



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

Meeting of November 3, 2008

3:00 p.m. SWAT Board Meeting
Office of Supervisor Gayle B. Uilkema
Lamorinda Office
3338 Mt. Diablo Boulevard, Lafayette, CA

AGENDA

1. Call to Order/Self Introductions
2. Public Comment
3. Board Member Comment
4. Administrative Items
5. Adoption of Agenda
6. **Review/Approval of Minutes From October 6, 2008***
7. **Update on Contra Costa Transportation Authority's Workshop on Regional Plans and Potential Changes to the Growth Management Program***
8. **Update on the status of Actions Plans**
9. **Review/Authorize release of the SWAT comment letter regarding the Countywide Bicycle and Pedestrian Plan "Issues and Options" Report***
10. **Written Communication, Items of Interest, Outgoing Communication - Consider Actions as Appropriate***
11. Discussion: Next Agenda
12. **Adjourn to December 1, 2008 or Other Meeting as Deemed Appropriate**

*Indicates material on this item is attached.

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings. Please contact Andy Dillard at least 48 hours before the meeting at (925) 314-3384 or adillard@ci.danville.ca.us

Staff Contact: Andy Dillard, Town of Danville

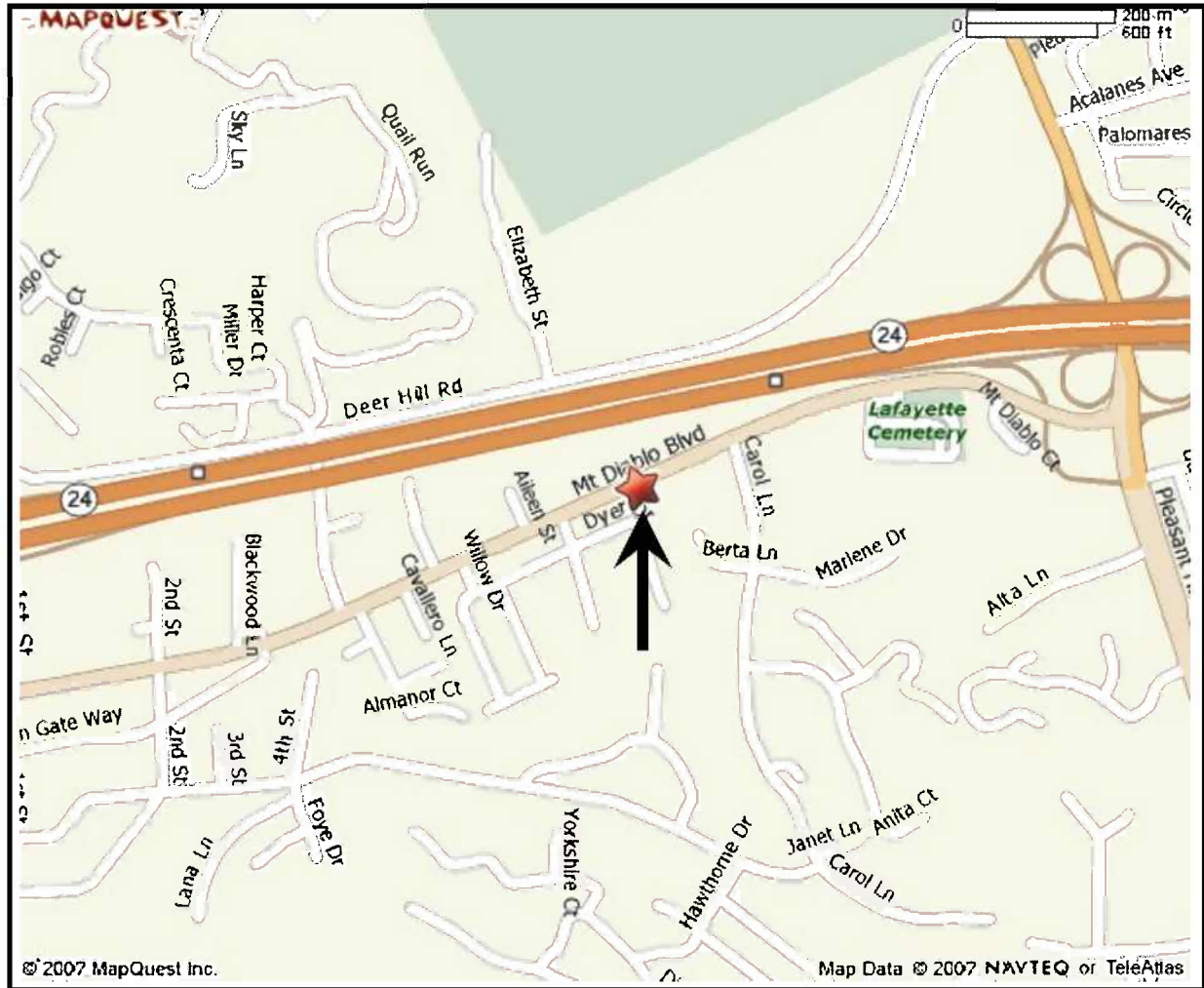
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Agendas, minutes and other information regarding this committee can be found at: www.co.contra-costa.ca.us/depart/cd/transportation/committee/swat/

SOUTHWEST AREA TRANSPORTATION COMMITTEE
MEETING LOCATION MAP

Office of Supervisor Gayle B. Uilkema
Lamorinda Office

3338 Mt. Diablo Boulevard, Lafayette, CA 94549
(parking is available behind the building)



AGENDA ITEM 6



SWAT

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SUMMARY MINUTES
October 6, 2008
Office of Supervisor Gayle B. Uilkema
Lamorinda Office
3338 Mt. Diablo Road
Lafayette, CA

Committee Members Present: Candace Andersen, Town of Danville; Amy Worth, City of Orinda; Mike Metcalf, Town of Moraga; Don Tatzin, City of Lafayette

Staff members present: Darlene Amaral, Tai Williams, Leah Greenblat, John Cunningham, Monica Pacheco, Calvin Wong and Janice Carey

Others present: Martin Engelmann, CCTA; Charles Hogle, CCTA CAC

Meeting convened with a quorum by Vice Chair Tatzin at 3:08 p.m.

1. **Call to Order/Self Introductions**
2. **Public Comment:** None.
3. **Board Member Comment:** None.
4. **Administrative Items:** Tai Williams recorded the minutes on behalf of Andy Dillard. Extra agenda packets and handouts were made available.
5. **Adoption of Agenda**
ACTION: Worth/Metcalf/Unanimous
6. **Review/Approval of Minutes from September 8, 2008**
ACTION: Andersen/Metcalf/Unanimous

7. **Consider Request from the City of Orinda for Reprogramming of Measure C Funds**

Committee member Don Tatzin reported that the LPMC considered and approved this request, and the item is now before SWAT for consideration and approval. The Committee approved the request to reprogram the Measure C Strategic Expenditure Plan funds from the Widening of the EB SR24/Brookwood Off-Ramp funds to a new project: Moraga Way Rehabilitation and Improvements Project.

ACTION: Metcalf/ Andersen/Unanimous

8. **Update on Action Plans**

Martin Engelmann reported that most of the draft Actions Plans were completed last spring, and a second draft of each were released this past summer. The outstanding Action Plan is from TRANSPAC. Subsequent to the September 15th CCTA meeting, TRANSPAC indicated that a draft Action Plan would be forthcoming (release date anticipated to be Friday, October 10th). Mr. Engelmann noted that it would allow the Countywide Transportation Plan to be released in December 2008. In light of this schedule, Committee member Tatzin requested that the draft Lamorinda Action Plan be placed on the November agenda for discussion and release.

ACTION: None.

9. **Review and Comment on the Measure J *Implementation Guide - Proposal for Adoption***

Martin Engelmann reported that the Authority will host a workshop in November (date to be determined) to discuss the Growth Management Program and its Implementation Guide. Simultaneously, the GMP Task Force is working to streamline the guide to facilitate usability. Committee member Mike Metcalf expressed concern that the Implementation Guide does not appear to explicitly exempt non-traffic related GPAs (e.g., Noise Element update) from the notification process. Committee member Andersen expressed that it would be appropriate, for purposes of full disclosure, for a sponsoring jurisdiction to send a courtesy notice to the Authority on any GPA that is being processed - with a determination as to whether that particular GPA triggers the threshold for action. After some discussion, the Committee concurred that it would be appropriate that the responsibility should rest with the lead agency processing a GPA to distribute a courtesy notification to affected agencies regardless of whether the GPA was traffic-related. A brief discussion took place with regard to the current notification requirements outlined in the Lamorinda Action Plan which also requires notification for all GPAs.

Committee member Don Tatzin distributed Lafayette's formal comments on the Implementation Guide. After reviewing this correspondence to the Authority, the Committee supported Lafayette's comments.

ACTION: Worth/Andersen/Unanimous

10. **Review and Comment on the “Issues and Options Report” for the Update of the Countywide Bicycle and Pedestrian Plan**

Leah Greenblat, serving as SWAT representative on the Countywide Bicycle and Pedestrian Plan Advisory Committee (CBPPAC), provided a brief overview of a recent committee meeting on this subject. She noted that Tai Williams and John Cunningham were also in attendance at the committee meeting. In summary, the primary comments from this meeting are:

- A concern regarding the limited opportunity to fully discuss all of the suggestions and comments pertaining to the report;
- A concern about the usability of the latent demand maps, and whether it is appropriate to continue to expend resources to adjust these maps for accuracy;
- A concern about the policy-oriented nature of some of the language contained in the Issues & Options Report, which may not be appropriate at a countywide level and which may prevent some local jurisdictions from embracing and adopting the CBPP, particularly the report’s multiple references to require local jurisdictions adopt standards contained within the future plan;
- A concern regarding the Report’s proposal to prioritize individual projects within the future plan for various funding sources which may preclude future currently unidentified projects from consideration and/or may not address changing priorities after the plan’s adoption;
- A desire to focus the CBPP on identifying issues, and recommendations, of countywide importance (e.g., common directional bike/pedestrian signage) rather than delving into areas that are more appropriate to be resolved at a local level; and lastly
- A desire to incorporate *references* to organizations with expertise in generating Best Practices manuals for matters not of countywide importance on the CCTA’s website and in the Plan, rather than duplicating the effort by incorporating the Best Practices text in the body of the CBPP. By utilizing these links instead of reproducing the material, the links will provide access to the most current examples of Best Practices.

Committee member Mike Metcalf inquired as to whether the CBPP could address issues related to safety (e.g., a process for addressing vehicle/pedestrian conflicts) and support education efforts related to enforcement. Janice Carey responded that it would be difficult to include specific information in the Plan on this matter because each location where there is a safety issue is unique and each jurisdiction would need to consider its own issues, such as neighborhood character when developing a response.

Committee member Amy Worth expressed that there should be a clear mechanism for local jurisdictions to add projects to CBPP on a regular basis in an effort to ensure that new and innovative projects are eligible for funding.

ACTION: The TAC will forward these comments to the CBPPAC. The Committee requested that the TAC provide an updated report on the CBPP at the next SWAT meeting.

11. **Written Communication, Items of Interest, Outgoing Communication – Consider Actions as Appropriate**

ACTION: None.

12. **Discussion: Next Agenda**

ACTION: The Committee requested that the comments on the Lamorinda Action Plan and status update on the Countywide Bicycle and Pedestrian Plan be included on the November agenda.

13. **Adjourn to November 3, 2008** which will be held at Supervisor Uilkema's Lamorinda Office in Lafayette.

ACTION: Meeting adjourned at approximately 3:50 p.m.

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AGENDA ITEM 7



SWAT

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DATE: November 3, 2008

TO: Southwest Area Transportation Committee

FROM: SWAT Administrative Staff

SUBJECT: Measure J Growth Management Program Workshop

The Growth Management Program (GMP) has been an integral part of Measure C and was carried forward, in modified form, into Measure J. Recent issues and events have prompted the Contra Costa Transportation Authority (“Authority”) to hold a workshop at its November 19, 2008 meeting to re-affirm the Authority’s commitment to the program and to discuss possible changes, including the possible elimination of program components that may no longer be applicable. The multi-modal transportation objectives (MTSOs) and the general plan amendment (GPA) review process have both been raised as candidates for modification and/or elimination.

Attached for SWAT’s information, is an Authority staff report to the Technical Coordinating Committee (TCC), summarize the issues associated with the GMP discussion. At its November 3rd meeting, it would be appropriate and timely to discuss these issues and provide direction to its Authority representatives regarding SWAT’s perspective.

Subject	Preparation for an Authority Workshop on Regional Plans and Potential Changes to the Growth Management Program (GMP)
Summary of Issues	The Authority will hold a workshop in November to discuss possible changes to the Measure J Growth Management Program given recent regional and state initiatives. The GMP task force has met once to review the GMP and will meet again after the TCC to discuss potential changes to the GMP before making its recommendations to the Planning Committee in advance of the workshop.
Recommendations	Review and discuss materials for a November GMP workshop. A suggested discussion matrix is attached.
Financial Implications	N/A
Options	N/A
Attachments	<ul style="list-style-type: none"> A. Issues and Options for the Measure J GMP B. Letter from TRANSPAC, September 17, 2008 C. Letter from Contra Costa County, September 16, 2008
Changes from Committee	

Background

At its September meeting, the Authority agreed to hold a workshop in November to review and discuss the Measure J Growth Management Program. The GMP was an integral part of Measure C and Measure J included it in a somewhat modified form. Two events have prompted renewed consideration of the program. First, local jurisdictions have identified potential issues as part of the review of the updated *Implementation Guide* and the updates of the Action Plans. Second, the passage of SB 375 could lead to new roles for the Authority in regional planning and consequently new demands on Authority resources, some of which are now being used to carry out the GMP.

The workshop will focus on the components of the existing Measure J program, and re-affirm the Authority’s commitment to the program, or explore options for streamlining it, including possible elimination of components that may no longer be of use. The multi-modal transportation service objectives (MTSOs) and the general plan amendment (GPA) review process have been raised as candidates for review. Authority staff believes that the affordable housing provisions should also be

reviewed. On several occasions, Authority members have questioned the usefulness of the Conflict Resolution process, given that legal recourse usually supplants the Authority's process for facilitation and mediation.

Authority staff is primarily interested in focusing the Authority's time and resources towards the areas of greatest importance and impact, and making sure that the Authority is efficiently and effectively addressing today's most pressing issues. Some components of the GMP, particularly in the area of cooperative planning, constitute major advancements. For example, having a single Countywide Model with which to evaluate projects, a uniform procedure for conducting traffic impact analyses, and a formal process for inter-jurisdictional consultation have proven to be of significant internal value. However, leveraging our internal advancements on the state or regional level has been problematic. Accordingly, we are desirous of retaining the beneficial elements of the GMP program.

The Planning Committee reviewed the attached discussion paper (Attachment A) at its October meeting. The discussion paper reviews each individual component of the GMP for the purposes of stimulating discussion and preparing for the November Workshop. Authority staff will refine it in response to comments from the TCC, GMP Task Force, and Planning Committee for use at the workshop.

The Planning Committee suggested that components 1,2, 5 and 6 — the growth management element, the development mitigation program, the urban limit line and the five-year capital improvement program — should stay as a part of the GMP, but that staff should consider ways to streamline or refocus the remaining three: housing options; cooperative, multi-jurisdictional planning; and the TSM ordinance or resolution.

The GMP Task Force has met once to review the Measure J GMP and will meet again during the week following the TCC meeting to review it again. Authority staff will forward any comments from the TCC to the GMP Task Force and to the Planning Committee.



MEASURE J GROWTH MANAGEMENT PROGRAM

Overview

Measure C, approved by Contra Costa voters in 1988, succeeded where the first attempt to establish a sales tax-funded transportation program in Contra Costa failed. There is general agreement that two factors made the difference:

1. Measure C spelled out clearly how the sales tax revenues would be spent, identifying particular projects and programs, and
2. The measure included a program for addressing the impacts of growth in Contra Costa.

Significant public concern about managing the impacts of growth made the growth management program (GMP) an essential component of the success of Measure C at the polls. Contra Costa had added about 700,000 people since 1940 — a 700 percent increase — and voters saw the impacts of that growth in more congestion and reduced public services. Measure C was seen as a way to fund remedies to existing problems and, through the growth management program, to get new growth to pay its way.

These concerns were reflected in the two principles that underlay the Measure C GMP:

1. Local jurisdictions must work collaboratively to manage growth
2. New growth must pay for facilities needed to meet the demands it creates; sales tax revenues from Measure C would fund projects to remedy *existing* problems, while fees and exactions on new development would fund projects to remedy impacts from new development.

In 2004, the Authority — working with stakeholders throughout Contra Costa and through comprehensive analyses and robust debates — developed Measure J, the successor to Measure C. As with the original measure, Measure J included both a detailed program of investments and a GMP. Voters approved the new measure in November 2004.

While growth had slowed since 1988 when Measure C was adopted, it hadn't stopped. Contra Costa's population increased by almost 20 percent in the decade following Measure C's adoption: in other words, every sixth person in the county was a new resident. And forecasts showed this growth continuing into the future, leading to increasing demands on our transportation system.

Measure J kept the basic principles of Measure C's GMP, sharpening them into four objectives:

1. Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.
2. Require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies.
3. Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.
4. Support infill and redevelopment in existing urban and brownfield areas.

Besides reworking the GMP principles, Measure J made some significant changes to the previous GMP — removing the requirement for local performance standards (though encouraging their continued use) and adding a new requirement for an urban limit line (ULL) that is approved by local voters — but keeping, with some modifications, most of the Measure C components. Most of the modifications either clarified what was in Measure C or reflected the more detailed GMP processes established in the Measure C *Implementation Documents* and various Authority resolutions.

The Authority has received two sets of formal comments on the GMP — one from TRANSPAC and the other from Contra Costa County — raised in response to the updating of the Action Plans. These comment letters identify both general and specific issues with the GMP. Both TRANSPAC and the County state that the GMP focuses too much on roadway congestion, which they contend is no longer the concern it was in 1988 when Measure C was put together. Both suggest that the GMP needs to allow jurisdictions more flexibility in balancing transportation with other community concerns. TRANSPAC also thinks that the GMP has become too complex and too concerned with process rather than outcome.

Specific concerns were focused on the General Plan Amendment and major development review process and the use of Multimodal Transportation Service Objectives.

Some of the suggested changes would require amending Measure J itself while others might be dealt with through the *Implementation Guide, Technical Procedures* or other Authority resolutions or policies.

REVIEW OF INDIVIDUAL GMP COMPONENTS

For the purposes of stimulating discussion, staff has outlined each GMP component as follows:

1. Growth Management Element

This component of the GMP requires each jurisdiction to adopt a General Plan element that outlines its goals and policies for managing growth and that demonstrates how the jurisdiction meets the various requirements of the Measure J GMP.

<i>Intent</i>	The Growth Management Element is intended to ensure that each jurisdiction has incorporated its approach to Measure J in particular and growth management in general in a way that is consistent with the other parts of the jurisdiction's General Plan. (Internal consistency is a fundamental requirement for General Plans in State law.)
<i>Changes from Measure C</i>	No substantial differences. The new measure does, however, encourage jurisdictions to include their own locally developed standards in the element.
<i>Status</i>	The Authority approved a Model Growth Management Element for use by local jurisdictions in June 2007.
<i>Comments Received</i>	None
<i>Discussion</i>	NA

2. Development Mitigation Program

As with the Measure C program, this component requires jurisdictions to both adopt a local mitigation program and join with adjoining jurisdictions in a regional mitigation program that funds regionally important projects.

Intent This GMP component follows directly from one of the GMP’s key objectives, namely to ensure that “new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.” This requirement is truly one of the most successful parts of the GMP, providing funding for both local improvements and regionally significant projects.

Changes from Measure C The key change from Measure C is a new link to the Action Plans. Measure J requires each RTPC to “tak[e] account of planned and forecast growth [in its region] and the Multimodal Transportation Service Objectives and actions to achieve them established in the Action Plans for Routes of Regional Significance.”

Status Each RTPC has adopted a regional mitigation program for its region and each jurisdiction has adopted a local program. West and East County have updated their programs within the last two years and Tri-Valley is close to an update of theirs. All programs assess fees on new development except Central County which relies on the CEQA review process for major projects.

Comments Received No formal comments received.

Discussion The Regional Transportation Mitigation Program has, to date, generated about \$243 million for various regional projects. Central County’s mitigation program has funded additional projects whose need was generated by specific development projects.

3. Address Housing Options

This component of the GMP addresses provisions for the creation of housing for all income levels, and analysis of the impact of land use decisions on the transportation system.

Intent This component, despite its name, has three separate parts. First, it asks jurisdictions to report on their efforts to achieve the housing goals and complete the implementation tasks in their Housing Elements. Second, it requires jurisdictions analyze how their land use and development policies affect the “local, regional and countywide transportation system.” Finally, it requires jurisdictions to include standards and guidelines in their development review process that support transit, bicycle and pedestrian access.

Changes from Measure C While similar in intent, this component is significantly changed. The most discussed changes are that Measure J focuses its housing questions more directly on local efforts to implement their Housing Element and gives jurisdictions more options to comply. The second part is a clarification of Measure C intent. The requirement for consideration of transit, bicycle and pedestrian access is new but flows from Strategy 3.3 of the CTP.

Status Questions on this component will be included in the Measure J compliance checklist to be developed over the next six months.

Comments Received No formal comments received.

Discussion This component of the GMP received some of the greatest scrutiny, focused almost entirely on implementation of local housing elements. The revised GMP gives local jurisdictions three options for reporting on completion of the actions in their housing elements, including using the required HCD report. The original reason for this part of the GMP was to encourage both the development of more affordable in Contra Costa and a better balance

between jobs and housing. While Measure J continues to encourage a land use pattern that makes the most efficient use of the transportation system, a closer balance between jobs and housing within particular jurisdictions is less emphasized.

The other parts of this component — the analysis of local plans on the transportation system and the incorporation of transit-, bicycle- and pedestrian-supportive standards in development review — did not receive nearly the same level of discussion. The impact analysis is part of the GMP's ongoing cooperative planning component and is required, to a limited extent, by CEQA. Local adoption of transit-, bicycle- and pedestrian-supportive standards, which reflects other Measure J policies, will also help local agencies meet MTC's new routine accommodation requirements.

4. Participate In an Ongoing Cooperative, Multi-Jurisdictional Planning Process

The cooperative, multi-jurisdictional planning required by Measure C is generally recognized as one of the successes of the current GMP. Measure C supported the institutional framework of the RTPCs and the ongoing, cooperative planning that the RTPCs, separately or with other RTPCs or counties, foster.

Intent This component recognizes that effective planning requires good coordination and communication among local jurisdictions.

Changes from Measure C. The Measure C GMP required two basic actions: cooperatively developing a program for addressing transportation issues affecting the subregion and county, and assessing the impacts of new development on the transportation system. The Measure C language, which was fairly general, was fleshed out through several resolutions and documents, including the *Implementation Documents* and the *Technical Procedures*. The Measure J GMP clarified the Measure C language by explicitly including the Action

Plan process, and development review, and the General Plan Amendment review procedure.

Status A second draft of the revised *Implementation Guide* is currently under review. The *Technical Procedures* will be updated once the *Implementation Guide* is completed.

Comments Received TRANSPAC has raised concerns regarding the usefulness of having measurable performance standards for regional routes when such routes are heavily congested, and stressed that congestion-based measures may no longer be beneficial. It has also raised issues regarding the general plan amendment (GPA) review process, and its link to the MTSOs.

Some Authority members have questioned the usefulness of the conflict resolution process currently required for addressing compliance.

Discussion Although the RTPCs have completed, or made significant progress towards completing, their 2008 Action Plans, the specific requirements for MTSOs have come into question. The Authority may wish to review the procedures for GPA review, the need for MTSOs, and the process for resolving conflicts among jurisdictions and RTPCs. For example, the application of quantitative performance measures without setting specific numerical targets for achievement, could still help decision makers gauge the impacts of their land use decisions on regional routes. Do hard targets make sense, given the difficulty of establishing baselines and formulating 30-year predictions?

5. Adopt an Urban Limit Line

This component of the GMP, which was not in the Measure C program, requires each jurisdiction to establish a voter-approved Urban Limit Line. This ULL can be approved

either specifically by voters in the jurisdiction or countywide (as long as it passes within the jurisdiction as well).

<i>Intent</i>	The ULL is meant to preserve open space within Contra Costa and constrain urban development to the areas within that line
<i>Changes from Measure C</i>	This is a new component
<i>Status</i>	Most jurisdictions have either adopted the County's ULL or their voters have approved a "jurisdiction-specific" one
<i>Comments Received</i>	County staff contends that the ULL is an adequate GMP mechanism and obviates the need for the GPA/major development review process (see # 4)
<i>Discussion</i>	An urban limit line (sometimes called an "urban growth boundary") is a well established and useful growth management tool for "identifying preferred locations for accommodating new development." (See Appendix A.) It is not a sufficient tool, however, for preventing sprawl, encouraging infill, supporting transit- or pedestrian-oriented development, or creating the transportation-efficient land use pattern called for in Measure J. ¹ Staff believes the ULL requirement was so critical to the passage of Measure J that it is not a candidate for revision.

6. Develop a Five-Year Capital Improvement Program

This component of the GMP requires local jurisdictions to adopt a five-year capital improvement program that outlines the projects (including transportation projects) that the jurisdiction is proposing to develop and how and when those projects would be funded.

¹ "For most communities, it appears that boundaries have been fairly effective in reducing scattered development in rural areas but not successful at curbing sprawl in urbanizing areas." Porter, Douglas, *Managing Growth in America's Communities*, p. 67. Island Press, 1997

This component also requires local jurisdictions to forward the list of transportation projects in the CIP to the Authority for incorporation into the countywide travel demand model.

Intent Requiring the CIP itself is primarily a “good government” action, although letting the Authority know what local plans are is essential to keep the Countywide Model up-to-date and accurate.

Changes from Measure C The Measure C GMP required local jurisdictions to use the CIP to identify the projects that would help meet the level-of-service and performance standards for local streets and roads established in their Growth Management Element. Since Measure J eliminated the LOS and performance standards, this component now focuses on simple adoption of the CIP and assistance in maintaining the Authority’s travel demand model.

Status Jurisdictions have adopted and updated CIPs to comply with the Measure C GMP

Comments Received None

Discussion Adoption of CIPs *per se* may not be necessary to achieve the objectives of the GMP. Ensuring that the Countywide Model includes the transportation projects that local agencies are planning, however, is essential to keep the model up-to-date and as useful as possible.

7. Adopt a Transportation Systems Management (TSM) Ordinance or Resolution

This component of the GMP requires each jurisdiction to adopt a local ordinance or resolution that complies with the Authority’s model ordinance. Because State law passed after Measure C was adopted limited the ability of governments to implement TSM programs like the Authority’s original model ordinance, the current model ordinance requires fairly limited efforts by local jurisdictions.

<i>Intent</i>	Both Measure C and Measure J state that this GMP component is meant to “promote carpools, vanpools and park and ride lots.”
<i>Changes from Measure C</i>	Changed only to reflect the fact that the Authority has already prepared a model TSM ordinance
<i>Status</i>	All jurisdictions have adopted a local ordinance or resolution that complies with the Authority’s model
<i>Comments Received</i>	None
<i>Discussion</i>	Measure C funds and Measure J will fund TSM programs, and these efforts will continue whether the local TSM requirement is eliminated or not. The Measure J Expenditure Plan sets aside one percent of revenues for “Commute Alternatives”, that is, for providing and promoting “alternatives to commuting in single-occupant vehicles, including carpools, vanpools and transit.” The Authority’s model TSM ordinance originally required more substantive efforts but State law limited what local agencies (and the CMP as well) could require which reduced the rationale for this component.

APPENDIX A:

What Is Growth Management?

One basic definition of “growth management” is the actions that governments take to “anticipate and seek to accommodate community development in ways that balance competing land use goals and coordinate local with regional interests.”² This definition encompasses a very wide range of techniques to balance development with conservation, new development with adequate infrastructure, needed new public services with the revenues to finance those services, and economic growth with equity. The following table lists the primary concerns of most growth management programs and the techniques often used to address them:

<i>Concerns</i>	<i>Common Techniques</i>
Identifying preferred locations for accommodating new development	<ul style="list-style-type: none">▪ Urban growth boundaries▪ Development policy areas (e.g. urban, urbanizing, reserve)▪ Promotion of infill and redevelopment▪ Transit-Oriented Development▪ Extra-jurisdictional controls▪ Growth limits, including moratoria
Ensuring that adequate facilities and services are available as development occurs	<ul style="list-style-type: none">▪ Functional plans▪ Adequate public facility ordinances & performance standards▪ Exactions, impact fees and special districts▪ Transportation demand management and congestion management programs▪ Project rating systems
Maintaining community character and quality of life	<ul style="list-style-type: none">▪ Design review▪ Flexible planning and design (PUDs and overlay districts)▪ Incentive or performance zoning▪ Historic and architectural preservation▪ Neighborhood conservation or revitalization▪ Landscape or tree preservation ordinances

² Douglas R. Porter, *Managing Growth in America's Communities*, May 1997: Island Press

<i>Concerns</i>	<i>Common Techniques</i>
Preserving resource lands and environmental quality	<ul style="list-style-type: none"> ▪ Land acquisition ▪ Limit development in critical areas ▪ Mitigation of environmental impacts ▪ Agricultural zoning, districts and right-to-farm laws ▪ Environmental thresholds (“carrying capacity”)
Achieving economic development and social equity goals	<ul style="list-style-type: none"> ▪ Economic development incentives ▪ Economic opportunity programs (training, etc.) ▪ Inclusionary zoning or linkage programs for affordable housing
Providing regional guidance and coordination	<ul style="list-style-type: none"> ▪ Regional plans or goals ▪ Review of developments for regional impacts

Growth management programs frequently focus on some combination of these concerns and techniques, depending on the needs and situation of the community and region. The current Measure C Growth Management Program focuses especially on ensuring adequate facilities and providing regional guidance and coordination. It incorporates the techniques of performance standards; exactions and fees; transportation demand management; review of developments for regional impacts; and regional plans.

APPENDIX B:

Measure C and Measure J GMPs Compared

<i>Existing Measure C GMP</i>	<i>New Measure J GMP</i>
<p>Introduction</p> <p>Consistent with and in furtherance of its role as the county's designated Congestion Management Program Agency, while serving such role, the overall goal of the Growth Management Program is to achieve a cooperative process for Growth Management on a countywide basis, while maintaining local authority over land use decisions and the establishment of performance standards. The Growth Management and Congestion Management Programs functions shall, to the extent possible, be harmonized. To the extent they conflict, Congestion Management Program activities shall take precedence over Growth Management Program activities.</p> <p>The transportation retail transaction and use tax is intended to alleviate existing major regional transportation problems. Growth management is needed to assure that future residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.</p> <p>It is the intent of the Transportation Authority to create a process that results in the maintenance of the quality of life in Contra Costa.</p>	<p>Goals and Objectives</p> <p>The overall goal of the Growth Management Program is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land use decisions. [FOOTNOTE: The Authority shall, to the extent possible, attempt to harmonize the Growth Management and Congestion Management Programs. To the extent they conflict, Congestion Management Program activities shall take precedence over Growth Management Program activities.]</p> <p>The objectives of the Growth Management Program are to:</p> <ul style="list-style-type: none">Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.Require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies.Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.Support infill and redevelopment in existing urban and brownfield areas.
<p>Adopt a Growth Management Element</p> <p>Each jurisdiction is to develop a Growth Management Element of its General Plan to be applied in the development review process. The element must include sections 2 and 3 below, and jurisdictions must comply with sections 4-8 below. The Authority and the Regional Transportation Planning Committees shall jointly prepare a model element and administrative procedures to guide the local jurisdictions. Local jurisdictions shall</p>	<p>Adopt a Growth Management Element</p> <p>Each jurisdiction must adopt a Growth Management Element as part of its General Plan that outlines the jurisdiction's goals and policies for managing growth and requirements for achieving those goals. The Growth Management Element must show how the jurisdiction will comply with sections 2-7 below. The Authority shall refine its model Growth Management Element and administrative procedures in</p>

Existing Measure C GMP

develop their Growth Management Element within one year after receipt of the Authority's model element.

Adopt Traffic Level Of Service (LOS) Standards keyed to types of land use:

Rural: LOS low-C

Semi-Rural: LOS high-C

Suburban: LOS low-D

Urban: LOS high-D

Central Business District: LOS low-E

Based on the categories established above, each jurisdiction shall determine how the Traffic Service standards are to be applied to their General Plan land use and circulation elements, and the land areas to be defined as Rural, Semi-Rural, Suburban, Urban, and Central Business District (as suggested in the Guidelines in Appendix A). Each jurisdiction shall comply with the adopted standards. Jurisdictions may adopt more stringent standards without penalty.

Level of Service (LOS) would be measured by Circular 212 or the method described in the most commonly used version of the Highway Capacity Manual. Any issues with respect to the application of the Highway Capacity Manual or measurement of level of service shall be referred to the Authority's Technical Coordinating Committee for review and recommendation to the Authority. In the event that an intersection(s) exceeds the applicable Traffic Service standard, the Authority shall, jointly with local jurisdictions, establish appropriate mitigation measures or determine that a given intersection is subject to a finding of special circumstances.

Any intersection that presently exceeds the Traffic Service standard and which will be brought into compliance in the most current Five Year Capital

New Measure J GMP

consultation with the Regional Transportation Planning Committees to reflect the revised Growth Management Program.

Each jurisdiction is encouraged to incorporate other standards and procedures into its Growth Management Element to support the objectives and required components of this Growth Management Program

[not included in Measure J]

Existing Measure C GMP

New Measure J GMP

Improvement Program (see section 7) shall be considered to be in compliance with the applicable standard.

The Authority, jointly, with affected local jurisdictions, shall determine and periodically review the application of Traffic Service Standards on routes of regional significance. The review will take into account traffic originating outside of the county or jurisdiction, and environmental and financial considerations. Local jurisdictions, through the forum provided by the Authority, shall jointly determine the appropriate measures and programs for mitigation of regional traffic impacts. (See Section 6)

Capital projects necessary to meet and/or maintain the Traffic Service standards are to be included in the required Five Year Capital Improvement Program. (see Section 7)

Adopt Performance Standards, maintained through capital projects, for the following items, based on local criteria:

- a. fire
- b. police
- c. parks
- d. sanitary facilities
- e. water
- f. flood control

Jurisdictions may have already adopted performance standards for some or all of these items.

Performance standards shall be adopted for inclusion in each local jurisdiction's General Plan. Each jurisdiction shall comply with the adopted standards. The Performance Standards should take into account fiscal constraints, and how the standards are to be applied in each jurisdiction's development review process. To ensure the continued applicability of these standards, each jurisdiction may annually review and modify their adopted standards, in consultation with special districts where appropriate, and provide an opportunity for public comment.

Capital projects, exclusive of operating budgets, to achieve and/or maintain Performance Standards are to be included in the required Five Year Capital

[not included in Measure J]

Existing Measure C GMP

Improvement Program. (see Section 7)

Adopt a Development Mitigation Program to ensure that new growth is paying its share of the costs associated with that growth.

Local jurisdictions, for the most part, already impose fees for a variety of purposes including site specific traffic improvements. Only a few jurisdictions impose fees for regional traffic mitigation.

To meet the requirements of this Section, each jurisdiction shall:

- 1) Ensure that revenue provided from this measure shall not be used to replace private developer funding which has been or will be committed for any project.
- 2) Adopt a development mitigation program to ensure that development is paying its share of the costs associated with that development.

In addition, the Authority shall:

- 1) Develop a program of regional traffic mitigation fees, assessments or other mitigations, as appropriate, to fund regional and subregional transportation projects, as determined in the Comprehensive Transportation Plan of the Authority.
- 2) Consider such issues as jobs/housing balance, carpool and vanpool programs and proximity to transit service in the establishment of the regional traffic mitigation program.
- 3) The development mitigation program will be implemented with the participation and concurrence of local jurisdictions in determining the most feasible methods of mitigating regional traffic impacts. Existing regional traffic impact fees shall be taken into account by the Authority.

Participate in a Cooperative, Multi-Jurisdictional Planning Process to Reduce Cumulative Regional Traffic Impacts of Development.

The Authority shall establish a forum for

New Measure J GMP

Adopt a Development Mitigation Program

Each jurisdiction must adopt, or maintain in place, a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a local program to mitigate impacts on local streets and other facilities and a regional program to fund regional and subregional transportation projects, consistent with the Countywide Comprehensive Transportation Plan.

The jurisdiction's local development mitigation program shall ensure that revenue provided from this measure shall not be used to replace private developer funding that has or would have been committed to any project.

The regional development mitigation program shall establish fees, exactions, assessments or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development. Regional mitigation programs may adjust such fees, exactions, assessments or other mitigation measures when developments are within walking distance of frequent transit service or are part of a mixed-use development of sufficient density and with necessary facilities to support greater levels of walking and bicycling. Each Regional Transportation Planning Committee shall develop the regional development mitigation program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives and actions to achieve them established in the Action Plans for Routes of Regional Significance. Regional Transportation Planning Committees may use existing regional mitigation programs, if consistent with this section, to comply with the Growth Management Program.

Participate In an Ongoing Cooperative, Multi-Jurisdictional Planning Process

Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the Regional Transportation Planning Committees

Existing Measure C GMP

jurisdictions to cooperate in easing cumulative traffic impacts. This will be accomplished through the Regional Transportation Planning Committees, and be supported by an ongoing countywide comprehensive transportation planning process in which all jurisdictions shall participate.

As part of this process, a uniform database on traffic impacts will be created, based on the countywide transportation computer model.

Use of the countywide transportation computer model provides an opportunity to test General Plan(s) transportation and land use alternatives, and to assist cities and the county in determining the impact of major development projects proposed for General Plan Amendments. This would provide a quantitative basis for inter-jurisdictional negotiation to mitigate cumulative regional traffic impacts. Input for the model shall include each jurisdiction's Five Year Capital Improvement Program of transportation projects (see Section 7) and the projects of federal, state and regional agencies such as Caltrans, transit operators, the Metropolitan Transportation Commission, etc. In addition, the computer model database will include each local jurisdiction's anticipated land use development projects expected to be constructed within the next five years.

Address Housing Options And Job Opportunities

As part of its Five Year Capital Improvement Program and pursuant to the state mandated

New Measure J GMP

and the Authority to create a balanced, safe and efficient transportation system and to manage the impacts of growth. Jurisdictions shall work with the Regional Transportation Planning Committees to:

- A. Identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives.
- B. Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.
- C. Create the development mitigation programs outlined in section 2 above.
- D. Help develop other plans, programs and studies to address other transportation and growth management issues.

In consultation with the Regional Transportation Planning Committees, each jurisdiction shall use the travel demand model to evaluate changes to local General Plans and the impacts of major development projects for their effects on the local and regional transportation system and the ability to achieve the Multimodal Transportation Service Objectives established in the Action Plans.

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

Address Housing Options

Each jurisdiction shall demonstrate reasonable progress in providing housing opportunities for all income levels as part of a report on the

Existing Measure C GMP

housing element of its General Plan, each jurisdiction shall develop an implementation program that creates housing opportunities for all income levels.

Each jurisdiction shall also address land use information as it relates to transportation demand as well as a discussion of each jurisdiction's efforts to address housing options and job opportunities on a city, subregional and countywide basis.

Develop A Five Year Capital Improvement Program to meet and/or maintain Traffic Service and Performance Standards (defined in Sections 2 and 3).

Each jurisdiction shall determine the capital projects needed to meet and/or maintain both its adopted Traffic Service and Performance Standards. Capital financial programming will be based on development to be constructed during (at a minimum) the following five-year period. The Capital Improvement Program shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements.

Adopt a Transportation Systems Management (TSM) Ordinance or alternative mitigation.

To promote carpools, vanpools and park and ride lots, the Transportation Authority will draft and adopt a Model Transportation Systems

New Measure J GMP

implementation of the actions outlined in its adopted Housing Element. The report will demonstrate progress by (1) comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in the jurisdiction's Housing Element; or (2) illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or (3) illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

In addition, each jurisdiction shall consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided, and shall incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments.

Develop a Five-Year Capital Improvement Program

Each jurisdiction shall prepare and maintain a capital improvement program that outlines the capital projects needed to implement the goals and policies of the jurisdiction's General Plan for at least the following five-year period. The Capital Improvement Program shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements. The jurisdiction shall forward the transportation component of its capital improvement program to the Authority for incorporation into the Authority's database of transportation projects.

Adopt a Transportation Systems Management (TSM) Ordinance or Resolution

To promote carpools, vanpools and park and ride lots, each jurisdiction shall adopt a local ordinance or resolution that conforms to the model

Existing Measure C GMP

Management Ordinance for use by local jurisdictions in developing local ordinances for adoption and implementation. Upon approval of the Authority, cities with a small employment base may adopt alternative mitigation measures in lieu of adopting a TSM Ordinance.

[not included in Measure C]

New Measure J GMP

Transportation Systems Management Ordinance that the Transportation Authority has drafted and adopted. Upon approval of the Authority, cities with a small employment base may adopt alternative mitigation measures in lieu of a TSM ordinance or resolution.

Adopt an Urban Limit Line

Each jurisdiction must continuously comply with either a new "Countywide mutually agreed upon voter approved ULL" or the "local jurisdiction's voter approved ULL" before that jurisdiction would be eligible to receive the 18% return to source funds or the 5% TLC funds. In the absence of a new local voter approved ULL, submittal of an annexation request to LAFCO outside the countywide voter approved ULL will constitute non-compliance with the Measure C Growth Management Plan.

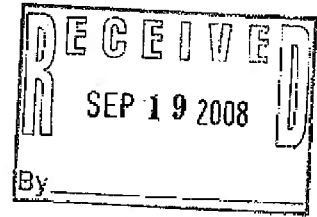
The new ULL will be developed and maintained consistent with the "Principles of Agreement" in Attachment A, incorporated herein by reference.

MRE

TRANSPAC Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Ste. 360, Pleasant Hill, California 94523 (925) 969-0841

The Honorable Dave Hudson, Chair
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, California 94523

September 17, 2008



Dear Chair Hudson:

TRANSPAC has reviewed the Proposal for Adoption of the Draft Implementation Guide for Measure J issued by the Transportation Authority on July 24, 2008, and offers the following comments.

1. The Growth Management Program was revised slightly for Measure J. However, in our view, it remains a relic of the mid-1980s mindset, from when Measure C was approved by the voters. Today, traffic congestion is not necessarily a top concern of all jurisdictions. As a result, the Measure C approach does not reflect today's reality. Rather than using an outdated program filled with congestion-related busywork (and "tweaking" it a bit), TRANSPAC suggests that it would be more useful to rethink and revamp the entire growth management program so that it addresses today's needs and issues.
2. In our view, the program is too complex, as evidenced by the fact that the Implementation Guide is 116 pages long -- far too long to be useful. Programs this complex inevitably end up being all process, with no meaningful outcomes -- assuming that people try to follow them at all.
3. If CCTA is to have a meaningful growth management program, the focus should be on people and communities, not on roads. Currently, the program (the Action Plans, the General Plan Amendment review process, etc.) focuses on Routes of Regional Significance (page 17 states "Contra Costa's network of freeways and major arterials continue to be the focus of the growth management effort..."). Developments, GPAs, etc., all must be reviewed for impacts on regional routes. We suggest CCTA and the jurisdictions take all the time necessary to rethink the entire process, so that it focuses on what is most important -- people and communities. For example, a community cannot have a successful downtown without congestion. And, today, we know that traffic congestion is an inevitable sign of a thriving economy.
4. Related to the comments above, TRANSPAC already has expressed reservations about the specific numerical goals required for traffic flow in the future (multi-modal transportation service objectives, or MTSOs). We reiterate our view that MTSOs do not help improve our communities or our transportation system. The MTSO process forces us to "pick a number" just for the sake of picking a number, or, alternatively, to establish and accept objectives that feel meaningless in light of today's challenges and realities. We see no value in analyzing how a given general plan amendment or development proposal will impact an arbitrary indicator such as level of service ten or twenty years from now. Such indicators are subject to many forces beyond our knowledge or control. Nor do we see any value in designating a specific "attainment year" for when the region will reach these MTSOs on its regional routes. We believe that we

cannot reasonably imply to the public and to decision-makers that we can predict future traffic conditions with any precision beyond a year or two (and, given the current fluctuations in gas prices, we are not sure we can aptly forecast accurately for one year into the future). It is our strongly held view that our growth management program should not be based on such speculative and unreliable concepts.

5. Chapter 4 of the Implementation Guide discusses the process for evaluating impacts of new development and General Plan Amendments over a certain size. As we have suggested, this analysis should not be necessary because it is based on MTSOs and therefore does not provide useful information. We already have to perform traffic analysis required by CEQA, which is more useful because it analyzes a project's actual impacts. There is no need for an additional "Measure C" type traffic analysis, because it simply adds process (and potential lawsuits and unnecessary slow-downs in getting projects completed) without improving outcomes. It is particularly unnecessary if the General Plan Amendment or development is within the Urban Limit Line. The purpose of the Urban Limit Line is to demarcate the area where urban growth is acceptable and to limit growth to that area. No Growth Management Program analysis should be necessary under these circumstances.

Specific comments

6. Page 4 -- Regional Routes -- The paragraph quotes from Resolution 95-06-G but does it incorrectly. We would modify the sentence to read: "Finally, they may approve a General Plan amendment without consequence only if . . ."

7. Page 9 – Section 1.2 – The only reference in this entire section to a requirement to assess the impacts on transportation is in the Address Housing Options subsection. This implies that studies are not necessary for commercial development.

8. Page 9 – 3rd paragraph... to ensure that new growth is paying its share of the costs associated with that growth...What does the word "costs" refer to? We believe this is specifically transportation costs, but it should be clarified.

9. Page 12 – top of page – delete the words, "relying instead on other ways of correlating the circulation element with the land use element of the General Plan". This statement has nothing to do with Measure J. It is a State requirement on a General Plan.

10. Page 13 – top of page, add "voter approved" in front of Urban Limit Line.

11. Page 15 – second bullet near bottom of page. Change "circulation" to "notification."

12. Page 20 – After the fourth bullet under No. 1, change "Authority" to "RTPC".

13. Page 37 - The new language exempts a development from a traffic study as long as it shows it is part of the land use assumptions of the General Plan. However, the third paragraph requires a detailed review of the model's land use assumptions to "determine whether the forecast for the adopted Action Plan included the proposed project or GPA". This review cannot be performed, because one cannot "find" specific development proposals in the model's land use assumptions.

In both local general plans and ABAG projections, the growth (land use) assumptions are not based on specific development proposals; rather, these assumptions are based on general factors

such as the capacity of available buildable land in each area and policy decisions on how much growth should be allowed. Nor do our land use assumptions include future General Plan Amendments (if they did, we wouldn't need the General Plan Amendments). In the case of a very large or significant development proposal which is known at the time a General Plan is created, that project may be assumed as part of the General Plan traffic analysis, but it may not end up actually being built in the same traffic analysis zone that was assumed in the General Plan; it could be in the zone next door. Though we can see the argument to the contrary, it seems to us that as long as the jurisdiction states the development proposal is consistent with the General Plan, then there is no need for the detailed analysis of land use and traffic zones that CCTA proposes. We believe it is important to refrain from compounding the Growth Management Program with even more technical analysis than is already required.

The draft TRANSPAC Action Plan includes the following language. "All current adopted General Plans are assumed to be included in the CCTA 2030 model and do not require any additional MTSO analysis; only CEQA traffic analysis requirements apply. The CEQA document for a given project needs to reference the Action Plan/CCTA model to establish that the MTSO analysis has been performed. In addition, TRANSPAC TAC members are working with the CCTA Growth Management Plan Task Force to incorporate the June 4, 2008 Planning Committee direction that one CEQA traffic study should suffice for an MTSO traffic analysis.

14. Page 37 – The third paragraph also states the Authority “will update the modeling every four years to assess the cumulative impacts of growth on MTSO performance.” The meaning of this statement is not clear. Does it mean the model will be relied upon to periodically assess the cumulative impacts of growth that has occurred, or that CCTA will update its model every four years? The intent of this statement needs to be clarified. If it is intended that the model will be used to periodically assess the cumulative impacts of growth that has occurred, we suggest this be done through actual counts and measurements rather than model runs, since the model's margin of error is too great for this purpose.

15. Page 38 – In the top paragraph “major development” is defined as generating 100 peak hour trips. But on page 53 in table 5, projects that generate 100 trips are defined as “fast food restaurant”, “very small center,” “small office building”. These definitions do not jive with “major developments”. In addition, in the current version of the Technical Procedures, an intersection is exempt from analysis if it is impacted by less than 50 trips. Trips distributed from a development that generates 100 trips will likely be less than 50 trips once the trips pass through two signalized intersections. This is hardly a regional impact. TRANSPAC again suggests that the 100 trip threshold be increased.

16. Page 38 – bottom of first paragraph, a “jurisdiction must notify RTPCs, prepare a traffic study and” It is our understanding of the process in this Guide and the Technical Procedures that rather than prepare a traffic study, the jurisdiction must determine if a traffic study is necessary. It may be exempt under the previous General Plan analysis or it doesn't generate enough trips to trigger the 50 trips at the intersection. The organization of this section needs to be reconsidered.

17. Page 39 – first full paragraph – It is our understanding that the CMP requirement can be satisfied by the periodic updates to the Countywide Model and does not need to be project specific.

18. Page 39 – Section 4.1 – The Implementation Guide refers to the Technical Procedures for the

details of requirements of traffic studies. The Technical Procedures require a traffic study to use CCTALOS for local streets. Measure J specifically does not set standards for local street operation. The CCTALOS requirement creates "quasi" countywide local intersection LOS standards which is exactly what was eliminated by Measure J. The references to CCTALOS should be removed in The Implementation Guide and Technical Procedures.

19. Page 42 – First line amend to read, "may approve a General Plan amendment **without consequences, only** if ..."

20. Page 42 – First bullet – Because the requirement is the effect on MTSOs, GMP required General Plan amendment traffic studies should not have to include any local street analysis.

21. Page 43 – Second paragraph in section 4.4. We don't see the value in sending a notice at the time of completion of the environmental document. We suggest revising Resolution 92-03-G.

Thank you for the opportunity to comment on the Draft Implementation Guide for Measure J. Please do not hesitate to consult with the TRANSPAC TAC and staff if you have questions regarding our comments.

Sincerely,



David E. Durant
TRANSPAC Chair

cc: TRANSPAC Representatives (packet mailing)
TRANSPAC TAC and staff
Gayle B. Uilkema, Chair, SWAT
Will Casey, Chair, TRANSPLAN
Sharon Brown, Chair, WCCTAC
Robert McCleary, Paul Maxwell, Martin Engelmann,
Arielle Bourgart, Peter Engel,
Hisham Noeimi, Danice Rosenbohm, CCTA
Christina Atienza, Executive Director, WCCTAC
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
Steve Wallace, City of Pleasant Hill

The Board of Supervisors

County Administration Building
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John Gioia, 1st District
Gayle B. Uilkema, 2nd District
Mary N. Piepho, 3rd District
Susan A. Bonilla, 4th District
Federal D. Glover, 5th District

Contra Costa County



David Twa
Clerk of the Board
and
County Administrator
(925) 335-1900

September 16, 2008

Honorable Dave Hudson, Chair
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Honorable Chair Hudson,

On September 16, 2008, the Board of Supervisors authorized me to sign this letter of comment on the Action Plan Updates that are being prepared by the Contra Costa Transportation Authority as part of the Measure J Growth Management Program. The letter was prepared following discussion by the Board of a variety of issues emerging from the Action Plan Update process. It is our understanding that the Authority is considering sponsoring a workshop on the Action Plan Updates to address concerns raised by the representatives of the County and others. The Board of Supervisors supports such a workshop and requests it include discussion of the following issues:

- Ensure Action Plan requirements for traffic studies are consistent with the requirements of the California Environmental Quality Act (CEQA) that local jurisdictions must follow in their review of the potential traffic impacts from development projects. Concerns have been raised regarding the application of "gateway constraints" in the travel forecasts prepared for Regional Routes. The application of this methodology needs to be sufficiently evaluated to determine if its use can be defended in environmental studies. Without consistent requirements, local jurisdictions may end up preparing one traffic study to comply with the Authority's Growth Management Program and another traffic study to comply with their obligations under CEQA and local planning regulations.
- Ensure that the Action Plan requirements provide sufficient flexibility for local jurisdictions to balance the goals of minimizing traffic congestion on Regional Routes with other planning goals such as community preservation, redevelopment, and support of the urban limit line policies. The long range travel forecasts for year 2030 show growth in traffic volumes on regional routes well beyond the forecasts used in earlier Action Plans, and there are fewer transportation projects planned that will significantly increase the capacity on these regional routes. In some communities, further efforts to reduce traffic congestion would bring about unwanted road expansion projects. In other communities, further efforts to reduce traffic congestion may conflict with policies to accommodate growth without expanding urban limit lines or to reduce greenhouse gas emissions. The Authority's Growth Management Program should encourage local jurisdictions to fairly and openly balance competing planning objectives when evaluating development projects without putting their eligibility for Measure J revenue at risk.

Action Plan Update Letter to the Contra Costa Transportation Authority

September 16, 2008

Page 2 of 2

The Board of Supervisors believes that Measure J as approved by the voters provides the Authority with sufficient flexibility to address these issues. Solutions can be developed through careful review of the growth management policies adopted by the Authority, rather than changes to Measure J itself. The Board of Supervisors offer the County's cooperation in working with your commissioners to ensure Measure J provides not only effective growth management but also enhances and adds value to the planning efforts of local jurisdictions.

Sincerely,

A handwritten signature in black ink, appearing to read "Federal D. Glover", written over a horizontal line.

Federal D. Glover, Chair
Contra Costa County
Board of Supervisors

FDG\SG

G:\Transportation\Committees\TWIC\2008\Board Orders\action plan exhibit A.doc

AGENDA ITEM 8



SWAT

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

DATE: November 3, 2008
TO: Southwest Area Transportation Committee
FROM: SWAT Administrative Staff
SUBJECT: Status Update on Review of Action Plans

At its October 6, 2008 meeting, the SWAT Committee elected to defer the release of the Lamorinda Action Plan until the SWAT jurisdictions have had an opportunity to review the Central County Action Plan.

On October 13, 2008, Central County released its Action Plan for review, with an initial comment deadline of November 2, 2008. After considering comments regarding the brief review period, TRANSPAC has agreed to extend its comment deadline to December 11, 2008.

Attached, for the SWAT Committee's review, is a copy of the Central County Action Plan letter that has been reviewed and modified by the TAC.

**CENTRAL COUNTY
ACTION PLAN**

for

Routes of Regional Significance

October 9, 2008

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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 years. The plan was developed through the cooperative, multi-jurisdictional planning process called for in Measure C (1988). The study area for this plan includes the jurisdictions of Walnut Creek, Pleasant Hill, Clayton, Concord, Martinez and unincorporated Contra Costa County, as shown in Figure 1-1. With ongoing participation of elected officials and staff from these local jurisdictions, this Action Plan develops a jurisdictionally-initiated process for addressing current and future issues on the regional corridors serving Central County.

Since the Action Plan was last updated in 2000, much has transpired in the way of changes on the transportation network:

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

In addition, the expected growth forecasts for Central County have been revised, and the horizon year shifted forward. The first Action Plan, adopted in 1995, looked forward to the year 2010. This 2008 update looks forward to 2030, with continued growth in households and jobs anticipated to continue over the next two decades.

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

Action Plan Tenets

This Action Plan is built upon five principles, or tenets, intended to guide overall supply, demand, and efficiency for a designated network of regional routes. The tenets were developed under the assumption that Central County's land use, with the exception of the Concord Naval Weapons Station, is mostly "built out". New development is expected to generally occur in areas that are already maturely developed. To the extent that infill development occurs near transit facilities and downtowns, it will generate fewer new vehicle trips, but will still add traffic to already congested roadways. The additional congestion resulting from infill development is an outcome of the denser, yet more transit-friendly and pedestrian-

oriented development. Rather than focus solely on congestion reduction for Routes of Regional Significance, this Plan looks to improved management and operation of the existing system to help keep traffic moving throughout the region.



Figure 1-1

This Action Plan uses the following tenets to guide further development of more detailed objectives for key regional routes:

ACTION PLAN TENETS

- TRANSPAC supports the planning for and management of the transportation system in coordination with other community interests.
- TRANSPAC supports management of freeway corridors to facilitate regional travel and to encourage interregional travelers to use the freeways and transit network rather than local and arterial streets.
- TRANSPAC supports traffic management strategies for arterial Routes of Regional Significance (Regional Routes), including use of the storage capacity of certain roads to moderate traffic volumes (creation of traffic “reservoirs”) to better manage peak through traffic.

- TRANSPAC supports improved transit facilities and services to provide mobility choices and alternatives to the single-occupant vehicle.
- TRANSPAC supports the TRANSPAC-TRANSPLAN Transportation Demand Management Program (branded as 511 Contra Costa) to reduce the number of single-occupant vehicles on the road network, increase transit ridership, and promote alternatives to the single-occupant vehicle.

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

Action Plan Requirements

The passage of Measure C in 1988, a one-half percent sales tax, included an innovative Growth Management Program (GMP) that encouraged local jurisdictions to participate in a cooperative, multi-jurisdictional planning process, and required that the Authority, through the RTPCs, jointly establish flexible 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. Local jurisdictions that are able to demonstrate compliance with the requirements of the GMP will receive local street maintenance funds (18% of total revenues) allocated by a formula based upon road miles and population. Under Measure J, GMP compliance will enable a jurisdiction to receive TLC funding (5% of total revenues). To comply with the GMP, each Contra Costa jurisdiction must, among other things, participate in an ongoing 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" to be developed by the Regional Transportation Planning Committees (RTPCs) with input from local jurisdictions. TRANSPAC is the designated RTPC for Central County.

Each Action Plan must:

- Identify Routes of Regional Significance;
- Set quantitative Multimodal Transportation Service Objective (MTSOs) with a target year for achievement of 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 on the local and regional transportation system.

Designated Routes of Regional Significance

Routes of Regional Significance 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 facilities, and as noted above, establishes quantifiable performance measures, called MTSOs, for these routes. These routes are described in detail in Chapter 4.

Action Plan Chapters

The Central County Action Plan contains these additional chapters:

Land Use and Transportation Trends (Chapter 2) that consider the magnitude of long-range land use changes anticipated with local general plans and market trends of Central County and surrounding regions, and their effect on commute patterns and traffic growth.

Region-wide Issues, Objectives and Actions (Chapter 3) that describe specific actions and which jurisdictions are responsible to implement.

Routes of Regional Significance, Issues, Objectives and Actions (Chapter 4) that discuss each route and its specific actions and goals.

Financial Outlook (Chapter 5) lists key anticipated funding strategies and priorities, based on revenues anticipated from various sources.

Procedures for Monitoring and Review of Impacts (Chapter 6) presents the review procedures which 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 numbers of workers who travel into the area from outlying regions for work or other purposes
- People who drive through without an origin or a destination in Central County

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

Population Forecasts

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

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

*Interpolated from 2000 and 2010.

Source: CCTA Countywide Travel Demand Model, ABAG Projections 2005

Table 2-2: Expected Growth Through Year 2030

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

† Includes Alameda County portion of Tri-Valley

Source: CCTA Countywide Travel Demand Model, ABAG Projections 2005

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

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

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

*Interpolated from 2000 and 2010.

Source: CCTA Travel Demand Model, ABAG Projections 2005

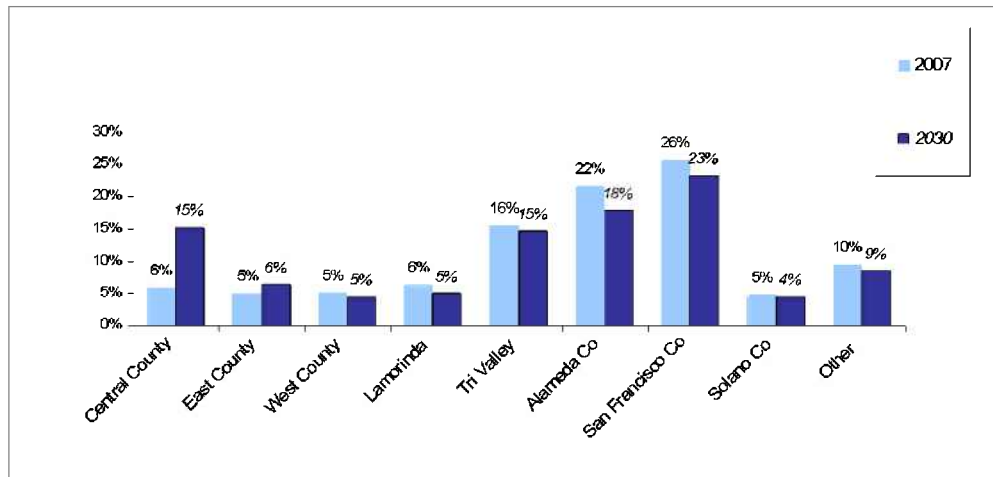
Commute Patterns

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

Figure 2-1 shows that the percentage of Central County employed residents who also work in Central County is projected to more than double by 2030, from 6 to

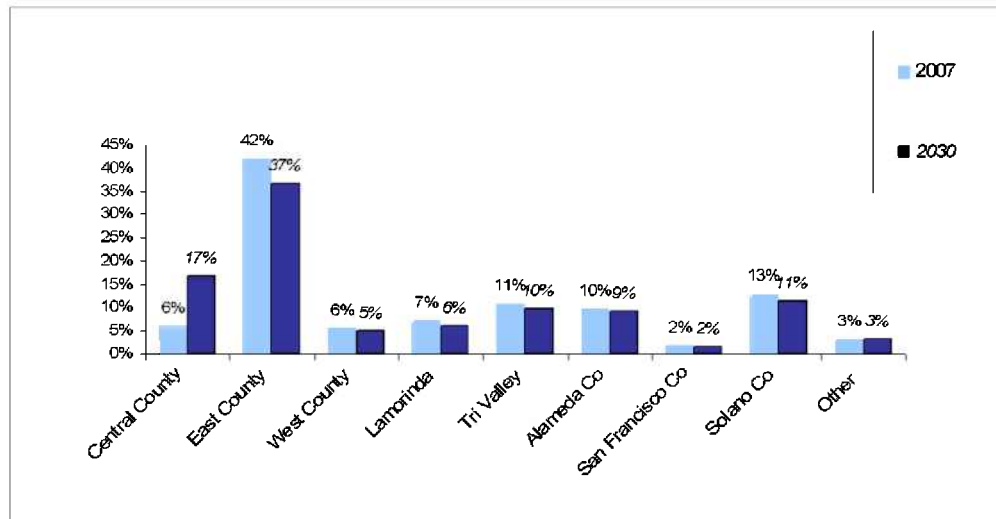
15 percent, while the percentage of residents who commute into Oakland and San Francisco is expected to decrease slightly. Figure 2-2 shows that the percentage of workers commuting from East County and Solano is expected to decrease by 2030, while the percentage of Central County jobs held by Central County residents will nearly triple from 6 to 17 percent.

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



Source: CCTA Countywide Travel Demand Model, 2008

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



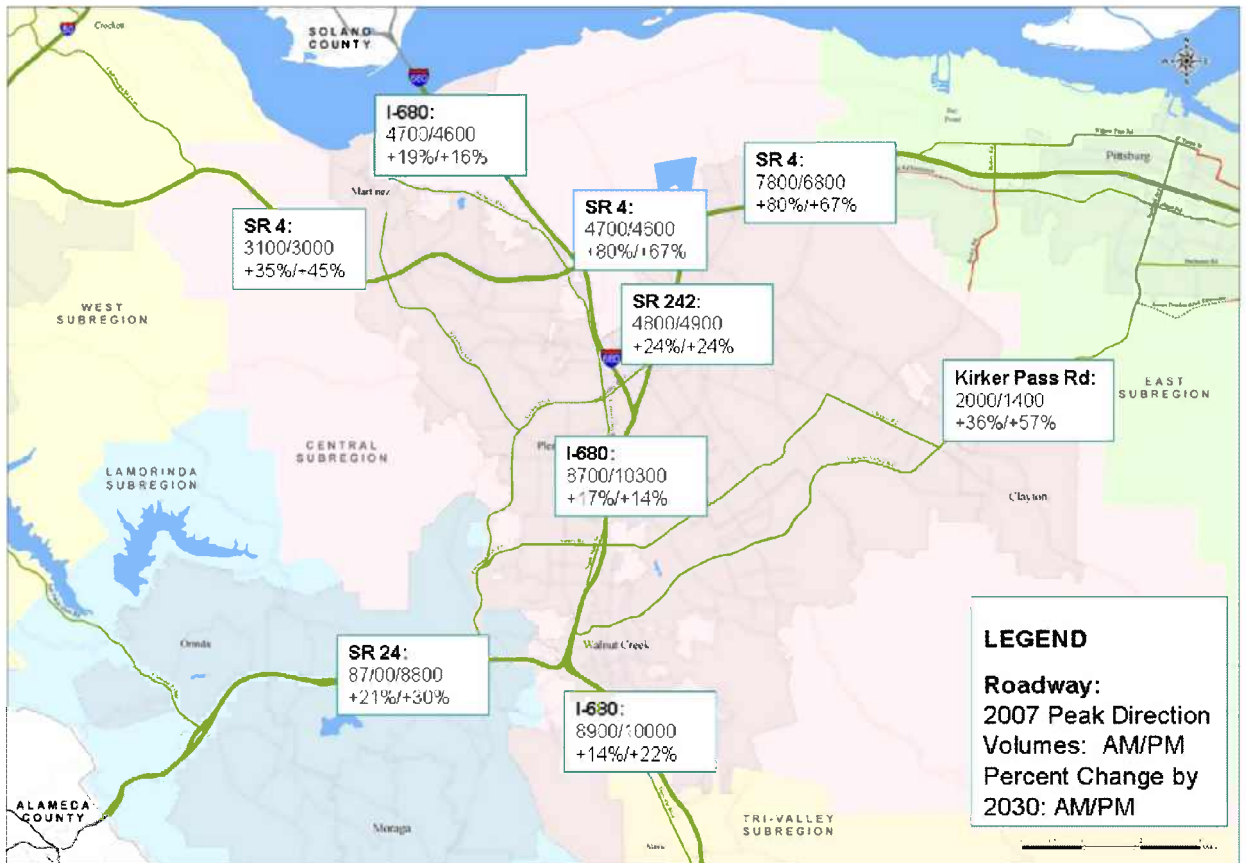
Source: CCTA Countywide Travel Demand Model, 2008

Roadway Traffic Forecast

The combination of population growth, trends in working population, and commute patterns means that congestion is expected to worsen as traffic volumes increase on major roadways in the future. TRANSPAC has focused on projects and operations strategies to manage increasing congestion and optimize traffic flow.

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

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



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

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3. REGION-WIDE ISSUES, GOALS AND ACTIONS

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

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

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

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

ACTION PLAN TENETS

- TRANSPAC supports the planning for and management of the transportation system in coordination with other community interests.
- TRANSPAC supports management of freeway corridors to facilitate regional travel and to encourage interregional travelers to use the freeways and transit network rather than local and arterial streets.
- TRANSPAC supports traffic management strategies for arterial Routes of Regional Significance (Regional Routes), including use of the storage

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

capacity of certain roads to moderate traffic volumes (creation of traffic “reservoirs”) to better manage peak through traffic.

- TRANSPAC supports improved transit facilities and services to provide mobility choices and alternatives to the single-occupant vehicle.
- TRANSPAC supports the TRANSPAC-TRANSPLAN Transportation Demand Management Program (branded as 511 Contra Costa) to reduce the number of single-occupant vehicles on the road network, increase transit ridership, and promote alternatives to the single-occupant vehicle.

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

Region-Wide Issues

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

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

REGIONAL SYSTEM

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

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

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

Completed Transportation Improvements in Central County

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

- **Reconstruction of the I-680/SR-24 interchange (completed in 2000)**
- **Widening of SR-242**
- **HOV lanes on Interstate 680 between Pleasant Hill and the Martinez-Benicia Bridge.** The widening of I-680 to provide exclusive lanes for 2-person-or-more high-occupancy vehicles has increased the carrying capacity of this facility to the northern edge of Central County.
- **Opening of the New Martinez-Benicia Bridge.** A new bridge carrying five lanes of northbound I-680 traffic opened between Martinez and Benicia in August 2007. This bridge features a new toll plaza as well as carpool bypass lanes (3 persons or more) and three open-road toll lanes for FasTrak users. The existing bridge is being modified to carry four lanes of southbound traffic and a bike-pedestrian facility.
- **Interstate 680/State Route 4 Interchange.** The first phase modifications on I-680 were completed in 2006, creating collector-distributor roads along I-680 to eliminate on-ramp/off-ramp weaving sections from the freeway mainline.
- **Martinez Intermodal Facility.** The new Amtrak station was opened in 2001. The facility includes a new train station, new parking, and upgraded track and crossing.
- **East-Central Traffic Management Plan.** In 2003, TRANS-PAC and TRANSPLAN adopted the East-Central Traffic Management Plan to manage the flow of traffic on Ygnacio

Valley Road/Kirker Pass and Buchanan Road between East County and Central County.

The following improvements are in the planning or design stages:

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

TRANSIT AVAILABILITY

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

These projects include the following:

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

TRANSPORTATION DEMAND MANAGEMENT (TDM) AND MOBILITY MANAGEMENT

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

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

Programs and services include the following:

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

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

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

These programs implement a variety of programs which 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.

LAND USE AND GROWTH MANAGEMENT

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

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

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

TRAFFIC MANAGEMENT STRATEGIES

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

Existing traffic conditions within Central County are influenced not only by travel demand characteristics within Central County but also by factors outside of Central County, and to an extent, outside of Contra Costa.

The Central Contra Costa Traffic Management Program (CCCTMP) was originally adopted by TRANSPAC 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 CCTMP is that jurisdictions in and outside of Central County can act in concert through TRANSPAC and other RTPC(s), 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 continue to implement of the CCCTMP including assessments of methodologies through which TRANSPAC jurisdictions may coordinate traffic operations within and adjacent to the Central County area.

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

BICYCLE AND PEDESTRIAN FACILITIES

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

Goals and Actions

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

GOAL 1	Encourage land use decisions that manage the increase of overall traffic demand
ACTIONS	I-A: Continue to support implementation of the Measure C/J Growth Management Program.
	I-B: Continue to support higher-density development around transit hubs and downtowns.
	I-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 multi-modal traffic service objectives and then, if requested, present the analysis results and possible mitigation strategies to TRANSPAC for review and comment.
	I-D: Include the needs of pedestrians and bicyclists in the design, construction, and maintenance of development projects.
	I-E: Continue to implement the TRANSPAC Regional Transportation Mitigation Program.
RESPONSIBLE AGENCIES	TRANSPAC and its jurisdictions
TIMELINE	These actions are ongoing.

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

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

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

GOAL 5	Support an efficient and effective transit system
ACTIONS	5-A: Support the development of real-time information and better connectivity for regional transit and local and feeder bus service.
	5-B: Promote coordination of transfer times among Express bus, feeder bus, BART, and park-and-ride lots.
	5-C: Support the expansion of BART service, station, and parking facilities.
	5-D: Support the construction and maintenance of accessible bus stops, park-and-ride lots, and transit hubs.
	5-E: Support improvements that increase the efficiency of local transit on Regional Routes.
	5-F: Support increased access to BART stations for buses and other alternative modes.
	5-G: Support innovative approaches to improve the efficiency and effectiveness of paratransit services for seniors and disabled persons.
	5-H: Support expansion and use of park-and-ride facilities using express and local buses.
RESPONSIBLE AGENCIES	TRANSPAC and its jurisdictions
TIMELINE	These actions are ongoing.

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

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

4. ROUTES OF REGIONAL SIGNIFICANCE ISSUES, OBJECTIVES AND ACTIONS

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

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

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

Multi-Modal Transportation Service Objectives (MTSO)

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

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

Based on this, TRANSPAC has focused its Action Plan on three key actions to manage the increase in congestion on Regional Routes which are to: 1) complete planned improvements to the existing system, 2) improve traffic management and operation, and 3) continue implementation of TDM programs. TRANSPAC will continue to work closely with neighboring RTPCs to coordinate TDM programs and operational improvements on shared Regional Routes. TRANSPAC also will continue to implement as many of its actions as financially and institutionally feasible and will use MTSOs for analysis purposes. Given the new challenges faced in a changing environment, TRANSPAC is participating with the Contra Costa Transportation Authority to streamline the analysis process.

For this Action Plan, all current adopted General Plans are assumed to be included in the CCTA 2030 model and do not require any additional MTSO analysis; only CEQA traffic analysis requirements apply. The CEQA document for a given project 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.

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 if the GPA does or does not adversely affect the ability of local jurisdictions to meet MTSOs or implement Action Plan actions. The GPA and/or this Action Plan may be modified to mitigate any adverse impacts and the lead jurisdiction is encouraged to work with affected RTPCs and jurisdictions to address those adverse impacts.

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

Actions and Responsibilities

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

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

FREEWAY ROUTES OF REGIONAL SIGNIFIANCE

In the TRANSPAC area, all freeway Routes of Regional Significance have been designated with a Delay Index MTSO.

Delay Index: The Delay Index is an expression of the amount of time required to travel between two points during the peak hour as compared to off-peak hours which is assumed to be after the morning commute and before the evening commute. The measure is defined as the peak travel time divided by the non-peak travel time:

Delay Index = (Peak Travel Time)/Non-Peak Travel Time

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

Interstate 680

DESCRIPTION	<p>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.</p> <p>I-680 is a major commute route for Solano County and for Central and East Contra Costa County travelers. The Walnut Creek, Pleasant Hill, and Concord BART Stations; the Martinez Intermodal Facility; and the soon-to-be-built Pacheco Transit Hub are accessed from I-680.</p>
ISSUE STATEMENT	<p>The 1995 Action Plan projected that from 1990 to 2010 traffic growth on I-680 south of SR-242 would increase from 175,000 to 303,600 vehicles per day. By 2006, Caltrans data indicated that volumes on I-680 just south of Treat Boulevard/Geary Road had reached 296,000 vehicles per day.</p> <p>Between years 2007 and 2030, traffic volumes on I-680 are projected to increase by approximately 30 percent, reaching 400,000 vehicles per day.</p> <p>TRANSPAC’s tenets support completion of an HOV-lane system in Central County for carpoolers and buses to bypass peak-period congestion.</p>

MTSO, ACTIONS & RESPONSIBILITIES

MTSO: 4.0 Delay Index

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

Interstate 680

PROPOSED IMPROVEMENTS

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

State Route 242

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

MTSO, ACTIONS & RESPONSIBILITIES

MTSO: 3.0 Delay Index

- Support study and design of Clayton Road interchange improvements.

PROPOSED IMPROVEMENTS

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

State Route 4

DESCRIPTION	State Route 4 is an east-west freeway that runs from I-80 in West Contra Costa through Central Contra Costa to East Contra Costa and San Joaquin County. West of the SR-242 Interchange in Concord, it has four to six lanes; east of the interchange, it has eight to ten lanes, including an HOV lane in each direction. SR-4 provides access to the North Concord/Martinez BART Station, the Martinez Intermodal Facility, and the soon-to-be-constructed Pacheco Transit Hub.
ISSUE STATEMENT¹	<p>By 2030, traffic volumes are projected to increase by approximately 30 percent during the AM and PM peak hours. In addition, congestion at the westbound SR-4/SR-242 Interchange will increase because carpools and buses must transition from the westbound HOV lane to the mixed-flow lanes on both SR-4 and SR-242.</p> <p>The highest volume segment of SR-4 is at the Willow Pass grade. Traffic at this location is projected to increase by 40 percent with no planned widening at this location. Additionally, SR-4 experiences delay at the I-680/SR-4 Interchange because of short weaving sections.</p> <p>The cost of the phased reconstruction of the I-680/SR-4 interchange is estimated at more than \$320 million in 2007 dollars. To accelerate the reconstruction, TRANSPAC is working with CCTA to re-phase the project, including the completion of the third travel lanes on SR-4 from Solano/Port Chicago Highway on the east to Morello Avenue on the west.</p>

MTSO ACTIONS & RESPONSIBILITIES

MTSO: 5.0 Delay Index from Cummings Skyway (WCCTAC boundary) to Willow Pass (TRANSPLAN boundary)

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

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

State Route 4

PROPOSED IMPROVEMENTS

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

ARTERIAL ROADWAYS

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

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

Please note that 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.

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

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

The MTSOs include:

Average Speed: Maintenance of a minimum average vehicle speed during morning and evening peak hour on TRANSPAC arterial Route of Regional Significance.

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 along the Routes of Regional Significance (see Chapter 6 for analysis details).

Level of Service (LOS): Level of Service is 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): "V over C" is the ratio of hourly traffic volume to capacity of a given transportation facility in this case, specified segments of Central County Routes of Regional Significance.

Alhambra Avenue

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

ISSUE STATEMENT Traffic volumes are projected to increase approximately 5 percent during the AM peak hour and 10 percent during the PM peak hour. Proposed improvements along the I-680 corridor are necessary to managing the traffic on this roadway.

ACTIONS & RESPONSIBILITIES

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

PROPOSED IMPROVEMENTS

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

MTSO:

In Martinez: 15 mph Average Speed for northbound and southbound directions during AM and PM peak hours.

Clayton Road

DESCRIPTION	Clayton Road is a four- to six-lane, east-west roadway that connects SR-242 in Concord to Marsh Creek Road east of Clayton. Between Ygnacio Valley Road/Kirker Pass Road and Treat Boulevard, it is a Regional Route. It is the east-west traffic spine for Central Contra Costa and provides direct access to the Concord BART station and connection to the Pleasant Hill and Walnut Creek BART stations.
ISSUE STATEMENT	By 2030, AM peak-hour traffic volume is projected to increase 6 percent with the percentage of traffic with East County origins projected to increase to 19 percent of total volume. For the PM peak hour, total traffic volume is projected to increase 8 percent, with the percentage of traffic with East County destinations projected to increase to 16 percent of total volume. TRANSPAC and TRANSPLAN must continue to work together on the East-Central Traffic Management Program.

ACTIONS & RESPONSIBILITIES

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

PROPOSED IMPROVEMENTS

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

MTSO: In Clayton: 15 mph Average Speed for both northbound and southbound directions during AM and PM peak hours.

In Concord: Average Stopped Delay at:

<u>Intersection</u>	<u>Signal Cycles to Clear the Intersection</u>
Clayton Road/Kirker Pass Road/Ygnacio Valley Road	3
Clayton Road/Treat Boulevard/Denkinger Road	3

Contra Costa Boulevard

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

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

ACTIONS & RESPONSIBILITIES

- Complete Contra Costa Boulevard improvement project.

PROPOSED IMPROVEMENTS

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

MTSO:

In Pleasant Hill: 15 mph Average Speed northbound and 12 mph southbound in the AM peak hour

A 10 mph Average Speed in both northbound and southbound directions during the PM peak hour

Geary Road	
DESCRIPTION	Geary Road runs east-west, connecting North Main Street at I-680 to Pleasant Hill Road to the west. East of I-680, Geary Road becomes Treat Boulevard. Over half its length, Geary Road is two lanes with center turn lanes. It serves as an access route to the Pleasant Hill BART station.
ISSUE STATEMENT	As traffic volumes increase on Treat Boulevard, traffic volumes are likely to increase on Geary Road, because it serves as an alternate route to SR-24 in Lafayette. Completion of the Phase III widening project and bus, bike and pedestrian improvements will improve access for the Pleasant Hill BART Station.
ACTIONS & RESPONSIBILITIES	
	<ul style="list-style-type: none"> ▪ Complete widening. ▪ Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Pleasant Hill BART Station.
PROPOSED IMPROVEMENTS	
	<ul style="list-style-type: none"> ▪ Geary Road Widening Phase III ▪ Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station

MTSO:

In Walnut Creek: LOS F based on HCM calculation at

Geary Road/North Main Street/Treat Boulevard intersection

North Main Street

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

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

ACTIONS & RESPONSIBILITIES

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

PROPOSED IMPROVEMENTS

- None

MTSO:

In Walnut Creek: LOS F based on HCM calculation at

North Main Street/Treat Boulevard/Geary Road 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 along I-680, to 2 nd street in Pleasant Hill, where it becomes Contra Costa Boulevard.
ISSUE STATEMENT	Peak-hour traffic volumes on Pacheco Boulevard are projected to increase by 10 percent in the AM and 15 percent in the PM. Widening for a portion of Pacheco Boulevard is currently programmed, which will improve traffic flow and vehicle, bus and bicycle access to the Pacheco Transit Hub at the I-680/SR-4 interchange.
ACTIONS & RESPONSIBILITIES	
<ul style="list-style-type: none"> ▪ Assess possible applications of the Central Contra Cost a 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	
<ul style="list-style-type: none"> ▪ Construction of Pacheco Transit Hub ▪ Widening of road segments to four lanes and construction of a new railroad over-crossing for Burlington Northern Santa Fe Railway (likely to occur in phases) 	

MTSO:

In Martinez: A 15 mph Average Speed northbound and southbound in the AM and PM peak hours

In Contra Costa County: Volume to capacity ratio of 1.5 for all intersections

Pleasant Hill Road

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

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

ACTIONS & RESPONSIBILITIES

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

PROPOSED IMPROVEMENTS

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

MTSO:

In Pleasant Hill: 15 mph Average Speed northbound and southbound in the AM and PM peak hours

Taylor Boulevard	
DESCRIPTION	Taylor Boulevard is a four-lane, north-south roadway that connects Contra Costa Boulevard to Pleasant Hill Road and, ultimately, SR-24 to SR-4. Local traffic travels this route as a bypass to I-680 and the I-680/SR-24 interchange.
ISSUE STATEMENT	By 2030, peak-hour traffic volumes are projected to increase by 5 to 10 percent.
ACTIONS & RESPONSIBILITIES	
	<ul style="list-style-type: none"> Assess possible application of the Central Contra Costa Traffic Management Program.
PROPOSED IMPROVEMENTS	
	<ul style="list-style-type: none"> Improvement of traffic operations through the corridor

MTSO:

In Pleasant Hill: 15 mph Average Speed northbound and southbound in the AM and PM peak hours

Treat Boulevard

DESCRIPTION Treat Boulevard is a divided four- to eight-lane arterial that serves as a main commuter route from Clayton Road in Concord to I-680 and the Pleasant Hill Bart Station. It runs parallel to Ygnacio Valley Road.

ISSUE STATEMENT By 2030, peak-hour traffic volumes are projected to increase between 15 and 25 percent. Improving vehicle, bus, bike and pedestrian access for the Pleasant Hill BART Station will be necessary.

ACTIONS & RESPONSIBILITIES

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

PROPOSED IMPROVEMENTS

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

MTSO:

In Concord: Average Stopped Delay at:

<u>Intersection</u>	<u>Signal Cycles to Clear the Intersection</u>
Treat Boulevard/Cowell Road	5
Treat Boulevard/Oak Grove Road	5
Treat Boulevard/Clayton Road/Denkinger Road	3

In Walnut Creek: LOS F based on HCM calculation at

Treat Boulevard/Bancroft Road intersection

In Contra Costa County: Volume to capacity ratio of 1.5 for all intersections

Ygnacio Valley Road/Kirker Pass Road

DESCRIPTION	Ygnacio Valley Road is a four- to six-lane primarily east-west divided roadway that extends from I-680 in Walnut Creek to Clayton Road. East of Clayton Road, Ygnacio Valley Road becomes Kirker Pass Road, a four- to six-lane roadway that then becomes Railroad Avenue in Pittsburg and connects to SR4. It is a primary alternate route for SR4 commute traffic to and from East County.
ISSUE STATEMENT	<p>Traffic flow is bi-directional with an emphasis westbound in the morning and eastbound in the evening. Peak-hour traffic volumes on the route generally have been stable over the last decade, in part because TRANSPAC and TRANSPLAN adopted the East-Central Traffic Management Plan.</p> <p>For the future, Ygnacio Valley Road peak period and daily traffic volumes are expected to increase modestly. Capacity improvements on Ygnacio Valley Road are limited by past development patterns.</p> <p>By 2030, peak-hour peak-direction traffic volumes on Kirker Pass Road are projected to increase by 34 percent during the AM peak hour and 71 percent during the PM peak hour.</p> <p>The Walnut Creek BART station is adjacent to I-680 in the downtown area. The station parking area will be reconfigured as part of the Walnut Creek BART Station transit village project.</p>

ACTIONS & RESPONSIBILITIES

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

Ygnacio Valley Road/Kirker Pass Road

PROPOSED IMPROVEMENTS

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

MTSO:

In Concord: Average Stopped Delay at:

<u>Intersection</u>	<u>Signal Cycles to Clear the Intersection</u>
Ygnacio Valley Road/Alberta Way/Pine Hollow Drive	4
Ygnacio Valley Road/Cowell Road	4
Ygnacio Valley Road/Clayton Road/Kirker Pass Road	3

MTSO:

In Walnut Creek: LOS F based on HCM calculation at

Ygnacio Valley Road/Bancroft Road intersection and

Ygnacio Valley Road/Civic Drive intersection

In Contra Costa County: Volume to capacity ratio of 1.5 for all intersections

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 towards projects in Central County. In addition, TRANSPAC has implemented a Regional Transportation Mitigation Program (RTMP) to generate funding for project mitigations from private developers whose projects are found to increase traffic on Routes of Regional Significance (Regional Routes).

This Action Plan is not financially constrained; it includes both funded and unfunded projects. The Central County projects listed in Table 5-1 have a lead agency, a projected cost estimate and secured funding as well as possible funding sources. This includes more than just project for Routes of Regional Significance. These projects qualify for inclusion in the Authority's Comprehensive Transportation Project List, part of the 2008 CTP Update. As shown, project costs total just over \$926 million, while projected revenues are approximately \$247 million, leaving an unfunded shortfall of just over \$109 million.

TRANSPAC Subregional Transportation Mitigation Program (STMP)

TRANSPAC has adopted a Subregional Transportation Mitigation Program (STMP) to ensure that new development pays to mitigate its impacts as required by both Measures C and J.

As its name implies, Central County is situated in the middle of Contra Costa County. This area both generates its own traffic and receives traffic from other parts of Contra Costa and Solano County. TRANSPAC's goal has been to move traffic through its area to the extent possible given engineering and financial constraints.

Central County's land area with the exception of the Concord Naval Weapons Station is essentially built out. New development consists of infill projects and redevelopment of areas near transit, activity centers and downtowns. While more dense development will reduce the number of vehicle trips generated by new development, these trips will add to existing congestion. This additional congestion is the price paid for denser, more transit efficient development. TRANSPAC recognizes that even with the implementation of its Action Plan, it may not be possible to reduce congestion on its Routes of Regional Significance and arterial network. While some major projects remain to be completed, TRANSPAC is focusing on management and operational strategies to help keep traffic moving through the region.

TRANSPAC and its member jurisdictions adopted the Central County Subregional Traffic Mitigation Program in 1996. This program applies to TRANSPAC jurisdictions and differs from the fee programs adopted in other parts of the county. Instead of applying a uniform fee to all new

development, the Central County program requires jurisdictions to execute a mitigation agreement with affected Central County jurisdictions when a proposed development would generate more than 500 peak hour trips of which 100 or more are interregional trips and would create an adverse impact on a Route(s) of Regional Significance. (An “interregional trip” is defined as any trip that enters or leaves the “home” jurisdiction.)

The program is modeled after the approach used for development project 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 that the percentage of through trips traveling in the peak hour west from Ygnacio Valley Road at Civic Drive which were attributable to Clayton and the cost of transportation improvement mitigations formed the basis for the fee calculation.

Under the TRANSPAC STMP, the impacts of any new development are determined through the CEQA environmental assessment process and specific project specific mitigations are developed based on the environmental assessment and the determination of projects required to mitigate impact(s). If the CEQA required traffic study indicates the development meets the traffic threshold, an interjurisdictional agreement establishes the developer responsibility to mitigate impacts within both the sponsoring jurisdiction and other affected jurisdictions.

While, the Central County program applies only to TRANSPAC member jurisdictions, agreements have been negotiated by TRANSPAC jurisdictions across RTPC boundaries to address impact from outside of the area. When developments in the TRANSPAC area affect jurisdictions outside Central County, the same type of agreements are necessary to establish required mitigation fees.

Agreements with jurisdictions outside the TRANSPAC area are developed based on the same project impact basis. The agreement must establish implementation and monitoring of mitigation requirements. 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, which increase based on the construction cost index, the Vista Del Mar and Bailey Estates developer will also pay additional fair-share traffic mitigation to the City of Concord.

Fees are developed on a case-by-case basis, depending on the identification of impacts including the number of trips generated and the project mitigations required. The project contribution (fees) amounts are set forth in the interjurisdictional agreement which is implemented cooperatively by the affected jurisdictions.

While Central County's 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 RTMPs, the combination of regional and local fees (see attached Traffic Impact Fee Chart), gener-

ally 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.

REGIONAL AND LOCAL FEES

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

With the passage of Measure C, Central County jurisdictions continued the application of its local fees and formally adopted the TRANSPAC Subregional Transportation Mitigation Program (STMP). These fees may be used together to address both regional and local transportation needs.

The local fees in Central County range from Concord's Street Improvement Program at \$3,287 per single family residential unit and \$431,500 for a typical 50,000 square foot commercial building (\$8.63 per square foot) to Clayton's \$1,456 per single family residential unit and \$3.53 per square foot for commercial/office uses. While all jurisdictions levy non-residential fees that are charged per square foot for commercial, office and/or industrial space, Walnut Creek also has specific square foot fees for medical buildings and health clubs. In addition, Walnut Creek imposes fees of \$2,838 or 4,767 for gas stations depending on whether the gas station is to be located on a major arterial or smaller street.

The full text of the TRANSPAC STMP is attached in addition to the project chart and the combined Traffic Impact Fee charts both of which are noted above.

TABLE 5-1 2008 ACTION PLAN PROJECT LIST

Agency	Project Name	Project Cost (2007\$)	Secured Funding	Prospective STIP Requests (estimate)
FREWAY PROJECTS				
CCTA/CALTRANS	Caldcott Tunnel 4th Bore	\$420,000,00	TRANSPAC Measure J: \$62M	
CCTA/TRANSPAC	I-680 SB HOV Lane Restriping; Extend the Southbound HOV lane from north of Rudgear to Livorna Rd	\$3,000,000	Measure J: \$3M	
CCTA/TRANSPAC	I-680 SB HOV Lane Gap Closure: Close the HOV gap between N. Main and Livorna.	\$44,000,000	Measure J: \$29M RM2: \$15M	
CCTA/TRANSPAC	I-680 NB HOV Lane Extension: N. Main to SR242	\$44,000,000	Measure J: \$4M	
CCTA/TRANSPAC	I-680/SR4 Phase 3: Complete SR 4 missing lane	\$52,000,000	STIP-RIP: \$1.3M, Measure J: \$35.7	\$15M
CCTA/TRANSPAC	I-680/SR 4 NB to WB	\$76,200,000		\$5M
CCTA/TRANSPAC	I-680/SR4 EB to SB	\$44,000,000		\$2.5M
CCTA/TRANSPAC	I-680/SR4 SB to EB	\$40,500,000		
CCTA/TRANSPAC	I-680/SR4 WB to NB	\$26,000,000		
CCTA/TRANSPAC	I-680/SR4 HOV Flyover	\$82,000,000		
Martinez	I-680/Marina Vista Interchange Modifications	\$6,000,000	Measure J: \$1.3M	\$4.7M
Concord	SR242/Clayton Road On- and Off-ramps	\$31,000,000	Measure J: \$4.5M	\$26.5M
Concord	SR4/Willow Pass	\$32,800,000	Measure J: 2.8M; Developer Fees: \$20M	\$10M
Concord	SR4/Port Chicago Highway Interchange Improvements	\$35,000,000		
ROAD PROJECTS				
Clayton	Marsh Creek Road Upgrade	\$1,000,000		
Clayton	Pine Hollow Road Upgrade	\$300,000		
Concord	Waterworld Pkwy Bridge, to connect to Meridian Park Blvd.	\$12,500,000	Measure J: \$3M, Local: \$6.1M	\$3.4M
Concord	Clayton Rd. / Treat Blvd. / Denkinger Rd. Intersection Capacity Improvements		Measure J: \$2M	
Concord	Commerce Avenue Roadway Extension and Bridge at Pine Creek	\$6,887,668	Measure C I-680: \$3.92M; TE Bill: \$1.36M; Local: \$1.60M	
Concord	Panoramic Dr. Extension	\$18,000,000		
Concord	Galaxy Way Bridge over Walnut Creek	\$11,000,000		
Concord	Ygnacio Valley Road Lane Ext. (Cowell to Michigan Widening)	\$11,000,000		

Concord	Bailey Road Traffic Improvements	\$4,790,026	Developer Fees: \$.123M; Local ROW: \$.039M	
County/Martinez	Pacheco Blvd: Widen to 4 lanes, construct new RR overcrossing for Burlington Northern Santa Fe Railway. Can be phased	\$35,000,000	Measure J: \$4.9M; Measure C: \$3M; City Fees: \$22M \$1.5 M; TOSCO/Solano Fund \$3.6M	
County	Alhambra Valley Road realignment and safety projects to straighten curves and improve operational and safety characteristics	\$5,080,000	Martinez AOB: \$0.7M, Local \$1.5M	\$3M
County	Kirker Pass Rd Northbound Truck Climbing Lanes from Concord to Pittsburg Note southbound truck lanes are not planned at this time.	\$8,500,000	Measure J: \$5.8M; Prop. 42: \$1.2M	\$1.5 M
County	Arnold Drive Extension	\$15,000,000		
Martinez	Alhambra Avenue Safety Improvements, Walnut Avenue to Franklin Canyon Rd; Construct a second southbound lane on Alhambra Ave from Walnut Ave to Franklin Canyon Rd with other necessary signal, ramp, and median modifications.	\$1,750,000	Local: \$.25M	\$1.5M
Martinez	North Court/UPRR Overpass	\$19,000,000		
Martinez	Alhambra Avenue Widening (Phase 3)	\$6,000,000	Other: \$.1M	
Pleasant Hill	Contra Costa Blvd Improvement; Between 2nd Ave and Monument Blvd, construct additional right and left turn lanes at various intersections, modify intersection lane alignments, add new class II bike lane, improve traffic operations throughout corridor.	\$8,248,000	Local: \$.1M, S.T.P.: \$.54M	\$7M
Pleasant Hill	Buskirk Avenue Realignment, Phase 2	\$10,000,00	Measure J: \$8M; City: \$.1M	\$1M
Pleasant Hill	Pleasant Hill Road Improvement project - phases iii,iv,v	\$1,800,000		
Pleasant Hill	Monument Boulevard Widening	\$12,000,000		
Pleasant Hill	Contra Costa Boulevard Widening at Gregory Gardens, Doris to Doray	\$425,000		
Pleasant Hill	Gregory lane right turn lane at I-680 off-ramp	\$275,000		
Pleasant Hill	Contra Costa Boulevard at Oak Park Blvd. south bridge connector	\$200,000		
Pleasant Hill	Mayhew Way Widening	\$362,000		
Pleasant Hill	Mayhew Way Frontage Improvements	\$88,000		
Pleasant Hill	Paso Nogal Improvements	\$200,000		
Pleasant Hill	Cleaveland Road widening and sidewalk improvements	\$325,000		\$1M
Pleasant Hill	Pleasant Hill Road installation of new pedestrian and bicycle facilities, drainage improvements, traffic calming measures, and intersection improvements			
Pleasant Hill	Taylor Boulevard extend signal interconnect Pleasant Hill Road to Grayson Road			
Pleasant Hill	Taylor Boulevard eliminate free right turn lanes at Taylor Boulevard/Pleasant Hill Road intersection			
Walnut Creek	Ygnacio Valley Road (YVR) Rehabilitation - Phase 1; Overlay YVR from California Blvd to Civic Drive, including ADA upgrades, safety, intersection and traffic operations improvements.	\$2,849,000	Local: \$.4M	
Walnut Creek	Ygnacio Valley Road (YVR) Rehabilitation - Phase 2: I-680-California; Phase 3: Civic to Bancroft; Phase 4: Bancroft to Oak Grove; Phase 5: Oak Grove to City Limits	\$20,500,00		
Walnut Creek	Ygnacio Valley Road @ Walnut Blvd. Left Turn Extension	\$400,000		
Walnut Creek	Bancroft/Ygnacio Valley Road New Eastbound Right Turn Lane	\$4,500,000		
Walnut Creek	Ygnacio Valley Road @ Homestead Ave. Left Turn Extension (350 feet)	\$350,000		
Walnut Creek	Ygnacio Valley Road @ Oak Grove Road Southbound Left Turn Lane	\$2,500,000		

Walnut Creek	Ygnacio Valley Road @ Marchbanks/Tampico Left Turn Extension	\$300,000	
Walnut Creek	Parkside/Buena Vista Ave Intersection Improvements	\$1,150,000	
Walnut Creek	Ygnacio Valley Road @ San Carlos Left Turn Extension	\$500,000	
TRANSIT PROJECTS			
BART	BART Walnut Creek Station Capacity Expansion - includes new paid area, platform expansion, new vertical circulation, additional fare gates, and fare collection equipment. etc.	\$30,000,000	
BART	BART Pleasant Hill Station Capacity Expansion - includes expansion of existing paid area, new paid area, platform expansion, new vertical circulation, additional fare gates and fare collection equipment, etc.	\$50,000,000	
County Connection	Pacheco Transit Hub	\$2,031,922	PTMISEA:\$800k; Measure C: \$550k;RM2: \$1.089M; TFCA:\$92,922
County Connection	DVC Transit Center	\$4,318,530	PTMISEA: \$2,231,030, T-Plus:\$350k; \$253k;FTA 5303:\$1,237,500; RM2:\$500k
County Connection	Trunkline Transit service capital improvements from Pacheco Boulevard (Martinez) to Main Street (Walnut Creek) - Buses.	\$2,100,000	
County Connection	Infrastructure improvements (bulb outs, queue jump lanes, passenger shelters, signage)	\$6,000,000	
County Connection	IT: (real time information, signal priority)	\$3,900,000	\$3.9M
Martinez	Martinez Intermodal Station (Phase 3)	\$12,600,000	Measure J: \$2.6M
Martinez	Martinez Ferry Terminal	\$5,000,000	
511 CC/TRANSPAC	Clean Fuel Vehicle infrastructure	\$10,000,000	
BICYCLE, PEDESTRIAN AND TRAIL PROJECTS			
Clayton	Concord-Clayton Bikeway Clayton Town Center to Treat Boulevard in Concord	\$362,000	
Clayton	Mitchell Canyon Road, Pine Hollow to Clayton Road & South of Pine Hollow Road -Sidewalk Gap Closure	\$100,000	
Clayton	Oak Street , south of High Street, Sidewalk Gap Closure	\$50,000	
Clayton	Pine Hollow Road, West of Pine Hollow Estates Sidewalk Gap Closure	\$300,000	
Concord	Concord Boulevard Sidewalk Gap Closure Phase II	\$1,270,000	Bike/Ped Grant: \$0.82M; Local:\$0.45M
Concord	Port Chicago Highway Sidewalk Gap Closure	\$270,000	
Concord	Treat Blvd Sidewalk - Coco's Restaurant to Cobblestone Drive Sidewalk Gap Closure	\$125,000	
Concord	Treat Boulevard-Cobblestone Drive to Cowell Road Sidewalk Gap Closure	\$800,000	
Concord	Monument Blvd & Meadow Ln Pedestrian Infrastructure Improvements	\$4,044,000	TLC:\$2.2M; CDBG:\$0.275M; Local: \$1.569M

County	Pleasant Hill BART Shortcut Pedestrian Path	\$2,169,000	CCCC: \$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	Prop 1B: \$1.05M HRS: \$900K; Briiones AOB: \$25K	
County	Delta-De Anza Class Trail from Evora Road to Port Chicago Hwy	\$500,000		
County	Delta-De Anza Class Trail from Port Chicago Hwy to Iron Horse Trail			
County	Delta-De Anza Class Trail from Port Chicago Hwy to Iron Horse Trail			
County	Iron Horse Trail Overcrossing at Treat Blvd. / Jones Road	\$12,200,000	TEA21 CMAQ: \$500K; Meas C Reg: \$887K; Me as C CCTA: \$400K; T rans. Impact Fees (SAP Fees) \$2.26M; RDA \$605K; MTC HIP: \$2.5M; Mea sC TLC County: \$1M Unfunded: \$401k	
County	Carquinez Scenic Trail design/construction between Port Costa & Martinez	\$4,000,000	SAFETEA-LU: \$1M	
County	Clyde Union Pacific Right of Way Trail	\$1,500,000	Navy Mit. Funds \$1.5M	
County	Reliez Valley Road Pedestrian Path	\$1,400,000	STIP: \$342K Reliez Valley SP Fund: \$1.06M	
County	Alhambra Valley Road Realignment and Shoulder widening Bear Creek Road to 2,200 feet east	\$1,512,000	HR3: \$810K; Briiones AOB	Unfunded: \$702k
County	Marsh Creek Road Curve Realignment between Aspara Drive and Deer Valley Road	\$3,630,000	Marsh Creek AOB: \$350K	
County	Marsh Creek Road Widening - 1 mi. East of Russelmann Park Road	\$2,210,000	HR3: \$810K; Prop 1BL \$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	7		
County	Marsh Drive Widening	\$2,471,000	West Concord Fees: \$2,472,000	0

County	Center Avenue Widening: Pacheco Boulevard to Blackwood Drive	55,300,000	West Concord Fees:\$588,000	
County	Evora Road/Willow Pass Road Intersection - West	51,700,000	Navy Milt Funds: \$1.3M	Unfunded: \$400k
County	Boulevard Way Sidewalk Gap Closure	\$62,000		
County	Mayhew Way Sidewalk Gap Closure	\$80,000		
County	Pacheco Boulevard (from 3785 to 3795) Sidewalk Gap Closure	\$333,000		
County	Pacheco Boulevard Sidewalk Gap Closure - Camino Del Sol to Windhover Way	\$589,000	SRTS: \$311k; TDA \$70k	
County	Pacheco Boulevard Sidewalk Gap Closure - Windhover way to Goree Court	\$621,500		
County	Arnold Industrial Way Sidewalk Gap Closure	\$80,000		
County	Springbrook Road Sidewalk Gap Closure			
County	Pacheco Blvd. (from 4101 to 4285) Sidewalk Gap Closure			
County	Alhambra Valley Road Pedestrian Bridge	\$500,000	Prop 1B: \$400K; Alhambra Valley Fees: \$60K	
County	Treat Boulevard Reconstruction	\$2,500,000		
Martinez	Bay Trail (all unconstructed Phases)	\$1,000,000		
Martinez	Contra Costa Canal Trail: Extend, Muir Rd. to Martinez Reservoir			
Martinez	Howe Street Bicycle Lanes			
Martinez	Marina Vista Bike Lanes: Extend	\$500,000		
Martinez	Morello Avenue Bicycle Lanes Gap Closure , Pacheco Boulevard top Petit Lane	\$265,000		
Martinez	Morello Avenue Bicycle Lanes Gap Closure	\$322,000		
Martinez	Vine Hill Walkway (2 phases)	\$702,000		
Martinez	North Court Street Bicycle Lanes	\$193,000		
Martinez	Pacheco Blvd. Bike Lanes, Arnold Dr. to Muir Rd.	\$75,000		
Pleasant Hill	Pleasant Hill Road Improvement project - phases iii,iv,v	\$1,800,000		
Pleasant Hill	Monument Boulevard Widening	512,000,000		
Pleasant Hill	Contra Costa Boulevard Widening at Gregory Gardens , Doris to Doray	\$425,000		
Pleasant Hill	Gregory Lane right turn lane at I-680 off-ramp	\$273,000		
Pleasant Hill	Contra Costa Boulevard at Oak Park Blvd. south bridge connector	\$200,000		
Pleasant Hill	Mayhew Way Widening	5362,000		
Pleasant Hill	Mayhew Way Frontage Improvements	588,000		
Pleasant Hill	Paso Nogal Improvements	\$200,000		
Pleasant Hill	Cleveland Road widening and sidewalk improvements	\$325,000		
Pleasant Hill	Contra Costa Canal Trail realignment at Taylor Blvd.	\$60,000		
Pleasant Hill	Morello Avenue Bike Lanes	\$60,000		
Pleasant Hill	Pleasant Hill Road Pedestrian Bridge, Diablo View Road to Barnett Terrace	\$200,000		
Pleasant Hill	Pleasant Hill Road Pedestrian Improvements, Boyd Road to Geary Road	\$1,100,000		
Pleasant Hill	Taylor/Morello Pedestrian Improvements			
Pleasant Hill	Grayson Road/Gregory lane Bike Route	\$18,000		
Pleasant Hill	Grayson Road/Gregory Lane Bike Route	\$375,000		
Pleasant Hill	1636 to 1736 Ruth Drive (Ardith Dr. to Taylor Blvd.) Sidewalk Gap Closure	\$33,000		
Pleasant Hill	Contra Costa Boulevard (Harriet to Elinwood/Gregory Gardens School) Sidewalk Gap Closure	\$54,000		
Pleasant Hill	Maureen Lane to Strandwood School (1900 Rose Lane) Sidewalk Gap Closure	\$87,000		
Pleasant Hill	2200 Pleasant Hill Road. replace pedestrian bridge near Diablo View Drive	\$196,000		
Pleasant Hill	Brandon Road near Allen Way to Christ the King school. Sidewalk Gap Closure	\$91,000		

Pleasant Hill	Pleasant Hill Road to Taylor Boulevard (700 Grayson) Sidewalk Gap Closure	\$318,000		
Pleasant Hill	Chilpancingo Parkway at Oak Creek Court Sidewalk Realignment	\$10,000		
Pleasant Hill	Lucille Drive, Maureen to Taylor Boulevard Sidewalk Gap Closure	\$100,000		
Pleasant Hill	Pleasant Valley Drive Neighborhood Sidewalk Installation	\$104,000		
Pleasant Hill	Morello at Paso Nogal Park Sidewalk Gap Closure	\$23,000		
Walnut Creek	Olympic Boulevard Pedestrian Improvements, Bridgefield Road to Boulevard Way			
Walnut Creek	Community School Improvements, various locations in the TRANSPAC area			
Walnut Creek	Buena Vista Pedestrian Improvements, all phases	\$507,000		
Walnut Creek	Parkside Drive Sidewalk Gap Closure	\$200,000		
Walnut Creek	Walnut Boulevard Pedestrian Improvement Project, Ygnacio Valley Road to Homestead Avenue	\$500,000		
Walnut Creek	Ped/Bike Overcrossing of Ygnacio Valley Road at Walnut Creek BART	\$10,000,000		
Walnut Creek	Walnut Blvd./Pedestrian Pathway	\$7,200,000		
Walnut Creek	Mt. Diablo/Iron Horse Trail Crossing	\$250,000		
Walnut Creek	Ridgegear/Palmer Pedestrian Improvements	\$300,000		
Walnut Creek	Buena Vista/First St. Pedestrian/Bike Improvements	\$800,000		
Total		\$926,480,646	\$247,243,952	\$109,535,000
10 9 08 Action Plan Project List				

TRANSPAC SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM (STMP)

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

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

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

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

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

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

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

- B. If a development project meets or exceeds the thresholds and the environmental assessment requires the preparation of an Environmental Impact Report (EIR), the EIR will include an analysis of cumulative traffic impacts outside the home jurisdiction to determine if the requirements of the RTMP 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

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

Traffic Impact Fees
Using representative jurisdictions from each region

	TRANSPAC		TRANSPLAN		SWAT		WCCTAC	
	Concord	Walnut Creek	Antioch	Pittsburg	San Ramon**	Lafayette	Richmond	El Cerrito
Single Family Dwelling								
Regional	\$268*	\$0***	\$16,667	\$16,667	\$3,047	\$1,147	\$2,595	\$2,595
Local		\$,1578****	\$346	\$7,170	\$1,101	\$4,331	\$0	\$0
Site Street Improvement Program Fee (OSIP)*****	\$3,019	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TVTD2	n/a	n/a	n/a	n/a	\$2,036	n/a	n/a	n/a
Total Traffic Impact Fee Per Dwelling	\$3,287	\$1,578	\$17,013	\$23,837	\$6,184	\$5,478	\$2,595	\$2,595
Retail Building 50k SF								
Regional	\$0***	\$0***	\$69,500	\$69,500	\$149,000	\$24,500	\$91,000	\$91,000
Local		\$176,500****	\$64	\$63,000	\$95,000	\$91,000	\$0	\$0
Site Street Improvement Program Fee (OSIP)*****	\$431,500	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TVTD2	n/a	n/a	n/a	n/a	\$68,000	n/a	n/a	n/a
Total Traffic Impact Fee	\$431,500	\$176,500	\$69,564	\$132,500	\$312,000	\$115,500	\$91,000	\$91,000
Per Commercial Square Foot	\$8.63/sq. ft.	\$3.53/sq. ft.	\$1.39 /sq. ft.	\$2.65/sq. ft.	\$6.24 /sq.ft.	\$2.30/sq.ft.	\$1.82 /sq. ft.	\$1.82 / sq. ft.

Information compiled from CCTA Measure C RTMP Report and local jurisdictions

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

**not Dougherty Valley

*** No examples exist

****Local Single Family Dwelling and Retail Building Fees are expected to be increased in 2008

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

6. PROCEDURES FOR NOTIFICATION, REVIEW AND MONITORING

COMPLIANCE WITH THE MEASURE C/J GROWTH MANAGEMENT PROGRAM (GMP)

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

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

PROCEDURES

Action Plans must include a set of procedures for notification of environmental documents, review general plan amendments, and progress in attaining the traffic service objectives. These procedures are described below.

CIRCULATION OF ENVIRONMENTAL DOCUMENTS

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

All current adopted General Plans are assumed to be in the CCTA 2030 model which includes the CCTA required MTSO analysis. Projects included in General Plan buildouts will be evaluated according to California Environmental Quality Act (CEQA) requirements.

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.

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 if the GPA does or does not 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.

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.

MTSO 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.

MTSO Analysis Details:

- 1) The Highway Capacity Manual (HCM) 2000 operational methodology for signalized intersections is used to quantify the MTSO.
- 2) The MTSO is quantified for the appropriate lane group traveling through the intersection along the Route of Regional Significance using Synchro software.
- 3) 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.
- 4) 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.

5) MTSO analysis will be performed at the select intersections to which at least 50 project trips would be added per current CCTA Technical Procedures or the trip threshold established in CCTA Technical Procedures as revised.

MTSO EXCEEDANCES

From time to time, the MTSOs are monitored to determine MTSO achievement. In addition, the MTSOs are evaluated to determine if future achievement is possible. For this Action Plan, MTSOs were monitored in 2007, and the traffic forecasts were prepared and evaluated for 2030. It is difficult to predict an unknown future. As a result, it is possible that MTSO exceedances will occur during the life span of this Action Plan. Under adopted CCTA policy, exceedance of an MTSO does not constitute a compliance issue with the Growth Management Program. TRANSPAC and its jurisdictions remain committed to implementation of the actions established in this Action Plan regardless of ability to achieve established MTSOs. The use of the TRANSPAC Regional Transportation Mitigation Program is available to address the mitigation of impacts documented in the CEQA required traffic analysis.

SCHEDULE FOR ACTION PLAN REVIEW

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

REGIONAL TRAFFIC MANAGEMENT

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

AGENDA ITEM 9



SWAT

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

DATE: November 3, 2008

TO: Southwest Area Transportation Committee

FROM: SWAT Administrative Staff

SUBJECT: Countywide Bicycle & Pedestrian Plan - Issues & Options Report

At its October 6, 2008 meeting, the SWAT Committee directed its Technical Advisory Committee (TAC) to compile a letter to the Contra Costa Transportation Authority summarizing its comments pertaining to the Countywide Bicycle & Pedestrian Plan - Issues & Options Report.

Attached, for the SWAT Committee's review and approval, is a draft comment letter that has been reviewed and modified by the TAC.



SWAT

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

DRAFT - DRAFT - DRAFT

November 3, 2008

Brad Beck, Senior Transportation Planner
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

RE: SWAT Comments on the Countywide Bicycle & Pedestrian Plan - Issues & Options Report

Dear Mr. Beck:

The Southwest Area Transportation Committee (SWAT) has had an opportunity to review the Countywide Bicycle & Pedestrian Plan - Issues & Options Report ("Report") at their September 8th and October 6th regularly scheduled meetings, and would like to respectfully submit a summary of their comments pertaining to the following:

- **Policy Oriented Language:** A key concern of the Report is associated with what appears to be policy-oriented nature of the recommended actions. Some of this language could be inappropriate in countywide document, as it may conflict with local policy and/or imply the commitment of unavailable local resources. To ensure local acceptance and adoption of the final CBPP, we recommend that the CBPP limit recommended actions to those that enable the following overarching objectives of ensuring compliance with the Measure J Growth Management Program and enabling local jurisdictions to compete for regional and state funding sources.
- **Prioritization Criteria:** The Report's proposed criteria for evaluating project funding may result in placing greater priority on projects in typically more urbanized settings, generally located outside of the SWAT region. It would be appropriate for the CBPP to acknowledge, through its prioritization criteria, that bicycle and pedestrian projects are important throughout the county.
- **Latent Demand Maps:** The bicycle and pedestrian latent demand maps may have the potential to be a useful tool once the technology and the methodology have been fully refined. However, these maps currently contain a number of misrepresentations, which would require significant staff resources to identify and correct. Given the time intensive nature of the necessary refinements, in contrast to the limited value of the information they provide to local jurisdictions, we recommend that the focus of the CBPP shift to other areas that can be of greater local assistance.

- **SWITRS Data:** The Report poses a number of questions related to the appropriate role for the “Authority” in the implementation of the CBPP. One such role, as supported by numerous members of the CBPP Advisory Committee, would be to assume the role of processing SWITRS data for the entire county. This would involve, as an ongoing activity, geocoding the SWITRS data output from California Highway Patrol and distributing the data to member jurisdictions and the public. This geocoded information would be of tremendous value to local jurisdictions in the implementation of bicycle and pedestrian oriented facilities.
- **Best Practices References:** The Report poses the question related to the appropriateness of incorporating bicycle and pedestrian facility guidelines. The primary concern with this proposal is the fact that facility design is subject to the context within each community. As such, it is recommended that the CBPP simply serve as a resource to reference “Best Practices” documents (e.g., strategies for addressing bicycle/pedestrian conflicts) from organizations that have the expertise to produce these guidelines (such as MTC and Caltrans). With this approach, the CBPP would not bind a local jurisdiction to standards that may not be applicable within its community.
- **Review Period:** The Report has outlined a number of issues and discussions items, all of which warrant substantial discussion. SWAT is concerned that the project time schedule does not provide sufficient time for these important discussions prior to the release of a draft report.

Thank you for this opportunity to comment on the Countywide Bicycle & Pedestrian Plan - Issues & Options Report as an RTPC. Comments from individual SWAT jurisdictions are also attached for your information.

Please do not hesitate to contact the SWAT Administrative staff if you should have any additional questions pertaining to this letter.

Sincerely,

Gayle B. Uilkema, Chair
Southwest Area Transportation Committee

Attachments: City of Lafayette Comment Letter
City of Orinda Comment Memorandum
Town of Moraga Comment Letter



CITY COUNCIL
 Mike Anderson, Mayor
 Don Tatzin, Vice Mayor
 Brandt Andersson, Council Member
 Carl Anduri, Council Member
 Carol Federighi, Council Member

October 15, 2008

Brad Beck, Senior Transportation Planner
 Contra Costa Transportation Authority
 3478 Buskirk Ave., Suite 100
 Pleasant Hill, CA 94523

Dear Mr. Beck:

Thank you for the opportunity to comment on the July 30, 2008 Countywide Bicycle and Pedestrian Plan Update's Issues and Options Report. The City of Lafayette's Bicycle and Pedestrian Advisory Committee and Circulation Commission discussed and reviewed the document and the city Council authorized sending this letter at its October 14, 2008 meeting. The City received one piece of correspondence, attached, regarding this report which we are including for your information. The following table contains the City of Lafayette's official comments on the Issues and Options Report.

City of Lafayette Comments on the July 30, 2008 Draft of the Issues and Options Paper for Countywide Bicycle and Pedestrian Plan Update			
Item	Page	Subject	Comment
1.	Thru-out	Use of the terms "design standards and guidelines" and best practices	Careful evaluation and description of the use and meaning of these terms. It would seem inappropriate for the CCTA to develop its own design standards which a jurisdiction would have to abide by given existing Caltrans' requirements. Providing guidelines, a resource list and examples of best practices where existing standards may not provide sufficient detail would be a more appropriate role for the CCTA.
2.	Page 9	Presentation of data collected.	Matrix preferred.
3.	11	Goals and Policies	Given the diverse range of needs and desires throughout the county, flexibility to tailor these to fit all jurisdictions needs to be retained.

City of Lafayette Comments on the July 30, 2008 Draft of the Issues and Options Paper for Countywide Bicycle and Pedestrian Plan Update			
Item	Page	Subject	Comment
4.	11	Proposed Vision Statement	<p>Overall, the statement seems too long.</p> <p>The statement should recognize that in some situations, bicycling and walking are viable alternatives to driving a motorized vehicle.</p> <p>A joint funding application may not warrant designation as a high-priority. Coordination between jurisdictions is vital, but priority linkages on the network should be a far greater determinant than whether a joint funding application is submitted.</p> <p>Lafayette has already received grant funding to implement way-finding signage for bicyclists. Lafayette has initially selected to use the City of Berkeley's model.</p>
5.	12	Pedestrian Districts	<p>How will defined pedestrian districts be used in the plan?</p> <p>Add office uses to item #1.</p> <p>Modify #4 to read pedestrian-scale <i>and oriented</i> buildings.</p> <p>#6 Additional descriptive information is needed on the desired intent of this item.</p>
6.	12	Goal 1	Limited right-of-way and topography should be recognized as a significant barrier to implementing projects.
7.	14	Action 1.1.5	Additional methods of support would be to provide examples and references for conditions of approval that support TDM, transit and other non-motorized infrastructure.
8.	15	Action 2.1.1	Where is the funding coming from and who would be responsible for maintaining a collision data program?
9.	15	Action 2.2.1	511 Contra Costa should also distribute information about <i>driving</i> safely in proximity to pedestrians, bicyclists and transit as well as walking and bicycling safely

City of Lafayette Comments on the July 30, 2008 Draft of the Issues and Options Paper for Countywide Bicycle and Pedestrian Plan Update			
Item	Page	Subject	Comment
10.	17	Action 3.2._	Provide examples of best practices to jurisdictions to ensure that traffic calming projects do not inhibit pedestrian and bicycle access and that projects result in facilities with improved pedestrian and bicycle safety.
11.	17	Action 3.2.1	Further clarification is needed about this action. The criteria for selecting projects for what needs to be effective, and efficient...
12.	19	Goal 5	Roadways where bicyclists and pedestrians are prohibited should also not create a safety barrier; for example; freeway on and off-ramps.
13.	20	Action 5.1.1	Clarify who would be the responsible party for reviewing CIP projects.
14.	20-21	Implementation Tools	<p>Enforcement and education: currently local Traffic Commissioner does not support the use of "stings"</p> <p>Consider working with the EBBC and local jurisdictions to sponsor bike rides for less experienced riders (adult and family rides) to develop road skills and familiarity.</p> <p>Checklists will serve as very useful reminders when working on projects. The use of checklists, such as the Routine Accommodation Checklist, are common for other elements of plan review.</p>
15.	25	Priority Corridors	It is unclear what is occurring and what is being proposed. Is a super-regional network now needed? What criteria is MTC using to select a subset of the Countywide network?
16.	26	Proposed Criteria	How will demographic and socioeconomic factors be collected (what's the source data) and how will it be used. Many bicyclists ride through or work in a jurisdiction but do not live there. Origin as well as destination should be considered.
17.	27	Bicycle	Further explanation on the use of the results of the latent

City of Lafayette Comments on the July 30, 2008 Draft of the Issues and Options Paper for Countywide Bicycle and Pedestrian Plan Update			
Item	Page	Subject	Comment
		Latent Demand	demand factors needs to be discussed. How would latent demand be used in selecting routes? Why these factors? What other factors could be considered? How does the map relate to which bicycle facilities you'd build? The latent demand maps seem like too course of a tool to make a decision from. How do you select routes from this data? It doesn't provide information on where people are going? How are key linkages accounted for that may go through lower density areas?
18.	28	Proximities	The greatest potential for reducing vehicle trips is for short distance destinations. Other land uses such as neighborhood commercial, shopping and entertainment should be considered as well as larger destinations.
19.	28-29	Criteria	<p>The timing of the update of this plan and bike-ped plans of local jurisdictions are unlikely to coincide. If this plan selects projects (from within the updated plan) to receive Measure J funding, will and how would projects later identified by jurisdictions be considered and selected for this funding?</p> <p>Whether a project is a gap closure or improves an existing facility should not matter in terms of their scoring criteria. Gap closures and improvements to existing facilities potentially both generate important network projects worthy of funding.</p> <p>Cost/benefit and Barrier Elimination: Often times these barriers exist because a costly improvement is needed, so a cost/mile evaluation may not be helpful. A pinch point created by topography or lack of right of way may also be a barrier.</p>
20.	30-31	Maps	The two maps do not "illustrate what the application of these criteria ...might look like." It shows an overlay of factors but it does not identify key linkages or help to prioritize those linkages. There is no emphasis on how you get from one area, through another area and to your

City of Lafayette Comments on the July 30, 2008 Draft of the Issues and Options Paper for Countywide Bicycle and Pedestrian Plan Update			
Item	Page	Subject	Comment
			<p>destination. How are routes selected and where are the origins and destinations of the potential and existing network users? Are all of these factors considered equal? How are existing trails and other facilities factored in? What about planned capital and development projects? For example, the Lafayette Library and Learning Center is currently under construction and the City wants to improve pedestrian and bicycle access to that facility prior to its opening.</p> <p>A cursory review of the Pedestrian Facility Latent Demand map, leads us to question the validity of the output. In almost all of the factors considered, downtown Lafayette and its surrounding neighborhoods intuitively should have higher scores than the City of Orinda's downtown, yet Lafayette's downtown and surrounding neighborhoods appears to score lower.</p>
21.	32-33	Bike and Ped. High Complexity Projects	<p>It is incorrect to assume that high complexity projects are always longer-term and to be handled via policy changes or development projects. That presumption potentially delays infrastructure improvements that may be needed now and of a high priority in establishing a functioning network. Based on the large size of funding requests for many grant projects that are currently competing for funds and ready to build now, complex projects should not necessarily by definition become longer-term projects. Countywide, local jurisdictions have made significant progress in implementing the less complex, inexpensive projects. Perhaps, these less complex, inexpensive bicycle projects should be funded primarily by local jurisdictions and therefore be considered lower priorities for countywide funds. This may not be applicable for pedestrian projects since they tend to be smaller in scale. Local jurisdictions need funding assistance for the larger more expensive projects as well as the smaller projects. Complex projects could also be broken up into phases. Complex, mid to long range projects might benefit from a</p>

City of Lafayette Comments on the July 30, 2008 Draft of the Issues and Options Paper for Countywide Bicycle and Pedestrian Plan Update			
Item	Page	Subject	Comment
			feasibility or options analysis study.
22.	33	Pedestrian Complexity	<p>Low complexity projects could also include striping and solar-powered improvements. Is "crosswalk lighting" overhead lighting or in-pavement flashing lights?</p> <p>Medium complexity projects should include retaining walls, piping drainage ditches and electrically-powered improvements.</p> <p>High complexity projects should include bridges.</p>
23.	34	Advantages of the New Criteria	The arguments to use the new criteria are not very compelling. It is unclear "how many of the less tangible benefits of projects" are indeed considered based on the criteria presented. Additionally, jurisdictions with projects contained within this plan may apply for grant funding from a variety of sources with a variety of different and/or competing priorities. If a project is an important part of the Countywide network, it should be regardless of consideration of a particular grant funding source.
24.	35	Maps	Smaller commercial centers may also serve as popular pedestrian and bicycle destinations. Projects improving access to these centers potentially could reduce many short-distance vehicle trips.
25.	45	BPAC	The last bullet uses the term BPAC. What does that stand for? (Bicycle Policy Advisory Committee or Bicycle and Pedestrian Advisory Committee) Who is the CCTA's BPAC? Depending on who is on the BPAC, the expedited process described in the following paragraph might be a violation of the Brown Act.
26.	46	Key Options	<p>The first bullet point would benefit from some examples of how changes might help projects compete better for funding.</p> <p>Consider including guidelines or source references for bike</p>

City of Lafayette Comments on the July 30, 2008 Draft of the Issues and Options Paper for Countywide Bicycle and Pedestrian Plan Update			
Item	Page	Subject	Comment
			<p>parking at transit bus stops, transfer points, transfer centers and BART stations.</p> <p>Consider including a model bike parking ordinance including guidance on triggers for showers and lockers.</p>
27.	47	Site Access Evaluation Checklist	Include bike parking signage.
28.	48	Traffic Impact Study Checklist	Include questions regarding what happens at the project's edge. How does it link to the existing and planned pedestrian and bicycle network?
29.	49-50	Safe Routes to School	<p>Developing "recommended school safety projects" has been raised as a concern in Lafayette. Please provide some guidance on whether there may be a liability issue for either the school district or city associated with designating routes or preparing a school safety study. Locally, school districts have demonstrated only minimal support and interest in developing, implementing or maintaining safe routes to school programs.</p> <p>Higher priorities exist than using consultant resources to develop an appendix on recommendations for writing successful Safe Routes to School grant applications. This source of funding is very competitive due to the limited amount of funds available.</p>
30.		General	The plan should refrain from making specific funding recommendations for projects for various individual funding sources. The plan should identify projects in terms of high, medium and low priority for the overall functioning of the network. The plan could establish criteria to be used when evaluating a funding source controlled by the CCTA.

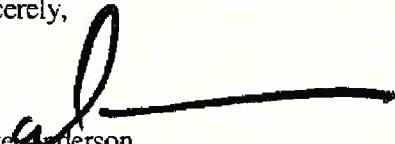
Mr. Brad Beck
Page 8 of 8
October 7, 2008

City of Lafayette Comments on the July 30, 2008 Draft of the Issues and Options Paper for Countywide Bicycle and Pedestrian Plan Update			
Item	Page	Subject	Comment
31.	50	Transit First	Unfortunately at this time, transit service is so limited in Lamorinda, a Transit First policy seems absurd.
32.	53	Key Options Model Policies	Model policies, best practices and guidelines would be most useful if kept and maintained on the Authority's web site. This will broaden the potential viewer audience. Instead of trying to serve as the ultimate reference source, given the CCTA's resources, it would be more useful to identify a handful of practices that support pedestrian and bicycle transportation the CCTA would like to implement over a five year timeframe and concentrate on those. Examples: coordinating wayfinding signage and bike parking ordinances

Thank you for the opportunity to provide comments on the Issues and Options Report. If you have any questions regarding these comments, please contact Leah Greenblat, Transportation Planner, at 925.299.3229.

Thank you again for seeking our input.

Sincerely,


Mike Anderson
Mayor

Enclosure
cc: Circulation Commission

Greenblat, Leah

From: Lynn Hiden [dandlhiden@comcast.net]
Sent: Monday, October 06, 2008 10:30 AM
To: Greenblat, Leah
Cc: LHC via YahooGroup; Ivor E. Samson
Subject: Comments, CCTA's COUNTY-WIDE Bicycle and Pedestrian Plan Update's Issues and Options Paper

Dear Leah, Commissioners, and BPAC,

Thank you for the amount of work that was required to do such an outstanding job on the matrix. I have just a few comments, below.

1. Page 2 of 8, staff report matrix, item 4, line 1 - Should that last word be "all-encompassing"?
2. Page 3 of 8, staff report matrix, item 14, para 2 - Delete reference to working with EBBC to develop road skills with less experienced riders. EBBC and its membership are engendering unprecedented wrath amongst Lafayette residents by their insistence on running red lights and STOP signs. They are giving bicycling a bad name. Until they reform their habits they are unsuitable, due to their flaunting of cities' laws, to teach inexperienced riders their road skills. They are not doing themselves any favors.
3. Page 12, main text, sidebar, item 3 per Pedestrian Districts: Who decides what is a pedestrian district in an area of mixed or dense land use and intense or potentially intense pedestrian activity, what is "right-sized (...not too small and not too large)" ??? Is this to be relative to the size of the city and its urban area? Or not. One size does not and should not fit all.
4. Page 21, main text, Benchmarking, bullet: Text states that benchmarks are specific targets that add accountability to a plan; text suggests "Achieve a 10% reduction in bicycle and pedestrian collisions on a per capita basis over the next 20 years". State what numbers should be used as a baseline, since if bicycling numbers respond to the encouragement specified in this document, those who bike will increase dramatically. When use increases, accidents also increase, even on a per capita basis. We shouldn't be measuring against a baseline derived from very low usage.
5. Page 27, Bicycle Latent Demand - factors identified that have a measurable impact on the decision to bicycle...Please add ease of travel/connectivity between communities. Elsewhere, toward the end of the document, the question is posed, Is this plan too urban in emphasis? I think, Yes.
6. Matrix by subregional CCTA divisions, Southwest County Jurisdictions, Lafayette, item c, bullet 1: Please add Mt. Diablo Boulevard as one of our main on-street bikeways, existing or proposed (it has been omitted); and omit Hwy 24 (it has been added). We do not plan to place bike lanes on Hwy 24, I should hope.
7. Fehr & Peers draft map, Contra Costa County Overview, COUNTRYWIDE BIKEWAY NETWORK BY RTPC BOUNDARY-TRANSPAC -please add in green our Class 1 Lafayette Moraga Trail as it winds through Lafayette. It has been completely omitted.
8. " " ", SWAT TRI-VALLEY MAP, please add in green our Class 1 Lafayette Moraga Trail through Lafayette. It has been omitted.

Lynn Hiden

**CONTRA COSTA COUNTYWIDE BICYCLE AND PEDESTRIAN PLAN –
ISSUES AND OPTION**

DATED: JUNE 30, 2008

Comments By: Janice Carey, Orinda City Engineer
September 30, 2008

1. Page 9 - Key Options and Questions for Discussion Bullet #2 – Present information as shown in Appendix B.
2. Page 9 - Key Options and Questions for Discussion Bullet #13 – Keep “Tools for Local Agencies” in Appendix G.
3. Page 21 - Key Options and Questions for Discussion Bullet #2 – Benchmarking – Are there any additional specific targets other than achieve a 10% reduction in traffic accidents?
4. Page 34 - Key Options and Questions for Discussion Last Bullet – Identify priorities when applications are received for prioritization. Local funding contributions should also be considered.
5. Page 36 - Key Options and Questions for Discussion Bullet #1 – Verify map accuracy, see comments on Appendix C.
6. Page 36 - Key Options and Questions for Discussion Bullet #2 – Lamorinda shown on the Transpac map and not the SWAT/Lamorinda map.
7. Page 36 – Maps should show public school locations.
8. Page 53 – CPBB should not highlight Safe Routes to School/Transit projects – project priorities may change or be reprioritized.
9. Page 53 – Include a list of funding sources and web addresses.
10. Appendix B – SUMMARY TABLE OF DATA COLLECTED - Orinda
 - (B) Existing and Proposed Lane Use Patterns Bullet #1 – Modify to note that there are two downtown areas in Orinda, both north and south of SR24.
 - (C) Existing and Proposed Bikeways – Add St. Stephens Trail to the list.
11. Appendix C – UPDATED MAPS – Countywide Bikeway Network by RTPC Boundary TRANSPAC
 - Orinda – Show Class I bikeway for St. Stephens Trail (on southside of SR24 from eastbound SR24 on-ramp at Bates/Davis easterly to St. Stephens overpass.
12. Appendix C – UPDATED MAPS – Countywide Bikeway Network by RTPC Boundary SWAT–TRI-VALLEY – Note that Tri-Valley generally refers to Livermore, Pleasanton, and San Ramon.

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Bicycle Pedestrian Plan Issues & Options Report: Moraga Comments

- 1. Pg11: Proposed Vision Statement** - “More people who live, work, shop and go to school in Contra Costa will walk and bike”. How is it insured that more people who live, work, shop and go to school in Contra Costa will walk and bike?
- 2. Pg15: Action 2.1.1** - Countywide collision data might not be representative to justify potential collision hazards that may only exist in some jurisdictions. Thus, collision data should be focused individually for each jurisdiction.
- 3. Pg15: Goal #2 and Pg18-19: Action 4.2.1-4.2.4** - By setting countywide standards, it doesn't entirely and efficiently fit into every single jurisdiction within the county as each jurisdiction is different in terms of conditions and resources with safety features for bicyclists and pedestrians.
- 4. Pg21: Benchmarking** - Is that the only benchmarking goal or is that just an example of a benchmark that is going to be on the actual bike/pedestrian plan?
- 5. Pg21: Key Options & Questions for Discussion; 4th question** - In talking about the Authority's limited powers, would the authority also have powers in reviewing projects? Or does their power of supporting projects include that?
- 6. Pg24: Criteria for Designating for Countywide Bikeway Network; Criteria 7** - All alternatives should probably be base on the assumption that all bicyclists are low-skilled level in order to insure full safety.
- 7. Pg30-31: Latent Demand Maps** - List the latent demand map criteria in the respective maps.
- 8. Pg36: Map of Local Streets** - It will be useful for thoroughness. But do so in a completely separate map outlining local streets. Doing so on the same map would indeed be distracting and masking the main focus of what the larger scale maps are displaying.
- 9. Pg53** - Model policies should reside in the CBPP Appendix.
- 10. Pg53** - Elements of walkability should be addressed.

- 11. Appendix B** – put a title page or bigger title on top of each chart outlining the RTPC it applies to would help.
- 12. Appendix C** - a map is missing for SWAT Lamorinda. Instead only a partial of SWAT Lamorinda area is being shown on Tranpac's map.
- 13. Appendix C** - The section of Moraga Rd between Moraga Way and Camino Pablo (one in Moraga) currently has a Class II bike path.
- 14. Bike Parking Facilities** – there are bike racks at the Moraga Commons Park, 24-hour Fitness and at both Town offices (Hacienda & Rheem).

AGENDA ITEM 10



NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION AND NOTICE OF PUBLIC HEARING TO CONSIDER THE CHEVRON GAS STATION PROJECT APPROVAL

PROJECT: Chevron Gas Station, Minimarket and Car Wash Expansion
(IS 08-250-005, AR 08-200-036, LUP 08-500-032, DPA 08-310-003 and MSP 08-700-003)

LOCATION: 2860 Crow Canyon Road on the northwest corner of San Ramon Valley Blvd. (APN: 208-290-031)

APPLICANT: Stantec on behalf of Chevron USA

DESCRIPTION OF PROJECT: Chevron is proposing the construction of a new convenience store, car wash and related site improvements on the site of the existing gas station. The project includes removal of the existing 395 square foot minimarket/cashier booth; removal of the 2,400 square foot vehicle service bay/restroom building; modifications to the canopy design; and construction of a new 2,945 square foot "ExtraMile" convenience market with an attached self-service car wash. The site circulation remains substantially the same and the three existing driveway cuts will remain in their current locations. The canopy size (footprint) will remain unchanged and there will be 18 fueling positions (14 currently existing) when the remodel is complete.

ENVIRONMENTAL SETTING: The City of San Ramon is located in southern Contra Costa County, surrounded by the communities of Danville, Blackhawk and Dublin, as well as the unincorporated lands in both Alameda and Contra Costa Counties. The City lies in the San Ramon Valley, which generally lies north-south. The project site, which is located on the west side of San Ramon Valley at the base of the foothills of the Hamilton-Diablo Mountain Range. The project site is located approximately 530 feet to the east of the Calaveras Fault, 900 feet West of the Interstate 680 corridor and 250 feet southeast of San Ramon Creek; however, does not discharge directly to it. The project site is currently fully developed as a gas station with existing ornamental landscape.

DECLARATION

Based on the Initial Study dated September 4, 2008, the Planning Services staff has determined:

- This project does not have the potential to degrade the quality of the environment, nor to substantially reduce, threaten or eliminate plant, fish or animal communities, or important examples of the major periods of California history or prehistory.
- This project will not have a detrimental effect upon either short-term or long-term environmental goals.
- This project will not have impacts which are individually limited, nor cumulatively considerable.
- This project will not have environmental impacts which will cause substantial adverse effect upon human beings, either directly or indirectly.
- This project will not adversely impact wildlife resources, and is therefore exempt from the fee requirements of Section 711.2 of the Fish and Game Code.

The aforementioned findings are not contingent upon any mitigation measures.

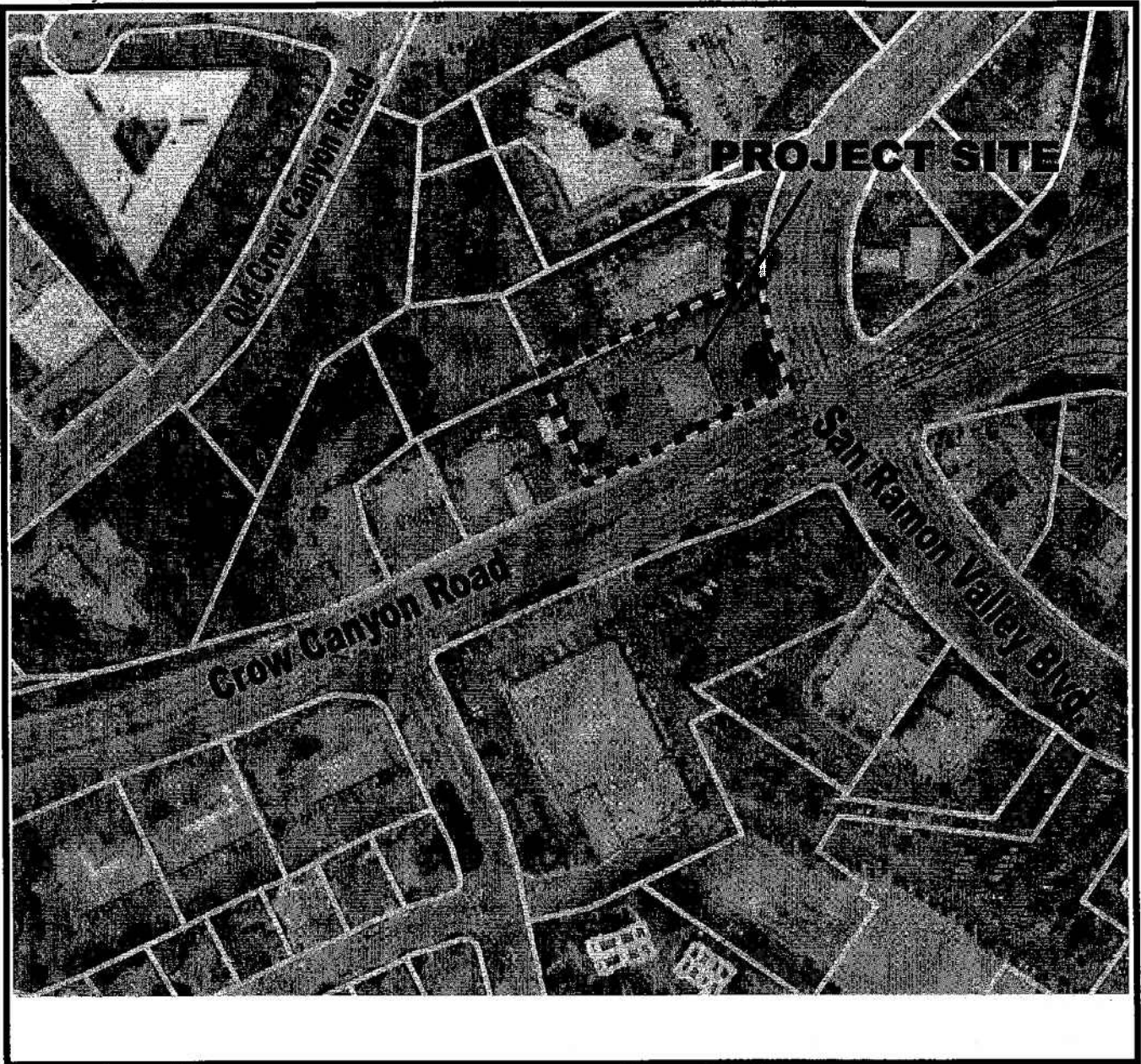
The Initial Study and Negative Declaration are available for public review on the City of San Ramon Website at www.ci.san-ramon.ca.us. Public copies are also available for review at the City of San Ramon Planning Division during regular business hours (Monday through Friday 8:30 a.m. to 5:00 p.m.), at the address below. Additional public copies of the proposed Negative Declaration are also on file at the San Ramon Senior Center, San Ramon Community Center, Dougherty Station Community Center, San Ramon Library, Dougherty Station Library, and with the City Clerk.

The public is hereby invited to submit written comments regarding the environmental findings and Negative Declaration determination. Such comments may be submitted prior to the close of the posting period.

Posting Period: September 10, 2008 to September 29, 2008

A public hearing before the Planning Commission to consider the Project and Negative Declaration is scheduled for October 7, 2008, at 7:00 p.m., in the City Council Chamber, 2222 Camino Ramon, San Ramon, California, 94583.

Contact Person: Lauren Barr, Senior Planner (925) 973-2560
City of San Ramon, Planning Services Division
2226 Camino Ramon, San Ramon, CA 94583



CITY OF SAN RAMON PLANNING SERVICES

Vicinity Map

	<p>DPA-08-310-003 LUP-08-500-032 MSP-08-100-001 AR-08-200-036</p>	
<p>Chevron Gas Station/ Carwash Remodel 2860 Crow Canyon Road</p>		<p>(Not to Scale)</p>
<p>(APN: 208-290-031)</p>		



NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE CITY OF SAN RAMON CITY COUNCIL AND PLANNING COMMISSION WILL HOLD A JOINT PUBLIC HEARING ON TUESDAY, OCTOBER 21, 2008 TO CONSIDER:

- Applications:** 1) General Plan Amendment (GPA 08-400-001) to update the Housing Element of the General Plan. The amendment sets forth the City's five-year strategy to preserve and enhance the community's character, expand housing opportunities for all economic segments, and provide guidance and direction for local government decision-making in all matters related to housing. The Housing Element Update covers the five-year period of July 1, 2009 through June 30, 2014, and provides an implementation strategy for effectively addressing the housing needs of San Ramon during this period.
- 2) General Plan Amendment (GPA 08-400-002) and Zoning Ordinance Text Amendment (TA 08-410-003) to update the General Plan Growth Management, Traffic and Circulation, and Parks and Recreation Elements of the General Plan in compliance with Measure J—Contra Costa's Transportation Sales Tax Expenditure Plan, and to remove the 25% non-retail use limitation in the Mixed Use designation.

Applicants: City of San Ramon and The Courtyard Center, LLC

Location: Citywide and parcels designated "Mixed Use" on the General Plan 2020 Map. To view the General Plan 2020 Map, go to the City's website: www.sanramon.ca.gov

Posting Period: October 10, 2008 to October 21, 2008

CEQA: Environmental review for these projects is underway in accordance with the requirements of the California Environmental Quality Act of 1970 (CEQA), as amended.

If you challenge this application in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission and City Council at, or prior to, the public hearing. **No decisions will be made at this public hearing.**

SAID HEARING will be held by the City of San Ramon City Council and Planning Commission, commencing at 7:00 p.m., on Tuesday, October 21, 2008 in the Council Chamber at 2222 Camino Ramon.

If you have any questions regarding this notice or the hearing, please contact either Cindy Yee, Associate Planner at (925) 973-2562 or Ryan Driscoll, Assistant Planner at (925) 973-2568.

Dated: October 10, 2008

<< see reverse for project vicinity map >>

TRANSPAC Transportation Partnership and Cooperation

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

October 27, 2008

The Honorable Dave Hudson, Chair
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, California 94523

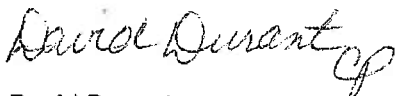
Dear Chair Hudson:

At its meeting on October 9, 2008, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Approved circulation of the Central County Action Plan after incorporating minor edits. The Action Plan will be transmitted to CCTA and RTPCs and posted on the TRANSPAC website
2. Received a presentation from 511 Contra Costa staff with an update on some of the TDM activities including green commuting programs and outreach efforts.
3. Reviewed issues to be discussed with BART Board President Gail Murray at the November TRANSPAC meeting.

TRANSPAC hopes that this information is useful to you.

Sincerely,



David Durant
TRANSPAC Chair

cc: TRANSPAC Representatives (packet mailing)
TRANSPAC TAC and staff
Gayle B. Uilkema, Chair, SWAT
Will Casey, Chair, TRANSPLAN
Sharon Brown, Chair, WCCTAC
Robert McCleary, Paul Maxwell, Martin Engelmann, Arielle Bourgart, Peter Engel, Hisham Noeimi, Danice Rosenbohm, CCTA
Christina Atienza, Nancy Cuneo, WCCTAC
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
Steve Wallace, City of Pleasant Hill