlyn Obringer as the TRANSPAC representative and Councilmember Ron Leone as the TRANSPAC alternate. With the revised TRANSPAC membership, a CCTA alternate position is vacant.

ACTION: Appoint TRANSPAC Alternate Representative to the CCTA.

Attachment: None

5. **SUBMITTAL OF ACTION PLAN “PROPOSAL FOR ADOPTION” TO CCTA FOR INCORPORATION INTO THE 2017 CTP UPDATE.** On February 12, 2015, TRANSPAC submitted a “Proposal for Adoption” Central County Action Plan for Routes of Regional Significance to Contra Costa Transportation Authority (CCTA) for incorporation into the final 2014 Countywide Transportation Plan (CTP). Adoption of the CTP was postponed, however, pending further incorporation of comments received and incorporation of Senate Bill 743 considerations. TRANSPAC’s “Proposal for Adoption” version of the Central County Action Plan is included in the Draft 2017 CTP Update by reference, and the full Action Plan is available for review at transpac.us/wp-content/uploads/2008/08/Central-County-Proposed-Action-Plan-Revised-25Feb2015.pdf. Adoption of the Final CTP, including Action Plans for the four subregions in Contra Costa County, is scheduled for September 2017. At that time, CCTA is scheduled to environmentally clear both the CTP and Action Plans through a CEQA EIR. CCTA seeks TRANSPAC’s re-affirmation of its February 2015 “Proposal for Adoption” Action Plan for incorporation into the final 2017 CTP. TRANSPAC TAC reviewed the document in May and staff has noted comments to submit to CCTA in the attached material, which include project status information and the updated descriptions for the administration of the 511 Program.

ACTION RECOMMENDATION: Re-affirmation of the February 2015 “Proposal for Adoption” Central County Action Plan for Routes of Regional Significance, with noted revisions, for incorporation into the Final 2017 CTP.

Attachment(s):

- Proposal for Adoption Central County Action Plan (February 2015)
 - Excerpts of the Central County Action Plan – Proposed Revisions to February 2015 Version
6. **FY 2017/2018 511 CONTRA COSTA TDM WORK PLAN.** The 511 Contra Costa TDM Program is seeking comments for the FY 2017/2018 work plan implemented on behalf of the Central and East County jurisdictions with funding allocations from Transportation Fund for Clean Air funds, Measure J Commute Alternative funds, and Central County Safe Transportation for Children. TRANSPAC TAC reviewed this item at its May meeting.

ACTION RECOMMENDATION: Review the FY 2017/2018 511 Contra Costa TDM Work Plan and provide comments.

Attachment(s):

- FY 2017/2018 511 Contra Costa TDM Work Plan

7. **MONUMENT COMMUNITY SHUTTLE SERVICE FUNDING REQUEST.** The City of Concord (City) is proposing to program Measure J Line 20a funds to the Monument Community Shuttle service. Measure J Line 20a funds are assigned 0.5% of Measure J revenue collection (projected to be about \$10 million). The funds are identified to supplement the services provided by the countywide transportation program for seniors and people with disabilities in Central County, with services funded to be identified by TRANSPAC. Measure J Line 20a funds are expected to generate about \$425,000 in FY 2016/2017, with the fund balance of the program projected to be about \$1.3 million at the end of FY 2017/2018. The funds are distributed by the Contra Costa Transportation Authority (CCTA) to the sponsors of programmed projects.

The Monument Community Shuttle service was launched on August 15, 2016. The project is currently funded through a combination of Measure J Line 19a (\$311,703) and Line 20a (\$160,138), for a total of \$471,841 and also required a fund exchange with the MTC Lifeline Program. The City has contracted with Monument Impact (MI), local non-profit organization, for administration, coordination, management and day-to-day oversight of the service. The City is under contract with CCTA to pay project expenses and seek reimbursement from CCTA. The shuttle service is contracted by MI to a private transit operator, MYGORIDE. The service typically operates using vehicles with seating capacity of 20-30 passengers. There are two routes being operated: (1) the Detroit Route (8 AM-5 PM; Monday to Friday); and (2) the Meadow Lane Route (9 AM-1 PM; Monday to Friday). Additionally, there is a Tuesday night route (5 PM-8 PM), serving stops at La Clinica, MI Offices, Monument Crisis Center, and Monument Head Start.

The shuttle service was designed to provide the Monument Corridor community with a fare free enhanced access to health centers, parks, community organizations, downtown Concord, and BART. The service is accessible for trips within the community including providing trips for seniors and persons with disabilities. The marketing of the new service has been a priority of the implementation. MI has revised the routing service since it was initiated, based on ongoing community feedback efforts, and that has resulted in a ridership increase, with the service providing 923 trips in June 2017 and a 55% increase over January 2017 ridership.

With the currently approved funding, the shuttle service is budgeted to operate for two years, or until about August 2018. The City's proposed funding request would allow for the service to continue operations for a third year, through August 2019, requiring an additional \$250,000. The City is pursuing one year of "bridge" funding, to provide additional time to allow the City and MI to develop new agreements and alternate funding plans to sustain the service beyond 2019 through a cooperative process with regional stakeholders including CCTA, County Connection and TRANSPAC, including considering options such as the MTC Lifeline Program, which is expected to have a call for projects in FY 2017/2018 (with funding becoming available to expend sometime in FY 2018/2019) and exchanges that may be required to meet administrative and eligibility requirements of possible funding sources.

In 2016, TRANSPAC approved appropriations of \$725,106 of Measure J Line 20a funds for the latest cycle of programming. These funds have been used to fund items such as vehicle purchases, shuttle operations, and volunteer driver programs in the past. TRANSPAC is scheduled to conduct a call for projects and identify a program to fund from the Measure J Line 20a funds in FY 2017/2018 (two year program to be approved in spring 2018).

The City proposes to allocate an additional \$250,000 of Measure J Line 20a funds as a one-time allocation of “bridge” funds to extend the program service for an additional year, through summer 2019. An allocation of \$250,000 would reduce the Line 20a balance to about \$1.07 million at the end of FY 2017/2018. An exchange would also need to be considered to meet the administrative and eligibility requirements of the funding.

The TRANSPAC TAC discussion covered multiple aspects of the funding request. It was noted that County Connection provides service in the Monument Corridor and that all County Connection services collect fares. Information on County Connection routes and operations is included in the attached material. The desire of the City to secure “bridge funding” as a stand-alone request at this point in time, relative to requesting funding during the call for projects schedule that would happen later in FY 2017/18 was also a point of discussion. It was also discussed that an exchange would be required, as the Monument Community Shuttle does not primarily provide services that meet the eligibility requirements of the Measure J Line 20a funds. An exchange including Measure J Line 19a funds was also discussed. The TRANSPAC TAC recommended approval of the funding request (with the conditions noted in the action recommendation).

ACTION RECOMMENDATION: Approve programming \$250,000 of Measure J Line 20a funds to the City of Concord for operations funding of the Monument Community Shuttle Service for a third year of service. The programming is considered “bridge funding” to provide the City of Concord additional time to identify and secure a sustainable funding source. The programming is contingent on the condition that the City of Concord would not apply for the TRANSPAC Measure J Line 20a funds through the call for projects that is scheduled to occur in FY 2017/2018. The programming action is also contingent on the City of Concord identification of fund exchange(s) required to ensure eligible funding for the service with the intent to exchange the funds with Measure J Line 19a funds with County Connection.

Attachment(s):

- TRANSPAC Measure J Line 20a Fund Summary
- Monument Community Shuttle Measure J Funding Summary
- Monument Community Shuttle Route Information
- Monument Community Shuttle Ridership Reports
- Monument Community Shuttle Service Budget
- TRANSPAC Measure J Line 20a FY 2016/2017 and 2017/2018 Program
- County Connection Monument Corridor Route Information
- County Connection Service Information
- Monument Community Shuttle Public Outreach Material

INFORMATIONAL ITEMS

8. **REVIEW OF DRAFT 2017 COUNTYWIDE TRANSPORTATION PLAN (CTP) UPDATE.** CCTA has authorized the release of the draft 2017 CTP Update for review by all interested parties. The CTP provides the Authority’s vision, goals, and strategies for addressing existing and future transportation challenges that we face.

The centerpiece of the Plan is a Long Range Transportation Investment Program (LRTIP) that specifies how CCTA could invest \$7 billion in leveraged, new revenues on streets and highways, BART, ferries, buses, bicycle, and pedestrian facilities through the year 2040. Comments on the 2017 Draft CTP are due by Friday, July 28, 2017. The CCTA schedule calls for adoption of the Final 2017 CTP Update in September 2017.

Attachment(s):

- Planning Committee Staff Report on the Review of the Draft 2017 CTP Update (dated 7/5/17)
- Information and documents related to the update of the Countywide Transportation Plan available at 2017ctpupdate.net.

9. **CONCORD BART STATION BICYCLE PARKING STATION.** At its meeting on March 9, 2017, the TRANSPAC Board approved supplemental programming of \$900,000 of Measure J Line 10001-02 funds for the Electronic Bicycle Facilities – Central County BART Stations Project for a total project grant of \$1,805,000. The CCTA Board approved the item on March 15, 2017. About \$700,000 of these funds will be used for new secure bicycle parking station facilities at the Concord BART Station (110 bike spaces). This item has been the subject of ongoing discussion regarding consideration for the inclusion of a repair / retail space and the operation of that space by Bike Concord.

Through the discussion, BART staff indicated the need for a consistent daily staffing requirement and that agreements and insurance are also required for any entity operating on BART right of way. At this point, Bike Concord has not been able to commit to staffing a repair facility at the level requested. Based on the discussion over the last few months, BART is suggesting the facility remain as an area for secure bike parking as initially proposed. There was further discussion on the distinctions between the new bike parking facilities recommended for the Pleasant Hill and Concord BART Stations, with it being noted that Pleasant Hill station handles a larger amount of bike trips (about 60% more). It was discussed that the facility proposed for the Concord Station can still be modified in the future if Bike Concord returned with a proposal that met the operating and administrative requirements. The Concord BART Station is also proposed for a future remodeling project that would include a bicycle parking facility and repair / retail space. The approximately \$30 million total station project is not yet funded. TRANSPAC (and other stakeholders) should monitor and / or participate in the planning and design process for this future project as needed to ensure the overall project, as well as the bicycle facilities proposed are appropriate for the existing and projected Concord BART station users.

10. **TRANSPAC CCTA REPRESENTATIVE REPORTS.** Reports on July 2017 CCTA Administration and Projects Committee and Planning Committee, and the June 2017 CCTA Board Meeting.
11. **CCTA EXECUTIVE DIRECTOR'S REPORT REGARDING AUTHORITY ACTIONS/DISCUSSION ITEMS**

Attachment: CCTA Executive Director Randell H. Iwasaki's Report dated June 21, 2017.

12. ITEMS APPROVED BY THE AUTHORITY FOR CIRCULATION TO THE REGIONAL TRANSPORTATION PLANNING COMMITTEES (RTPCs) AND RELATED ITEMS OF INTEREST

Attachment: Letter to RTPCs from Randell H. Iwasaki dated June 23, 2017 for the June 21, 2017 Board meeting.

13. TAC ORAL REPORTS BY JURISDICTION: Reports from Concord, Clayton, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available.

- TRANSPAC – Status Letter dated June 9, 2017
- TRANSPLAN – Meeting Summary dated June 9, 2017
- SWAT – Meeting Summary dated June 9, 2017
- WCCTAC – Board Meeting Summary dated June 7, 2017
-
- **County Connection Fixed Route Monthly Report:** <http://countyconnection.com/wp-content/uploads/2017/06/7a.pdf>
- **County Connection Link Monthly Report:** <http://countyconnection.com/wp-content/uploads/2017/06/7b.pdf>
- **CCTA Project Status Report** may be downloaded at:
<http://ccta.net/uploads/5910fb1a6961a.pdf>
- The **CCTA Board** agenda for the June 21, 2017 meeting may be downloaded at:
http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&clip_id=346
- The **CCTA Administration & Projects Committee (APC)** scheduled for July 6, 2017 may be downloaded at:
http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=372
The **CCTA Planning Committee (PC)** agenda for the July 5, 2017 meeting may be downloaded at:
http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&event_id=591
- The **CCTA Calendar** for Jun/Jul/Aug/Sep 2017 may be downloaded at:
http://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=346&meta_id=29795

14. BOARDMEMBER COMMENTS

15. MANAGING DIRECTOR'S REPORT

16. ADJOURN / NEXT MEETING

TRANSPAC does not meet in August. The next meeting is scheduled for September 14, 2017 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

TRANSPAC Meeting Summary Minutes

MEETING DATE: June 8, 2017

MEMBERS PRESENT: Karen Mitchoff, Contra Costa County (Chair); Julie Pierce, Clayton (Vice Chair/CCTA Representative); Loella Haskew, Walnut Creek, CCTA Representative; and Sue Noack, Pleasant Hill

PLANNING COMMISSIONERS PRESENT: John Mercurio, Concord; and Diana Vavrek, Pleasant Hill

STAFF PRESENT: Ray Kuzbari, Concord; Anne Muzzini, County Connection; Robert Sarmiento, Contra Costa County; Andy Smith, Walnut Creek; Tim Tucker, Martinez; and Matt Todd, TRANSPAC Managing Director

GUESTS/PRESENTERS: Dominic Aliano, Concord Planning Commission (Alternate); and Bruce Ohlson, Bike East Bay

MINUTES PREPARED BY: Anita Tucci-Smith, TRANSPAC Clerk

1. Convene Meeting/Pledge of Allegiance/Self Introductions

The meeting was convened at 9:00 A.M. by Chair Karen Mitchoff. Self-introductions followed.

2. Public Comment

Bruce Ohlson, Bike East Bay, spoke to the I-680/SR-4 Interchange project and recognized that funding for the project would be through the recently adopted SB-1, which was expected to be fastracked through the enabling legislation, and identified three significant gaps within the confines or just outside the I-680/SR-4 Interchange project scope that bicyclists and pedestrians needed to have connected to be able to allow safe crossing of the I-680 and State Route 4 freeways. He requested that the I-680/SR-4 Interchange project be modified to incorporate connections of the canal trail, the Pacheco Transit Center, and the Iron Horse Trail.

CONSENT AGENDA

3. Approve May 11, 2017 Minutes

On motion by Director Haskew, seconded by Director Pierce to adopt the Consent Calendar, as submitted. The motion was adopted by unanimous vote of the members present, unless otherwise noted.

END CONSENT AGENDA

4. **Draft TRANSPAC BUDGET AND WORKPLAN FOR 2017/2018.** The TRANSPAC Joint Exercise of Powers Agreement (JPA) specifies that TRANSPAC shall adopt a budget that includes operational expenses and the proportional amount each agency will be required to pay. The TRANSPAC Board began reviewing the Draft FY 2017/2018 TRANSPAC Budget material at the April 13, 2017 meeting. The budget is proposed to include \$229,956 of revenue from membership dues and also identifies \$220,000 of funds carried over from FY 2016/2017. The membership contributions have not changed from the draft version of the budget discussed in April. The TRANSPAC TAC has been asked to identify a project / study development to use these one-time opportunity rollover funds to support future funding requests in Central County for item(s) such as first/last mile connections (i.e. how TNC services at BART Stations), connectivity (i.e. bicycle and pedestrian system gaps) and electric vehicle infrastructure (i.e. including retail and commercial locations). The TRANSPAC TAC is scheduled to review and discuss project/study options, with a recommendation to the TRANSPAC Board anticipated in September. Staff is also working with the City of Pleasant Hill auditing consultant, to identify an alternate scope of work and fee to meet the financial reporting requirements for TRANSPAC, with additional information expected to be available at the meeting. The workplan has also been adjusted to reflect comments received. In the budget, the estimate of the expense associated for the financial reporting has been increased over the amount in the initial draft budget.

Mr. Todd advised that the budget had been discussed over the last several months; member dues estimated at just under \$230,000 would be on the same 50/50 formula based on 50 percent evenly distributed amongst the jurisdictions and 50 percent based on the Contra Costa Transportation Authority (CCTA) Return to Source funds; and a rollover balance of funds had been added as project reserve with that project yet to be defined. The rollover funds had been discussed by the TAC and over the next two meetings the TAC would define what to do with those funds and return to the Board in September with options. He described a revision to the draft budget previously submitted as an increase for a TRANSPAC audit from \$5,000 to \$8,000, and noted that a full blown audit would have been in the \$20,000 range. An “agreed-upon procedure” process is being researched, which could be in the \$8,000 range. A legal opinion that an agreed-upon procedure would meet the requirements of law is being requested. He also referenced some minor adjustments to the Workplan, reiterated that a study plan would be pursued with the rollover funds, a City of Martinez line item had been added for the Pacheco Transit Hub, and a report on the expenses to date and the cash balance had been provided in the agenda report.

On motion by Director Pierce, seconded by Director Haskew to approve the Budget and Workplan for FY 2017/2018. The motion was adopted by unanimous vote of the members present, unless otherwise noted.

5. **City of Martinez Request for TRANSPAC Funding for Pacheco Transit Hub Park and Ride Facility Operations and Maintenance Funding for FY 2016/2017.** The City of Martinez has assumed the operations and maintenance duties for the Pacheco Transit Hub Park and Ride Facility since its construction in 2013. The City is providing items including electricity and landscape maintenance with a budget of \$20,000 for FY 2016/2017. The City has not requested reimbursement for staff time associated with the tasks.

In the past, the City has been reimbursed for these expenses through a combination of funding from TRANSPAC and from Measure J Line 19a (Additional Bus Service Enhancements) funds at a level of \$10,000 from each source (with the Line 19a funds billed first). The City is requesting TRANSPAC fund up to \$10,000 for FY 2016/2017 expenses for the operations and maintenance requirements for the Pacheco Transit Hub Park and Ride Facility. For the 2016/2017 TRANSPAC budget, the Managing Director position was not filled until November 2016, and therefore includes budget capacity to fund the requested 2016/2017 operations and maintenance cost within the existing overall budget. This expense assumption has been included in the projection of expenses that have been discussed for the FY 2017/2018 budget. The City is requesting the inclusion of the operations and maintenance duties for the Pacheco Transit Hub Park and Ride Facility expense for up to \$10,000 in the FY 2016/2017 TRANSPAC Budget. Upon approval, the City would submit an invoice for actual expenses incurred. The City will invoice the CCTA directly for the Measure J Line 19a component of the funds. The operations and maintenance duties for the Pacheco Transit Hub Park and Ride Facility is proposed to be included as a line item in the 2017/2018 Budget. Future years of Measure J Line 19a funds will be addressed in a separate agenda item. The TRANSPAC TAC recommended approval of this item.

Chair Mitchoff acknowledged that the operations and maintenance expense of the Pacheco Transit Hub to the City of Martinez had been the subject of much discussion by the TRANSPAC Board.

On motion by Director Pierce, seconded by Director Haskew to amend the FY 2016/2017 Budget to include the operations and maintenance expense for the Pacheco Transit Hub Park and Ride Facility for up to \$10,000. The motion was adopted by unanimous vote of the members present, unless otherwise noted.

6. **Measure J Line 19a Funding Request.** Measure J Line 19a funds are assigned 1.2% of Measure J revenue collection (projected to be about \$24 million), with the funds identified for additional bus service enhancements in Central County, with services to be funded to be jointly identified by TRANSPAC and County Connection. Measure J Line 19a funds are expected to be about \$1,030,000 in FY 2017/2018. The funds are distributed by the Contra Costa Transportation Authority (CCTA) to the sponsors of programmed projects. The Central Contra Costa Transit Authority (CCCTA) is requesting the programming of Measure J Line 19a funds to continue to offset operational costs of the County Connection Route 16 and 316 services for the period of FY 2017/2018 to FY 2021/2022. The City of Martinez is requesting that TRANSPAC program \$10,000 annually for the same period for the operations and maintenance costs for the Pacheco Transit Hub Park and Ride Facility. This funding was last programmed in 2013 with a recommendation for FY 2013/2014 through FY 2016/2017. The multiyear programming action was intended to minimize administrative costs associated with the program. The current requests would program the funds for the next five (5) fiscal years. The attached memo from CCCTA includes an estimate of the costs of the two service routes as well as the Measure J Line 19a revenue projections (under the "Subsidy Required" column).

The prior programming action also included the requirement that reports on the services provided would be submitted to TRANSPAC upon request. The TRANSPAC TAC recommended approval of this item.

Mr. Todd explained that Line 19a funding made up 1.2 percent of Measure J revenue, expected to provide slightly over \$1 million in 2017/2018, to fund Additional Bus Service Enhancements in Central County through a joint decision by TRANSPAC and the CCCTA to define how to spend the funds. County Connection proposed to use the funds to support Routes 16 and 316 and the City of Martinez proposed to use \$10,000 a year to support the maintenance and operations of the Pacheco Transit Hub. While the Line 19a funds had previously been allocated for a four-year period, the current request was for a five-year period from FY 2017/2018 to FY 2021/2022, with the recommendation that the first \$10,000 be dedicated to the Pacheco Transit Hub with the remainder to subsidize Routes 16 and 316. He added that the TAC had recommended approval of the request.

Anne Muzzini advised that Routes 16 and 316 provided connections from Martinez to the Monument Boulevard Corridor in Concord, offering critical services.

On motion by Director Pierce, seconded by Director Noack to approve the programming of Measure J Line 19a funds, with \$10,000 annually for the operations and maintenance costs for the Pacheco Transit Hub Park and Ride Facility to the City of Martinez and the remainder of the annual funds programmed to CCCTA to offset operational costs of the County Connection Route 16 and 316 services for the period of FY 2017/2018 to FY 2021/2022. Sponsors will be required to provide project information reports to TRANSPAC as requested. The motion was adopted by unanimous vote of the members present, unless otherwise noted.

7. TRANSPAC CCTA Representative Reports. Reports on May 2017 CCTA Administration and Projects Committee and Planning Committee, and the April 2017 CCTA Board Meeting.

Director Pierce reported that the Administration and Projects Committee had met and had authorized an agreement with Gray Bowen Scott to work on the completion of the HOV north segments and to move toward construction; authorized funding for Geary Road widening, Phase III and construction maintenance services; acted on the I-680/SR-4 project to execute agreements for the final environmental and design services and to structure the bid to include the Grayson Creek section to be combined into one project; reviewed the budget for the CCTA and Congestion Management Agency (CMA) with a recommendation to the full CCTA Board for approval; approved the amendment to the contract with Stantec to handle the Transportation Demand Management (TDM) 511 Contra Costa Program; and approved the projects for the State Transportation Improvement Program (STIP) Call for Projects. With respect to the TDM program, she explained that questions from other regions wanted to ensure that the money being appropriated to the TDM program was only using the money that would have come to TRANSPAC and TRANSPAN; staff was in conversation with the other regions (WCCTAC and SWAT) to see if there were any programs they may want to be done on a countywide basis.

Chair Mitchoff reported that the Planning Committee had reviewed the status of the Growth Management Plans (GMPs) checklists and that 15 of the 20 jurisdictions had submitted to date, with the remaining anticipated to submit by the deadline.

Chair Mitchoff also reported that the Environmental Impact Report (EIR) expected to be released next week would be slightly delayed; and Brad Beck had reported on the Coordinated CFP grant funding which would be on the full Authority agenda on June 21.

8. CCTA Executive Director's Report Regarding Authority Actions/Discussion Items

CCTA Executive Director Randell H. Iwasaki's Report dated May 17, 2017 had been in the Board packets.

9. Items Approved by the Authority for Circulation to the Regional Transportation Planning Committees (RTPCs) and Related Items of Interest

The letter to RTPCs from Randell H. Iwasaki dated May 18, 2017 had been included in the Board packets.

10. TAC Oral Reports by Jurisdiction

There were no reports.

11. Agency and Committee Reports, if Available

The available reports had been included in the Board packets.

12. Boardmember Comments

There were no comments.

13. Managing Director's Report

Mr. Todd reported that the format of the meeting agenda had been modified by adding Boardmember Comments, to be followed by the Managing Director's Report. Items expected on the next meeting agenda would include an updated report on the bike/ped improvements on Treat Boulevard near the Pleasant Hill BART station and a report on bike parking at the Concord BART station.

Chair Mitchoff reported that County staff had conducted community meetings on the bike lane issue on Treat Boulevard, and County staff was taking back the comments and would be preparing a revised report, expected to return next month.

14. Adjournment

The meeting was adjourned at 9:24 A.M. The next meeting of the Board is scheduled for July 13, 2017 at 9:00 A.M. in the City of Pleasant Hill Community Room, unless otherwise determined.

Proposal for Adoption

Central County Action Plan



Prepared By:



155 Grand Avenue Suite 800
Oakland, CA 94612

February 2015



1970 Broadway Suite 740
Oakland, CA 94612

Prepared For:
TRANSPAC

CENTRAL COUNTY ACTION PLAN

for

Routes of Regional Significance

~~Revised Draft~~
~~May 15~~December 11, 2014
February 2015

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The preparation of this report has been financed through a grant from the U.S. Department of Transportation and the Federal Highway Administration. Content of this report does not necessarily reflect the official view or policy of the U.S. Department of Transportation.

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1. INTRODUCTION

The Central County Action Plan is intended to address the key transportation issues that Central County will face over the next twenty-six years. The plan was developed through the cooperative, multi-jurisdictional planning process called for in Measure C (1988), and renewed and updated in Measure J (2004). The study area for this plan includes the jurisdictions of Walnut Creek, Pleasant Hill, Clayton, Concord, Martinez and unincorporated Contra Costa County, as shown in Figure 1-1. With ongoing participation of elected officials and staff from these local jurisdictions, this Action Plan continues the cooperative process established by TRANSPAC jurisdictions for addressing current and future transportation issues along the regional corridors serving Central County.

The Complete Streets Act of 2007 created by California Assembly Bill 1358 amended Government Code Sections related to General Plans and General Plan Guidelines. It required that commencing January 1, 2011 cities and counties modifying the Circulation Element of their General Plan must provide a “balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the General Plan” (GC 65302(b) (2) (A)). Each new update of the Circulation Element of a General Plan must document how this has been achieved in the plan update.

The previous Action Plan, adopted in 2009, encompassed growth forecasts to 2030. This 2014 Action Plan analyzes the expected household and job growth forecasts for Central County to 2040.

1.1 Action Plan Tenets

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

The tenets were developed under two key assumptions, based on the adopted general plans of Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County. Central County is 85 to 90 percent “built out” and most development will be infill.

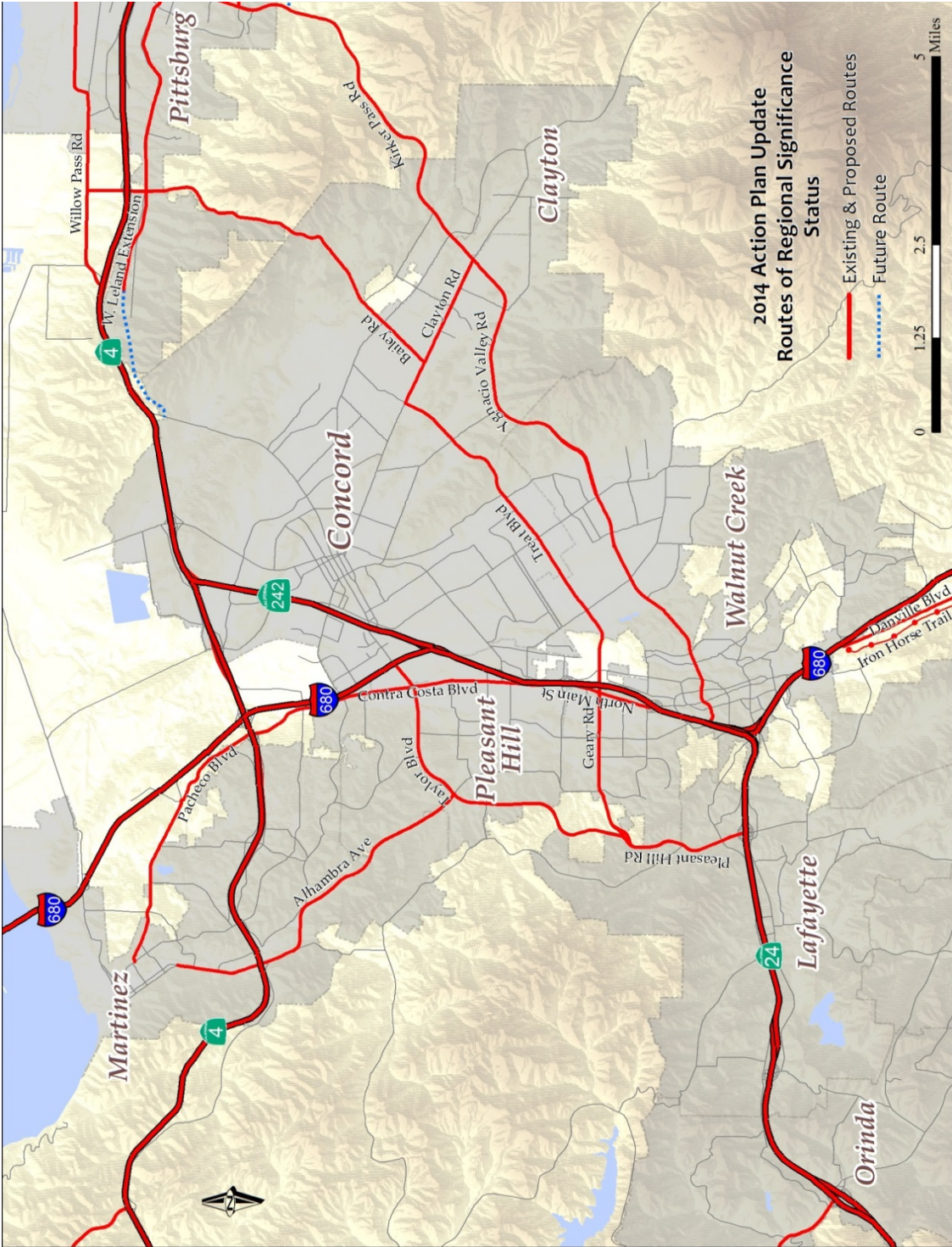
Although infill development that occurs near transit facilities and downtowns will generate fewer new vehicle trips, this development will add both ridership to public transit and traffic to already_congested roadways.

- TRANSPAC supports the planning for and management of the transportation system in coordination with other community interests.
- TRANSPAC supports the improvement and 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 Regional Routes, including use of signal timing to manage peak through-traffic volumes.
- TRANSPAC supports the enhancement and expansion of alternatives to single-occupant vehicles to improve mobility choices including ferry service, transit, bicycle and pedestrian facilities.
- TRANSPAC supports 511 Contra Costa's mission to reduce mobile source greenhouse gas emissions.
- TRANSPAC supports the development and coordination of transportation-oriented Emergency Management Plans among local jurisdictions, regional agencies, and state agencies.

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

The projects in TRANSPAC's 2014 Action Plan focus on a few critical roadway -capacity expansion projects and on other projects that will improve operations, enhance the bicycle and pedestrian network, support transit, and maintain existing facilities.

Figure 1-1: Central County Routes of Regional Significance



1.2 Action Plan Requirements

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

Each Action Plan must:

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

1.3 Designated Routes of Regional Significance

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

1.4 Action Plan Chapters

The Central County Action Plan comprises these additional chapters:

- **Chapter 2 - Land Use and Transportation Trends** considers the magnitude of long-range land use changes anticipated with local General Plans and market trends of Central County and surrounding regions, and the effect on commute patterns and traffic growth.
- **Chapter 3 - Region-wide Issues, Goals and Actions** describes specific actions and identifies the responsible jurisdictions for each action.
- **Chapter 4 - Routes of Regional Significance, Issues, Objectives and Actions** discusses each route and its specific actions and goals.
- **Chapter 5 - Financial Outlook** lists key anticipated funding strategies and priorities, based on revenues anticipated from various sources.
- **Chapter 6 - Procedures for Monitoring and Review of Impacts** presents the review procedures TRANSPAC jurisdictions use to achieve Growth Management Program compliance. Chapter 6 may be revised upon completion of the Contra Costa Transportation Authority's effort to streamline implementation procedures for Growth Management Programs.

2. LAND USE AND TRANSPORTATION TRENDS

The current and future demands on Central County's Regional Routes are a direct result of three key factors:-

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

Forecasts for future population and employment levels in Central County were derived from the Contra Costa Transportation Authority (CCTA) Countywide Travel Model. Model forecasts are based on the Association of Bay Area Governments (ABAG) *Projections 2011* and the 2006 CCTA Land Use Information System (LUIS '06). Land use estimates or forecasts have been made for the years 2010, 2020, 2030, and 2040 through this process. The 2013 estimates were derived through straight-line interpolation between 2010 and 2020.

2.1 Population Forecasts

As shown in Table 2-1, by 2040, the total Central County population and households are forecasted to grow 16 and 17 percent respectively over 2013, adding approximately 62,000 more residents and 26,000 new households. The total number of jobs is expected to grow as well, but at a faster rate: 30 percent, or 53,000 new jobs. Compared to the 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

Characteristic	2010	2013	2020	2030	2040	2013-2040 Growth	2013-2040 % Growth
Total Population (1,000s)	377	385	402	420	447	62	16%
Total Households (1,000s)	150	153	159	167	178	26	17%
Total Employed Residents (1,000s)	171	176	187	196	209	33	19%
Total Jobs (1,000s)	173	178	191	210	232	53	30%
Employed Residents/HH	1.15	1.15	1.17	1.17	1.17		

Source: CCTA Countywide Travel Demand Model, 2013

Table 2-2: Expected Growth, 2013 to 2040

Subarea	Households		Employed Residents		Jobs	
	2013	2040	2013	2040	2013	2040
Central County	153,000	178,000	176,000	209,000	178,000	232,000
Growth	25,000		33,000		54,000	
% Change	16%		19%		30%	
East County	103,000	143,000	126,000	187,000	56,000	99,000
Growth	40,000		61,000		43,000	
% Change	39%		48%		77%	
West County	95,000	117,000	113,000	146,000	66,000	97,000
Growth	22,000		33,000		31,000	
% Change	17%		29%		47%	
Lamorinda	24,000	27,000	29,000	33,000	19,000	22,000
Growth	3,000		4,000		3,000	
% Change	13%		14%		16%	
Tri-Valley†	125,000	170,000	158,000	240,000	184,000	240,000
Growth	45,000		82,000		56,000	
% Change	36%		52%		30%	
Total	500,000	635,000	602,000	815,000	503,000	690,000
Growth	135,000		213,000		187,000	
% Change	27%		35%		37%	

† Includes Alameda County portion of Tri-Valley

Source: CCTA Countywide Travel Demand Model, 2013

Table 2-3 shows that Central County's senior population (age 62 and over) is expected to grow significantly, increasing by 51 percent from 2013 to 2040, while the working-age and youth populations are both expected to grow by 8 and 10 percent, respectively.

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

Characteristics	2013	2040	Growth	% Growth
Total Population	384,600	446,700	62,100	16%
Total Employed Residents	176,000	209,000	33,000	19%
Seniors (65 and older)	68,200	103,000	34,800	51%
Adults (18 to 64)	232,000	251,000	19,000	8%
Youth (under 18)	84,500	93,000	8,500	10%

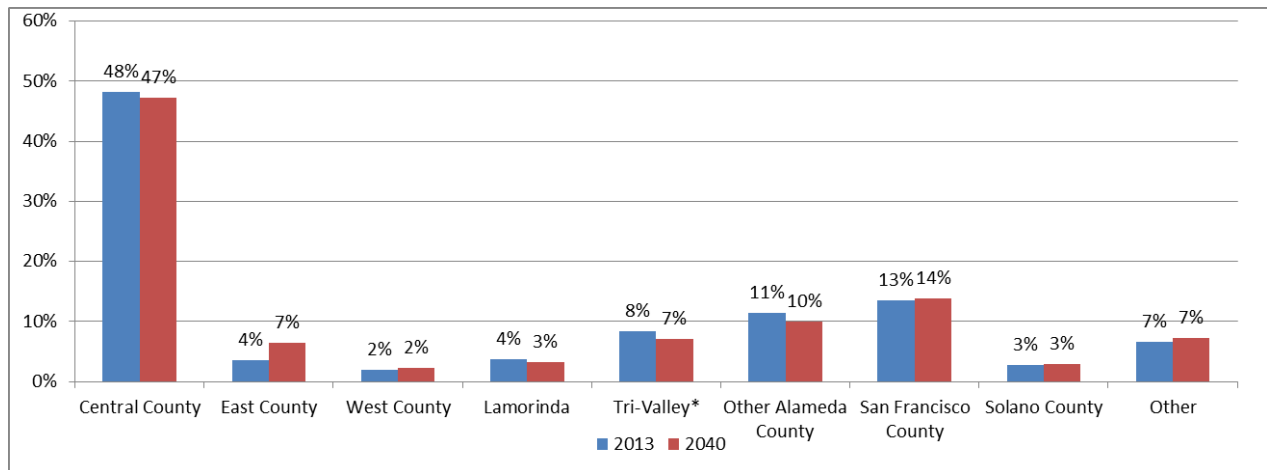
Source: CCTA Travel Demand Model, ABAG Projections 2013

2.2 Commute Patterns

As shown in Table 2-1, Central County currently has a good “jobs-housing balance” – i.e., the number of employed residents roughly equals the number of jobs. However, through 2040, growth of jobs will outpace that of employed residents. This will result in an increase in percentage of work trips to Central County from outside the subarea. As shown in Figure 2-2, these work trips will mainly come from East County, and small portions from San Francisco County and Solano County. Work trips from East County to Central County are expected to increase by 43% from 2013 to 2040. About half of employed residents within Central County also work there, as seen in Figure 2-1. Conversely, about the same proportion of those who work in Central County also live there, as indicated in Figure 2-2. However, many of those who live in Central County are employed in Oakland, San Francisco, and the Tri-Valley, while many Central County employees live in areas generally located to the north and to the east. Further, Central County is located at the “crossroads” of many larger commute patterns in the greater San Francisco Bay Area. As a result, traffic volumes are high in Central County. Overall traffic to the subarea is expected to increase by about 25%.

Figure 2-1 shows that the percentage of Central County employed residents who also work in Central County is projected to decrease slightly by 2040, while the percentage of residents who commute into Alameda County (not including the Tri-Valley portion of that county) and Solano County is expected to decrease and increase slightly, respectively. Figure 2-2 shows that the percentage of workers commuting from East County and San Francisco is expected to experience modest gains by 2040.

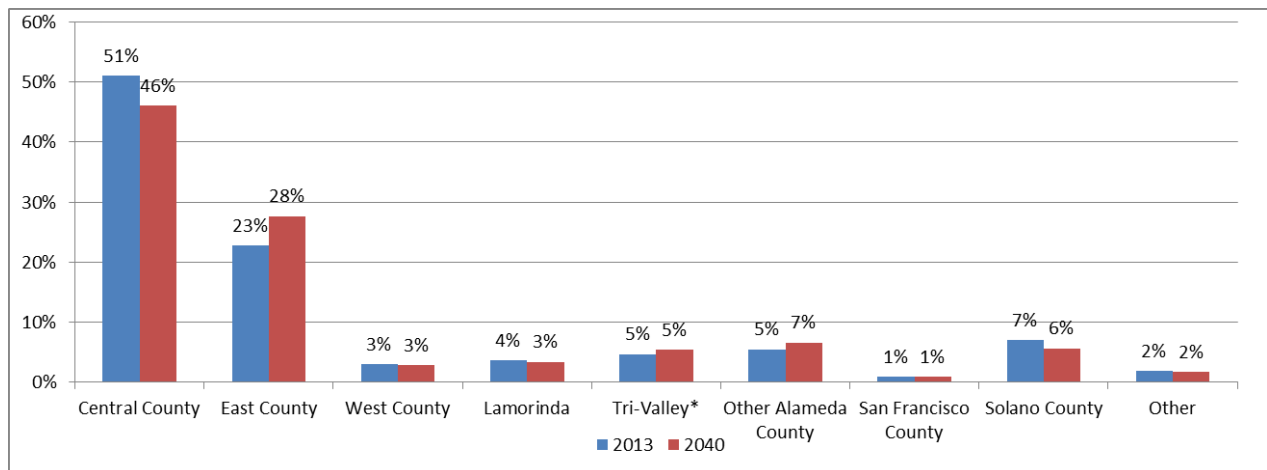
Figure 2-1: Where Central County Employed Residents Work, 2013 and 2040



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

Source: CCTA Countywide Travel Demand Model, 2013

Figure 2-2: Where Central County Workers Live, 2013 and 2040



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

Source: CCTA Countywide Travel Demand Model, 2013

2.3 Roadway Traffic Forecast

Although commute patterns improve by 2040, the combination of population growth and trends in working population will increase congestion. TRANSPAC has focused on projects and operations strategies to manage increasing congestion and optimize traffic flow, and provide alternatives to vehicle travel.

The map in Figure 2-3 shows how peak-hour traffic is forecasted to change on key roadways from 2013 to 2040. Growth was computed as an average of growth on various segments of the roadway, weighted by segment length.

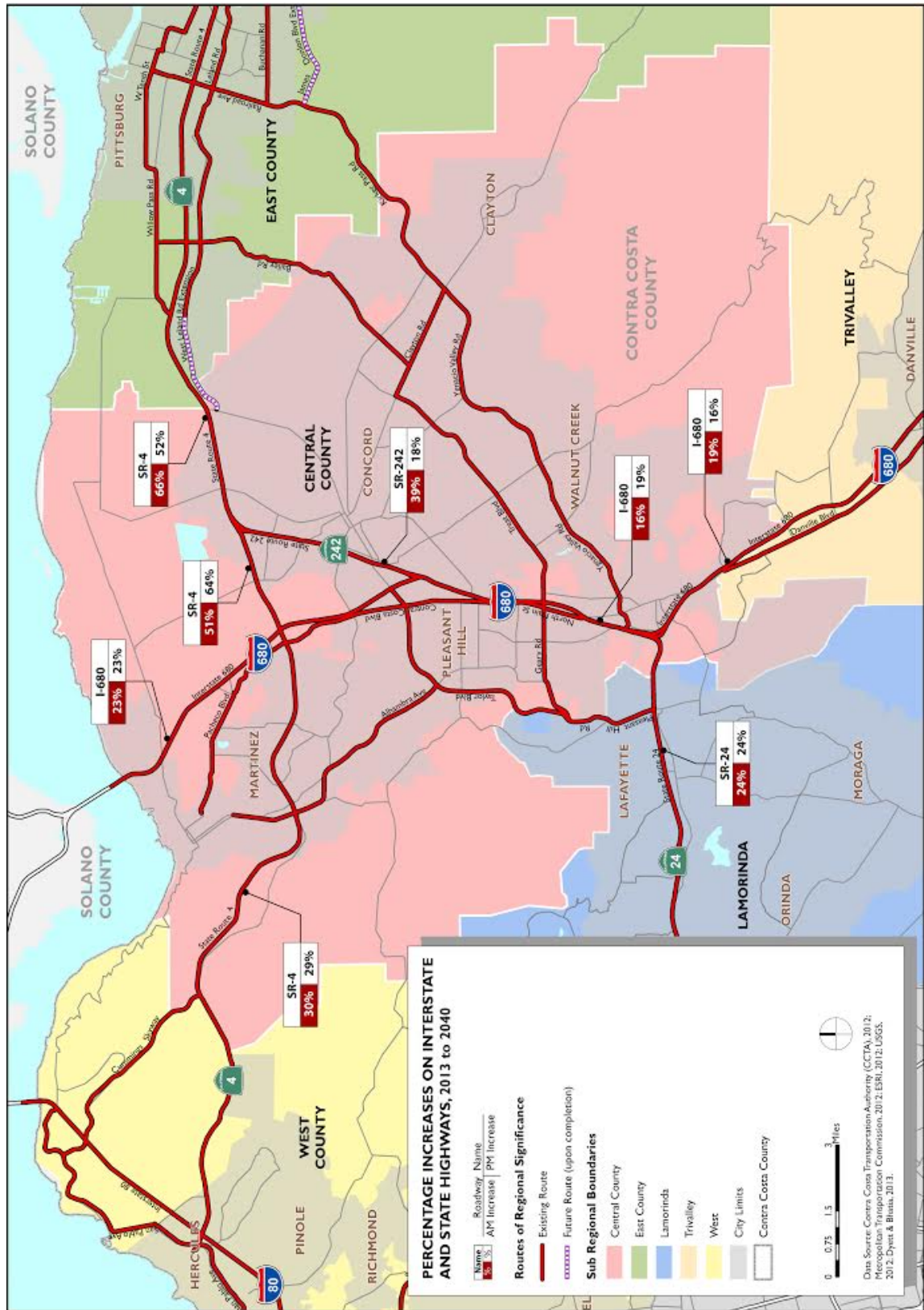
Table 2-4: 2013-2040 Growth in Routes of Regional Significance Traffic

Route of Regional Significance	AM Peak Hour % Growth	PM Peak Hour % Growth
Freeway Routes		
I-680		
NB	26%	16%
SB	9%	25%
SR-242		
NB	58%	7%
SB	20%	30%
SR-4		
EB	26%	48%
WB	68%	41%
Arterial Roadways		
Alhambra Ave		
NB	64%	29%
SB	22%	18%
Bailey Rd (proposed)		
NB	93%	62%
SB	156%	74%
Clayton Rd		
EB	60%	33%
WB	19%	59%
Contra Costa Blvd		
NB	27%	8%
SB	25%	12%
Geary Rd		
EB	50%	101%
WB	34%	30%

Table 2-4: 2013-2040 Growth in Routes of Regional Significance Traffic

Route of Regional Significance	AM Peak Hour % Growth	PM Peak Hour % Growth
Kirker Pass Rd		
EB	69%	33%
WB	56%	70%
N Main St		
NB	86%	28%
SB	14%	159%
Pacheco Blvd		
NB	237%	56%
SB	29%	37%
Pleasant Hill Rd		
EB	35%	45%
WB	20%	18%
Taylor Blvd		
NB	57%	10%
SB	16%	29%
Treat Blvd		
EB	34%	17%
WB	25%	37%
Ygnacio Valley Rd		
EB	29%	9%
WB	14%	15%

Figure 2-3: Peak-Hour Traffic Increases on Interstate and State Highways, 2013 to 2040



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 25 percent.

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

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

Central County is 85 to 90 percent “built out” and most development will be infill.

Although infill development that occurs near transit facilities and downtowns will generate fewer new vehicle trips, this development will add both ridership to public transit and traffic to already-congested roadways.

- TRANSPAC supports the planning for and management of the transportation system in coordination with other community interests.
- TRANSPAC supports the improvement and 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 Regional Routes, including use of signal timing to manage peak through-traffic volumes.
- TRANSPAC supports the enhancement and expansion of alternatives to single-occupant vehicles to improve mobility choices including transit, bicycle and pedestrian facilities.
- TRANSPAC supports 511 Contra Costa’s mission to reduce mobile source greenhouse gas emissions.
- TRANSPAC supports the development and coordination of transportation-oriented Emergency Management Plans among local jurisdictions, regional agencies, and state agencies.

3.1 Completed Transportation Improvements in Central County

Since adoption of the 2014 Action Plan, the following major improvements to the transportation system in Central County have been completed:

- **Opening of the Fourth Bore of the Caldecott Tunnel.** The fourth bore of the Caldecott Tunnel opened in November 2013. The fourth bore features 2 lanes in the westbound direction, shoulders, emergency access between the two westbound tunnels and advanced traveler information. The uncertainty of off-peak congestion is reduced by providing four lanes in each direction.
- **Modification of the Original Martinez-Benicia Bridge.** The original bridge was being modified to carry four lanes of southbound traffic and a bike-pedestrian facility.
- **I-680 SB HOV Lane Restriping.** The southbound HOV lane was extended in 2012 to the north from Livorna Road to Rudgear Road. This project allowed carpoolers to bypass congested mixed-flow lanes on I-680 in the southbound direction.
- **DVC Transit Center.** The Diablo Valley College (DVC) Transit Center was opened in September 2010. The project created a boarding area for passengers, larger bus shelters, improved lighting, and an area for buses to turn around that is separate from other vehicle traffic.
- **Iron Horse Trail Crossing at Treat Boulevard.** A bicycle/pedestrian bridge along the Iron Horse Trail was constructed in 2010 to cross Treat Boulevard, in the vicinity of Jones Road. The bridge provides a grade separation between traffic on Treat Boulevard and bicycle/pedestrian traffic on Iron Horse Trail.

The following improvements are in the planning or design stages:

- **Completion of High-Occupancy Vehicle (HOV) Lanes on Interstate 680.** A “gap” in the I-680 HOV system remains through Pleasant Hill and Walnut Creek. Closing the southbound gap is a major priority for which funding has been procured. Closing the northbound gap is more costly, and funding for this project is not available.
- **I-680/SR-4 Interchange.** This interchange is scheduled for a major upgrade designed to eliminate tight-weaving sections, expand the size of the loops, and improve capacity and efficiency. In addition, the “missing” third lane in each direction on SR-4 through Central County will be completed.
- **Fourth Bore of the Caldecott Tunnel.** Further work on the 4th Bore of the Caldecott Tunnel includes landscaping the approaches on both sides of the tunnel.

- **Other Freeway Capacity and Operational Improvements in Central County and Adjacent Regions.** Planned capacity improvements to SR-4 in Central County and continued improvements to SR-4 in East County 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.
- **Ferry System Collaboration With Other Agencies.** TRANSPAC will continue to work with the Water Emergency Transportation Authority (WETA), MTC, and the cities of Richmond and Antioch and other shoreline stakeholders to pursue funding for the coordination and construction of ferry terminals and the purchase, operation, and maintenance of ferry service between Contra Costa County and San Francisco.

3.2 Region-Wide Issues

The 2014 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
- Complete Streets Consideration

3.2.1 Regional Freeway System

I-680 is the workhorse of the Central County transportation system. At its widest point, the freeway has 12 lanes and carries more than 250,000 vehicles per day. In 2012, the section at Geary Road carried an average 263,000 vehicles per day during the peak month.

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

The SR-4 corridor is a critical east-west freeway, approximately 31 miles in length, which extends the width of Contra Costa County from I-80 to SR-160, and connects to I-680 and SR-242 in Central County. SR-4 serves interregional travel between the Central Valley and the San Francisco Bay Area for commute, recreational, and commercial traffic. It also serves a significant level of locally generated travel demand from the cities located along the corridor, including Hercules, Martinez, Concord, Pittsburg, Antioch, Brentwood, and unincorporated Contra Costa County. SR-4 carries 141,000 vehicles per day near Port Chicago Highway.

3.2.2 Transit Availability

TRANSPAC continues to study and develop strategies and support projects to improve service and convenience for transit users in collaboration with WETA, 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)

3.2.3 Transportation Demand Management (TDM) and Mobility Management

In compliance with the Measure J Growth Management Program, TRANSPAC oversees the Transportation Demand Management (TDM) programs for Central County. The programs are run by 511 Contra Costa.¹

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

Programs and services include the following:

- Individualized commuter trip planning
- Financial incentive programs for carpooling, transit, bicycling and vanpooling

¹ 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.

- Guaranteed Ride Home Program
- One-stop, online ~~multi-modal~~ multimodal transportation information (www.511contracosta.org)
- Bike lockers and racks
- Clean Fuel Vehicle programs
- School transit/carpool programs

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

3.2.4 Land Use and Growth Management

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

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

3.2.5 Traffic Management Strategies

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

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

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

The CCCTMP was developed in response to those companion increases in traffic volumes and congestion on major arterials. The major advantage of the CCCTMP is that jurisdictions in and outside of Central County can act in concert through TRANSPAC

and other RTPCs, to develop and implement coordinated traffic management plans and programs on Routes of Regional Significance and other arterials as determined.

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

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

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

3.2.6 Bicycle and Pedestrian Facilities

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

3.2.7 Complete Streets Consideration

Measure J requires that local jurisdictions “shall incorporate policies and standards into its development² approval process that supports transit, bicycle and pedestrian access in new development.” The growing concern for multimodal mobility is also evident in new federal, state and regional requirements that state that consideration be given to all modes when planning for Bay Area communities. The Complete Streets Act of 2007 created by California Assembly Bill 1358 amended Government Code Sections related to General Plans and General Plan Guidelines. It required that commencing January 1, 2011, cities and counties modifying the Circulation Element of their General Plan must provide a “balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the General Plan” (GC 65302(b) (2) (A)). Each new update of the Circulation Element of a General Plan must document how this has been achieved in the plan update.

MTC has developed guidance designed to ensure that all Bay Area projects that get federal funds through MTC are giving adequate attention to the needs of bicyclists and pedestrians. The guidance was designed to ensure that projects are consistent with area-wide bicycle and pedestrian master plans and will not adversely impact mobility

² Contra Costa Transportation Authority, *Measure J – Contra Costa's Transportation Sales Tax Expenditure Plan*, as amended through November 7, 2011.

for bicyclists and pedestrians. The guidance provided pertains to any project that could affect bicycle or pedestrian use regardless of whether the project is intended to benefit either or both of the modes.

Caltrans has also developed requirements for “Complete Streets” consideration though Deputy Directive 64. This directive states the Department’s support for Complete Streets considerations as follows:

The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

In response to the directive, Caltrans has developed an implementation plan that includes the development of tools and other resources that can be used in applying complete streets concepts in transportation planning and design. These tools and resources should aid local jurisdictions in updating General Plans in the future.

3.3 Goals and Actions

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

GOAL 1	Maintain existing transportation system and infrastructure
ACTIONS	1-A: Seek funding for the ongoing maintenance and operation of the existing transportation system and infrastructure. Includes all modes.
	1-B: Support development of pavement management systems and implementation of pavement rehabilitation improvements
RESPONSIBLE AGENCIES	TRANSPAC and its jurisdictions
TIMELINE	These actions are ongoing.

GOAL 2	Support the enhancement and expansion of an efficient transit system
ACTIONS	<p>2-A: Support the development of real-time information and better connectivity for regional transit and local and feeder bus service.</p> <p><u>2-B: Support the efforts of the Authority to evaluate congestion relief strategies along the I-680 corridor, including transit options and new technologies.</u></p> <p>2-CB: Promote coordination of transfer times among Express bus, feeder bus, BART, and park-and-ride lots.</p> <p>2-DC: Support the expansion of BART service and BART station and parking facilities.</p> <p>2-ED: Support the construction and maintenance of accessible bus stops, park-and-ride lots, and transit hubs.</p> <p>2-FE: Support improvements that increase the efficiency of local transit on Regional Routes.</p> <p>2-FG: Support increased access to BART stations for buses and other alternative modes.</p> <p><u>2-H: Encourage and participate in access and development plans in the immediate vicinity of each BART Station to improve multimodal access and facilities for buses, bicycles and pedestrians.</u></p> <p>2-GI: Support innovative approaches to improve the efficiency and effectiveness of transit services for seniors and disabled persons through the allocation of Central County's Measure J \$10 million for Additional Transportation for Seniors and People with Disabilities. These funds are in addition to Measure J Other Countywide Programs and total \$35 million in Central County.</p> <p>2-HJ: Support expansion and use of park-and-ride facilities using Express and local buses.</p> <p><u>2-K: Support the extension of ferry service to and from San Francisco and Contra Costa County.</u></p> <p>2-IL: Implement the recommendations of the Contra Costa Mobility Management Plan, including the establishment of a mobility management center for the County.</p>
RESPONSIBLE AGENCIES	TRANSPAC, County Connection, and the TRANSPAC jurisdictions
TIMELINE	These actions are ongoing.

GOAL 3	Encourage land use decisions that address the increase in overall traffic demand
ACTIONS	3-A: Continue to support implementation of the Measure J Growth Management Program.
	3-B: Continue to support higher-density development around transit hubs and downtowns.
	3-C: Continue to require each jurisdiction to: <ul style="list-style-type: none"> a. Notice the initiation of the environmental review process for projects generating more than 100 net-new peak-hour vehicle trips. b. For projects that require a General Plan Amendment, identify any conflicts with Action Plan MTSOs and then, if requested, present the analysis results and possible mitigation strategies to TRANSPAC for review and comment.
	3-D: Include the needs of pedestrians and bicyclists in the design, construction, and maintenance of development projects.
	3-E: Continue to implement the TRANSPAC Subregional Transportation Mitigation Program.
RESPONSIBLE AGENCIES	TRANSPAC and its jurisdictions
TIMELINE	These actions are ongoing.

GOAL 4	Support the use, enhancement, and expansion of low emission technologies
ACTIONS	4-A: Support innovative approaches for the deployment of low emission technologies.
	4-B: Support the construction of infrastructure needed for the expansion of low emission technologies, such as vehicle charging stations.
RESPONSIBLE AGENCIES	TRANSPAC and its jurisdictions
TIMELINE	These actions are ongoing.

GOAL 5	Manage arterial traffic flow
ACTIONS	5-A: Seek funding for traffic and transit improvements along Regional Routes and other major streets.
	5-B: Continue to implement the Central Contra Costa Traffic Management Program.
	5-C: Where feasible and appropriate, address the needs of pedestrians and bicyclists along and connecting to Regional Routes.
RESPONSIBLE AGENCIES	TRANSPAC and its jurisdictions
TIMELINE	These actions are ongoing.

GOAL 6	Support the implementation of Complete Streets, including the improvement of bicycle and pedestrian facilities
ACTIONS	6-A: Support the inclusion of Complete Streets in General Plan updates.
	6-B: Support the improvement of bicycle and pedestrian facilities on and connecting to Routes of Regional Significance.
	6-C: Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Central County.
	6-D: Support development of pedestrian and bicycle plans and safe routes to transit improvements.
RESPONSIBLE AGENCIES	TRANSPAC and its jurisdictions
TIMELINE	These actions are ongoing.

GOAL 7	Increase participation in the 511 Contra Costa TDM Program
ACTIONS	7-A: Support the 511 Contra Costa TDM Program to educate and encourage Contra Costa residents, students and commuters to use multi-modal <u>multimodal</u> alternatives by promoting transit, shuttles, carpooling, vanpooling, walking, bicycling, alternative work schedules, and telecommuting.
	7-B: Develop TDM programs at K-12 schools and colleges to encourage carpooling, transit ridership, walking, and bicycling.
	7-C: Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules, and telework.
	7-D: Encourage commuters to make local trips or trips linked to transit by walking, bicycling, or carpooling instead of driving alone.
	7-E: Promote park-and-ride lot use to potential carpoolers, vanpoolers, and transit riders, including shuttle services, where applicable.
	7-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.
	7-G: Explore innovative new technologies to improve mobility and reduce SOV trips.
	7-H: Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Central County.
	7-I: Encourage “green” commuting, including ZEV and NEV vehicles, clean fuel infrastructure, and car sharing.
RESPONSIBLE AGENCIES	511 Contra Costa, TRANSPAC, and TRANSPAC jurisdictions
TIMELINE	These actions are ongoing.

GOAL 8	Work to improve freeway flow
ACTIONS	8-A: Continue to monitor and evaluate operational improvements at freeway interchanges on I-680, SR-242, SR-24, and SR-4.
	8-B: Support development of operational improvements on mainline SR-4.
	8-C: Continue to support the completion of the fourth bore of the Caldecott Tunnel (SR-24).
	8-D: Support the study and implementation of potential regional freeway management strategies.
	8-E: Consider a multi-agency approach to freeway ramp metering.
RESPONSIBLE AGENCIES	TRANSPAC and its jurisdictions
TIMELINE	These actions are ongoing. The fourth bore of the Caldecott Tunnel was open to the public in 2013, with project completion estimated to be 2019.

GOAL 9	Support Use of HOV and Express Lanes
ACTIONS	9-A: Support the completion of a continuous HOV system on I-680.
	9-B: Support the connection of the SR-4 HOV system to I-680.
	9-C: Support consistent occupancy requirements for toll-free HOV lanes on the Benicia-Martinez Bridge and I-680.
	9-D: Support the implementation of Express Lanes on I-680, consistent with MTC's project.
	9-E: Support additional incentives for HOV users.
	9-F: 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 9-A in the southbound direction is intended to be completed by 2018. Other 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 2014 Action Plan, TRANSPAC reviewed the issues, objectives and actions for each of the routes.

4.1 ~~Multi-Modal~~Multimodal Transportation Service Objectives (MTSOs)

Under Measure J, each Regional Transportation Planning Committee (RTPC) must establish ~~Multi-Modal~~Multimodal 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 2009 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~~would be exceeded well before 2030. TRANSPAC established revised MTSOs for the 2009 Action Plan based on this analysis. For the 2014 Action Plan, only a few MTSOs were modified to allow consistency between jurisdictions and to reflect new Routes of Regional Significance. The observed and forecasted MTSO values are provided in Appendix A of this Action Plan.

TRANSPAC will continue to work closely with neighboring RTPCs to coordinate TDM programs and operational improvements on shared Regional Routes. TRANSPAC also

will continue to implement as many of its actions as financially and institutionally feasible and will use MTSOs for analysis purposes.

For this Action Plan, the assumptions of all currently adopted General Plans have been included in the CCTA 2040 model and do not require any additional MTSO analysis. As a result, the CEQA document for a given project only needs to reference the Action Plan/CCTA model to establish that the MTSO analysis has been performed. To the extent possible, MTSOs analyses should be completed in one CEQA traffic study to eliminate duplicative analysis requirements.

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

4.2. Actions and Responsibilities

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

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

4.3 Freeway Routes of Regional Significance

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

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

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

Interstate 680

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

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

ISSUE STATEMENT Between years 2013 and 2040, traffic volumes on I-680 are projected to increase by approximately 25 percent, reaching 350,000 vehicles per day.

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

MTSO, ACTIONS, & RESPONSIBILITIES

MTSO: 4.0 Delay Index

- Continue to support investment in and implementation of HOV lanes on I-680.
 - Continue to support planned improvements to the I-680/SR-4 interchange and to SR-4.
 - Continue to work with Solano County to manage traffic in the I-680 corridor.
-

PROPOSED IMPROVEMENTS

- Southbound HOV Lane Gap Closure from North Main Street to Livorna Road
 - Northbound HOV Lane Extension from N. Main Street to SR 242
 - Interchange modifications to I-680/Marina Vista interchange
 - Improvements to I-680/SR-4 freeway interchange
 - Improvements to SR-4 (see subsequent section on SR-4)
-

State Route 242

DESCRIPTION	State Route 242 is a four-mile north-south freeway that connects SR-4 west of Port Chicago Highway to I-680 just south of Willow Pass Road. It contains three lanes in each direction.
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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 volume during the peak hours by 2040. Today, traffic on southbound SR-242 in the AM peak period backs up from the I-680 Interchange to north of Clayton Road.
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MTSO, ACTIONS, & RESPONSIBILITIES

MTSO: 3.0 Delay Index

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

PROPOSED IMPROVEMENTS

- Construction and modification of southbound ramps at the Clayton Road interchange
 - Construction of northbound Clayton Road on-ramp
-

State Route 4

DESCRIPTION

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

ISSUE STATEMENT¹

By 2040, traffic volumes are projected to increase between 40 to 100 percent in the peak direction, which is westbound in the AM period, and eastbound in the PM direction. In addition, congestion at the westbound SR-4/SR-242 Interchange will increase because carpools and buses must transition from the westbound HOV lane to the mixed-flow lanes on both SR-4 and SR-242.

The highest volume segment of SR-4 is on the Willow Pass grade. Traffic at this location is projected to increase by 40 percent. The SR-4 Integrated Corridor Analysis (ICA) study completed in 2012 identified widening improvements on mainline SR-4 between I-680 and Bailey Road, including widening improvements identified in the 2010 SR-4 CSMP/FPI study. Additionally, SR-4 experiences delay at the I-680/SR-4 Interchange because of short weaving sections.

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

MTSO, ACTIONS, & RESPONSIBILITIES

MTSO: 5.0 Delay Index.

- Support project development of SR-4 operational improvements based on the ICA study.
- 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 and direct connectors.
- SR-4 mainline capacity improvements between I-680 and Bailey Road, including extension of eastbound HOV lane upstream to I-680.
- Construction of the Pacheco Transit Hub.

4.4 Arterial Routes of Regional Significance

The following 11 arterial roadways within Central County are designated as Routes of Regional Significance:

- Alhambra Avenue
- Bailey Road
- 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

All arterial Routes of Regional Significance are projected to grow significantly, especially along Geary Road and Pacheco Boulevard, both of which are expected to more than double in 2040.

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

The MTSOs for the TRANSPAC arterials comprise four indices including:

- **Average Speed:** Maintenance of a minimum average vehicle speed in miles per hour (MPH) during morning and evening peak-hour travel times.
- **Average Stopped Delay:** Average Stopped Delay (expressed in signal cycles to clear the intersection) in the peak direction of AM/PM commute travel at select intersections (see Chapter 6 for analysis details).
- **Level of Service (LOS):** A measure of traffic operating conditions based on volume and capacity as calculated using the Highway Capacity Manual (HCM) (LOS may be affected by pedestrian crossings, frequent bus stops, and similar transportation improvements).

- **Volume-to-Capacity Ratio (V/C):** The ratio of hourly traffic volume to capacity of a given roadway, which is a measure of the level of congestion on a given roadway.

Alhambra Avenue

DESCRIPTION	Alhambra Avenue is a north-south roadway that extends from southern downtown Martinez, 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.
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ISSUE STATEMENT	By 2040, traffic volumes are projected to increase approximately 43 percent during the AM peak hour and 24 percent during the PM peak hour. Proposed improvements along the I-680 corridor are necessary to manage the traffic on this roadway.
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MTSO, ACTIONS, & RESPONSIBILITIES

MTSO:

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

ACTIONS & RESPONSIBILITIES:

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

PROPOSED IMPROVEMENTS

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

Bailey Road

DESCRIPTION	Bailey Road is a north-south roadway that connects the cities of Concord and Pittsburg, extending from Clayton Road in Concord to Willow Pass Road in Pittsburg. Within Central County, it is generally a two-lane roadway. The segment from Clayton Road to the boundary between Central and East County is designated as a Regional Route in Central County. It serves as an alternate route for those traveling along SR-4 and SR-242 between Concord and Pittsburg.
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ISSUE STATEMENT	By 2040, traffic volumes are projected to increase approximately 125 percent during the AM peak hour and 68 percent during the PM peak hour. Proposed improvements along the I-680 corridor are necessary to manage the traffic on this roadway.
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MTSO, ACTIONS, & RESPONSIBILITIES

MTSO:

- Concord: Average Stopped Delays (signal cycles to clear) at following intersections:
 - Concord Boulevard: 3 cycles
 - Clayton Road: 3 cycles

ACTIONS & RESPONSIBILITIES:

- Partner with TRANPLAN to identify needed improvements on Bailey Road.
-

PROPOSED IMPROVEMENTS

- Widening improvements between Myrtle Drive and Concord Boulevard, and signalization of the Bailey Road/Myrtle Drive intersection.
-

Clayton Road

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

ISSUE STATEMENT By 2040, AM peak-hour traffic volume is projected to increase 40 percent. For the PM peak hour, total traffic volume is projected to increase 46 percent.

MTSO, ACTIONS, & RESPONSIBILITIES

MTSO:

- Clayton: 15 MPH Average Speed for both directions during AM and PM peak hours
- Concord: Average Stopped Delays (signal cycles to clear) at following intersections:
 - Kirker Pass Road/Ygnacio Valley Road: 3 cycles
 - Treat Boulevard/Denkinger Road: 3 cycles

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.
- Implement vehicle, bus, bicycle, and pedestrian access improvements at the Concord BART Station.
- TRANSPAC and TRANSPLAN to continue to work together on the East-Central Traffic Management Program.

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. West of and parallel to I-680, Contra Costa Boulevard varies in width from four to six lanes and serves as a bypass to I-680.
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ISSUE STATEMENT	By 2040, traffic volumes on Contra Costa Boulevard are projected to increase by 26 percent during the AM peak hour and by 10 percent during the PM peak hour. System-efficiency improvements are underway.
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MTSO, ACTIONS, & RESPONSIBILITIES

MTSO:

- All Jurisdictions: 15 MPH Average Speed for both directions, AM and PM peak hours

ACTIONS & RESPONSIBILITIES:

- Complete Contra Costa Boulevard improvement project.
-

PROPOSED IMPROVEMENTS

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

Geary Road

DESCRIPTION	Geary Road runs east-west, connecting North Main Street at I-680 to Pleasant Hill Road to the west. East of I-680, Geary Road becomes Treat Boulevard. Over half its length, Geary Road is two lanes with center turn lanes. It serves as an access route to the Pleasant Hill BART station.
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ISSUE STATEMENT	<p>As an alternate route to SR-24 in Lafayette, Geary Road is projected to experience significant traffic growth between 2013 and 2040. Traffic volumes during the AM and PM peak hours are expected to increase by 42% and 65%, respectively.</p> <p>Completion of the Phase III widening project and bus, bike and pedestrian improvements will improve access to the Pleasant Hill BART Station.</p>
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MTSO, ACTIONS, & RESPONSIBILITIES

MTSO:

- LOS F at North Main Street intersection

ACTIONS & RESPONSIBILITIES:

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

PROPOSED IMPROVEMENTS

- Geary Road Widening Phase III. Shoulder widening, new sidewalks, Class II bike lanes, traffic signal replacement, and street lighting installation. No changes to roadway capacity.
 - Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station
-

North Main Street

DESCRIPTION	North Main Street is a north-south roadway in Walnut Creek that is the continuation of Contra Costa Boulevard. It is a four-lane roadway designated 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 provides a connection to two BART stations (Pleasant Hill and Walnut Creek stations) and serves local traffic.
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ISSUE STATEMENT	By 2040, peak-hour traffic volumes are projected to increase by 50 percent during the AM peak hour and 93% during the PM peak hour.
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MTSO, ACTIONS, & RESPONSIBILITIES

MTSO:

- LOS F at Treat Boulevard/Geary Road intersection

ACTIONS & RESPONSIBILITIES:

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

PROPOSED IMPROVEMENTS

- None.
-

Pacheco Boulevard

DESCRIPTION	Pacheco Boulevard is a two- to four-lane north-south roadway connecting Pine Street south of downtown Martinez, under SR-4 and alongside I-680, to 2nd Street in Pleasant Hill, where it becomes Contra Costa Boulevard.
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ISSUE STATEMENT	Peak-hour traffic volumes on Pacheco Boulevard are projected to increase by 133 percent in the AM and 46 percent in the PM by 2040. Widening for a portion of Pacheco Boulevard is currently programmed, which will improve traffic flow and vehicle, bus and bicycle access to the Pacheco Transit Hub at the I-680/SR-4 interchange.
------------------------	--

MTSO, ACTIONS, & RESPONSIBILITIES

MTSO:

- Contra Costa County and Martinez: 1.5 V/C ratio for all intersections

ACTIONS & RESPONSIBILITIES:

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

PROPOSED IMPROVEMENTS

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

Pleasant Hill Road

DESCRIPTION	Within TRANSPAC's region, Pleasant Hill Road is a north-south, two- to four-lane roadway that connects Geary Road and Taylor Boulevard into Lafayette and through SWAT's region to SR-24.
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ISSUE STATEMENT	Pleasant Hill Road and Taylor Boulevard currently serve as a parallel route for drivers traveling through Central County to SR-24. The CCTA model indicates that there will be an increase of 27% and 31% in AM and PM peak hour traffic, respectively, on Pleasant Hill Road.
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MTSO, ACTIONS, & RESPONSIBILITIES

MTSO:

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

ACTIONS & RESPONSIBILITIES:

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

PROPOSED IMPROVEMENTS

- Pleasant Hill Road Improvement Project, Phases iii, iv and v. Bicycle, pedestrian and shoulder widening work. No change in roadway capacity.
-

Taylor Boulevard

DESCRIPTION	Taylor Boulevard is a four-lane, north-south roadway that connects Contra Costa Boulevard to Pleasant Hill Road and effectively, SR-4 to SR-24.
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ISSUE STATEMENT	By 2040, peak-hour traffic volumes are projected to increase by 36% in the AM peak hour and 19% in the PM peak hour.
------------------------	--

MTSO, ACTIONS, & RESPONSIBILITIES

MTSO:

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

ACTIONS & RESPONSIBILITIES:

- Assess potential traffic operational improvements in the corridor.
-

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 2040, traffic volumes are projected to increase by approximately 28% in during both AM and PM peak hours. Improving vehicle, bus, bike and pedestrian access to the Pleasant Hill BART Station will be necessary.

MTSO, ACTIONS, & RESPONSIBILITIES

MTSO:

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

ACTIONS & RESPONSIBILITIES:

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

PROPOSED IMPROVEMENTS

- I-680 Treat Boulevard Intersection Control Evaluation
 - Treat Boulevard Adaptive Timing
 - Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station
-

Ygnacio Valley Road/Kirker Pass Road

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

Ygnacio Valley Road/Kirker Pass Road (Cont.)

ISSUE STATEMENT

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

In the future, Ygnacio Valley Road AM and PM peak hour volumes are expected to increase 21 percent and 12 percent, respectively. The existing 4-lane configuration between Michigan Boulevard and Cowell Road does not provide sufficient capacity to accommodate current or future peak period traffic demand. In contrast, peak-hour peak-direction traffic volumes on Kirker Pass Road are projected to increase by 62 percent during the AM peak hour and 51 percent during the PM peak hour.

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

MTSO, ACTIONS, & RESPONSIBILITIES

MTSO:

- Concord: Average Stopped Delays (signal cycles to clear) at following intersections:
 - Clayton Road/Kirker Pass Road: 3 cycles
 - Alberta Way/Pine Hollow Drive: 4 cycles
 - Cowell Road: 4 cycles
- Walnut Creek: LOS F at both Bancroft Road and Civic Drive intersections
- Contra Costa County: 1.5 V/C ratio for all intersections

ACTIONS & RESPONSIBILITIES:

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

PROPOSED IMPROVEMENTS

- Addition and extension of turn lanes on Ygnacio Valley Road in various locations
 - 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
 - Widening to six lanes between Michigan Boulevard and Cowell Road
-

5. FINANCIAL OUTLOOK

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

This Action Plan is not financially constrained; it includes both funded and unfunded projects. The Central County projects listed in Table 5-1 (pages 45-50) have a lead agency, a projected cost estimate and secured funding as well as possible funding sources. This list comprises more than just projects for Routes of Regional Significance. These projects qualify for inclusion in the Authority's Comprehensive Transportation Project List, part of the 2014 CTP Update.

5.1 TRANSPAC Subregional Transportation Mitigation Program (STMP)

TRANSPAC has adopted a Subregional Transportation Mitigation Program (STMP) to ensure that new development pays to mitigate its impacts, as required by Measure J. The TRANSPAC STMP was included in the 2009 Central County Action Plan based on the TRANSPAC Regional Transportation Mitigation Program (RTMP), which was adopted by TRANSPAC and its member jurisdictions in 1996.

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

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

Agreements negotiated by TRANSPAC jurisdictions with jurisdictions in other RTPCs have also required similar traffic mitigation. For example, in March 2006, the cities of Concord and Pittsburg negotiated fee agreements for the Vista Del Mar (formally known as Alves Ranch) and Bailey Road Estates projects. In addition to paying the

standard East County local and regional fees, the Vista Del Mar and Bailey Estates developer will also pay additional fair-share traffic mitigation to the City of Concord.

5.2 Local Fees

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

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

Table 5-1: TRANSPAC – Example Traffic Impact Fees

Single Family Dwelling	Concord	Walnut Creek
Regional	\$268	\$0*
Local		\$2,639
Off-Site Street Improvement Program Fee (OSIP)****	\$3,251	n/a
TVTD2	n/a	n/a
Total Traffic Impact Fee Per Dwelling	\$3,519	\$2,639
Retail Building 50k SF		
Regional	\$0*	\$0*
Local		\$275,000
Off-Site Street Improvement Program Fee (OSIP)****	\$440,500	n/a
TVTD2	n/a	n/a
Total Traffic Impact Fee	\$440,500	\$275,000
Per Commercial Square Foot	\$8.81/sq ft	\$5.50/sq ft

Information compiled from local jurisdictions

* No examples exist

5.2.1 ~~Transpac~~ TRANSPAC Subregional Transportation Mitigation Program (STMP)

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

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

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

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

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

4. The required CEQA environmental assessment for a development project is to be used to determine if cumulative impacts on Routes of Regional Significance need to be mitigated.
 - A. If a development project meets or exceeds the thresholds established in Section 3 above and the environmental assessment can be accomplished by a Negative or Mitigated Negative Declaration, the jurisdiction will undertake a focused traffic study to determine if the requirements of the STMP apply. The traffic study will assess cumulative traffic impacts on Routes of Regional Significance beyond the home jurisdiction.
 - B. Should the requirements apply, the interjurisdictional agreement(s) on mitigation measures, actions and/or fees would require the voluntary consent and sponsorship of the project applicant. (Note: if such voluntary consent is not achieved, CEQA requires that an EIR be prepared, see Section 4B.) The agreement(s) will be developed in cooperation with affected jurisdictions and are to include the identification, implementation and monitoring mechanism(s) for mitigation of impacts (e.g. Central County Action Plan and Countywide Comprehensive Transportation Plan mitigation measures, actions, payment of fees, etc.)
 - C. If a development project meets or exceeds the thresholds and the environmental assessment requires the preparation of an Environmental Impact Report (EIR), the EIR will include an analysis of cumulative traffic impacts outside the home jurisdiction to determine if the requirements of the STMP apply. Should the requirements apply, an interjurisdictional agreement(s) establishing the developer responsibility to mitigate project impacts (e. g. Central County Action Plan and Countywide Comprehensive Transportation Plan mitigation measures, actions, payment of fees, etc.) is required. The agreement(s) will be developed in cooperation with the affected jurisdictions and include the identification, implementation and

monitoring mechanism(s) for mitigation requirements. Early consultation with affected jurisdictions is suggested.

- D. If a development project does not exceed the thresholds as determined under the cumulative analysis) and the required CEQA assessment is accomplished through a Categorical Exemption, Negative or Mitigated Negative Declaration, the jurisdiction is not required to develop an interjurisdictional agreement(s). Such development projects are likely to be small infill projects which are to be encouraged to promote jobs/housing balance, increased services and sustainability.
 - E. It is also possible that after a traffic analysis has been completed under 4A or 4B above, the participating jurisdictions may determine that no significant cumulative traffic impacts are expected to occur on Routes of Regional Significance. Similarly, it may be determined that the development does not create or increase congestion on a Route of Regional Significance and/or that the traffic increase is insignificant relative to the existing traffic volumes and/or capacity of the Route, and, as a result, does not warrant the development/execution of an interjurisdictional agreement. Under such circumstances, the parties may determine, and should document, that an interjurisdictional agreement is not necessary.
5. TRANSPAC may amend the STMP with the approval of its member jurisdictions at any time.

TABLE 5-2 2014 ACTION PLAN PROJECT LIST – CENTRAL COUNTY PROJECTS

Agency	Project Name	Preliminary Cost (2013\$)	Secured Funding	Prospective STIP Requests (estimate)
FREEWAY PROJECTS				
CCTA/CALTRANS	Caldecott Replacement Planting and Environmental Mitigation Project	\$5,200,00	TRANSPAC Measure J:\$3.2M; STIP: \$2M	
CCTA/TRANSPAC	I-680 SB HOV Lane Gap Closure: Close the HOV gap between N. Main and Livorna.	\$44,000,000	Measure J: \$29M RM2: \$15M	
CCTA/TRANSPAC	I-680 NB HOV Lane Extension: N. Main to SR242	\$44,000,000	Measure J: \$4M	
CCTA/TRANSPAC	I-680/SR4 Phase 3: Complete SR 4 missing lane	\$57,700,000	STIP: \$9.6M, Measure J: \$30.8M; Measure C: \$11.5M; TVTD payback: \$5.8M	
CCTA/TRANSPAC	I-680/SR 4 NB to WB Direct Connector	\$76,200,000		\$5M
CCTA/TRANSPAC	I-680/SR4 EB to SB Ramp Connector	\$44,000,000		\$2.5M
CCTA/TRANSPAC	I-680/SR4 SB to EB Direct Connector	\$40,500,000		
CCTA/TRANSPAC	I-680/SR4 WB to NB Ramp Connector	\$26,000,000		
CCTA/TRANSPAC	I-680/SR4 WB to SB HOV Flyover Direct Connector	\$82,000,000		
Martinez	I-680/Marina Vista Interchange Modifications	\$6,000,000	Measure J: \$1.3M	\$4.7M
Concord	SR242/Clayton Road On- and Off-ramps	\$45,000,000	Measure J: \$4.5M	\$26.5M
Concord	SR4 Operational Improvements	\$259,000,000	Measure J: 4.8M:	\$33.1M
Concord	SR4/Port Chicago Highway Interchange Improvements	\$35,000,000		
ROAD PROJECTS				
Clayton	Marsh Creek Road Upgrade	\$1,000,000		
Clayton	Pine Hollow Road Upgrade	\$300,000		
Concord	Waterworld Pkwy Bridge, to connect to Meridian Park Blvd.	\$12,500,000	Measure J: \$3.5M; Local: \$9M	
Concord	Clayton Rd. /Treat Blvd./Denkinger Rd. Intersection Capacity Improvements	\$2,700,000	Measure J: \$2M; Local: \$0.7M	
Concord	Commerce Avenue Roadway Extension and Bridge at Pine Creek	\$10,600,000	Measure C I-680: \$6.19M; TE Bill:\$1.36M; Local:\$2.2M; Measure J: \$0.85M	
Concord	Ygnacio Valley Road Lane Ext. (Cowell to Michigan Widening)	\$12,000,000		
Concord	Bailey Road Traffic Improvements	\$4,790,000	Developer Fees: \$.123M; Local ROW:\$.039M	
County/Martinez	Pacheco Blvd: Realignment and Widening: Blum Road to Morello Avenue	\$35,200,000	Measure J: \$5.9M; Measure C: \$3.2M; City Fees: \$1.5 M; TOSCO/Solano Fund \$5.2M	\$19.7M
County	Pacheco Boulevard / Muir Road: Add second eastbound right-turn lane			
County	Pacheco Boulevard/ Center Avenue: Add second eastbound right-turn lane			
County	Alhambra Valley Road realignment and safety projects to straighten curves and improve operational and safety characteristics	\$5,080,000	Martinez AOB: \$0.7M, Local \$1.5M	\$3M

TABLE 5-2 2014 ACTION PLAN PROJECT LIST– CENTRAL COUNTY PROJECTS (cont.)

Agency	Project Name	Preliminary Cost (2013\$)	Secured Funding	Prospective STIP Requests (estimate)
County	Kirker Pass Rd Northbound Truck Climbing Lanes from Concord to Pittsburg. Note southbound truck lanes (\$20M Project) are planned, but will proceed after the northbound project	\$13,000,000	Measure J: \$6.15M; STIP: \$2.65M	
Martinez	Alhambra Avenue Safety Improvements, Walnut Avenue to Franklin Canyon Rd; Construct a second southbound lane on Alhambra Ave from Walnut Ave to Franklin Canyon Rd with other necessary signal, ramp, and median modifications.	\$1,750,000	Local: \$.25M	\$1.5M
Martinez	Alhambra Creek Bridge	\$9,800,000	Measure J: \$9.8M	
Martinez	Alhambra Avenue Widening (Phase 3)	\$6,000,000	Other: \$1M	
Pleasant Hill	Contra Costa Blvd Improvement; Between 2nd Ave and Monument Blvd, construct additional right and left turn lanes at various intersections, modify intersection lane alignments, add new class II bike lane, improve traffic operations throughout corridor.	\$125,0700,000	Measure J: \$1M, HSTIP: \$1.1M	\$12.8M
Pleasant Hill	Buskirk Avenue Realignment, Phase 2	\$10,000,00	Measure J: \$8M; City: \$1M	\$1M
Pleasant Hill	Pleasant Hill Road Improvement project - phases iii,iv,v. Bicycle, pedestrian and shoulder widening. No roadway capacity changes.	\$1,800,000		
Pleasant Hill	Monument Boulevard Widening	\$12,000,000		
Pleasant Hill	Contra Costa Boulevard Widening at Gregory Gardens , Doris to Doray	\$2,000,000		
Pleasant Hill	Gregory lane right turn lane at I-680 off-ramp	\$275,000		
Pleasant Hill	Golf Club Rd Bridge Replacement – New bridge, sidewalk, bike lane, pavement, lighting, and landscaping	\$4,800,000	HBR: \$3.7M; CC-TLC: \$0.5M; Local: \$0.6M	
Pleasant Hill	Golf Club Rd/ Old Quarry Rd Improvement– New sidewalk, signals, bike lane, crosswalk beacon, roundabout, pavement, lighting, and landscaping	\$5,400,000	Federal: \$4.8M	
Pleasant Hill	Paso Nogal Improvements	\$1,000,000		
Pleasant Hill	Cleaveland Road widening and sidewalk improvements	\$2,000,000		\$1M
Pleasant Hill	Pleasant Hill Road installation of new pedestrian and bicycle facilities, drainage improvements, traffic calming measures , and intersection improvements			
Pleasant Hill	Taylor Boulevard extend signal interconnect Pleasant Hill Road to Grayson Road	\$1,000,000		
Pleasant Hill	Taylor Boulevard eliminate free right turn lanes at Taylor Boulevard/Pleasant Hill Road intersection			
Walnut Creek	Ygnacio Valley Road (YVR) Rehabilitation - Phase 1; Overlay YVR from California Blvd to Civic Drive, including ADA upgrades, safety, intersection and traffic operations improvements.	\$2,849,000	Local: \$0.4M	
Walnut Creek	Ygnacio Valley Road (YVR) Rehabilitation - Phase 2: I-680-California; Phase 3: Civic to Bancroft; Phase 4: Bancroft to Oak Grove; Phase 5: Oak Grove to City Limits	\$20,500,00		
Walnut Creek	Ygnacio Valley Road @ Walnut Blvd. Left Turn Extension	\$400,000		
Walnut Creek	Bancroft/Ygnacio Valley Road New Eastbound Right Turn Lane	\$4,500,000		
Walnut Creek	Ygnacio Valley Road @ Homestead Ave. Left Turn Extension (350 feet)	\$350,000		
Walnut Creek	Ygnacio Valley Road @ Oak Grove Road Southbound Left Turn Lane	\$2,500,000		
Walnut Creek	Ygnacio Valley Road @ Marchbanks/Tampico Left Turn Extension	\$300,000		

TABLE 5-2 2014 ACTION PLAN PROJECT LIST– CENTRAL COUNTY PROJECTS (cont.)

Agency	Project Name	Preliminary Cost (2013\$)	Secured Funding	Prospective STIP Requests (estimate)
Walnut Creek	Ygnacio Valley Road @ San Carlos Left Turn Extension	\$500,000		
Walnut Creek	Treat Boulevard Adaptive Timing	\$1,250,000		
Walnut Creek	Treat Boulevard, California Blvd, Broadway Blvd, Mt. Diablo Blvd Incident and Travel Monitoring	\$750,000		
Walnut Creek	I-680 Treat Boulevard Intersection Control Evaluation – Three Intersections	\$25,000,000		
Walnut Creek	Olympic Boulevard Bike striping and lighting improvements	\$2,000,000		
Walnut Creek	Pedestrian and Bike Connections to Iron Horse Trail	\$6,000,000		
TRANSIT PROJECTS				
BART	BART Station modernization new paid area, platform expansion; new vertical circulation; additional fare gates and fare collection equipment; upgrade systems; improve customer amenities including bathrooms, signage, lighting, safety and security. For all 3 Central County BART Stations.	\$160,000,000		
BART	BART Station parking and access improvement. Upgrade station areas to improve access including bicycle and pedestrian amenities; and improve carpool, garage and electric vehicle parking. For all 3 Central County BART Stations.	\$24,000,000		
County Connection	Pacheco Transit Hub	\$2,031,922	PTMISEA:\$800k; Measure C: \$550k;RM2: \$1.089M; TFCA:\$92,922	
County Connection	Trunkline Transit service capital improvements from Pacheco Boulevard (Martinez) to Main Street (Walnut Creek) - Buses:	\$2,100,000		
County Connection	Infrastructure Improvements (bulb outs, queue jump lanes, passenger shelters, signage)	\$6,000,000		
County Connection	IT: (real time information, signal priority)	\$3,900,000		\$3.9M
County Connection/ County	Contra Costa Mobility Management Plan to establish a mobility management center	TBD		
Martinez	Martinez Intermodal Station (Phase 3)	\$16,400,000	Measure J: \$10.6M; Measure C: \$0.3M; STIP-RIP: \$5.5M	
Martinez	Martinez Ferry Terminal	\$5,000,000		
511 CC/TRANSPAC	Clean Fuel Vehicle infrastructure	\$10,000,000		

TABLE 5-2 2014 ACTION PLAN PROJECT LIST– CENTRAL COUNTY PROJECTS (cont.)				
Agency	Project Name	Preliminary Cost (2013\$)	Secured Funding	Prospective STIP Requests (estimate)
BICYCLE, PEDESTRIAN AND TRAIL PROJECTS				
Clayton	Concord-Clayton Bikeway Clayton Town Center to Treat Boulevard in Concord	\$362,000		
Clayton	Mitchell Canyon Road, Pine Hollow to Clayton Road & South of Pine Hollow Road -Sidewalk Gap Closure	\$100,000		
Clayton	Oak Street , south of High Street, Sidewalk Gap Closure	\$50,000		
Clayton	Pine Hollow Road, West of Pine Hollow Estates Sidewalk Gap Closure	\$300,000		
Concord	Central Concord Pedestrian Improvements & Streetscape Project	\$3,540,700	TLC: \$2.55M; Local: \$0.99M	
Concord	Citywide Bicycle Master Plan	\$120,000	TDA: \$0.1M; Local: \$0.02M	
Concord	Detroit Avenue Complete Streets Project	\$2,569,315	CMAQ: \$2.15M; Local: \$0.42M	
Concord	Farm Bureau Road Safe Route to School Improvements	\$584,400	SR2S: \$0.43M; Local: \$0.15M	
Concord	Franquette Pedestrian & Bicycle Trail Connection Project	\$520,000	PBTF: \$0.47M; \$0.05M	
Concord	Last-Mile Bike and Pedestrian Access to BART	\$1,424,959	CMAQ: \$1.19M; Local: \$0.23M	
County	Pleasant Hill BART Shortcut Pedestrian Path	\$2,169,000	CCCO: \$600K; SRTS: \$300K; TLC: \$25K	
County	Pleasant Hill BART Station Bicycle and Pedestrian Access	\$1,000,000		
County	Alhambra Valley Road Shoulder Widening. East of Castro Ranch	\$2,000,000	Prop1B: \$1.05M; HRS: \$900K; Briones AOB: \$25K	
County	Delta-De Anza Class I Trail from Evora Road to Port Chicago Hwy	\$500,000		
County	Delta-De Anza Class I Trail from Port Chicago Hwy to Iron Horse Trail			
County	Delta-De Anza Class I Trail from Port Chicago Hwy to Iron Horse Trail			
County	Clyde Union Pacific Right of Way Trail	\$1,500,000	Navy Mit. Funds \$1.5M	
County	Reliez Valley Road Pedestrian Path	\$1,400,000	STIP: \$342K Reliez Valley SP Fund: \$1.06M	
County	Alhambra Valley Road Realignment and Shoulder widening Bear Creek Road to 2,200 feet east	\$1,512,000	HR3: \$810k; Briones AOB	Unfunded: \$702k
County	Marsh Creek Road Curve Realignment between Aspara Drive and Deer Valley Road	\$38,632,000	Marsh Creek AOB: \$350K	
County	Marsh Creek Road Widening - 1 mi. East of Russelmann Park Road	\$2,210,000	HR3: \$810K; Prop1BL \$1.4M	
County	Rudgear Road/San Miguel Drive/Walnut Boulevard/Mountain View Boulevard Safety Improvements	\$350,000	Central Co. AOB	
County	Willow Pass Road Widening to 4 lanes / Gap Closure from Bailey Road to Pittsburg City limits	TBD \$2,500,000		

TABLE 5-2 2014 ACTION PLAN PROJECT LIST– CENTRAL COUNTY PROJECTS (cont.)

Agency	Project Name	Preliminary Cost (2013\$)	Secured Funding	Prospective STIP Requests (estimate)
County	Marsh Drive Widening	\$2,471,000	West Concord Fees:\$2,472,000	
County	Center Avenue Widening: Pacheco Boulevard to Blackwood Drive	\$5,300,000	West Concord Fees:\$588,000	
County	Evora Road/Willow Pass Road Intersection - West	\$1,700,000	Navy Mit Funds: \$1.3M	Unfunded: \$400k
County	Boulevard Way Sidewalk Gap Closure	\$62,000		
County	Mayhew Way Sidewalk Gap Closure	\$80,000		
County	Pacheco Boulevard from Arnold Drive to Muir Road: bicycle improvements			
County	Pacheco Boulevard (from 3785 to 3795) Sidewalk Gap Closure	\$335,000		
County	Pacheco Boulevard Sidewalk Gap Closure - Camino Del Sol to Windhover Way	\$589,000	SRTS: \$311k; TDA \$70k	
County	Pacheco Boulevard Sidewalk Gap Closure - Windhover way to Goree Court	\$621,500		
County	Arnold Industrial Way Sidewalk Gap Closure	\$80,000		
County	Springbrook Road Sidewalk Gap Closure			
County	Pacheco Blvd. (from 4101 to 4285) Sidewalk Gap Closure			
County	Alhambra Valley Road Pedestrian Bridge	\$500,000	Prop 1B: \$400K; Alhambra Valley Fees: \$60K	
County/Walnut Creek (Lafayette)	Olympic Boulevard Trail Connector Project	TBD		
County	Contra Costa Center Access: Treat Boulevard (I-680 Overcrossing) Bicycle and Pedestrian Improvements	\$2,500,000		
EBRPD	Delta De Anza Trail from Willow Pass Road to N. Concord BART Station	\$2,000,000		
Martinez	Bay Trail (all unconstructed Phases)	\$1,000,000		
Martinez	Contra Costa Canal Trail: Extend, Muir Rd. to Martinez Reservoir			
Martinez	Howe Street Bicycle Lanes			
Martinez	Marina Vista Bike Lanes: Extend	\$500,000		
Martinez	Morello Avenue Bicycle Lanes Gap Closure	\$322,000		
Martinez	Vine Hill Walkway (2 phases)	\$702,000		
Martinez	North Court Street Bicycle Lanes	\$195,000		
Pleasant Hill	Pleasant Hill Road Improvement project - phases iii,iv,v	\$1,800,000		
Pleasant Hill	Monument Boulevard Widening	\$12,000,000		
Pleasant Hill	Contra Costa Boulevard Widening at Gregory Gardens , Doris to Doray	\$2,000,000		
Pleasant Hill	Gregory Lane right turn lane at I-680 off-ramp	\$275,000		
Pleasant Hill	Paso Nogal Improvements	\$1,000,000		
Pleasant Hill	Cleaveland Road widening and sidewalk improvements	\$2,000,000		
Pleasant Hill	Contra Costa Canal Trail realignment at Taylor Blvd.	\$1,000,000		
Pleasant Hill	Morello Avenue Bike Lanes	\$500,000		

TABLE 5-2 2014 ACTION PLAN PROJECT LIST– CENTRAL COUNTY PROJECTS (cont.)				
Agency	Project Name	Preliminary Cost (2013\$)	Secured Funding	Prospective STIP Requests (estimate)
Pleasant Hill	Pleasant Hill Road Pedestrian Improvements, Boyd Road to Geary Road	\$1,100,000		
Pleasant Hill	Taylor/Morello Pedestrian Improvements	\$500,000		
Pleasant Hill	Grayson Road/Gregory Lane Bike Route	\$3,000,000		
Pleasant Hill	Maureen Lane to Strandwood School (1900 Rose Lane) Sidewalk Gap Closure	\$350,000		
Pleasant Hill	Lucille Drive, Maureen to Taylor Boulevard Sidewalk Gap Closure	\$100,000		
Pleasant Hill	Pleasant Valley Drive Neighborhood Sidewalk Installation	\$104,000		
Pleasant Hill	Morello at Paso Nogal Park Sidewalk Gap Closure	\$100,000		
Walnut Creek/ County	Olympic Boulevard Pedestrian Improvements, Bridgefield Road to Boulevard Way	TBD		
Walnut Creek	Pedestrian Safety Improvements Along Routes to School	\$600,000		
Walnut Creek	Parkside Drive between Hillside and Overlook Sidewalk Gap Closure and Lighting	\$400,000		
Walnut Creek	Bike Sharing Stations	\$1,000,000		
Walnut Creek	Walker Pedestrian and Bike Improvements – San Miguel to Homestead	\$1,500,000		
Walnut Creek	Homestead Pedestrian and Bike Improvements – Marshall to Walker	\$500,000		
Walnut Creek	Ped/Bike Overcrossing of Ygnacio Valley Road at Walnut Creek BART	\$10,000,000		
Walnut Creek	Walnut Blvd./Pedestrian Pathway	\$7,200,000		
Walnut Creek	Buena Vista/First Street Trail Routing and Pedestrian/Bike Improvements	\$800,000		

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6. PROCEDURES FOR NOTIFICATION, REVIEW AND MONITORING

6.1 Compliance with the Measure J Growth Management Program (GMP)

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

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

6.2 Procedures

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

6.2.1 Notification of Environmental Documents

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

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

6.2.2 Review of General Plan Amendments

For General Plan Amendments (GPAs), notification requirements are the same as for development projects described above. TRANSPAC has established its GPA review requirement pursuant to Authority policy at 500 net new peak hour vehicle trips. This review is to include an analysis of impacts on established MTSOs, and a determination is to be made as to whether the GPA adversely affects the ability of local jurisdictions to meet MTSOs or implement Action Plan actions. The GPA and/or this Action Plan may be modified to mitigate any adverse impacts, and the lead jurisdiction is encouraged to work with affected RTPCs and jurisdictions to address those adverse impacts.

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

6.3 MTSO Calculation

6.3.1 Average Stopped Delay Analysis

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

- The Highway Capacity Manual (HCM) 2010 operational methodology for signalized intersections is used to quantify the MTSO.
- The MTSO is quantified for the appropriate lane group traveling through the intersection along the Route of Regional Significance using Synchro software.
- It is not necessary to use/run the CCTA travel demand forecasting model to quantify the MTSO; project trips can be assigned manually through the study intersections for the MTSO analysis.
- The select intersections for MTSO analysis are identified for City of Concord Routes of Regional Significance with the upper thresholds for signal cycles to clear the intersection.
- MTSO analysis will be performed at the select intersections to which at least 50 project trips would be added per current CCTA Technical Procedures or the trip threshold established in CCTA Technical Procedures as revised.

6.3.2 MTSO Exceedances

From time to time, the MTSOs are monitored to determine MTSO achievement. In addition, the MTSOs are evaluated to determine if future achievement is possible. For this Action Plan, MTSOs were monitored in 2013, and the traffic forecasts were prepared and evaluated for 2040. It is difficult to predict an unknown future. As a

result, it is possible that MTSO exceedances will occur during the life span of this Action Plan. Under adopted CCTA policy, exceedance of an MTSO does not constitute a compliance issue with the Growth Management Program. TRANSPAC and its jurisdictions remain committed to implementation of the actions established in this Action Plan regardless of ability to achieve established MTSOs. The use of the TRANSPAC Subregional Transportation Mitigation Program is available to address the mitigation of impacts documented in the CEQA required traffic analysis.

6.4 Schedule for Action Plan Review

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

6.5 Regional Traffic Management

The analyses conducted in preparing the 2014 Action Plan have revealed that traffic conditions in Central County are influenced by many factors beyond of the control of TRANSPAC and its jurisdictions. TRANSPAC and its jurisdictions remain committed to work individually and collectively to pursue cooperative planning studies and projects with other Contra Costa RTPCs and Bay Area counties to address regional transportation issues.

APPENDIX A. MTSO VALUES **FOR OBSERVED AND** **FORECASTED CONDITIONS**

Table A-1: Central Contra Costa County Freeway MTSO Values
Freeway Segment Analysis - Delay Index

Facility	Direction	MTSO Delay Index	2013 Observations				P2011 - 2040 No Project				P2011 - 2040 With Actions			
			Speed (mph)		Delay Index		Speed (mph)		Delay Index		Speed (mph)		Delay Index	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
I-680	NB	4.0	46.0	44.0	1.4	1.5	33.4	33.9	1.9	1.9	39.0	43.0	1.7	1.5
	SB	4.0	40.0	56.0	1.6	1.2	32.7	40.2	2.0	1.6	34.0	44.4	1.9	1.5
SR 242	NB	3.0	50.0	53.0	1.3	1.3	45.9	33.9	1.4	1.9	46.6	46.7	1.4	1.4
	SB	3.0	48.0	49.0	1.4	1.3	28.1	40.3	2.3	1.6	35.3	41.3	1.8	1.6
SR 4	EB	5.0	62.0	46.0	1.0	1.4	57.6	23.1	1.1	2.8	63.9	38.0	1.0	1.7
	WB	5.0	52.0	65.0	1.2	1.0	22.0	62.0	2.9	1.0	33.7	65.6	1.9	1.0

Source: CCTA MTSO Monitoring Report, 2013 and CCTA Travel Model, 2014.

Table A-2: Central Contra Costa County Arterial MTSO Values
Arterial Segment Analysis - Speed

Facility	Direction	MTSO Speed (mph)	2013 Observations		P2011 - 2040 No Project		P2011 - 2040 With Actions	
			Speed (mph)		Speed (mph)		Speed (mph)	
			AM	PM	AM	PM	AM	PM
Alhambra Ave	NB	15.0	28.6	28.9	26.4	24.5	28.0	26.7
	SB	15.0	27.7	29.5	25.1	27.3	26.3	28.7
Clayton Road	NB/EB	15.0	33.2	27.2	26.8	26.8	30.1	27.0
	SB/WB	15.0	28.1	27.6	28.1	26.4	28.1	27.1
Contra Costa Boulevard	NB	15.0	23.0	20.0	18.1	14.7	19.0	16.8
	SB	15.0	20.0	18.0	16.6	13.4	17.5	14.4
Pacheco Boulevard	NB	15.0	32.0	21.0	28.6	20.9	31.9	20.9
	SB	15.0	25.0	25.0	24.9	24.6	25.1	25.1
Pleasant Hill Road	NB	15.0	30.4	26.0	25.7	20.7	28.7	24.7
	SB	15.0	30.6	27.3	27.2	19.7	31.7	20.8
Taylor Boulevard	NB	15.0	33.1	25.6	29.1	23.1	30.6	23.7
	SB	15.0	28.6	27.4	25.4	22.3	25.8	22.9

Notes: Values in red font are below the established MTSO.

Source: CCTA MTSO Monitoring Report, 2013 and CCTA Travel Model, 2014.

Table A-3: Central Contra Costa County Intersection LOS

No	Primary Street	Secondary Street	MTSO LOS	2013 Observations		P2011 - 2040 No Project		P2011 - 2040 With Actions	
				AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS
18	Geary Rd	North Main St	F	D	E	D	F	D	F
23	Treat Blvd	Bancroft Rd	F	F	F	F	F	F	F
38	Ygnacio Valley Rd	Civic Dr	F	D	E	D	F	D	F
44	Ygnacio Valley Rd	Bancroft Rd	F	F	F	F	F	E	E

Source: CCTA MTSO Monitoring Report, 2013 and CCTA Travel Model, 2014.

Table A-4: Central Contra Costa County Intersection Average Stopped Delay

No	Primary Street	Secondary Street	MTSO # of Cycles	2013 Observations		P2011 - 2040 No Project		P2011 - 2040 With Actions	
				AM Peak # of Cycles	PM Peak # of Cycles	AM Peak # of Cycles	PM Peak # of Cycles	AM Peak # of Cycles	PM Peak # of Cycles
33	Treat Blvd	Clayton Rd	3	2	2	3	2	3	2
30	Treat Blvd	Cowell Rd	5	2	3	2	5	2	4
27	Treat Blvd	Oak Grove Rd	5	2	3	2	3	2	3
54	Ygnacio Valley Rd	Clayton Rd	3	2	2	2	2	2	2
51	Ygnacio Valley Rd	Alberta Way	4	3	3	4	3	3	3
48	Ygnacio Valley Rd	Cowell Rd	4	2	2	2	3	2	2

Source: CCTA MTSO Monitoring Report, 2013 and CCTA Travel Model, 2014.

Table A-5: Central Contra Costa County Intersection v/c Ratio

No	Primary Street	Secondary Street	MTSO v/c	2013 Observations		P2011 - 2040 No Project		P2011 - 2040 With Actions	
				AM Peak v/c	PM Peak v/c	AM Peak v/c	PM Peak v/c	AM Peak v/c	PM Peak v/c
1	Pacheco Blvd	Shell Ave	1.5	0.71	0.48	0.71	0.71	0.74	0.73
2	Pacheco Blvd	Howe Rd	1.5	0.43	0.50	0.55	0.53	0.55	0.58
3	Pacheco Blvd	Morello Ave	1.5	0.75	0.80	0.88	0.78	0.88	0.77
4	Pacheco Blvd	Arthur Rd	1.5	0.59	0.65	0.93	0.72	0.76	0.68
5	Pacheco Blvd	Blum Rd/SR-4 WB ramps	1.5	0.65	0.85	0.86	0.97	0.69	0.85
6	Pacheco Blvd	John Muir Rd	1.5	0.34	0.50	0.50	0.58	0.48	0.70
7	Pacheco Blvd	Center Ave	1.5	0.55	0.73	0.78	0.79	0.71	0.71
8	Taylor Blvd	Ruth Dr	1.5	0.56	0.46	0.66	0.61	0.66	0.61
9	Taylor Blvd	Norse Dr	1.5	0.91	0.54	0.81	0.77	0.76	0.71
10	Taylor Blvd	Morello Ave	1.5	0.57	0.48	0.80	0.66	0.77	0.59
11	Taylor Blvd	Apollo Wy	1.5	0.40	0.59	0.59	0.53	0.58	0.53
12	Taylor Blvd	Pleasant Hill Rd	1.5	0.85	0.68	0.96	0.87	0.90	0.81
13	Taylor Blvd	Grayson Rd	1.5	0.83	0.63	0.84	0.78	0.80	0.78
14	Pleasant Hill Rd	Paso Nogal Rd	1.5	0.77	0.63	0.76	0.78	0.70	0.74
15	Pleasant Hill Rd	Devon Ave	1.5	0.73	0.62	0.69	0.70	0.68	0.69
16	Pleasant Hill Rd	Westover Dr	1.5	0.48	0.33	0.53	0.47	0.53	0.49
17	Pleasant Hill Rd	Grayson Rd	1.5	0.86	0.82	0.93	0.92	0.92	0.90
18	Treat Blvd	North Main Rd	1.5	0.85	1.00	0.97	1.29	1.00	1.18
19	Treat Blvd	Buskirk Ave	1.5	0.79	0.91	0.89	0.97	0.91	0.97
20	Treat Blvd	Oak Rd	1.5	1.00	0.86	0.94	1.04	0.95	0.96
21	Treat Blvd	Jones Rd	1.5	0.78	0.99	0.87	1.18	0.96	1.10
22	Treat Blvd	Cherry Ln	1.5	1.04	0.73	1.12	0.93	0.98	0.83
23	Treat Blvd	Bancroft Rd	1.5	1.13	1.17	1.30	1.36	1.17	1.26
24	Treat Blvd	Carriage Dr	1.5	1.07	0.62	1.08	0.77	1.02	0.75
25	Treat Blvd	Winton Dr	1.5	0.91	0.77	0.95	0.88	0.94	0.84
26	Treat Blvd	Oak Grove Plaza	1.5	0.60	0.67	0.70	0.80	0.64	0.72
27	Treat Blvd	Oak Grove Rd	1.5	0.93	0.98	1.11	1.15	1.03	1.06
28	Treat Blvd	San Simeon Dr	1.5	0.83	0.56	0.99	0.80	0.92	0.73
29	Treat Blvd	Navarone Wy	1.5	0.96	0.72	1.11	0.93	0.96	0.85
30	Treat Blvd	Cowell Rd	1.5	1.08	0.89	1.26	1.11	1.11	1.19
31	Treat Blvd	Turtle Creek Rd	1.5	0.59	0.54	0.85	0.77	0.81	0.74
32	Treat Blvd	Bel Air Dr	1.5	0.70	0.67	0.86	0.89	0.87	0.85
33	Treat Blvd	Clayton Rd	1.5	0.82	0.89	1.05	1.16	1.05	1.14
34	Ygnacio Valley Rd	Oakland Blvd	1.5	0.78	1.15	1.01	1.36	1.16	1.27

Table A-5: Central Contra Costa County Intersection v/c Ratio

No	Primary Street	Secondary Street	MTSO v/c	2013 Observations		P2011 - 2040 No Project		P2011 - 2040 With Actions	
				AM Peak v/c	PM Peak v/c	AM Peak v/c	PM Peak v/c	AM Peak v/c	PM Peak v/c
35	Ygnacio Valley Rd	N.California Blvd	1.5	0.85	0.87	0.97	1.11	1.01	1.02
36	Ygnacio Valley Rd	N. Main St	1.5	0.72	0.95	0.91	0.92	0.93	0.95
37	Ygnacio Valley Rd	N.Broadway	1.5	0.72	0.83	0.87	1.00	0.82	0.97
38	Ygnacio Valley Rd	Civic Dr	1.5	0.93	1.16	0.98	1.12	0.98	1.12
39	Ygnacio Valley Rd	Walnut Blvd	1.5	1.12	0.90	1.10	1.09	1.07	1.00
40	Ygnacio Valley Rd	Homestead Ave	1.5	0.94	1.07	0.97	1.07	0.94	1.07
41	Ygnacio Valley Rd	Tampico Dr	1.5	0.78	0.90	0.84	0.99	0.81	1.01
42	Ygnacio Valley Rd	La Casa Via	1.5	0.79	0.86	0.81	1.00	0.78	0.94
43	Ygnacio Valley Rd	San Carlos Dr	1.5	0.96	0.92	1.00	1.02	0.96	0.97
44	Ygnacio Valley Rd	Bancroft Rd	1.5	1.02	1.14	1.09	1.12	1.07	1.09
45	Ygnacio Valley Rd	Wiget Ln	1.5	0.85	0.96	0.94	1.03	0.88	1.03
46	Ygnacio Valley Rd	Via Monte	1.5	0.54	0.73	0.62	0.83	0.62	0.87
47	Ygnacio Valley Rd	Oak Grove Rd	1.5	0.96	0.95	1.06	1.14	1.09	1.04
48	Ygnacio Valley Rd	Montecito Dr	1.5	1.02	1.05	1.25	1.28	1.01	1.10
49	Ygnacio Valley Rd	Crystyl Ranch Rd	1.5	1.01	0.92	1.18	1.12	0.96	0.93
50	Ygnacio Valley Rd	Ayers Rd	1.5	1.01	0.90	1.28	1.00	1.03	0.87
51	Ygnacio Valley Rd	Alberta Wy	1.5	0.98	0.88	1.24	1.09	1.01	0.93
52	Ygnacio Valley Rd	Michingan Blvd	1.5	0.57	0.72	0.90	0.90	0.64	0.77
53	Ygnacio Valley Rd	Park Highland Blvd	1.5	0.66	0.53	0.80	0.77	0.73	0.69
54	Ygnacio Valley Rd	Clayton Rd	1.5	0.81	0.77	1.04	1.12	0.79	0.84

Source: CCTA MTSO Monitoring Report, 2013 and CCTA Travel Model, 2014.

The SR-4 corridor is a critical east-west freeway, approximately 31 miles in length, which extends the width of Contra Costa County from I-80 to SR-160, and connects to I-680 and SR-242 in Central County. SR-4 serves interregional travel between the Central Valley and the San Francisco Bay Area for commute, recreational, and commercial traffic. It also serves a significant level of locally generated travel demand from the cities located along the corridor, including Hercules, Martinez, Concord, Pittsburg, Antioch, Brentwood, and unincorporated Contra Costa County. SR-4 carries 141,000 vehicles per day near Port Chicago Highway.

3.2.2 Transit Availability

TRANSPAC continues to study and develop strategies and support projects to improve service and convenience for transit users in collaboration with WETA, 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)

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3.2.3 Transportation Demand Management (TDM) and Mobility Management

In compliance with the Measure J Growth Management Program, TRANSPAC oversees the Transportation Demand Management (TDM) programs for Central County. The programs are run by 511 Contra Costa.¹

The 511 Contra Costa programs include a variety of ~~multi-modal~~ multimodal mobility management elements for employers, property managers, developers, residents, students, and commuters. ~~Multi-modal~~ Multimodal 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

6/13/17 REVISION - STRIKE
AND REPLACE WITH: The

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STRIKE TEXT

cycling and vanpool

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established in 1992

¹ 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.

6/13/17 REVISION - STRIKE AND REPLACE WITH: In
2016 the Contra Costa Transportation Authority subsumed
the TRANSPAC/TRANSPLAN TDM Programs.

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- Guaranteed Ride Home Program
- ~~One-stop~~, online ~~multi-modal~~ multimodal transportation information (www.511contracosta.org)
- Bike lockers and racks
- Clean Fuel Vehicle programs
- School transit/carpool programs

6/13/17 REVISION - STRIKE AND REPLACE WITH: on

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

3.2.4 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.

6/13/17 REVISION - ADD: increased

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

3.2.5 Traffic Management Strategies

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

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

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

The CCCTMP was developed in response to those companion increases in traffic volumes and congestion on major arterials. The major advantage of the CCCTMP is that jurisdictions in and outside of Central County can act in concert through TRANSPAC

State Route 4

DESCRIPTION

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

ISSUE STATEMENT¹

By 2040, traffic volumes are projected to increase between 40 to 100 percent in the peak direction, which is westbound in the AM period, and eastbound in the PM direction. In addition, congestion at the westbound SR-4/SR-242 Interchange will increase because carpools and buses must transition from the westbound HOV lane to the mixed-flow lanes on both SR-4 and SR-242.

The highest volume segment of SR-4 is on the Willow Pass grade. Traffic at this location is projected to increase by 40 percent. The SR-4 Integrated Corridor Analysis (ICA) study completed in 2012 identified widening improvements on mainline SR-4 between I-680 and Bailey Road, including widening improvements identified in the 2010 SR-4 CSMP/FPI study. Additionally, SR-4 experiences delay at the I-680/SR-4 Interchange because of short weaving sections.

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

MTSO, ACTIONS, & RESPONSIBILITIES

MTSO: 5.0 Delay Index.

- Support project development of SR-4 operational improvements based on the ICA study.
- 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 and direct connectors-
- SR-4 mainline capacity improvements between I-680 and Bailey Road, including extension of eastbound HOV lane upstream to I-680-
- **Construction of the Pacheco Transit Hub-**


Revise to note
project completed
in 2014

4.4 Arterial Routes of Regional Significance

The following 11 arterial roadways within Central County are designated as Routes of Regional Significance:

- Alhambra Avenue
- Bailey Road
- 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

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REPLACE WITH:
carry significantly
more trips



All arterial Routes of Regional Significance are projected to ~~grow significantly~~, especially along Geary Road and Pacheco Boulevard, both of which are expected to more than double in 2040.

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

The MTSOs for the TRANSPAC arterials comprise four indices including:

- **Average Speed:** Maintenance of a minimum average vehicle speed in miles per hour (MPH) during morning and evening peak-hour travel times.
- **Average Stopped Delay:** Average Stopped Delay (expressed in signal cycles to clear the intersection) in the peak direction of AM/PM commute travel at select intersections (see Chapter 6 for analysis details).
- **Level of Service (LOS):** A measure of traffic operating conditions based on volume and capacity as calculated using the Highway Capacity Manual (HCM) (LOS may be affected by pedestrian crossings, frequent bus stops, and similar transportation improvements).

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 an alternate route to SR-24 in Lafayette, Geary Road is projected to experience significant traffic growth between 2013 and 2040. Traffic volumes during the AM and PM peak hours are expected to increase by 42% and 65%, respectively.

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

MTSO, ACTIONS, & RESPONSIBILITIES

MTSO:

- LOS F at North Main Street intersection

6/13/17 REVISION - STRIKE AND REPLACE WITH: Roadway widening completed in 2016 to incorporate sidewalk, bike lanes, and parking lane.

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: Shoulder widening, new sidewalks, Class II bike lanes, traffic signal replacement, and street lighting installation. No changes to roadway capacity.
- Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station

6/13/17 REVISION - ADD: (Completed in 2016)

6/13/17 REVISION - STRIKE AND REPLACE: North Main Street/Geary Road/Treat Boulevard intersection.

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 alongside 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 133 percent in the AM and 46 percent in the PM by 2040. Widening for a portion of Pacheco Boulevard is currently programmed, which will improve traffic flow and vehicle, bus and bicycle access to the Pacheco Transit Hub at the I-680/SR-4 interchange.

MTSO, ACTIONS, & RESPONSIBILITIES

MTSO:

- Contra Costa County and Martinez: 1.5 V/C ratio for

ACTIONS & RESPONSIBILITIES:

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

PROPOSED IMPROVEMENTS

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

Revise to note project completed in 2014

6/13/17 REVISION
- ADD: up

Revise to note project completed in 2014

6/13/17 REVISION
- ADD: up



TO: TRANSPAC and TRANSPLAN

**FROM: Peter Engel, Contra Costa Transportation Authority Program Manager
Corinne Dutra-Roberts, 511 Contra Costa Program Manager**

DATE: May 11, 2017

SUBJECT: The 511 Contra Costa TDM Program is seeking comments for the FY 2017/18 TDM work plan implemented on behalf of the Central and East County jurisdictions with funding allocations from the Bay Area Air Quality Management District Transportation Fund for Clean Air and CCTA Measure J Commute Alternatives and Safe Transportation for Children.

The Central/East County 511 Contra Costa Transportation Demand Management Program implements vehicle trip reduction elements that fulfill each jurisdiction's Transportation Demand Management ordinance, Growth Management Program, and Action Plan requirements under Measure J. With legislation (AB 32 and SB 375) requiring greenhouse gas emission (GHG) reductions, the 511 Contra Costa programs have a proven success record with the Bay Area Air Quality Management District and the Metropolitan Transportation Commission in reducing vehicle miles traveled (VMT) and GHG emissions.

The work plan for FY 2017/18 includes trip reduction and emissions reduction programs that focus on outreach to residents, students, and commuters in Central and East Contra Costa. The program elements are refined and changed each year to ensure the maximum cost effectiveness, as determined by the Bay Area Air Quality Management District (BAAQMD).

Program elements include:

- **ACTION PLAN IMPLEMENTATION** - The TRANSPAC and TRANSPLAN Action Plans include programs that are implemented by 511 Contra Costa Program. The program supports each jurisdiction's requirement to fulfill TDM elements within the Growth Management compliance checklist.
- **ELECTRIC VEHICLE CHARGING PROGRAM** – Mini grants for electric vehicle charging stations will be provided to Central and East County jurisdictions, worksites, colleges, and potentially multi-tenant residential buildings.
- **BICYCLE INFRASTRUCTURE PROGRAM** - Mini grants for bicycle racks, lockers, lids, and cages will be provided to Central and East County jurisdictions, worksites, colleges, and potentially multi-tenant residential buildings. Police-equipped bicycles

for police departments to reduce car patrols will be offered.

- **SHARED USE MOBILITY** -Programs including car share, bike share, Transportation Network Companies, micro transit, and scooters. Staff will work with local and regional partners to determine the level of interest in bike sharing and car sharing in Central and East Contra Costa. Promotion of shared autonomous vehicles pilot.
- **EMPLOYER OUTREACH** – Innovative employer-based trip reduction programs including Fair Value Commuting elements. Continued support of employer assistance programs in the form of: employee travel surveys, tabling at onsite fairs/events, tailored commuter assistance programs to include car sharing, last-mile shuttle solutions, employee commute program incentivized ridesharing, and assistance with the Bay Area Commuter Benefits Program compliance (SB1339).
- **EVENTS AND CAMPAIGNS** – Staff will participate in the regional and local events and campaigns such as Bike to Work Day, Share Your Ride Week, Carpool Instead, Summer Bike Challenge, Spare the Air/Don't Light Tonight, and Anti-Idling.
- **PUBLIC OUTREACH** - Support outreach efforts and rideshare campaign for the I-680 Express Lane and EBART openings. Public outreach via the www.511contracosta.org website and social media channels. Development of mobile version of website. Development of an app for 511CC incentives and regional promotions.
- **COMMUNITY OUTREACH** - Community-based promotions to encourage behavior change toward increased use of alternative modes of transportation for all trip types including but not limited to: Share Our Trails; Summer Bike Challenge; and Bike Valet Parking at events. Continue to provide travel trip-planning assistance to the public. Encourage the provision of bicycle repair education classes and bicycle safety awareness to increase bicycling as a viable mode of transportation.
- **INCENTIVES** - *Drive Less* commuter incentive program to reduce SOVs and vehicle miles traveled (VMT) to/from/through Contra Costa.
- **TRANSIT PROMOTIONS** - Including the Buy-One, Get-One Free campaign with County Connection, Tri Delta Transit, WestCAT, and FAST, and the partnership with the CC Library's Discover & Go program.
- **AGENCY PARTNERSHIP ACTIVITIES** - Staff participates in local and regional committees to ensure coordination, promotion, and support for TDM activities in Contra Costa County. These include: MTC's Regional Rideshare TAC, Contra Costa Sustainability Exchange, the Spare the Air Youth TAC, CCTA Safe Routes to School Task Force, BTWD TAC, and the DVC and LMC Sustainability Committees.
- **YOUTH/SCHOOLS PROGRAMS AND PROJECTS** - Staff will continue to work with local jurisdictions, school administrators, parents, CHP, Sheriff, local police departments and others to implement the Street Smarts Diablo Region program (SSDR). SSDR provides school-based bicycle and pedestrian safety education and encouragement programs to elementary, middle, and high schools. The program

includes Challenge Days to encourage bicycling, walking, carpooling and transit ridership to schools.

School site access improvements may be offered to reduce car idling time in drop-off areas and improve bicycle and pedestrian access. Signage, striping, bicycle, skateboard, scooter racks are examples of minor improvements and infrastructure offered.

Complimentary public bus passes are provided to youth at the beginning of the school year to encourage primary and secondary students to ride the bus instead of parents driving them to school.

Staff will research bicycle parks for future consideration and development.

Available fund allocations are scheduled to go to the CCTA Board on May 17, 2017 and will be designated to Central and East County from Transportation Fund for Clean Air funds, Measure J Commute Alternative funds, and Central County Safe Transportation for Children.

From: Peter Engel [<mailto:pengel@ccta.net>]
Sent: Friday, June 09, 2017 2:32 PM
To: Kuzbari, Ray
Subject: RE: Monument Community Shuttle Ridership Data

Here is the current status of Line 20a

Summary		Program Funding	Allocation	AVAILABLE	Cumulative
FY 2008-09 available	actual	\$ 70,430		\$ 70,430	\$ 70,430
FY 2009-10 available	actual	\$ 307,636		\$ 307,636	\$ 378,066
FY 2010-11 available	actual	\$ 325,301		\$ 325,301	\$ 703,367
Allocation Reso 11-02-G			\$ (65,144)	\$ (65,144)	\$ 638,223
FY 2011-12 available	actual	\$ 343,641		\$ 343,641	\$ 981,864
FY 2012-13 available	actual	\$ 373,989		\$ 373,989	\$ 1,355,853
Allocation Reso 12-57-G			\$ (356,943)	\$ (356,943)	\$ 998,910
FY 2013-14 available	actual	\$ 379,493		\$ 379,493	\$ 1,378,403
Allocation Reso 13-34-G			\$ (160,138)	\$ (160,138)	\$ 1,218,265
Allocation Reso 13-39-G			\$ (249,943)	\$ (249,943)	\$ 968,322
FY 2014-15 available	actual	\$ 397,273		\$ 397,273	\$ 1,365,595
Allocation Reso 14-37-G			\$ (249,943)	\$ (249,943)	\$ 1,115,652
FY 2015-16 Revenue	actual	\$ 417,339		\$ 417,339	\$ 1,532,991
Allocation Reso 15-34-G			\$ (49,000)	\$ (49,000)	\$ 1,483,991
Allocation Reso 15-44-G			\$ (292,943)	\$ (292,943)	\$ 1,191,048
FY 2016-17 Revenue	est	\$ 424,360		\$ 424,360	\$ 1,615,408
Allocation Reso 16-48-G			\$ (725,106)	\$ (725,106)	\$ 890,302
2017-18 Revenue	proj	\$ 432,500		\$ 432,500	\$ 1,322,802



PETER ENGEL
 Director of Programs
 2999 Oak Road, Suite 100
 Walnut Creek, California 94597
 925-256-4741
pengel@ccta.net
www.ccta.net

COOPERATIVE AGREEMENT NO. 19C.01

Between
The Contra Costa Transportation Authority
and the City of Concord

EXHIBIT B

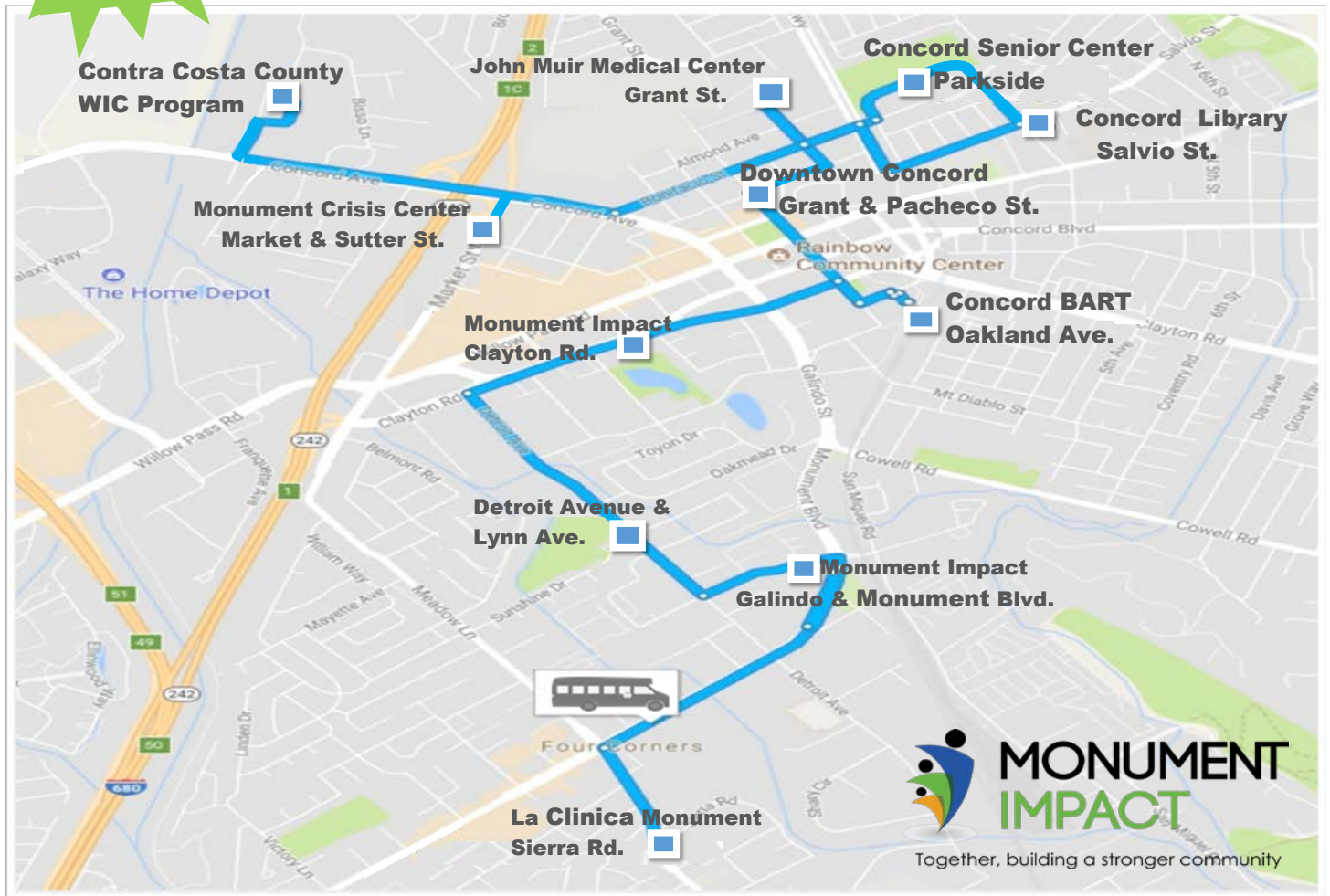
CHRONOLOGICAL LISTING OF MEASURE J FUND APPROPRIATION RESOLUTIONS

<i>Project Number</i>	<i>Resolution Number</i>	<i>Date</i>	<i>Funds Appropriated (Program)</i>	<i>Cumulative Total</i>
	13-21-G	June 19, 2013	\$85,111 (19a)	\$85,111
	13-34-G	July 17, 2013	\$160,138 (20a)	\$245,249
	14-25-G	June 18, 2014	\$64,944 (19a)	\$310,193
	15-32-G	June 17, 2015	\$161,648 (19a)	\$471,841
<i>Total Funds Appropriated</i>				\$471,841

Monument Community Shuttle

DETROIT ROUTE (8am-5pm)

**FREE!
GRATIS!**



DETROIT ROUTE

La Clinica Monument Sierra Rd	Monument Impact/ Galindo St.	Detroit Ave/ Lynn	Monument Impact/ Clayton Rd	Concord BART/ Oakland Ave.	Downtown Concord/ Grant & Pacheco St.	John Muir Medical Ctr./ Grant St.	Concord Senior Center/ Parkside	Concord Library/ Salvio St.	WIC / Stanwell Circle	Monument Crisis Ctr./Market & Sutter St.
8:15am	8:20am	8:25am	8:31am	8:35am	8:40am	8:45am	8:48am	8:52am	8:57am	9:05am
9:15am	9:20am	9:25am	9:31am	9:35am	9:40am	9:45am	9:48am	9:52am	9:57am	10:05am
10:15am	10:20am	10:25am	10:31am	10:35am	10:40am	10:45am	10:48am	10:52am	10:57am	11:05am
11:15am	11:20am	11:25am	11:31am	11:35am	11:40am	11:45am	11:48am	11:52am	11:57am	12:05pm
Break 12:15pm - 1:15pm										
1:15pm	1:20pm	1:25pm	1:31pm	1:35pm	1:40pm	1:45pm	1:48pm	1:52pm	1:57pm	2:05pm
2:15pm	2:20pm	2:25pm	2:31pm	2:35pm	2:40pm	2:45pm	2:48pm	2:52pm	2:57pm	3:05pm
3:15pm	3:20pm	3:25pm	3:31pm	3:35pm	3:40pm	3:45pm	3:48pm	3:52pm	3:57pm	4:05pm
4:15pm	4:20pm	4:25pm	4:31pm	4:35pm	4:40pm	4:45pm	4:48pm	END OF ROUTE		

DOWNLOAD FLEETMANTICS REVEAL APP

on your smart-phone Or visit <http://us.fleetmatics.com/login.aspx> to get real-time updates of shuttle locations!
To login please use: Username: concord@sfmetrotrans.com
Password: welcomeconcord
For more information contact: 925-682-8248 X 2100

Monument Community Shuttle

MEADOW ROUTE (9am-1pm)

**FREE!
GRATIS!**



MEADOW LANE ROUTE

La Clinica Monument Sierra Rd.	Cambridge Elem./ Lacey Ln & Frisbie Ct.	Cesar Chavez Head Start/ Meadow Ln	Monument Impact/ Galindo St.	Concord BART/ Oakland Ave	Downtown Concord/ Grant & Pacheco St.	Concord Library/ Salvio St.	Concord Senior Center/ Parkside	John Muir Medical Ctr./ Grant Street	WIC / Stanwell Circle	Monument Crisis Ctr./Market & Sutter St.
9:15am	9:18am	9:20am	9:24am	9:28am	9:32am	9:35am	9:36am	9:40am	9:46am	9:50am
10:00am	10:03am	10:05am	10:09am	10:13am	10:17am	10:20am	10:21am	10:25am	10:31am	10:35am
10:45am	10:48am	10:50am	10:54am	10:58am	11:02am	11:05am	11:06am	11:10am	11:16am	11:20am
11:30am	11:33am	11:35am	11:39am	11:43am	11:47am	11:50am	11:51am	11:55am	12:01pm	12:05pm
12:15pm	12:18pm	12:21pm	12:25pm	12:28pm	12:32pm	12:35am	12:36pm	12:40pm	12:46pm	12:50pm

END OF ROUTE 1:00PM

TUESDAY NIGHT ROUTE (5pm-8pm)

La Clinica de La Raza Monument Impact (Monument Blvd) Monument Crisis Centr Monument Head Start/ Park Haven Church

DOWNLOAD FLEETMANTICS REVEAL APP

on your smart-phone Or visit <http://us.fleetmatics.com/login.aspx> to get real-time updates of shuttle locations!

To login please use: Username: concord@sfmetrotrans.com

Password: welcomeconcord

For more information contact: 925-682-8248 X 2100

www.monumentimpact.org

**Monument Community Shuttle
Operating Performance Data**

Month	Number of Passengers	Hours of Service*	Program Cost per Service Hour	Passengers per Service Hour	Miles of Service*	Passengers per Service Mile	Program Cost per Passenger	Program Cost per Service Mile
Aug-16	562	137	72.01	4.1	1,065	0.53	17.49	9.23
Sep-16	912	273	72.01	3.3	2,130	0.43	21.56	9.23
Oct-16	841	273	72.01	3.1	2,130	0.39	23.38	9.23
Nov-16	667	273	72.01	2.4	2,130	0.31	29.48	9.23
Dec-16	447	273	72.01	1.6	2,130	0.21	43.98	9.23
Jan-17	587	273	72.01	2.2	2,130	0.28	33.49	9.23
Feb-17	592	273	72.01	2.2	2,130	0.28	33.21	9.23
Mar-17	736	273	72.01	2.7	2,130	0.35	26.71	9.23
Apr-17	788	273	72.01	2.9	2,130	0.37	24.95	9.23
May-17	880	273	72.01	3.2	2,130	0.41	22.34	9.23
Jun-17	923	273	72.01	3.4	2,130	0.43	21.30	9.23
Total/Average to Date	7,935	2,867	72.01	2.8	22,365	0.35	28.49	9.23

* Based on monthly average

Note: Shuttle service began on August 15, 2016

**Monument Community Shuttle
Ridership by Service Route**

Month	Detroit Route (Passengers)	Meadow Route (Passengers)	Total Number of Passengers
Aug-16	332	230	562
Sep-16	546	366	912
Oct-16	493	348	841
Nov-16	392	275	667
Dec-16	126	321	447
Jan-17	353	234	587
Feb-17	303	289	592
Mar-17	398	338	736
Apr-17	424	364	788
May-17	538	342	880
Jun-17	563	360	923
Total to Date	4,468	3,467	7,935

Monument Community Shuttle
Ridership by User Type

Detroit Route				
Month	S	D	F	Total
Apr-17	85	37	302	424
May-17	98	41	399	538
Jun-17	98	80	385	563

Meadow Route				
Month	S	D	F	Total
Apr-17	65	15	284	364
May-17	36	1	305	342
Jun-17	122	0	238	360

S = Seniors

D = Disabled

F = Families

Note: Ridership by user type was not reported prior to April 2017

Monument Community Shuttle Customer Satisfaction Survey

How did you hear about the MI shuttle service	Friend/ Relative (8) Shuttle Partner Community Organization (3) MI Brochure (3) Exercise Classes (1) Walk-In (1) BART Station (1) School (1) Church (2) No response (3)
How often do you use the Shuttle?	1-3 Times a week (50%) 3-5 times a week (50%)
How do you rate the driver?	Excellent (80%) Good (20%)
Overall rating of service	Very Satisfied (90%) Satisfied (10%)

Note: 23 passengers completed this survey on February 22, 2017; next survey is planned for July 2017



Together, building a stronger community

June 13, 2017

Monument Neighborhood Shuttle

Ray Kuzbari
Transportation Manager
Community & Economic Development Department
City of Concord
1950 Parkside Drive, M/S 52
Concord, CA 94519

Dear Ray,

Please per our discussion, below is an overview of the Shuttle project budget and costs. Please let me know if you have any questions or need any further information.

	Service Marketing & Oversight	Shuttle Operator	Total
Year 1	\$ 38,790	\$ 199,300	\$ 238,090
Year 2 (Estimated)	\$ 34,451	\$ 199,300	\$ 233,751
Year 3 (Projected)	\$ 40,000	\$ 210,000	\$ 250,000

Kind regards,

Petal Henry
Finance & Operations Director

TRANSPAC Transportation Partnership and Cooperation

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

July 15, 2016

Peter Engel
Program Manager
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Re: Allocation of Program 20a – Additional Transportation Services for
Seniors and People with Disabilities

Dear Mr. Engel:

At its meeting on July 14, 2016, the TRANSPAC Board of Directors unanimously approved the recommendation from the TRANSPAC Technical Advisory Commission (TAC) to appropriate Measure J Program 20a funds to the following grant recipients, and requests that CCTA facilitate this action through the appropriate cooperative agreements.

Organization	Amount
Contra Costa ARC	\$82,340
City of Walnut Creek	\$137,000
Golden Rain/Rossmoor	\$125,766
Mobility Matters (Volunteer Driver Program)	\$190,000
Rehabilitation Services of Northern California	\$90,000

Thank you.

Sincerely,



Ron Leone
TRANSPAC Chair

CC: John Cunningham

TRANSPAC Transportation Partnership and Cooperation

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

September 9, 2016

Peter Engel
Program Manager
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Re: Allocation of Program 20a – Additional Transportation Services for
Seniors and People with Disabilities

Dear Mr. Engel:

At its meeting on September 8, 2016, the TRANSPAC Board of Directors unanimously approved the recommendation from the TRANSPAC Technical Advisory Commission (TAC) to appropriate 2016-17/2017-18 Measure J Program 20a funds in the amount of \$100,000 to Caring Hands, and request that the CCTA facilitate this action through the appropriate cooperative agreements.

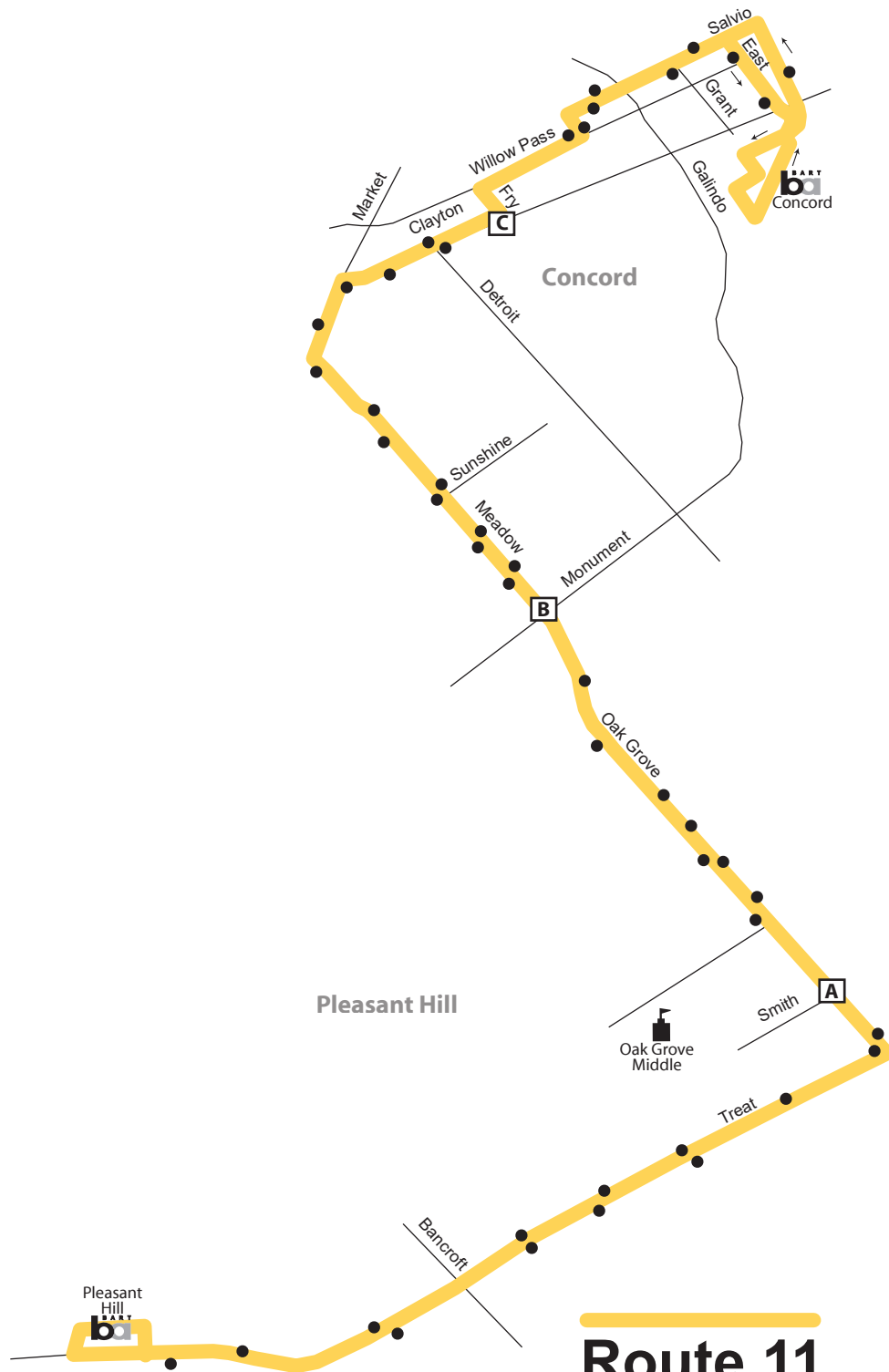
Thank you for your assistance in this regard.

Sincerely,



Ron Leone
TRANSPAC Chair

CC: John Cunningham
Maria Amadea, John Muir Health/Caring Hands

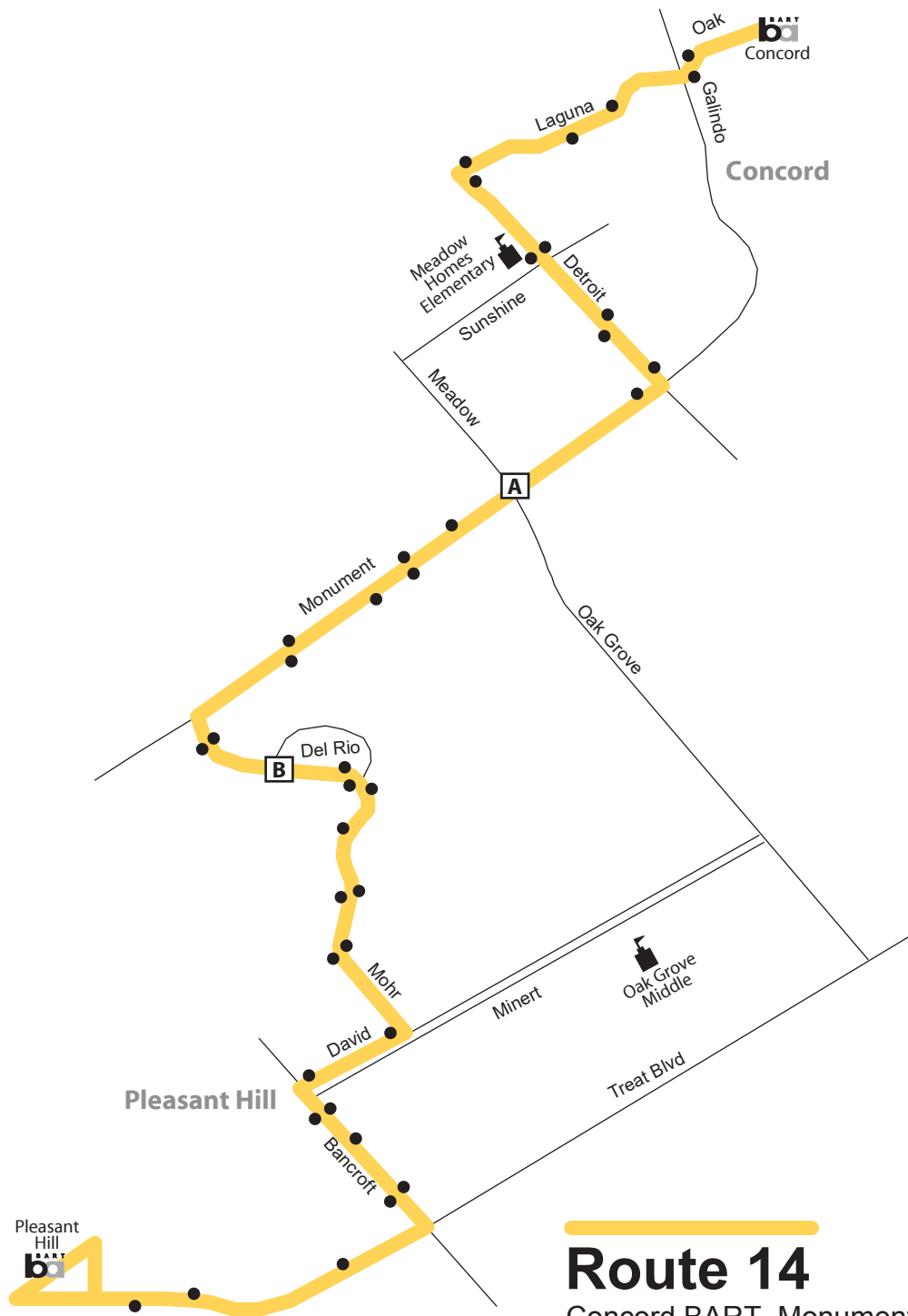


Route 11

Pleasant Hill BART, Treat Blvd.,
Oak Grove Rd., Concord BART

6:00am to 8:00pm

Frequency: every 45 min peak / 90 minutes
off-peak

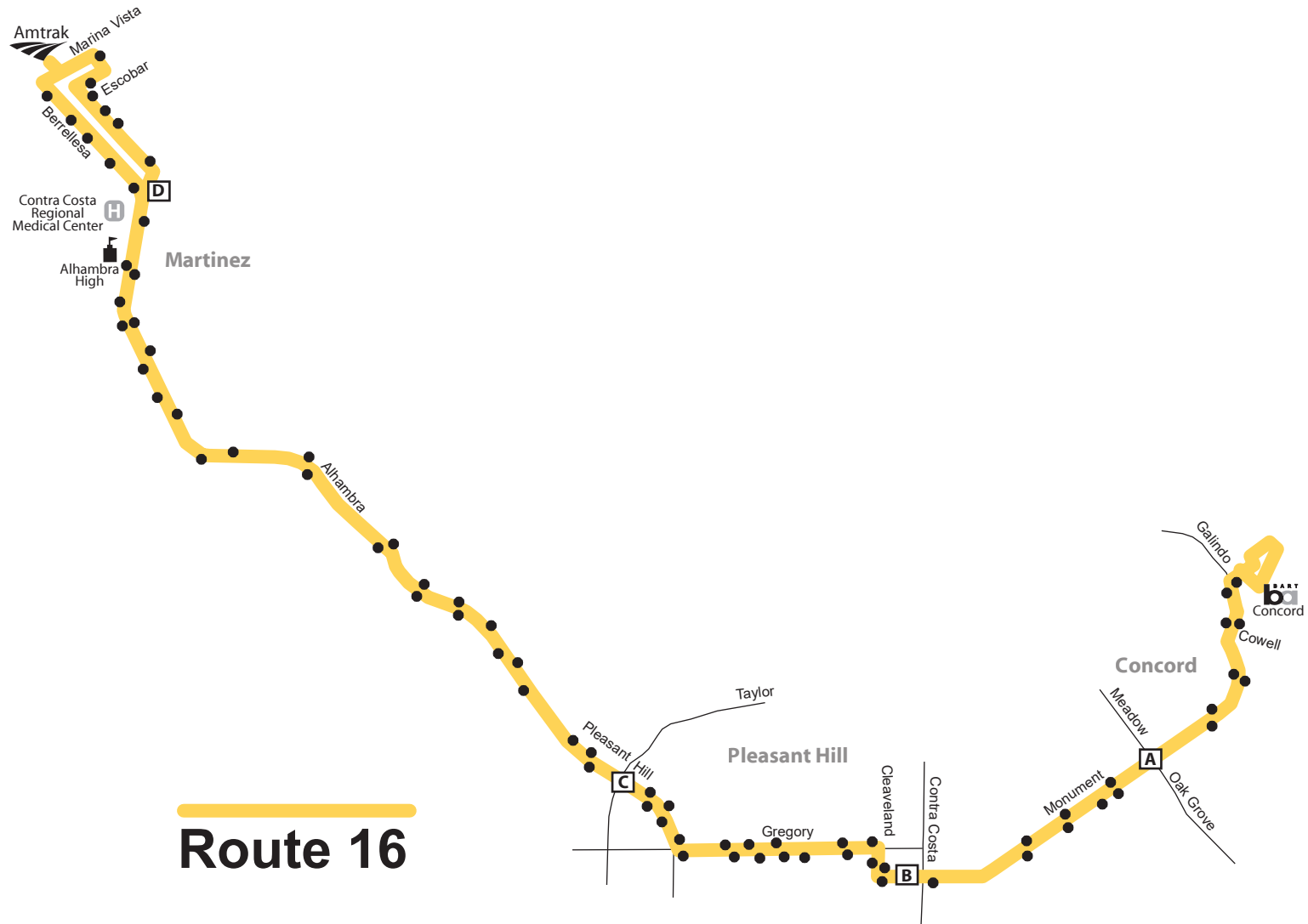


Route 14

Concord BART, Monument Blvd.,
Pleasant Hill BART

6:05am to 9:30pm

Frequency: every 40 min

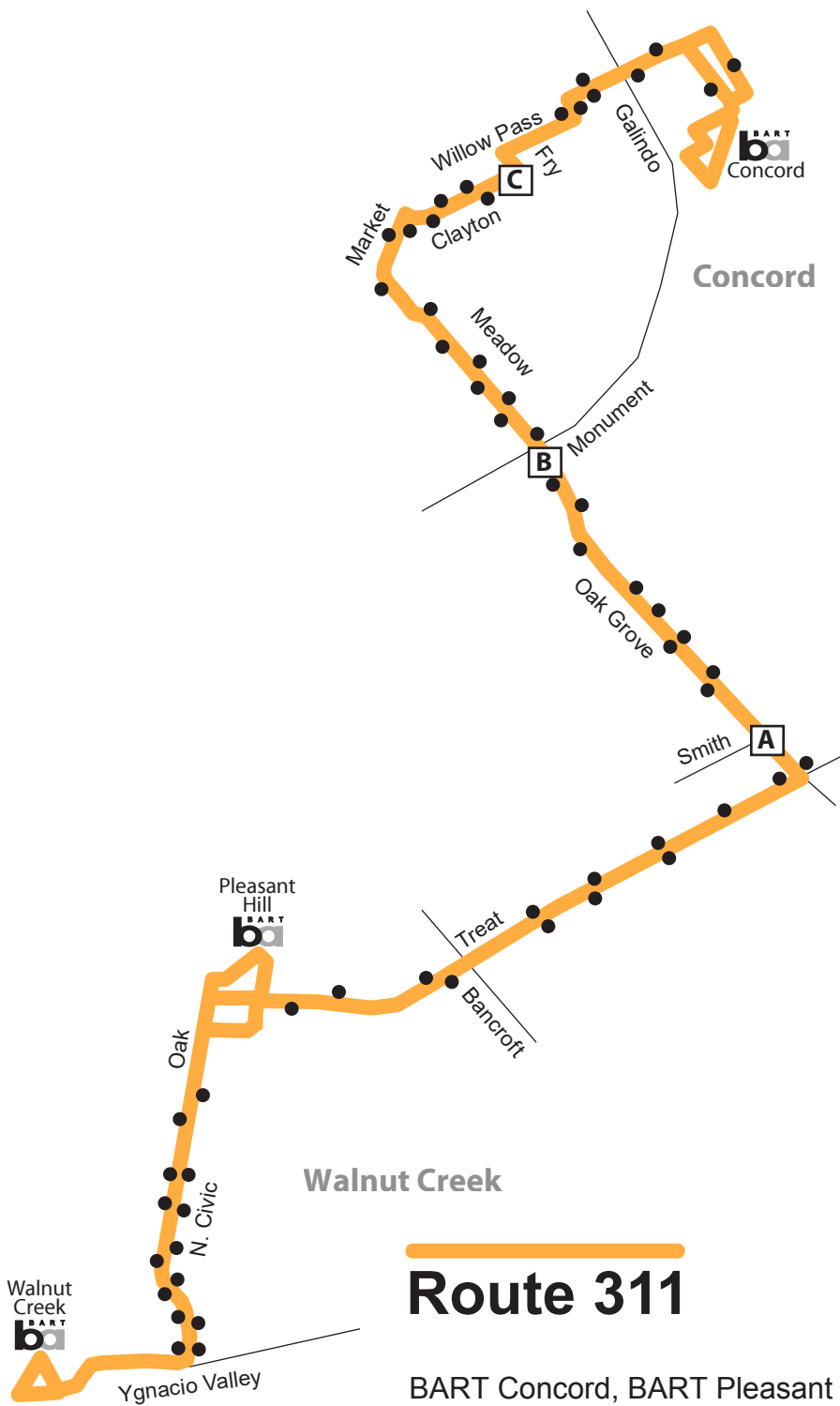


Route 16

Amtrak, Contra Costa Regional Medical Center, Alhambra Ave., Gregory Lane, Monument Blvd., Concord BART

5:05am to 11:22pm

Frequency: every 40 min



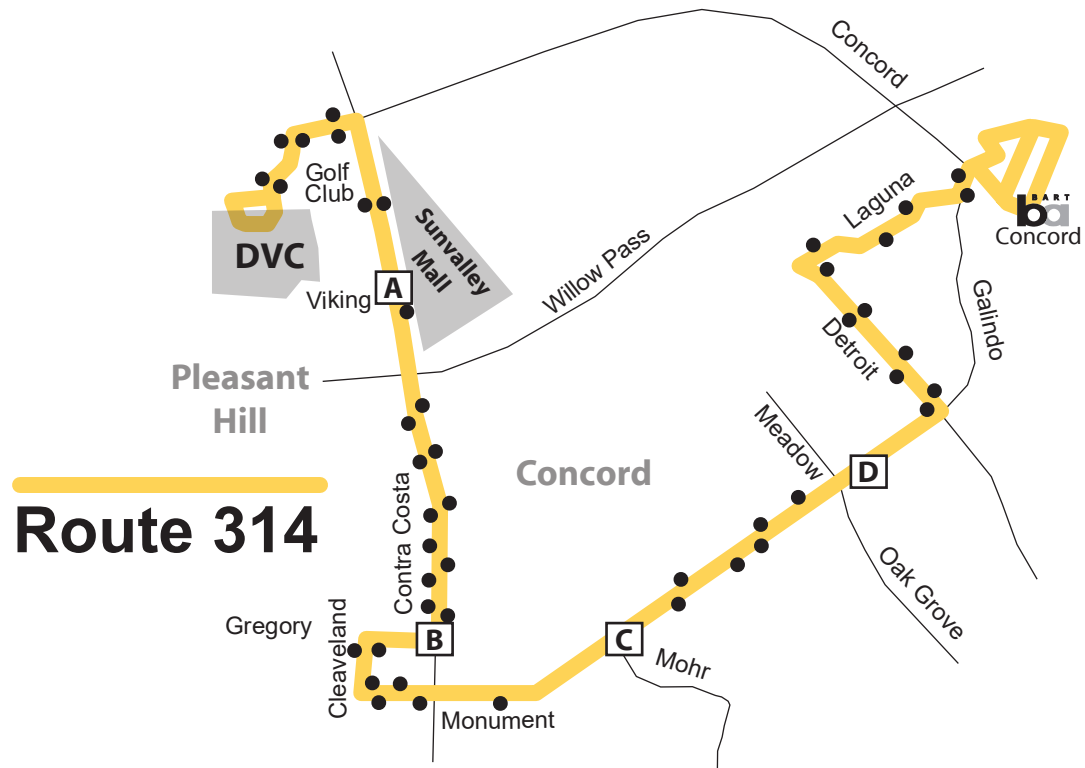
Route 311

BART Concord, BART Pleasant Hill, BART Walnut Creek

Weekend Service

7:18am to 7:02pm

Frequency: every 80 min



DVC, Monument Blvd, BART Concord, Clayton Rd

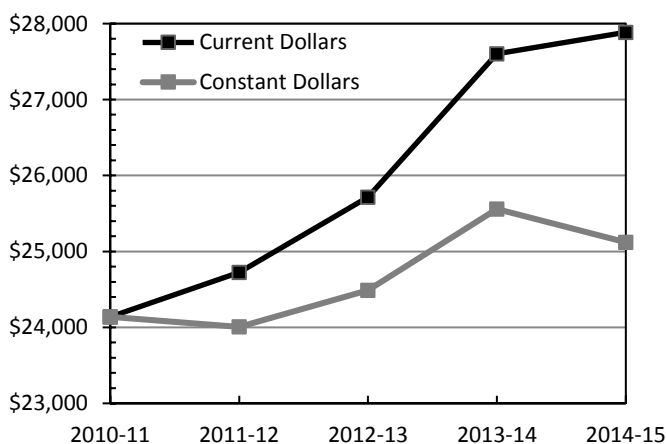
Weekend Service

5:00am to 9:10pm

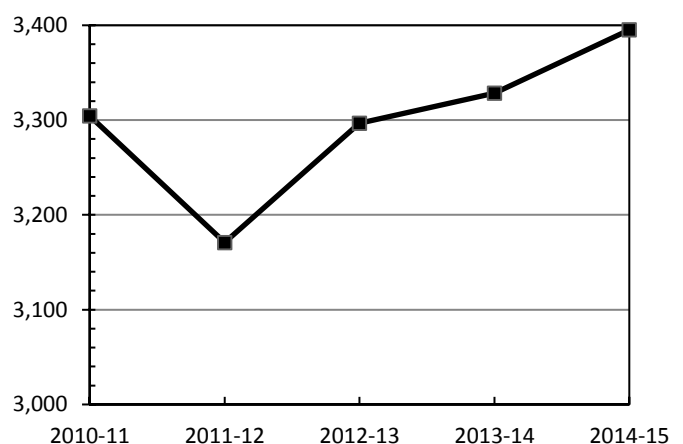
Frequency: every 80 min early, 40 minutes midday, 80 minutes late

FIXED-ROUTE BUS PERFORMANCE		2010-11	2011-12	2012-13	2013-14	2014-15
Operating Data					Audited	Unaudited
Total Passengers (1,000)	Bpass	3,305	3,171	3,297	3,329	3,395
Average Weekday Ridership	Bavg	11,852	11,397	11,909	11,987	12,227
Revenue Vehicle Miles (1,000)	Bmi	2,302	2,326	2,385	2,421	2,436
Revenue Vehicle Hours (1,000)	Bhr	209	209	214	223	224
Employee Equivalents (FTE)	Bemp	257	256	263	250	265
Performance Concepts		Measures				
Cost Effectiveness (current \$)	Bcost/pass	\$7.30	\$7.80	\$7.80	\$8.29	\$8.21
Cost Effectiveness (constant FY11 \$)		\$7.30	\$7.57	\$7.43	\$7.68	\$7.40
Cost Efficiency (current \$)	Bcost/hr	\$104.85	\$106.31	\$107.84	\$114.01	\$114.49
Cost Efficiency (constant FY11 \$)		\$104.85	\$103.21	\$102.70	\$105.56	\$103.15
Service Effectiveness	Bpass/mi	1.4	1.4	1.4	1.4	1.4
Service Effectiveness	Bpass/hr	15.8	15.2	15.4	15.1	15.1
Labor Efficiency	Bhr/emp	0.8	0.8	0.8	0.8	0.8
Farebox Recovery	Bfare/cost	17.3%	17.7%	18.0%	16.5%	16.5%

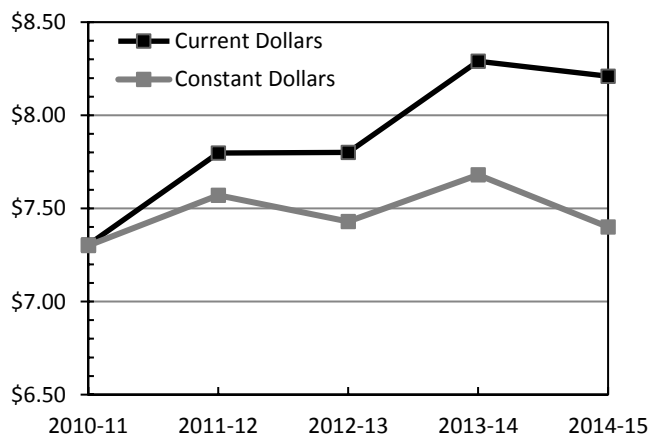
Operating Cost [In Thousands]



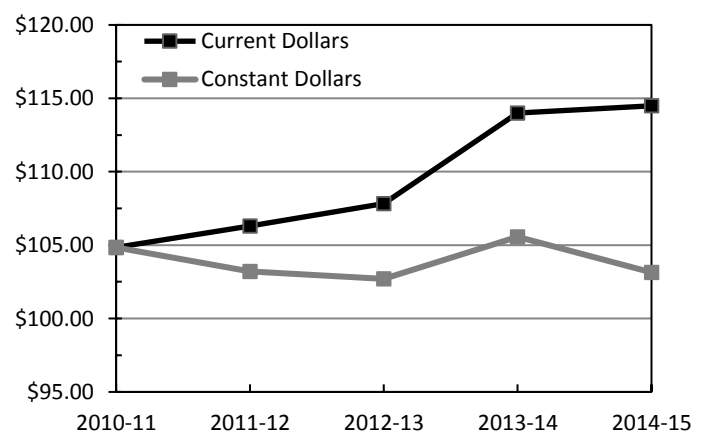
Total Passengers [In Thousands]



Cost Effectiveness – Cost/Passenger



Cost Efficiency – Cost/Revenue Vehicle Hour



SHUTTLE ROUTE

STOPS INCLUDE

- La Clinica
- Downtown Concord
- BART Station
- Monument Crisis Center
- WIC Office
- Concord Library
- Meadow Homes Park
- Concord Senior Center
- Monument Impact
- John Muir Medical Center
- And more...

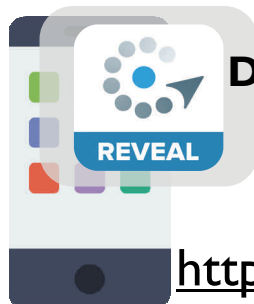
Extended Hours
on Tuesday

5pm-8pm

Limited Stops



Monument Impact in partnership with the City of Concord offer a **FREE** shuttle bus transportation service Monday through Friday.



DOWNLOAD FLEETMANTICS REVEAL APP
on your smart-phone

OR VISIT OUR WEBSITE

<http://us.fleetmatics.com/login.aspx>



To get real-time updates of shuttle locations!

To login please use:

Username: concord@sfmetrotrans.com

Password: [welcomeconcord](#)

FOR MORE INFORMATION CONTACT: 925-682-8248 X 2100

www.monumentimpact.org

Servicio de Transporte Gratuito!

Solo Subase!

No se requiere pase o registraci3n

RUTA DEL AUTOBUS

PARADAS INCLUYEN

- La Clinica
- Downtown Concord
- BART Station
- Monument Crisis Center
- WIC Office
- Concord Library
- Meadow Homes Park
- Concord Senior Center
- Monument Impact
- John Muir Medical Center y m1s...

**Horario
extendido los**

Martes

5pm-8pm

Paradas limitadas



Monument Impact en colaboraci3n con la Ciudad de Concord ofrecen un servicio de transporte **GRATUITO!** de lunes a viernes.



Baje la aplicaci3n de **FLEETMANTICS REVEAL APP** en su tel3fono m3vil:

O VISITE:

<http://us.fleetmatics.com/login.aspx>



Para recibir actualizaciones de la ubicaci3n del autob1s en tiempo real!

Ingrese la siguiente informaci3n:

Nombre de usuario: concord@sfmetrotrans.com

Contrase1a: [welcomeconcord](#)

PARA MAS INFORMACION CONTACTE: 925-682-8248 X 2100

www.monumentimpact.org

You said and we listened

Your loyalty is important to us that is why

Monument Community Shuttle is working to bring you

Some exciting news!

2 NEW STOPS

- Concord Library
- Meadow Homes Park

COMING SOON!

Monday July 3rd, 2017

Monument Community Shuttle is a free service, designed to take you to various key destinations within the Monument Community. To learn more about this project visit www.monumentimpact.org or follow us on Facebook for updates!



We would love to hear from you and your experience, please give us a call at (925)682-8248 Ext. 2300 or email us at info@monumentimpact.org

We are available Monday through Friday 9am-5pm.

Muy Pronto!

Su lealtad es importante para nosotros por eso

Monument Community Shuttle está trabajando para traeles.

¡Algunas noticias emocionantes!

2 Nuevas paradas

- Biblioteca de Concord
- Parque de Meadow Homes

¡PRÓXIMAMENTE!

Lunes 3 de Julio 2017

Monument Community Shuttle es un servicio gratuito, diseñado para llevarte a varios destinos clave dentro de la comunidad de Monument. Para obtener más información sobre este proyecto, visite www.monumentimpact.org

O Visita nuestra página de Facebook!



Nos encantaría saber sobre tu experiencia, por favor llámenos al (925)682-8248 Ext. 2300 o envíenos un correo electrónico a info@monumentimpact.org

Estamos disponibles de lunes a viernes de 9 am-5pm.

Planning Committee **STAFF REPORT**

Meeting Date: July 5, 2017

Subject	Review of Draft 2017 Countywide Transportation Plan (CTP) Update
Summary of Issues	The Contra Costa Transportation Authority (CCTA) released the draft 2017 CTP Update for review by all interested parties on May 24, 2017. The CTP provides the Authority's vision, goals, and strategies for addressing our existing and future transportation challenges. The centerpiece of the CTP is a Long Range Transportation Investment Program (LRTIP) that specifies how CCTA could invest \$6.4 billion in leveraged, new revenues on streets and highways, Bay Area Rapid Transit (BART), ferries, buses, and bicycle and pedestrian facilities through the year 2040. Comments on the draft 2017 CTP Update are due by Tuesday, August 1, 2017.
Recommendations	N/A
Financial Implications	State law requires that Metropolitan Transportation Commission (MTC) consider County CTPs in development of the RTIP. Therefore, projects that are included in the CTP have an increased probability of receiving future state and federal funding.
Options	Provide comments on the draft 2017 CTP Update.
Attachments	Workshop Flyer
Changes from Committee	

Background

Measure J requires the Authority to prepare and periodically update a CTP. The first CTP was adopted in 1995. Subsequent updates were adopted in 2000, 2004, and 2009. The 2017 CTP Update will constitute the fourth update to the Plan.

The CTP is the blueprint for Contra Costa’s transportation system over the next 23 years. This long-range vision document for transportation identifies the projects, programs, and policies that the Authority Board hopes to pursue through the year 2040. The CTP identifies goals for bringing together all modes of travel, networks, and operators to meet the diverse needs of Contra Costa.

- On February 14, 2017, the Authority issued a Notice of Preparation (NOP) of the DEIR for the 2017 CTP Update.
- On May 24, 2017, the Authority issued the Draft 2017 CTP Update for public review.
- On June 16, 2017, the Authority issued the Draft EIR for public review.

Schedule

The schedule below summarizes upcoming activities for both the 2017 CTP Update and the EIR:

June 16-Aug 1	45-day comment period for Draft EIR
June 29	Public Open House – 6:30 p.m. to 8:30 p.m. at 2999 Oak Road, Suite 150, Walnut Creek, CA 94597
July 5	Planning Committee holds public meeting on draft 2017 CTP Update & DEIR
July 19	CCTA Public Meeting
Aug 1	Close of comment period on draft 2017 CTP Update and DEIR
Sept/Oct	Authority certifies Final EIR and adopts Final 2017 CTP Update (tentative)

Public Engagement; Outreach Activities

The public outreach effort for the 2017 CTP Update builds upon the extensive outreach effort conducted from the Fall of 2014 through July 2016 for the CTP and TEP. The previous effort included both traditional forums, such as workshops, public meetings, newsletters, and newer technology-driven forms of communication, including social media, an online public engagement survey/comment tool, telephone Town Halls, and a website portal that enabled residents to express their priorities by showing how they would spend money and prioritize investments across an array of programs.

Following release of the Draft 2017 CTP, the Authority initiated a public engagement process to allow Contra Costa’s residents to weigh in on the Draft Plan. This effort includes:

- Online engagement tools to enable residents to post comments and track responses, including one specifically designed to complement the concurrent Contra Costa Countywide Bicycle and Pedestrian Plan (CBPP) Update;
- A countywide open house workshop to be held on June 29, 2017;
- Meetings with the Authority's Citizens Advisory Committee;
- Public meetings starting in July to enable the Authority to hear comments from residents and others on the Draft Plan and the DEIR on the Plan;
- Meetings and study sessions with the RTPCs; and
- Presentations to City Councils, boards and commissions, upon request.

The public outreach effort is being implemented by the new consultant team providing ongoing planning services to the Authority: Placeworks, Inc., Circlepoint, Fehr & Peers, and EPS.

HELP SHAPE THE FUTURE OF TRANSPORTATION IN CONTRA COSTA COUNTY!

Contra Costa Transportation Authority Countywide Transportation Plan Public Open House

Thursday, June 29, 2017

6:30 p.m. – 8:30 p.m.

2999 Oak Road, Suite 150
Walnut Creek, CA 94597

The Contra Costa Transportation Authority (CCTA) improves our local transportation systems by planning and funding key projects, like the widening of Highway 4 between Pittsburg and Antioch, the I-80 SMART Corridor and HOV Lane Extension on I-680 in Walnut Creek. We also help maintain local streets, reduce traffic congestion, and make Contra Costa safe for bicyclists and pedestrians.

The 2017 Countywide Transportation Plan (CTP) provides the overall direction for achieving and maintaining a balanced and functional transportation system within Contra Costa while strengthening links between land use decisions and transportation.

Tell us your vision for Contra Costa's Transportation Future at the June 29th public open house, or comment online at 2017CTPUpdate.net, where you will find both the Draft CTP and EIR. We want to hear from you!

About CCTA

The Contra Costa Transportation Authority (CCTA) is a public agency formed by Contra Costa voters in 1988 to manage the county's transportation sales tax program and oversee countywide transportation planning efforts. CCTA is responsible for planning, funding and delivering critical transportation infrastructure projects and programs that connect our communities, foster a strong economy, increase sustainability, and safely and efficiently get people where they need to go. CCTA also serves as the county's designated Congestion Management Agency, responsible for putting programs in place to keep traffic levels manageable. More information about CCTA is available at www.ccta.net.



EXECUTIVE DIRECTOR'S REPORT
June 21, 2017

Tyler Conference: May 7 – 10, 2017

The software company (Tyler) we use for our financial system, and more recently our new HR/Payroll system, held their annual user conference in San Antonio and was attended by Randy Carlton, Tarienne Grover, Cindy Walker-Sayles and Irene Ortega. The user conference, seminars and knowledge sharing was especially helpful to staff as we are currently implementing the HR/Payroll module and plan to go live with the new system in August.

Small Business Summit Keynote Speech: May 12, 2017

I was the keynote speaker for the Small Business Summit-Going Places: Concrete Strategies for Small Businesses in the Transportation Industry. The summit was designed to help small subcontractors understand how to do business in the public sector space. I gave the audience a leadership speech about the Contra Costa Transportation Authority.

New York University (NYU): May 16, 2017

I met with Professor Joseph Chow from New York University. He is the Assistant Professor, Department of Civil & Urban Engineering. He is also the Associate Director of Research for the C²SMART USDOT Tier 1 University Transportation Center. He wants to partner with CCTA and GoMentum Station to begin developing data platforms that will be useful to agencies in their quest to become smarter.

2017A Bond Sale: May 15 – 17, 2017

Randy Carlton and I traveled to New York for our 2017A bond sale. We met with bond investors and underwriters on the morning of May 16th to provide information about CCTA. Our schedule called for opening the order period either May 16th or 17th depending on market conditions. As the day unfolded, the stock market began experiencing turmoil from national events related to the appointment of special counsel. The market reaction was a “flight to quality” with investors leaving the stock market for safer investments in the bond market. That shift in demand drove bond prices higher and yields lower (a rally in the bond market). That dynamic was advantageous to CCTA and we decided to open the order period on May 16th. The demand for the high quality CCTA bonds was overwhelming. We received over 7 times the amount of orders for the bonds available. The lower yields, which equate to lower borrowing costs for CCTA, generated about \$600,000 of savings in our bond debt service.

California Transportation Commission (CTC): May 17, 2017

Hisham Noeimi attended the CTC meeting held on May 17th in San Diego. The CTC approved a STIP amendment request for I-680/State Route 4 – Phase 3 to ensure use of programmed STIP

funds on the right-of-way phase. The CTC also discussed the process to establish the guidelines for SB 1 funding programs.

International Institute of Municipal Clerks (IIMC) Designation Award: May 16, 2017

Tarienne Grover was awarded a designation of Master Municipal Clerk (MMC) by the International Institute of Municipal Clerks (IIMC). IIMC grants the MMC designation only to those municipal clerks who complete demanding education requirements; and who have a record of significant contributions to their local government, their community and state.

21st Century Business Herald: May 17, 2017

I was interviewed by Han Zhang a reporter from the 21st Century Business Herald. The Herald is a major business newspaper from China. She wanted to know about our Redefining Mobility program and how testing was progressing at GoMentum Station.

California Transit Association (CTA) Spring Legislative Conference: May 17, 2017

I was part of a panel presentation at CTA's Spring Legislative Conference in Sacramento. The other members of the panel were Jennifer Cohen from the City of Los Angeles and Brian Souble from the California Department of Motor Vehicles (DMV). The moderator was Kate Breen from San Francisco Municipal Transportation Agency. The topic was "Autonomous Vehicles – The Future is Here." It was the last panel of the workshop and the room was full.

Government Finance Officers Association: May 20 – 24, 2017

Randy Carlton attended the GFOA annual conference held in Denver, Colorado along with 4,500 other finance professionals from across the country and Canada. For the past 6 years Randy has been a member of a GFOA board-appointed committee that focuses on treasury and investment management practices. While at the conference Randy spoke at a session related to electronic payment fraud. Randy also has co-authored a best practice for the membership on this topic, including the types of electronic fraud and prudent measures to prevent it from happening.

28th Annual California Transportation Foundation (CTF) Awards Program: May 24, 2017

The I-80 SMART Corridor was selected as the finalist for the California Transportation Foundation Awards Operational Efficiency Project of the Year. There were 119 nominations and the project was deemed to be exceptional by the jury. Tim Haile attended the event along with Commissioner Janet Abelson. CCTA's partner Parsons Group accepted the award.

Accenture: May 30, 2017

Jack Hall and I met with a team from Accenture that is interested in developing the data protocols for the Autonomous Vehicle industry and package the data for City 5.0 use in the future.

Congressman DeSaulnier: May 30, 2017

Tim Haile and I met with Congressman DeSaulnier and Andrew Perlstein. Andrew is the Congressman's new Legislative Assistant in the Washington, DC office. He took Mark Copeland's position. We talked about GoMentum Station, the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant application and a commemorative coin idea we have been kicking around at CCTA.

DMV Meeting: May 31, 2017

Habib Shamskhov and I met with DMV Director Shiimoto and Deputy Directors Soriano and Souble. We presented the Shared Autonomous Vehicle program. We reviewed our testing schedule. It was suggested and we agreed that we should meet on a regular basis to keep our partners apprised of the progress. I have been invited to present our CV/AV program at the August DMV/CHP/Caltrans quarterly meeting in Sacramento.

Ethics in the Workplace Training: June 1, 2017

Randy Carlton and Tarien Grover worked with our HR partner, RGS Services, to facilitate a workshop for staff on the topic of ethics in the workplace. We reviewed and discussed our policies, guidelines and case scenarios. The workshop was well received with good interaction from staff.

SR4/Balfour Partnering Meeting: June 2, 2017

Ivan Ramirez, Stephanie Hu, Tim Haile, and I participated in the second formal partnering meeting for the SR 4/Balfour project. The contractor is making good progress. Some of the risks that were identified have been mitigated. There will be about five days of pile driving which will create noise issues. We are working with staff from the City of Brentwood and Brosamer & Wall, Inc. to find ways to drive the piles during the daytime hours only. However, it will affect the morning commute to both the elementary and high school.

Dutch Consulate General Office: June 2, 2017

Habib Shamskhov and I met with Dutch Diplomatic Liaison for Smart e-Mobility Peter van Deventer and Robert van Hamersveld representing Amber Mobility Company. They want to partner with us at GoMentum Station. Amber Mobility builds a software platform for efficient mobility, but wants to build an electric autonomous car. I asked them to consider building it in Contra Costa.

GoMentum Tour: June 5, 2017

Jack and I met with Norio Komoda and Alan Arai. Norio worked for Toyota in their ITS department. Currently, he is a consultant to Japanese companies. Alan works for Aisun. Aisun is the first-tier supplier for Toyota. Aisun does all of their testing in Japan. They are considering moving some of their testing to the US. We are close to their offices in the Silicon Valley.

Society of Automotive Engineers (SAE): June 6, 2017

I was asked to be the keynote speaker at the first CONNECT2CAR Executive Leadership Forum in San Jose. I presented CCTA's innovation program. The audience was made up of executives from the OEMs, first-tier suppliers, and consultants. We are still getting questions about our program and how to start testing at GoMentum Station. It was worth the drive to San Jose.

City of Antioch: June 6, 2017

I met with Mayor Sean Wright, Council Member Monica Wilson, and newly appointed City Manager Ron Bernal at the Antioch City office. They wanted an update on the projects in Eastern Contra Costa County. We also talked about the Northern Waterfront.

City of Concord: June 6, 2017

Jack Hall, Tim Haile and I met with Council Members Tim McGallian and Carlyn Obringer, Assistant City Manager Kathleen Tropa and Director of Community Reuse Planning Guy Bjerke at the Concord City office. The two Council Members wanted a briefing on GoMentum Station. They wanted to see some testing, but none of the partners were testing on the 6th. It was a good meeting and we have directions on how to proceed into the future. We are working on a permanent plan for GoMentum Station.

County Connection: June 6, 2017

Peter Engel attended a presentation at County Connection from TransLoc. TransLoc provides a platform for transit operators to use smaller vehicles on under-performing routes to move from a fixed route schedule to an “on-demand” schedule to improve efficiency. Staff from County Connection, the City of Lafayette, Contra Costa County Public Works and 511 Contra Costa were in attendance at the presentation.

Bicycle Garden: June 7, 2017

Peter Engel and I met with Stantec (511 Contra Costa) staff Kirsten Riker and Corinne Dutra-Roberts to discuss the possibility of constructing a “Bicycle Garden”. A Bicycle Garden, also known as a Bicycle Playground or Traffic Garden, are miniaturized street layouts where children can learn bicycle safety and the rules of bicycle riding on roadways in a safe environment. Typically, they are built in parks, which might have a blighted area looking to be repurposed such as abandoned tennis courts.

Contra Costa Centre’s (CCC) Annual Board of Directors Meeting: June 7, 2017

I presented the CCC Board of Directors with a CCTA update. I added a few slides on our innovation program.

Cubic: June 8, 2017

I met with Keith Foxe. He is Cubic’s Business Development Director. The purpose of the meeting was to discuss a potential partnership for the SAV program. Cubic has technology that can help with fare collection for the SAV pilot project. Keith agreed to talk to staff from Cubic’s Innovation Department about our project and also key staff at Mastercard. We will have a follow-up meeting.

Electric Vehicle (EV) Coordinating Council Meeting: June 8, 2017

Peter Engel attended the quarterly meeting of the EV Coordinating Council Meeting at the Bay Area Air Quality Management District. The Council is made up of various cities, counties, CMA’s and electric vehicle/electric vehicle supply equipment (EV/EVSE) vendors to discuss the roll out of EVs in the Bay Area. Topics at the meeting included future trends and technology in EV charging and utility supported EV projects from Community Choice Aggregations.

Transport Simulation Systems (TSS): June 13, 2017

Jack Hall, Brad Beck, Matt Kelly, Tim Haile, and I met with TSS President Alex Gerodimos and Product Manager Paolo Rinelli to find out more about their decision support system (DSS) modeling software. Their product is being used on San Diego’s I-15 Integrated Corridor Management project. We are looking for a DSS software package for SR 4, I-80 and I-680.

Staff Out-of-State Travel

Randy Carlton, Irene Ortega, Cindy Walker-Sayles, and Tarienne Grover attended the Tyler Conference in San Antonio, Texas from May 7-May 10, 2017 for a total amount of \$9,402.45.

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CONTRA COSTA
transportation
authority

COMMISSIONERS

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Randell H. Iwasaki,
Executive Director

2999 Oak Road
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Walnut Creek
CA 94597
PHONE: 925.256.4700
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MEMORANDUM

To: Matt Todd, TRANSPAC
Lisa Bobadilla, SWAT
Jamar Stamps, TRANSPLAN, TVTC
John Nemeth, WCCTAC
Ellen Clark, LPMC
MRB for:
From: Randell H. Iwasaki, Executive Director
Date: June 23, 2017
Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its June 21, 2017 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Review and Approve CCTA Countywide Travel Demand Model Evaluation Study Results and Recommendations.** The Authority performs major updates to its Travel Demand Forecasting Model every ten years. The last major update was completed in 2012. As the designated Congestion Management Agency (CMA) for Contra Costa, the Authority must maintain and update a travel demand forecasting model that is consistent with the Metropolitan Transportation Commission's (MTC's) model and with the Association of Bay Area Grants' (ABAG's) demographic database. In consultation with the Authority's Technical Modeling Working Group (TMWG), the Authority's on-call modeling consultant, Kittelson & Associates, has prepared a model evaluation study for the 2020 Decennial Model update. The TCC reviewed the study in May and recommended moving forward with the recommendations found in the Model Evaluation Study. The study recommends that for the Authority's 2020 Decennial Model Update, the Authority develop a new Activity-Based Countywide Model based on MTC's "Travel Model Two." *The Authority unanimously approved the recommendation found in the Model Evaluation Study to use a new activity-based Countywide Model based on MTC's Travel Model Two, to update the Authority's 2020 Decennial Model.*

2. **PUBLIC HEARING: FY 2017-18 Proposed Budget for the Contra Costa Transportation Authority and Congestion Management Agency (CMA).** Staff sought recommendation for approval of Resolution 17-23-A adopting the Authority's FY 2017-18 budget following a public hearing on June 21, 2017. The Proposed Budget calls for funding appropriations totaling \$184.5 million for projects, congestion management, planning, programs, administration and debt service necessary as required for Authority operations, capital improvements and programmed activities planned from July 1, 2017 through June 30, 2018. *Following the Public Hearing, the Authority Board unanimously adopted Resolution 17-23-A, approving the FY 2017-18 Budget for the Contra Costa Transportation Authority and Congestion Management Agency.*

3. **Approval of Recommended Second Cycle One Bay Area Grant (OBAG 2) and Measure J Funding Programs.** In September 2016, the Authority released the Coordinated Call for Projects (CCP) for the second cycles of the One Bay Area Grant (OBAG 2) and Measure J Transportation for Livable Communities (TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) programs. In response, the Authority received 77 applications by the December 2016 deadline. The groups responsible for reviewing project applications have made their recommendations and staff has incorporated them into proposed funding programs for approval by the Authority Board and submittal to Metropolitan Transportation Commission (MTC). *The Authority unanimously approved the proposed funding recommendations and directed staff to submit the OBAG 2 recommendations to MTC.*

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
1676 North California Boulevard, Suite 400
Walnut Creek, CA 94596
(925) 937-0980

June 9, 2017

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

Re: Status Letter for TRANSPAC Meeting – June 8, 2017

Dear Mr. Iwasaki:

At its regular meeting on June 8, 2017, the TRANSPAC Board of Directors took the following actions that may be of interest to the Transportation Authority:

1. Approved the TRANSPAC Budget and Workplan for Fiscal Year 2017/2018.
2. Amended the TRANSPAC Fiscal Year 2016/2017 Budget to include the operations and maintenance expense for the Pacheco Transit Hub Park and Ride Facility for up to \$10,000.
3. Approved the programming of Measure J Line 19a funds, with \$10,000 annually for the operations and maintenance costs for the Pacheco Transit Hub Park and Ride Facility to the City of Martinez, and the remainder of the annual funds programmed to CCCTA to offset operational costs of the County Connection Route 16 and 316 services for the period of FY 2017/2018 to FY 2021/2022.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Matthew Todd
TRANSPAC Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
Jamar I. Stamps, TRANSPLAN; Salvatore (Sal) Evola, Chair, TRANSPLAN
Lisa Bobadilla, SWAT; Amy Worth, Chair, SWAT
John Nemeth, WCCTAC; Janet Abelson, Chair, WCCTAC
Tarienne Grover, CCTA
June Catalano, Diane Bentley (City of Pleasant Hill)

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

June 9, 2017

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on June 8, 2017.

ADOPT proposed Fiscal Year ("FY") 2017/18 Work Plan and Budget and DIRECT staff to deliver invoices to the member agencies. The Committee unanimously approved a motion to adopt the FY 2017/18 Workplan and Budget.

Should you have any questions, please do not hesitate to contact me at (925) 674-7832 or email at jamar.stamps@dcd.cccounty.us.

Sincerely,



Jamar Stamps, TRANSPLAN Staff

c: TRANSPLAN Committee
L. Bobadilla, SWAT/TVTC
M. Todd, TRANSPAC
J. Nemeth, WCCTAC

T. Grover, CCTA
J. Townsend, EBRPD
D. Dennis, ECCRFFA



SWAT

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

June 9, 2017

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

RE: SWAT Meeting Summary Report for June 2017

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met on Monday, June 5, 2017. The following is a meeting summary and action items:

1. **Approved** - Memorandum of Understanding (MOU) with the City of San Ramon to provide SWAT administrative services effective July 1, 2017 to June 30, 2018 for an amount not to exceed \$32,500.
2. **Approved** - Contra Costa Transportation Authority (CCTA) and 511 Contra Costa Strategic Plan Scope of Work (SOW), with the following conditions:
 - a. Strategic Plan consultant should not be affiliated with 511 Contra Costa TDM program(s); and
 - b. RFP circulated to TDM Consultants in the Bay Area, throughout California and out of State.
3. **Received** - Status update from MTC on I-680 Express Lanes, scheduled to open September 2017. SWAT expressed concern with the lack of communication from MTC on the Express Lane Hours of Operation, as they are inconsistent with what was presented to SWAT in 2015. Consequently, SWAT requested the following:
 - a. MTC to revise and circulate the Frequently Asked Questions (FAQ) with an emphasis on the Express Lane Hours of Operation; and
 - b. MTC attend stakeholder meetings throughout the San Ramon Valley to educate community of the new Express Lane Hours of Operation.

The next SWAT meeting will take place **Monday, July 3, 2017**. Please contact me at (925) 973-2651, or email at lbobadilla@sanramon.ca.gov, if you should have any questions.

All the best,

A handwritten signature in black ink, appearing to read "Lisa Bobadilla", is written over a horizontal line.

Lisa Bobadilla
SWAT Administrator

Cc: Hisham Noeimi, CCTA; Martin Engelmann, CCTA, SWAT/SWAT TAC; Anita Tucci-Smith, TRANSPAC; John Nemeth, WCCTAC; Jamar Stamps, TRANSPAN

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

June 7, 2017

Hercules

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

Pinole

RE: May WCCTAC Board Meeting Summary

Dear Randy:

Richmond

The WCCTAC Board, at its meeting on May 19, 2017 took the following actions that may be of interest to CCTA:

San Pablo

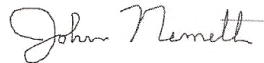
1. Approved distribution of the Draft FY18 WCCTAC Work Program, Budget, and Dues to member agencies.
2. Approved the Final Report for the West Contra Costa High Capacity Transit Study.
3. Received a presentation regarding the San Pablo Avenue Bridge Replacement over the BNSF Railroad-Complete Streets Project in Pinole.

Contra Costa
County

Please let me know if you have any follow-up questions.

AC Transit

Sincerely,



BART

John Nemeth
Executive Director

WestCAT

cc: Tarien Grover, CCTA; John Cunningham, TRANSPAC; Jamar Stamps.