

Sean Wright, Chair  
Antioch  
City Council

Robert Taylor, Vice-Chair  
Brentwood  
City Council

Kevin Romick  
Oakley  
City Council

Juan Banales  
Pittsburg  
City Council

Diane Burgis  
Contra Costa County  
Board of Supervisors

Kerry Motts  
Antioch  
Planning Commission

Jamie Tobin  
Brentwood  
Planning Commission

Doug Hardcastle  
Oakley Planning  
Commission

James Coniglio  
Pittsburg  
Planning Commission

Duane Steele  
Contra Costa  
Planning Commission

Staff Contact:  
Jamar Stamps, AICP  
TRANSPLAN  
30 Muir Road  
Martinez CA 94553  
Phone  
(925) 674-7832  
Facsimile  
(925) 674-7258  
www.transplan.us  
jamar.stamps@  
dcd.cccounty.us

# TRANSPLAN Committee Meeting

Thursday, February 14, 2019 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact Jamar Stamps at 925-674-7832 or [jamar.stamps@dcd.cccounty.us](mailto:jamar.stamps@dcd.cccounty.us)

## AGENDA

*Items may be taken out of order based on the business of the day and preferences of the Committee.*

- 1. OPEN** the meeting.
- 2. ACCEPT** public comment on items not listed on agenda.

Consent Items (see attachments where noted [♦])

- 3. ADOPT** Minutes from 12/13/18 TRANSPLAN Meetings ♦ **Page 2**
- 4. ACCEPT** Correspondence ♦ **Page 7**
- 5. ACCEPT** Status Report on Major Projects ♦ **Page 9**
- 6. ACCEPT** Calendar of Events ♦ **Page 16**
- 7. ACCEPT** Environmental Register ♦ **Page 18**
- 8. APPROVE** One Bay Area Grant additional Safe Routes to School Funding ♦ **Page 20**

End of Consent Items

Open the Public Meeting

**9. STANDING ITEM:** *Concord Community Reuse Project (former Concord Naval Weapons Station) Update. (Information)*

**10. ACCEPT** *511 Contra Costa review/update of the Street Smarts Diablo Bike-Pedestrian Safety Education program. Street Smarts Diablo is a traffic safety program that educates pedestrians, bicyclists, and drivers at schools in Central and Eastern Contra Costa County. Funds for this program are provided by the Contra Costa Transportation Authority and the Bay Area Air Quality Management District's Transportation Fund for Clean Air. (Kirsten Riker, 511 Contra Costa)*

**11. ACCEPT** *2019 TRANSPLAN work program staff update. ♦ Page 34*

**12. TRANSPLAN** *Committee Member Comments/Updates.*

**13. ADJOURN** to next meeting on Thursday, March 14, 2019 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

**ITEM 3**  
**12/13/18 MEETING MINIUTES**

**TRANSPLAN COMMITTEE**  
**Antioch - Brentwood - Pittsburg - Oakley and Contra Costa County**

MINUTES

December 13, 2018

The regular meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Diane Burgis at 6:32 P.M.

**ROLL CALL / CALL TO ORDER**

PRESENT: Juan Banales (Pittsburg), James Coniglio (Pittsburg), Doug Hardcastle (Oakley), Kevin Romick (Oakley), Robert (Bob) Taylor (Brentwood), Sean Wright (Vice Chair, Antioch), and Diane Burgis (Chair, Contra Costa County)

ABSENT: Kerry Motts (Antioch), Duane Steele (Contra Costa Planning Commission), and Jamie Tobin (Brentwood)

STAFF: Jamar Stamps, Senior Transportation Planner, TRANSPLAN Staff  
Stephen Siptroth, County Counsel

**PUBLIC COMMENTS**

BRUCE OHLSON, Pittsburg, noted that the parking at the Antioch BART station had been discussed at the last meeting and funds had been authorized for eastbound Slatten Ranch Road to westbound Highway 4. He praised the redesign and stated that bicyclists in Contra Costa County were pleased with that redesign. He thanked the TRANSPLAN Committee for encouraging BART to enlarge its parking lot and for encouraging BART staff to enlarge the circle of influence so that everything would get built all at once.

RICHARD ABONO, City Engineer, City of Pittsburg, spoke to the City of Concord's issuance of the Draft Notice of Preparation (NOP) for the Concord Naval Weapons Station (CNWS) Reuse Project, and concurred with the management effect of new growth where the CNWS site should fund TRANSPLAN transportation projects consistent with the Countywide Transportation Plan. Since the fees collected in East County were \$4 million versus the \$1 million from Central County, Pittsburg staff agreed with TRANSPLAN that all cities within Contra Costa County should pay their share for growth and development.

Kevin Romick stated that all communities would be reminded of the need for a consistent fee throughout Contra Costa County.

### **CONSENT ITEMS**

On motion by Bob Taylor, seconded by Kevin Romick, TRANSPLAN Committee members adopted the Consent Calendar, as follows:

3. Adopted Minutes from the October 11, 2018 TRANSPLAN Meeting
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register

The motion carried by the following vote:

Ayes: Banales, Coniglio, Hardcastle, Romick, Taylor, Wright, and Burgis  
Noes: None  
Abstain: None  
Absent: Motts, Steele, and Tobin

### **STANDING ITEM: CONCORD COMMUNITY REUSE PROJECT (FORMER CONCORD NAVAL WEAPONS STATION) UPDATE**

Jamar Stamps, TRANSPLAN Staff, referenced the City of Concord's release of the NOP for the Draft Environmental Impact Report (EIR) for the Specific Plan for the Community Reuse Project (CNWS), which was due on December 20, 2018. The TRANSPLAN TAC had prepared comments for the NOP and had submitted those comments this date. The letter had noted that a nexus study and capital improvement program would be prepared and certain facilities in the area of the project would need to be analyzed in the EIR report along with other issues that would need to be addressed. The letter, which had been submitted to each jurisdiction in East County, would be forwarded to the TRANSPLAN Committee and he would keep the Board apprised of the status of the Draft EIR.

Mr. Romick recommended that all jurisdictions submit a similar letter to Concord.

### **ADOPT 2019 TRANSPLAN MEETING CALENDAR**

Mr. Stamps advised that the first TRANSPLAN Committee meeting scheduled for January 10, 2019 would conflict with the Contra Costa Mayors' Conference to be held in Richmond. He asked the Board how it wanted to address that situation. With no determination at this time, he reported that he would poll the jurisdictions to select an alternate meeting date, if possible.

On motion by Bob Taylor, seconded by Doug Hardcastle, TRANSPLAN Committee members adopted the 2019 TRANSPLAN Committee meeting calendar. The motion carried by the following vote:

Ayes: Banales, Coniglio, Hardcastle, Romick, Taylor, Wright, and Burgis

Noes: None

Abstain: None

Absent: Motts, Steele, and Tobin

**APPOINT TRANSPLAN REPRESENTATIVE TO THE CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) BOARD**

Mr. Stamps referred to the history of TRANSPLAN Appointments to the CCTA and reminded the Committee that the CCTA Board consisted of elected officials, and only elected officials could vote to select a representative to the CCTA. The alternate would also have to be an elected official and the alternate could represent both CCTA representative terms.

Bob Taylor nominated Kevin Romick for reappointment as the TRANSPLAN Representative to the Contra Costa Transportation Authority Board. Doug Hardcastle seconded the nomination. There were no other nominations and the nominations were closed. **Kevin Romick** was reappointed as the TRANSPLAN representative to the CCTA Board for the term February 1, 2019 to January 31, 2021 by the following vote:

Ayes: Banales, Hardcastle, Romick, Taylor, Wright, Burgis

Noes: None

Abstain: None

Absent: None

Sean Wright nominated Juan Banales as the TRANSPLAN Alternate Representative to the Contra Costa Transportation Authority Board. Kevin Romick seconded the nomination. There were no other nominations and the nominations were closed. **Juan Banales** was appointed as the TRANSPLAN Alternative Representative to the CCTA Board for the term February 1, 2019 to January 31, 2021 by the following vote:

Ayes: Banales, Hardcastle, Romick, Taylor, Wright, Burgis

Noes: None

Abstain: None

Absent: None

**ELECT CHAIR AND VICE CHAIR FOR 2019**

Chair

Bob Taylor nominated Sean Wright to serve as the Chair of the TRANSPLAN Committee. Kevin Romick seconded the nomination. There were no other nominations, and the nominations were closed. **Sean Wright** was elected to serve as the Chair of the TRANSPLAN Committee for 2019 by the following vote:

Ayes: Banales, Coniglio, Hardcastle, Romick, Taylor, Wright, and Burgis

Noes: None

Abstain: None

Absent: Motts, Steele, and Tobin

#### Vice Chair

Kevin Romick nominated Bob Taylor to serve as the Vice Chair of the TRANSPLAN Committee. Doug Hardcastle seconded the nomination. There were no other nominations, and the nominations were closed. **Bob Taylor** was elected to serve as the Vice Chair of the TRANSPLAN Committee for 2019 by the following vote:

Ayes: Banales, Coniglio, Hardcastle, Romick, Taylor, Wright, and Burgis

Noes: None

Abstain: None

Absent: Motts, Steele, and Tobin

#### ADJOURNMENT

Chair Burgis adjourned the meeting of the TRANSPLAN Committee at 6:45 P.M. to Thursday, January 10, 2019 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk

**ITEM 4  
CORRESPONDENCE**



COMMISSIONERS

Federal Glover,  
Chair

Robert Taylor,  
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

Loella Haskew

David Hudson

Karen Mitchoff

Julie Pierce

Kevin Romick

Renata Sos

Randell H. Iwasaki,  
Executive Director

---

# MEMORANDUM

---

To: Matt Todd, TRANSPAC  
Lisa Bobadilla, SWAT  
Jamar Stamps, TRANSPLAN  
Cedric Novenario, TVTC  
John Nemeth, WCCTAC  
Derek Farmer, LPMC

From: *MR for:*  
Randell H. Iwasaki, Executive Director

Date: January 22, 2019

Re: Items of interest for circulation to the Regional Transportation Planning  
Committees (RTPCs)

---

At its January 16, 2019 meeting, the Authority discussed the following item, which may be of interests to the Regional Transportation Planning Committees:

- 1. Quarterly Project Status Report (QPSR).** This report outlines the status of current Measure projects. It also lists all completed projects. *The Authority Board approved the attached QPSR for October–December 2018.*

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net



**ITEM 5**  
**STATUS REPORT ON MAJOR PROJECTS**

# TRANSPLAN: Major East County Transportation Projects

- State Route 4 Widening • State Route 4 (former) “Bypass”
- State Route 239 • eBART

## Quarterly Status Report: October – December 2018

---

Information updated from previous report is in *underlined italics*.

### STATE ROUTE 4 WIDENING

#### A. SR4 Widening: Railroad Avenue to Loveridge Road **COMPLETED**

**Lead Agency:** CCTA

**Project Description:** The project widened the existing highway from two to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately ¾ mile west of Loveridge Road and provided a median for future transit.

**Current Project Phase:** Completed.

**Project Status:** Landscaping of the freeway mainline started in December 2009 and was completed in June 2010. A three-year plant establishment and maintenance period is currently in progress as required by the Cooperative Agreement with Caltrans, was complete on June 24, 2013. Caltrans has accepted the project and will take over the maintenance responsibilities. The CCTA Board accepted the completed construction contract, approved the final contractor progress payment, approved the release of the retention funds to the contractor, and authorized staff to close construction Contract No. 241 at its September 18, 2013 meeting.

**Issues/Areas of Concern:** None.

#### B. SR4 Widening: Loveridge Road to Somersville Road **COMPLETED**

**Lead Agency:** CCTA

**Project Description:** The project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) between Loveridge Road and Somersville Road. The project provides a median for future mass transit. The environmental document also addresses future widening to SR 160.

**Current Project Phase:** Completed.

**Project Status:** Caltrans accepted the contract on June 30, 2014. The construction contract is now closed with no outstanding claims.

**Issues/Areas of Concern:** None.

### C. SR4 Widening: Somersville Road to SR 160

**Lead Agency:** CCTA

**Project Description:** This project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) from Somersville Road to Hillcrest Avenue and then six lanes to SR 160, including a wide median for transit. The project also includes the reconstruction of the Somersville Road Interchange, Contra Loma/L Street Interchange, G Street Overcrossing, Lone Tree Way/A Street Interchange, Cavallo Undercrossing and the Hillcrest Avenue Interchange.

**Current Project Phase:** *Construction (landscape).*

**Project Status:** The project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160.

**Segment 1:** Somersville Interchange

Segment was open to traffic in December 2013.

**Segment 2:** Contra Loma Interchange & G St. Overcrossing

Construction began in March 2012 and was completed in February 2016.

**Segment 3A:** A Street Interchange and Cavallo Undercrossing

Construction began in August 2012 and was accepted as complete in May 2017.

**Segment 3B:** Hillcrest Avenue to SR160

*Construction began in March 2013 and was substantially completed in September 2016 and closeout activities are ongoing. Bike safety improvements have been implemented.*

**Corridor-wide:**

Ribbon cutting ceremony held on July 20, 2016.

**Issues/Areas of Concern:**

- No issues

### D. SR4 Bypass: SR4/SR160 Connector Ramps **COMPLETED**

**Project Fund Source:** Bridge Toll Funds

**Lead Agency:** CCTA

**Project Description:** Complete the two missing movements between SR4 Bypass and State Route 160, specifically the westbound SR4 Bypass to northbound SR160 ramp and the southbound SR160 to eastbound SR4 Bypass ramp.

**Current Phase:** Completed.

**Project Status:**

- The project opened to traffic on February 29, 2016.
- Final paving is complete and a ribbon cutting was held on February 29, 2016.

**Issues/Areas of Concern:** None.

**E. East County Rail Extension (eBART)**

**CCTA Fund Source:** Measure C and J

**Lead Agency:** BART/CCTA

eBART Construction Contact: Mark Dana: [mdana@bart.gov](mailto:mdana@bart.gov)

**Project Description:** *Extend rail service eastward from the Pittsburg/Bay Point BART Station to Hillcrest Avenue within the median of SR 4 (Project 1). In addition, the parking lot at Antioch BART station at Hillcrest Avenue will be expanded by 800 spaces (Project 2).*

**Current Project Phase:** Post Construction.

**Project Status:**

- *Project #1: Revenue service started in May 2018.*
- *Project #2 is currently in the environmental clearance and design phase.*
- *The Authority appropriated a total of \$5.08 million at its October 2018 meeting for the expansion of Antioch BART parking lot.*
- *BART Board approved the project environmental clearance document at its December 6, 2018 meeting.*

**Issues/Areas of Concern:** None.

**F. SR4 Operational Improvements: I-680 to Bailey Road (6006)**

**CCTA Fund Source:** Measure J

**Lead Agency:** Contra Costa Transportation Authority/City of Concord

**Project Description:** *Improve SR4 between (b/w) I-680 & Bailey Road. Improvements to be evaluated include:*

*Eastbound:*

*B/w Port Chicago Hwy Interchange (I/C) and Willow Pass Rd I/C*

- 1) *Add Aux lane b/w PCH on ramp & Willow Pass Rd off ramp. B/w Willow Pass Rd I/C and San Marco Blvd I/C*
- 2) *Add Aux lane b/w Willow Pass Rd on ramp & San Marco Blvd off ramp. At San Marco I/C*
- 3) *Add new mixed flow lane from San Marco Blvd off ramp to San Marco Blvd on ramp.*

*B/w San Marco Blvd I/C and Bailey Rd I/C*

- 4) *Add Aux lane from San Marco Blvd loop on ramp to existing deceleration lane at Bailey Rd off ramp.*

*From SR 242 off ramp to Port Chicago Highway off ramp*

- 5) *Extend existing mixed flow lane from I-680 on ramp to PCH off ramp.*

*Westbound:*

*At SR242/SR4 I/C*

- 6) *Modify one of the existing mandatory exit lanes to SR242 to an optional exit lane, allowing 3 lanes to both SR242 exit and WB SR4.*

*From Port Chicago Hwy I/C to Willow Pass Rd I/C*

- 7) *Add mixed flow lane from Willow Pass Rd on ramp to existing mainline lane just east of Port Chicago Hwy (PCH) off ramp.*
- 8) *Add second exit lane at Port Chicago Highway off ramp.*
- 9) *Add Aux lane from Willow Pass Road on ramp to second exit to PCH.*

*At Willow Pass Rd I/C*

- 10) *Add mixed flow lane b/w Willow Pass off ramp & Willow Pass on ramp. B/w Willow Pass Rd I/C and San Marco Blvd I/C*
- 11) *Add Aux lane b/w San Marco Blvd on ramp and Willow Pass off ramp. At San Marco Blvd I/C & b/w San Marco Blvd I/C and Bailey Rd I/C*
- 12) *Extend existing acceleration lane at Bailey Rd on ramp to existing Aux lane b/w San Marco on ramp & Willow Pass off ramp.*

**Current Project Phase:** Environmental Clearance

**Project Status:**

- *PSR-PDS was approved in May 2017.*
- *The Initial Phase of the project is in the Project Approval/Environmental Document (PA/ED) Phase.*

**Issues/Areas of Concern:** The Overall Project has significant funding shortfall.

## **STATE ROUTE 4 (FORMER “BYPASS” PROJECT)**

**G. SR-4: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1**

**COMPLETED**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

**Project Description:** Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road, and construct the Sand Creek Interchange. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant.

**Current Phase:** Completed.

**Project Status:** Construction completed 2015.

**Issues/Areas of Concern:** None.

#### **H. SR-4: Balfour Road Interchange – Phase 1 (5005)**

**CCTA Fund Source:** East Contra Costa Regional Fee and Finance Authority (ECCRFFA)

**Lead Agency:** CCTA

**Project Description:** The Phase 1 project will include a new SR4 bridge crossing over Balfour Road, providing one southbound and one northbound lane for SR4; northbound and southbound SR4 loop on-ramps, servicing both westbound and eastbound Balfour Road traffic; and northbound and southbound SR4 diagonal off-ramps.

**Current Phase:** Construction.

**Project Status:**

- *Project is in the construction phase.*
- *The notice-to-proceed (NTP) for the construction contract was issued on February 6, 2017.*
- *PG&E, Kinder Morgan, and AT&T utility relocation activities are complete.*
- *Ribbon cutting was held on December 10, 2018.*

**Issues/Areas of Concern:**

There were concerns over night-time pile driving and noise impacts to residents. Construction phasing has been planned for work to be performed during the day and be completed before school starts.

#### **I. SR-4: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project 5002)**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

**Project Description:** Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at SR4. The overcrossing will include a multi-span bridge with columns in the SR4 median. Bridge

approaches will be constructed on earthen embankments. The path width is assumed to be 12 feet wide. This project is required as a condition of approval under the SR-4 Bypass project.

**Current Phase:** Design, Right of Way and Utilities.

**Project Status:**

- *The CEQA clearance is complete.*
- *The current focus is to obtain approval of Caltrans Permit Engineering Evaluation Report (PEER). 100% design is currently being developed.*
- *Right of Way appraisals are underway.*

**Issues/Areas of Concern:**

- *Construction funding for the project has not been secured.*
- *Project costs may escalate as schedule is impacted by funding shortfall.*
- *The NEPA clearance, if needed, may be problematic.*
- *BART's eBART Next Segment Study identifies a potential future station in the vicinity of the Mokelumne Trail POC.*

## **STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY) PHASE 1 - PLANNING**

Staff Contact: Martin Engelmann, (925) 256-4729, [mre@ccta.net](mailto:mre@ccta.net)

**September 2017 Update – No Changes from Last Month**

**Study Status:** Current project activities include model development, compilation of mapping data/conceptual alignments, development of staff and policy advisory groups, Project Visioning/Strategy-Scenario Development, and preparation of the Draft Feasibility Study.

**Administration:** Responsibility for the State Route 239 Study the associated federal funding was transferred from Contra Costa County to the Contra Costa Transportation Authority in January 2012.

### **eBART Next Segment Study**

*eBART Next Segment Study Contact: Ellen Smith: [esmith1@bart.gov](mailto:esmith1@bart.gov)*

The Next Segment Study is a pre-feasibility evaluation of the Bypass and Mococo alignments beyond Hillcrest Avenue, and review of six possible future station site opportunities. Station sites being evaluated on the Bypass alignment are: Laurel Road, Lone Tree Way, Mokelumne Trail crossing of SR4, Sand Creek Road, Balfour, and a location near Marsh Creek Road and the Bypass serving Byron and Discovery Bay. The Next Segment Study will be completed in early 2013.

Staff will provide updates as needed.

G:\Transportation\Committees\TRANSP\PLAN\TP\PLAN\_Year\2018-19\standing items\major projects status\Major Projects Report.doc

**ITEM 6  
CALENDAR OF EVENTS**



**Calendar of Upcoming Events\***

<b>Date</b>	<b>Location</b>	<b>Event</b>
February 14, 2019	2999 Oak Road, Suite 150 - Walnut Creek CA	CCTA Seminar #5: Directions for the Future

\*"Upcoming Events" are gleaned from public agency calendars/board packets, East Bay Economic Development Alliance Calendar of Events, submissions from interested parties, etc. If you have suggestions please forward to Jamar Stamps at [jamar.stamps@dcd.cccounty.us](mailto:jamar.stamps@dcd.cccounty.us)

**ITEM 7  
ENVIRONMENTAL REGISTER**

## ENVIRONMENTAL REGISTER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE
City of Concord	Multiple	Notice of Preparation	Concord Reuse Project Specific Plan Contact: Joan Ryan, AICP (925) 671-3370 <a href="mailto:joan.ryan@cityofconcord.org">joan.ryan@cityofconcord.org</a>	Notice of Preparation of a Draft Environmental Impact Report Concord Reuse Specific Plan	12/20/18	Yes
City of Oakley	APN037-100-048, 037-100-049, 037-100-13, 19 and 23	Request for Comments/Conditions of Approval	The Village at Main	1) General Plan Amendment from Commercial (CO) to Multi-Family, Low Density (ML); 2) Rezone from the General Commercial (C) District to Multi-Family Residential (M-9) District; 3) a Tentative Map to subdivide the 21.3-acre site consisting of 5 parcels into 153 single family lots; and 4) Design Review for the home designs, site landscaping, fence plans and site design.	10/16/18	Pending
City of Brentwood	APN007-380-002 007-380-003	Request for Comments/Conditions	Cowell Ranch	140 unit subdivision	9/22/2017	No Comments
City of Brentwood	APN019-020-071	Request for Comments/Conditions	Lone Tree Way Commercial Contact: <a href="mailto:Planning@brentwoodca.gov">Planning@brentwoodca.gov</a>	Commercial/retail center	9/8/2017	No Comments
City of Brentwood	APN007-100-130 007-100-131 019-120-038	General Plan Amendment/Rezone	SHADOW LAKES/ DEER RIDGE REINVESTMENT PROJECT Contact: <a href="mailto:Planning@brentwoodca.gov">Planning@brentwoodca.gov</a>	proposes two (2) new senior living villages, combining the Deer Ridge and Shadow Lakes Golf Club into one combined 18-hole course, as well as a proposed golf cart bridge over Balfour Road	N/A	No Comments
City of Pittsburg	APN097-180-006 097-200-002 097-230-006 097-240-002 097-190-002	Notice of Public Scoping Meeting	Faria/Southwest Hills Annexation Contact: Hector Rojas (925) 252-4043 <a href="mailto:hrojas@ci.pittsburg.ca.us">hrojas@ci.pittsburg.ca.us</a>	Public scoping meeting for project Environmental Impact Report	4/7/17	No Comments
City of Pittsburg	APN086-160-009, -011, -012 and 086-151-001	Request for Comments/Conditions	Liberty Residential Subdivision Contact: Hector Rojas (925) 252-4043 <a href="mailto:hrojas@ci.pittsburg.ca.us">hrojas@ci.pittsburg.ca.us</a>	57-unit single family residential development on 4.98-acre site. General Plan amendment, rezoning, subdivision and design review.	3/9/17	No Comments

**ITEM 8**  
**OBAG SAFE ROUTES TO SCHOOL**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

---

**TO:** TRANSPLAN Committee

**FROM:** TRANSPLAN TAC

**DATE:** February 14, 2019

**SUBJECT:** **Additional One Bay Area Grant 2 Safe Routes to School Funding**

---

### Recommendation

**APPROVE** allocation of \$246,000 in additional One Bay Area Grant (“OBAG”) Safe Routes to School to the “L Street Pathway to Transit-Bike Pedestrian Improvements” project (City of Antioch), as recommended by the TRANSPLAN Technical Advisory Committee (“TAC”) and DIRECT TRANSPLAN staff to forward the recommended allocation to the Contra Costa Transportation Authority (“CCTA”).

### Background

August 2018, CCTA issues a memorandum to the regional transportation planning committees (“RTPCs”) regarding additional OBAG Safe Routes to School (“SRTS”) federal funding. This funding became available due to the Metropolitan Transportation Commission (“MTC”) extending cycle 1 of OBAG for an additional year. The funds were not included in OBAG 2 due to timing. However, the funds are now available for programming and CCTA is seeking recommendations from the RTPCs on the allocation process.

September 2018, CCTA staff met with the TRANSPLAN TAC to discuss the August 2018 memo. The TAC discussed several options for allocating the additional funding, including: 1) allocate the additional SRTS funds among the four RTPCs for new projects, 2) add additional funding to projects already in the Transportation Improvement Program (“TIP”), or 3) program funding for SRTS projects that were not awarded in OBAG 2. CCTA staff discussed the matter with the other RTPCs.

December 2018, after meeting with all of the RTPCs CCTA issued a second memorandum outlining the process for allocating the additional SRTS funds. The consensus process approach is to add the additional funds to projects already programmed (projects must meet 11.47% match requirement). CCTA wants to minimize the number of projects going through the Caltrans Local Assistance process, which can be onerous for a relatively small amount of funding. Adhering to this logic would exclude projects that are not already in the TIP. Considering the City of Antioch is the only TRANSPLAN agency with a project on the OBAG 2 list, the TAC recommended allocating the funding to the City. The City also indicated they could meet the 11.47% funding match requirement.

att: CCTA memo 8/1/2018  
CCTA memo 12/28/2018

## **MEMORANDUM**

**Date** August 1, 2018

**To** Safe Routes to School Task Force, RTPC Managers

**From** Brad Beck

**RE** **Additional Safe Routes to School Funding**

As part of the extension of the first cycle of the One Bay Area Grant (OBAG) for an additional year, MTC allocated an additional \$822,000 to Contra Costa in funding for Safe Routes to School (SRTS) projects and programs. These federal funds, unfortunately, were not included in the OBAG 2 call for projects. They remain available to Contra Costa and Authority staff has prepared the following memo outlining potential options for allocating these funds.

### **BACKGROUND**

#### **Previous Funding Cycles**

MTC has allocated funding to CMAs for SRTS projects and programs through several funding cycles. The first OBAG cycle allocated \$3,289,000 to Contra Costa for SRTS projects and programs. It was used to fund 10 projects and one program. The funding was allocated by formula to the four Regional Transportation Planning Committees (RTPCs) which recommended which projects to fund. The formula was based 50 percent on school enrollment and 50 percent on population.

Through the second cycle of OBAG funding — OBAG2 — MTC allotted \$4.088 million to Contra Costa for SRTS. As in OBAG 1, the Authority used the same 50 percent enrollment and 50 percent population formula. The funding share are shown below:

<i>Region</i>	<i>Share</i>
West	\$881,000
Central	\$1,077,000
East	\$1,223,000
Southwest	\$907,000
TOTAL	\$4,088,000

Based on the RTPC recommendations and some subsequent fund swapping, the Authority allocated the SRTS funding to the following four projects and two programs:

<i>Project</i>	<i>Sponsor</i>	<i>SRTS Funding</i>
Willow Pass Road Repaving and 6 <sup>th</sup> Street SRTS *	Concord	\$1,077,000
Moraga Way and Canyon/Camino Pablo Improvements **	Moraga	\$607,000
L Street Pathway to Transit-Bike Ped Improvement	Antioch	\$1,223,000
Lincoln Elementary SRTS Ped Enhancements	Richmond	\$320,000
Street Smarts San Ramon Valley	San Ramon	\$300,000
West Contra Costa Walk and Bike Leaders	Contra Costa County	\$561,000
TOTAL		\$4,088,000

\* This project combines components from two projects that were originally separate

\*\* Originally named "Strategic Bicycle, Pedestrian and Safe Routes to School Improvements"

The first two projects combine both SRTS improvements and other roadway improvements. The third and fourth projects focus on physical improvements for safe bicycle and pedestrian access to schools. The final two will fund SRTS programs at schools in the San Ramon Valley and West County.

### **Eligible Projects and Programs**

The \$822,000 in SRTS funds comes from the federal CMAQ program. While they may fund a wide range of projects and programs, they do impose some limits. One of the key limits is that, overall, each activity must lead to changes in travel behavior that result in air quality benefits. Some of the main limitations include:

- **Planning activities** are ineligible, including walking audits. Project development activities that support a tangible improvement or program, however, are eligible.

- **Safety improvements** such as crossing guards and mobile radar trailers are ineligible for CMAQ funding since they specifically address safety but do not directly lead to changes to travel behavior that lead to air quality improvement. Also safety improvements such as signage, warning lights, etc. that are oriented to motorists are not eligible. In contrast, safety improvements specifically oriented to bicyclists and pedestrians, such as street crossings, actuated signals are eligible.
- **Material incentives** have limitations regarding the use of federal funds to pay for items such as raffles, prizes, gift cards, etc. Federal statutes prohibit using federal funds to provide gifts and free incentives. The exceptions to the rule are low-cost gifts such as pencils, stickers, paper pads, magnets, helmets, etc. that have little or no monetary value.

The requirements that apply to other OBAG-funded projects apply to SRTS projects as well. These include:

- The CMAs average OBAG funding request can't be less than \$500,000 and no individual request can be less than \$100,000.
- Sponsor must provide a local match of at least 11.47% of eligible project costs
- Sponsor must maintain eligibility for the funding including complete streets, pavement management and housing element requirements

## **OPTIONS**

Staff has identified a few options for allocating the \$822,000 in additional SRTS funds that we would like your feedback on.

### **Option 1**

**Allocate the additional SRTS funds among the four RTPCs for new projects.** This is the same as the previous approach; in it, the RTPCs would identify new projects to be funded with their share of the funds. Using the same 50% population/50% enrollment formula, the funds would be apportioned as shown on the following table. MTC requires, among other things, that no funding grant be less than \$100,000 and all of the following allocations would meet this requirement.



<i>Subarea</i>	<i>Population Share</i>	<i>Enrollment Share</i>	<i>Average</i>	<i>Funding Share</i>
West	24.1%	19.0%	21.6%	\$177,000
Central	28.7%	24.0%	26.3%	\$217,000
East	28.6%	31.2%	29.9%	\$246,000
Southwest	18.6%	25.7%	22.2%	\$182,000
				<b>\$822,000</b>

**Pros:** This option would be consistent with the approaches used for OBAG 1 and 2, and it would expand the number of SRTS improvements that could be made in Contra Costa.

**Cons:** This option would increase the number of projects that must go through the Caltrans local assistance process. (One of the Authority’s goals in the Coordinated Call was to minimize the number of projects that had to go through Caltrans.) This option would also require RTPCs to go through another application and review process.

**Option 2a**

**Add funding to projects already in the TIP.** In the second option, the Authority would use the \$822,000 to modify one or more of the projects funded through the Coordinated Call. (This is consistent with the Authority’s goal of minimizing the number of projects that needed to go through the Caltrans process.) In this option, the Authority could use the \$822,000 to either:

- Replace some of the local match where the match exceeds the 11.47 percent minimum, or
- Expand the budget of projects to address cost overruns or to add new scope items

The table on Option 2a below lists the seven SRTS projects now funded through OBAG 2; the amounts of funding from federal, local and Measure J sources they will use; and the local match share. All but one of the projects provides a significantly larger match than the 11.47 percent required. Those six projects could use a portion of the \$822,000 to replace at least some of the local match. For example, the Moraga Way and

Canyon/Camino Pablo Improvements project could use the \$822,000 to replace all of the Town of Moraga's local match, leaving the \$603,00 in Measure J funding to serve as the local match.

To use the SRTS funding to replace local or Measure J funding, sponsors would need a sufficiently high local match and enough eligible SRTS components funded by the local match. For example, the Moraga project uses both OBAG SRTS and LSRP funds to both improve bicycle and pedestrian access to nearby schools and to preserve streets. The latter component would not specifically improve access to school and thus is not eligible for CMAQ funding.

The Option 2a table shows the funding committed to each project, the part of that funding that represents the required local match, and potential additional CMAQ funding that could be used to backfill the local match fall down to the required 11.47 percent.

**Pros** Option 2a would not increase the number of projects going through the Local Assistance process and would reduce the amount of funding that local agencies must contribute. Depending on how the funding is allocated, it could be used to defray the costs of sponsors that have proposed the most significant local contributions.

**Cons** The Authority would need to identify a way to determine how much of the \$822,000 would go to each project. These methods might include allocating the funds by the relative size of the sponsor's local contribution to total of all local contributions. Or it might be determined by the relative share of the total project cost each sponsor contributed. There are likely to be other alternatives.

### **Option 2b**

**Add regional share of funding to projects already in the TIP.** Option 2b combines Options 1 and 2a. In it, the RTPC shares of the additional SRTS funding would be added to funding for the projects that were already selected for OBAG 2 SRTS funding. A potential allocation of the \$822,000 in funds is shown in the Option 2b table. In both the Central and East subregions, only one project was allocated SRTS funding; those projects would get the full share of the subregion's funds. The SRTS funding in both the West and

Southwest regions was allocated to two projects. The Option 3 table shows the Southwest potential share of funding split 50/50 between the two Southwest projects. In West County, however, the maximum amount of additional funding that can be allocated to one of the projects — Lincoln Elementary SRTS Pedestrian Enhancements — is \$63,000 without the local match dropping below the 11.47 percent requirement.

**Pros** Option 2b would not add any new projects, thus meeting one of the Authority's goals, it would be consistent with previous approach of allocating funding among the RTPCs, and — like Option 2a — would reduce the amount of funding that local agencies must contribute.

**Cons** The increase in fund allocations would not be tied to an agency's current local contribution, the cost of the project itself, or to budgetary issues, thereby somewhat arbitrarily rewarding sponsors with a windfall.

### Option 3

**Use the funding on a SRTS project that didn't receive funding through OBAG 2.** In Option 3, the \$822,000 in funding would go to a SRTS project that applied for, but did not receive, funding during the initial OBAG 2 round. Three of the 11 projects that applied for SRTS funding did not receive any funding:

1. Empire Avenue at Amber Lane Traffic Signal (Brentwood) – \$366,000 requested;
2. Arlington Boulevard Pedestrian Safety Improvements, Phase 1, (El Cerrito) – \$345,000 requested; and
3. Safe Routes to Orchard Park Elementary School (Oakley) – \$1,22, million requested.

The remaining eight received either SRTS or Measure J TLC funds. In this option, the additional SRTS funding would be allocated to one or more of these projects.

**Pros** Option 3 would expand the number of SRTS projects funded through OBAG 2 and the facilities provided to create safe routes to walk or bicycle to school.

**Cons** This option would add a new project and thus another project that must go through the local assistance process. The funding available doesn't fit neatly with

the funding needed to make the projects whole; staff may need to work with sponsors to adjust project scopes, though this is often done.

**Option 2a: Add funding to projects already in the TIP**

	<i>SRTS</i>	<i>Other OBAG</i>	<i>Measure J</i>	<i>Local</i>	<i>Total</i>	<i>Current Match</i>		<i>Minimum Match</i>	<i>Potential Add</i>
Willow Pass Repaving and 6th Street SRTS	1,077,000	4,183,000	120,000	1,137,000	6,517,000	1,257,000	19.3%	747,000	510,000
Moraga Way and Canyon/Camino Pablo Improvements	607,000	596,000	603,000	822,000	2,628,000	1,425,000	54.2%	301,000	1,124,000
L Street Pathway to Transit	1,223,000			1,777,000	3,000,000	1,777,000	59.2%	344,000	1,433,000
Lincoln Elementary SRTS Pedestrian Enhancements	320,000		63,000	50,000	433,000	113,000	26.1%	50,000	63,000
San Ramon Valley Street Smarts	300,000			102,000	402,000	102,000	25.4%	46,000	56,000
West County Walk and Bike Leaders	561,000			561,000	1,122,000	561,000	50.0%	129,000	432,000
	4,088,000	4,779,000	786,000	4,449,000	14,102,000	5,235,000		1,617,000	3,618,000

**Option 2b: Add regional share of funding to projects already in the TIP**

	Current SRTS Amount	Regional SRTS Shares				Potential SRTS Funds	Total Potential SRTS Funds
		West	Central	East	Southwest		
Willow Pass Repaving and 6th Street SRTS	1,077,000		217,000			217,000	1,294,000
Moraga Way and Canyon/Camino Pablo Improvements	607,000				91,000	91,000	698,000
L Street Pathway to Transit	1,223,000			246,000		246,000	1,469,000
Lincoln Elementary SRTS Pedestrian Enhancements	320,000	63,000				63,000 *	383,000
San Ramon Valley Street Smarts	300,000				91,000	91,000	391,000
West County Walk and Bike Leaders	561,000	114,000				114,000	675,000
	4,088,000	177,000	217,000	246,000	182,000	822,000	4,910,000

\* This is the maximum additional SRTS funding that can be added while still meeting the 11.47 percent match requirement



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

December 28, 2018

Federal Glover, Chair

Robert Taylor,  
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

Loella Haskew

David Hudson

Karen Mitchoff

Julie Pierce

Kevin Romick

Dave Trotter

Randell H. Iwasaki,  
Executive Director

**To:** RTPC Managers

**From:** Brad Beck, Senior Transportation Planner

**Subject:** Process for Allocating Additional One Bay Area Grant (OBAG) 2 Safe Routes to School (SRTS) Funding

An additional \$822,000 in federal Congestion Management-Air Quality (CMAQ) funding is available to Contra Costa for SRTS projects and programs. The Metropolitan Transportation Commission (MTC) allocated these funds to Contra Costa when it extended the first cycle of OBAG for an additional year. The Authority, however, did not include these federal funds in the call for projects for the second cycle of OBAG.

On November 21, 2018, the Authority approved a process for allocating those additional funds. This process reflects input from the Regional Transportation Planning Committees (RTPCs), their Technical Advisory Committees (TACs), and members of the SRTS Task Force. This process has two parts:

1. The Authority allocates the funds to the RTPCs using the same formula used previously in the Coordinated Call for Projects.
2. The RTPCs recommend to the Authority how to apply that funding to projects already programmed in the federal Transportation Improvement Program (TIP).

**RTPC ALLOCATIONS**

Based on the formula used in OBAG 2, the Authority is allocating the \$822,000 in additional SRTS funding to the RTPCs as follows:

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

<i>Region</i>	<i>Share</i>
West	\$177,000
Central	\$217,000
East	\$246,000
Southwest	\$182,000
<b>TOTAL</b>	<b>\$822,000</b>

Sponsors may use the funds for any eligible SRTS activities consistent with the limitations in the MTC Resolution 4202 and the original Call for Projects.

**TIP PROJECTS**

Six Contra Costa projects in the TIP received SRTS funds through OBAG 2:

<i>Project</i>	<i>Sponsor</i>	<i>SRTS Funding</i>
Willow Pass Road Repaving and 6 <sup>th</sup> Street SRTS *	Concord	\$1,077,000
Moraga Way and Canyon/Camino Pablo Improvements **	Moraga	\$607,000
L Street Pathway to Transit-Bike Ped Improvements	Antioch	\$1,223,000
Lincoln Elementary SRTS Ped Enhancements	Richmond	\$320,000
Street Smarts San Ramon Valley	San Ramon	\$300,000
West Contra Costa Walk and Bike Leaders	Contra Costa County	\$561,000
<b>TOTAL</b>		<b>\$4,088,000</b>

\* This project combines components from two projects that were originally separate

\*\* Originally named "Strategic Bicycle, Pedestrian and SRTS Improvements"

As long as enough local funds remain to provide the 11.47 percent minimum match, RTPCs and project sponsors have two options for using the additional SRTS funds:

1. Add to the total funds programmed to the project to expand its scope, or
2. Replace some of the local match with additional SRTS funds where the local funds currently exceed 11.47 percent of the total project cost.



*RTPC Managers*

*December 28, 2018*

*Page 3*

RTPCs may decide whether to apply all of its allocation of SRTS funds to one SRTS project in the TIP or to split its allocation to multiple projects. As noted above, the components funded must be consistent with the requirements of MTC's Resolution 4202 and the Call for Projects and sponsors must provide a local match of at least 11.47 percent.

A proposal to the Authority consistent with these recommendations would allocate the additional SRTS funds to the RTPCs for allocation to SRTS projects currently programmed in the TIP, either to expand the project scope or to replace local matching funds.

We are asking for RTPC recommendations by the end of February 2019.

If you have questions, feel free to contact James Hinkamp, Associate Transportation Planner, at [jhinkamp@ccta.net](mailto:jhinkamp@ccta.net) or 925 256-4726.

**ITEM 11**  
**TRANSPLAN WORK PROGRAM UPDATE**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

---

**TO:** TRANSPLAN Committee  
**FROM:** TRANSPLAN TAC  
**DATE:** February 14, 2019  
**SUBJECT:** **TRANSPLAN 2019 Work Plan Update**

---

### Recommendation

**ACCEPT** 2019 TRANSPLAN work program staff update.

### Background

At the request of the TRANSPLAN Committee, this memo provides an update on the non-typical work activities<sup>1</sup> TRANSPLAN is engaging in 2019.

- **Countywide Transportation Plan/East County Action Plan/Senate Bill (“SB”) 743:** TRANSPLAN staff will work with the TAC and CCTA on completing adoption of the CCTA Countywide Transportation Plan (“CTP”). This is likely to occur in late 2017. CCTA will be working with the TAC on developing next-step implementation strategies for incorporating SB 743 into the Action Plan during the next update.
- **East County Infrastructure Investment Study:** A study requested by the East County city managers and facilitated by CCTA, this study intends to help guide and prioritize future transportation investments in East County, which can help feed the Measure J Strategic Plan update. CCTA is proposing to set aside \$500,000 for the study in the 2019 Measure J Strategic Plan if TRANSPLAN concurs.
- **State Route 4 Planning Activities/Operational Improvements/Integrated Corridor Mobility (“ICM”) Project:** CCTA has begun development of the State Route 4 Integrated Corridor Mobility project. TRANSPLAN staff will assist in facilitating interagency collaboration, including evaluation and monitoring of ramp metering, project management and implementation. Ongoing collaborative activities such as this are defined in Task 4.
- **Concord Community Reuse Project:** TRANSPLAN staff will continue to monitor and report to the TAC and Committee on activities related to the subject project.

---

<sup>1</sup> Aside from typical on-going tasks outlined in the TRANSPLAN annual budget and work program.