

# EAST CONTRA COSTA COUNTY TRANSPORTATION COMMITTEES

**WHEN: Thursday, April 14, 2011 at 6:30 p.m.**

**WHERE: Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch**

- **6:30 – TRANSPLAN COMMITTEE**  
(Elected officials and planning commissioners from Antioch, Brentwood, Oakley, Pittsburg & County)  
*Contact: John Cunningham, TRANSPLAN (925) 335-1243*
- **6:40 – STATE ROUTE 4 BYPASS AUTHORITY**  
(Elected officials from Antioch, Brentwood, Oakley, & County)  
*Contact: Dale Dennis, State Route 4 Bypass Authority (925) 686-0619*
- **6:50 – EAST CONTRA COSTA REGIONAL FEE & FINANCING AUTHORITY**  
(Elected officials from Antioch, Brentwood, Oakley, & County)  
*Contact: Dale Dennis, ECCRFFA (925) 686-0619*
- **CANCELLED – eBART PARTNERSHIP POLICY ADVISORY COMMITTEE**  
(Elected officials from TRANSPLAN, Central County and BART Board of Directors)  
*Contact: Ellen Smith, BART (510) 287-4758*

Brian Kalinowski  
**Chair**  
Antioch  
City Council

Jim Frazier  
**Vice-Chair**  
Oakley  
City Council

Ben Johnson  
Pittsburg  
City Council

Federal D. Glover  
Contra Costa County  
Board of Supervisors

Robert Taylor  
Brentwood  
City Council

Gil Azevedo  
Antioch  
Planning Commission

Joseph Weber  
Brentwood  
Planning Commission

Carmen Gaddis  
Representing the  
Contra Costa County  
Board of Supervisors

Duane Steele  
Contra Costa  
Planning Commission

Kevin Romick  
Oakley  
Planning Commission

Bruce Ohlson  
Pittsburg  
Planning Commission

Staff Contact:  
John Cunningham  
TRANSPLAN  
651 Pine Street  
N. Wing—4<sup>th</sup> Floor  
Martinez CA 94553  
Phone  
(925) 335-1243  
Facsimile  
(925) 335-1300  
www.transplan.us  
john.cunningham@  
dcd.cccounty.us

# TRANSPLAN Committee Meeting

Thursday, April 14, 2011 – 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 John Cunningham at (925) 335-1243 or john.cunningham@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 March 10, 2011 TRANSPLAN Meeting.** ♦ PAGE 4
- 4. Accept Correspondence.** ♦ PAGE 18
- 5. Accept Status Report on Major Projects.** ♦ PAGE 30
- 6. Accept Environmental Register.** ♦ PAGE 36

### End of Consent Items

### **Action/Discussion Items** (see attachments where noted [♦])

- 7: Receive Report on eBART Project (Hillcrest Station Design) and Take Action As Appropriate.** ♦ PAGE 38
- 8: Consider and Provide Feedback on MTC/ABAG's Initial Vision Scenario**  
♦PAGE 41
- 9. Receive Update on James Donlon Boulevard Extension Project<sup>1</sup>:** Paul Reinders with the City of Pittsburg will provide an update on the project. City staff will be available to respond to any questions following the presentation.

↓ *continued on next page* ↓

<sup>1</sup> Project #16, Buchanan Bypass, East Contra Costa Regional Fee Program Update – 2005 Update

**10. Receive Status Report and Provide a Recommendation to CCTA on the Regional Transportation Plan (RTP) Call for Projects:** In February the Metropolitan Transportation Commission released a call for projects for inclusion in the 2013 RTP. Projects must be included in the RTP to receive state and/or federal funding. The item was discussed at the February and March Technical Advisory Committee (TAC) meeting. The recommendation from the TAC is included in the packet material.

**Note:** As part of an MTC/CCTA expanded public outreach campaign, this RTP call for projects, and this meeting of TRANSPLAN has been advertised through a variety of media with the theme of, “*How do you want to get around?*”. See the packet for more information.

◆ PAGE 73

**11. Receive Report on Status of Regional Fee Program Requirements/City of Pittsburg and Take Action as Appropriate** ◆ PAGE 90

**12. Receive Update: State Route 4 Integrated Corridor Analysis**

**13. Receive Report TRANSPLAN Budget Report**

*End of Action/Discussion Items – Adjournment*

**14:** Adjourn to next meeting on Thursday, May 12, 2011 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

◆ = An attachment has been included for this agenda item.

**ITEM 3**  
**ADOPT MINUTES FROM MARCH 2011 MEETING**

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

MINUTES  
March 10, 2011

The meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Brian Kalinowski at 6:30 P.M.

**ROLL CALL**

PRESENT: Gil Azevedo (Antioch), Jim Frazier (Oakley), Ben Johnson (Pittsburg), Bruce Ohlson (Pittsburg), Kevin Romick (Oakley), Duane Steele (Contra Costa County Planning Commission), Robert Taylor (Brentwood), and Chair Brian Kalinowski (Antioch)

ABSENT: Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors), Federal Glover (Contra Costa County – excused), Joe Weber (Brentwood)

STAFF: John Cunningham, TRANSPLAN Staff  
David Schmidt, Legal Counsel

**PUBLIC COMMENT**

There were no comments from the public.

**CONSENT ITEMS**

On motion by Kevin Romick, seconded by Jim Frazier, TRANSPLAN Committee members unanimously adopted the Consent Calendar, as follows:

3. Adopted Minutes from February 17, 2011 TRANSPLAN Special meeting.
4. Accepted Correspondence.
5. Accepted Status Report on Major Projects
6. Accepted Environmental Register
7. Received overview of the 511 Contra Costa TRANSPLAN / TRANSPAC school-based programs for Central and East County.

**CLOSED SESSION**

CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION  
Initiation of Litigation Pursuant to Section 54956.9(c): One case.

The closed session was moved to the end of the agenda.

**RECEIVE REPORT ON eBART PROJECT (HILLCREST STATION DESIGN) AND TAKE ACTION AS APPROPRIATE**

The item was moved to later on the agenda.

**APPOINT TECHNICAL COORDINATING COMMITTEE REPRESENTATIVES AND ALTERNATES**

Mr. Cunningham advised that the TRANSPLAN Committee appoints three members to the Contra Costa Transportation Authority's (CCTA's) Technical Coordinating Committee (TCC). The current appointments would expire on March 31, 2011 and the CCTA had requested reappointment of the existing members or appointment of new TRANSPLAN representatives. The TRANSPLAN Technical Advisory Committee (TAC) had discussed the request and had recommended the appointment of Paul Reinders (Pittsburg), Allen Bourgeois (Oakley) with Jason Vogan (Oakley) as alternate, and Tina Wehrmeister (Antioch) with Leigha Schmidt (Pittsburg) as alternate. No alternate had been recommended for Paul Reinders.

On motion by Ben Johnson, seconded by Jim Frazier, TRANSPLAN Committee members unanimously approved the recommendations from the TRANSPLAN TAC, as follows:

Paul Reinders (Pittsburg)	
Allen Bourgeois (Oakley)	Alternate: Jason Vogan (Oakley)
Tina Wehrmeister (Antioch)	Alternate: Leigha Schmidt (Pittsburg)

**RECEIVE STATUS REPORT: REGIONAL TRANSPORTATION PLAN (RTP) CALL FOR PROJECTS**

Mr. Cunningham advised that the Metropolitan Transportation Commission's (MTC's) call for projects had been discussed by the TRANSPLAN TAC. He noted that there would be a more substantive discussion by the TAC next month when a recommendation would be formulated for presentation to the TRANSPLAN Committee.

Amin AbuAmara, Associate Transportation Engineer with the CCTA, explained that MTC updated the Regional Transportation Plan (RTP), a comprehensive project for the area, every four years. RTP 2035 had been approved in 2009. A new RTP 2040 was proposed for completion in 2013. During the RTP update process in working with congestion management agencies (CMAs) and project sponsors, the project list would be constrained based on discretionary funding projects to be available during the period of the 2013 RTP. For the CCTA, most discretionary funding would come from the State Transportation Improvement Program (STIP).

Projects must be included in the RTP committed or financially constrained list if they are expected to impact the capacity of the transportation system and air quality, such as adding lanes to freeways and roadways, rail extensions, or Park and Ride lots, or if they are expected to receive state and/or federal funding or action such as National Environmental Policy Act (NEPA) clearance.

Mr. AbuAmara explained that before the 2009 RTP, each county had the discretion to determine its priorities; a committed project list, a financially constrained list, or a vision list. The committed list would be currently fully funded; the financially constrained list was expected to request discretionary funding during the RTP period with such funds as STIP funds, and transportation enhancement; those projects that would not make it would fall into the vision list. He stated that the CMAAs were only asked to coordinate the submittal of projects to MTC. MTC would determine financially constrained projects based on a combination of qualitative and quantitative analysis built around sustainability community and SB 375 requirements. Projects would now be subjected to MTC performance analyses and all projects would be subject to the evaluation even if locally funded.

Stating that the CCTA was playing a proactive role for Contra Costa County and had a good idea of the actual discretionary fund sources available, Mr. AbuAmara recommended the same approach taken in the 2009 RTP to refine the project list from the last RTP and place a project in the three lists before submitting to MTC. For the financially constrained list he identified the target of a \$400 million STIP share for the next 25 years, with backup projects to be added to the vision list. The TAC had been asked to look at the project list included in the packet for committed projects, delete what had been completed and or no longer supported, shift projects without funding into the financially constrained list if there was room or into the vision list, then update the project costs in the financially constrained and committed lists to the year of construction with 2.2 percent constrained each year.

Mr. AbuAmara stated that the TAC had been asked to use completion of Measure J projects and project readiness as co-criteria in completing the list and then include projects that met MTC goals. All projects were due to be submitted to MTC on April 29. The project database developed for that purpose was available from March 1 to March 29, although he stated that the CCTA wanted the list by April 14 in order to bring it to staff. He also stated that the public outreach requirement from MTC and CCTA would be a joint effort in marketing the call for projects into existing communications with mass e-mailing to the contact list to identify the effort. Non-governmental projects needed to be sponsored to be included on the list.

Speaking to the public outreach effort, Mr. Cunningham stated that MTC wanted a much more comprehensive and robust outreach on the requirements that had been placed on local jurisdictions. Most responsibility would fall on MTC and CCTA, although the CCTA asked that local jurisdictions provide contact lists that would assist the CCTA and MTC in a more comprehensive outreach targeting "communities of concern" such as low income populations.

Mr. Cunningham added that the CCTA had conducted several robust outreach efforts in the past and were prepared to have the expanded outreach although they asked local jurisdictions to provide non-profits and non-governmentals to assist. He stated that the next meeting would be the subject of that effort and there might need to be a different venue in that case if more space was needed.

Bruce Ohlson advised that the East Bay Bicycle Coalition, of which he was a member, wanted the Mokelumne Bicycle/Pedestrian Overcrossing to be added to the financially constrained list, noting that the State Route 4 Bypass Authority had been required to build the overcrossing as part of the Environmental Impact Report (EIR).

Mr. AbuAmara stated that was a good example of a bicycle project that would be included in the programmatic category. If there was funding for the project the project could qualify because of the programmatic category.

Bruce Ohlson noted that every person riding a bicycle did not drive a car which seriously affected air quality in a positive way and which could be considered in that regard as well, and Mr. AbuAmara explained that the project would be exempt from air quality because it would offer a positive effect.

Chair Kalinowski asked that the item be referred to the TRANSPLAN TAC to make sure that action could be taken next month.

Kevin Romick referred to RTP ID No. 22378 on the vision list, I-80 and I-580 Traffic Operation System (TOS) and questioned why it had been shown as a TRANSPLAN project. He was advised by Mr. AbuAmara that was a typo that would be corrected.

Mr. Romick also referred to RTP ID No. 230188, Purchase Land in Oakley for use as a Park and Ride lot, and stated that Tri Delta Transit had already done that and was in the process of building the Park and Ride lot.

Chair Kalinowski agreed and asked staff to clarify that item.

Mr. AbuAmara explained that there were no restrictions for the committed list as long as there was full funding.

David Schmidt, Legal Counsel, recommended deferring the next two items until after the closed session.

**RECEIVE UPDATE ON THE CITY OF PITTSBURG'S COMPLIANCE WITH THE EAST COUNTY ACTION PLAN AND TAKE ACTION AS APPROPRIATE**

**RECEIVE REPORT ON MARCH 2, 2011 LETTER FROM CITY OF PITTSBURG AND CONSIDER RESPONSE PURSUANT TO GOVERNMENT CODE SECTION 54960.1.**



**RECEIVE UPDATE: STATE ROUTE 4 INTEGRATED CORRIDOR ANALYSIS (SR4ICA)**

Mr. Cunningham reported that the study was in the early stages and the study sheet did not include substantive policy related issues that required discussion at this time. A policy meeting would be held next week and another discussion would result. Information from the TRANSPLAN TAC would be forthcoming. He added that the Policy Advisory Committee (PAC) for the Integrated Corridor Analysis would meet on March 22. The item would be returned to the TRANSPLAN Committee at its next meeting in April.

**RECEIVE REPORT ON eBART PROJECT (HILLCREST STATION DESIGN) AND TAKE ACTION AS APPROPRIATE**

Victor Carniglia, consultant to the City of Antioch, stated that the item had been included to solicit feedback given the impact of the Hillcrest Station eBART design to the City of Antioch. He referred to a letter related to the design of the station and the issue of restrooms, escalator, and fare gates. He explained that since the letter had been sent there had been a series of meetings with BART staff, and while a number of issues had been resolved, a few remained to be resolved.

Mr. Carniglia stated that the issue of fare gates appears to have been resolved in that the question of fare gates and where they would be located at the station would no longer be an issue. With respect to the escalator, he stated that the issue had been discussed and BART had taken a position that the ridership initially did not warrant an escalator. There would be an elevator for the physically impaired. The City of Antioch's current position was that BART had modified the station plans to show where an escalator could be located and installed in the future if warranted by the ridership.

As to the issue of restrooms and station agents, Mr. Carniglia stated in terms of restrooms that BART's original position was that restrooms would be plumbed but not constructed. He noted that every existing BART station had a restroom. From a necessity standpoint, restrooms from the City of Antioch point of view were essential. He explained that the issue had been discussed with BART staff and BART was now going to build the restrooms. As such, three out of the four issues had been addressed which left the issue of station agent and overall security for the station. In this case, BART did not propose station agents which the City of Antioch suggested would create a concern given the fact that there would be no BART personnel on site to look out for the facility and look out for the restrooms. He stated that issue remained unresolved.

Mr. Carniglia described a meeting where City of Antioch staff including Antioch Police Chief and Assistant Chief, along with BART staff and BART police, had discussed a situation where fares for parking could be used by the City to handle security for the station although that had been found not to be viable. He stated that the City was still trying to work through that issue with BART.

Essentially, Mr. Carniglia noted that the station agent created a cost issue that BART did not feel it could handle. The City of Antioch had been advised that a station agent would represent the equivalent of six and a half full time positions, or \$750,000 annually, and BART did not feel that was sustainable given the ridership and other issues.

Mr. Carniglia emphasized that with or without a station agent, the Hillcrest Station would be an end-of-the-line station and out of the way of the current patrol area. Noting the maintenance yard a quarter mile to the east, he stated that BART proposed security cameras at the station proper and suggested that someone at the maintenance facility could call for assistance, if needed. Since 60 percent of the ridership would be from Antioch, he emphasized that was a concern for the City of Antioch.

When asked by Bruce Ohlson, Mr. Carniglia noted BART's intent to run eBART the equivalent hours of existing BART service or longer, to be able to meet the first and last trains.

In response to Ben Johnson as to the number of stations manned at this point, Mr. Carniglia explained that in other stations the facilities for an agent were available and a station agent was present.

Chair Kalinowski explained that the issue had been agendaized with the TRANSPLAN Committee since there was no eBART Partnership Policy Advisory Committee (ePPAC) meeting scheduled and this was the only way to raise the issue for discussion.

James Hyde, Police Chief of the City of Antioch, advised that he was familiar with an end-of-the-line BART station given that he had been an intern with the City of Concord. He stated that end-of-the-line stations posed some problems and it was imperative that a station agent be at an end-of-the-line station. Responding to the suggestion of using security cameras instead of a station agent he suggested was not as good as a live person who was a deterrent. He had spoken with the BART Police Chief regarding security issues, recognized the budgeting constraints, but stated that an enforcement agreement would allow the City of Antioch and BART Police to respond and cooperate as was done with the BART Park and Ride location on Hillcrest Avenue. He remained concerned when the bathrooms would not be open full time given issues with people using the outside area as a private bathroom with no other options, which would detract from the use of the BART system.

Bob Taylor asked if there was an opportunity for contracted private security as opposed to actual BART security. He commented that if there was a serious issue of crime at the site it would be a serious situation negatively affecting BART and other systems, and he asked whether private or rotating agents could be rotated from one area to another given that it would be in BART's best interest to provide that presence.

Gil Azevedo asked if there was data related to calls for service to BART stations based on ridership, to which Chief Hyde explained that research had not been done; usually mutual aid was an isolated incident. Mr. Azevedo asked if BART had those types of incident reports and if so that they be provided to advise of what to expect.

Kevin Romick asked whether something less than 20 hours could be provided, with someone available during evening hours, to which Chief Hyde explained that several scenarios had been considered, potentially with parking fees assessed and having the City of Antioch hire someone to handle those kinds of issues. The Chief noted, however, that in considering the City of Hercules agreement that was more of a maintenance issue and would not fund an agent. As to whether less coverage as opposed to no coverage had been proposed, the Chief stated that had not been discussed given the six and a half position equivalent issue.

Rick Radtree, eBART Project Phase Coordinator, presented drawings of the station to facilitate the discussion and explained that while there was a perception that BART was not doing what the City of Antioch wanted, BART was working to make the station respond to issues related to the City, local officials, bicycle users, developers, and the like to meet everyone's expectations. He stated that there had been meetings last summer over several months laying out the scope that provided the circulation elements and the participation to make it all happen. Those meetings involved BART, the City of Antioch, and the station developer.

Mr. Radtree highlighted the color coded drawing to identify the maintenance facility and noted the issues involved in that case along with the savings considered in a realignment of that facility. What had been provided was additional right-of-way to allow and stay clear of Slatten Ranch Road. He explained how the grade had been raised to allow the future Vierra Road to cross the railroad tracks and tie into the parking lot, all to save \$10 million in costs. He referred to the proposed access road to the parking lot which would be built to City of Antioch standards and dedicated to the City. The plan also allowed for the future expansion of Slatten Ranch Road to a full four-lane road construction. The parties were in agreement although there was no word from the developer at this time.

Mr. Keller handed out the proposed station site architectural plans for the Antioch station and stated that the station would not be insignificant in that it was a fairly important part of the infrastructure in the area.

Mr. Keller pointed out the average weekday ridership forecast and noted that the bulk of ridership would be between 6:00 and 8:00 A.M. and 4:00 and 6:00 P.M., when the station opened in 2015 and immediately afterward, which times were when the most people were expected to be at the site. He referred to security cameras and reiterated that there would be a large number of people at the station, the bridge over the freeway, the platform, and the parking lot and there was an interest in ensuring the safety of the riders.

Mr. Keller added that BART was very proud of its brand name and would do nothing to jeopardize its name to the public. He also noted that people were looking for environmentally clean, green alternatives to driving a vehicle from their home, which was a regional phenomenon.

Mr. Keller sought feedback from the TRANSPLAN Committee and expressed his belief that there was agreement on the fare gates which was no longer an issue, that there was agreement to leave a footprint for a future escalator, that eBART would be a start and if additional improvements were needed based on ridership BART would attend to those improvements. He emphasized the tight, fiscally constrained project and reiterated that BART was expanding the entry, putting in a footprint for an escalator, and intended to install a bathroom at the station as a result of comments at the Antioch City Council meeting. Further, that BART was working on a resolution of the final issue; the issue of a station agent. He clarified that there would be elevators at the station in compliance with Americans with Disabilities Act (ADA) requirements.

Mr. Keller stated that BART's vision for the station was that there would be someone available in the control center to monitor the 32 cameras in the station allowing eyes on the station, and there would be a kiosk where anyone interested in learning how to use the facility could get information from the control center. He stated that having unsupervised restrooms open would be more of a problem than a benefit and BART was looking to have someone open the bathrooms at 6:00 A.M. and close them at approximately 8:00 P.M. He added that the \$750,000 cost for a station agent would be difficult to commit to at this time. He noted that eBART would already cost \$400 million, subsidized through BART funds, and to add \$750,000 more would be difficult. He acknowledged that was the one last issue of importance, and emphasized that if the facility wasn't safe people would not use it. As such, BART would do what it took to keep riders safe.

Mr. Keller reported that MTC's Program and Allocations Committee had programmed \$19 million to eBART on March 9, BART had awarded its first eBART contract to build a transit station east of the Pittsburg/Bay Point BART Station, it was BART's intention to operate the service to meet the BART trains, and it was BART's intention to meet the trains and ensure that East County riders had the same level and comfort as any other rider in the BART System.

Bob Taylor expressed his appreciation for the comments and for what had been accomplished so far. Recognizing that trouble could occur at the Hillcrest Station, he expressed concern with a station agent a quarter mile away and questioned the response time in that case. He added that locked bathrooms would be a problem and he urged some attention to that issue. He suggested that at the very beginning there was a need for security and after some time if that security was not needed that issue could be addressed. He emphasized the need that the station open with security in place.

Duane Steele referred to a recent report that BART ridership had increased so much that over the next five months there would be a \$4 million surplus in the BART budget, which he suggested would offer funds to at least start security. He suggested that security at the Hillcrest Station was one place that should be considered for the overage.

Bruce Ohlson requested access to the bathrooms from inside the paid area given that there would be no security to watch the facilities. He suggested that skimping on the agent and the restrooms would create an initial problem wasting the half billion dollar cost of building the whole system if a bad reputation was created at the outset.

Gil Azevedo noted the perception of reduced service for East County, that East County residents had paid for service for more than 40 years, and that East County residents felt they were getting a smaller station, eBART and not real BART, and with no security being offered. While it might be a great station he would not want his family to use it without security.

Jim Frazier expressed his hope that the escalator would be installed as proposed if there were cost savings. For a station agent, he stated that the TRANSPLAN Committee had given up its program money for several years to help fund the project. He emphasized the need for a solution so that riders would feel safe. He wanted information about end-of-the-line issues from the applicable police departments. He requested some security at the site and noted that he had utilized the services of a BART station agent on occasion. He stated it was imperative to address that situation.

Chair Kalinowski explained that the issue had been discussed by the Antioch City Council when four concerns had been outlined with most addressed since then. He had asked that bid documents allow the bidding of the facilities to address the building of a station agent hut. He noted that not all the people in and around the station would be on eBART but would be in the hub, a primary hub for Tri Delta Transit, and there were other concerns which provided an opportunity for a partnership. He emphasized that the issue was serious enough to address. After the presentation to the Antioch City Council by BART, numerous comments and phone calls had supported the City of Antioch's decision related to a station agent and restroom facilities. He reiterated the request for crime statistics or BART's determination of station staffing and what that would mean in Antioch.

Bob Taylor recognized that as only one vote, Mr. Keller would have to ask the BART Board of Directors about the issue. He asked Mr. Keller if East County officials were to appear before the BART Board whether or not that would help address the issue.

Mr. Keller verified that East County residents had been paying for BART for a long time but noted that the Pittsburg/Bay Point Station had been dedicated in 1996 and the North Concord/Martinez Station in 1994. The investment in the East County transit corridor was unprecedented in the Bay region with nearly one billion dollars to extend BART from its terminus in Concord to Antioch over a period of 30 years.

Mr. Keller suggested that level of investment was an indication of the success of a half cent sales tax in Contra Costa County in partnership with the CCTA.

With respect to station agents, Mr. Keller clarified that station agents would not intervene and would instead dial 911 and call a police officer to the scene where the officer closest would be dispatched. Station agents were not security personnel. Even with the work rule concessions in the last negotiation, he stated it was not possible in the area given that the Police Officer's Association would claim the area for its work. He emphasized that collective bargaining agreements remained.

Mr. Keller reiterated that information from the cameras in the station to the control center a quarter mile away would allow a live-time monitoring of the station which would allow a response. He stated that BART did not want a dangerous situation and believed it could provide a safe environment with live-time monitoring. He had talked to the BART Chief of Police and suggested that something might be done initially so that there was a police presence. He added that police would patrol Antioch as it currently did and while not there 24 hours a day the best possible would be done with the limited resources to ensure that the facility did not become a failure because of a perception that it was not safe.

Mr. Keller referred to Mr. Steele's question with respect to the \$4 million "surplus" and noted that BART staff had asked the BART Board for direction with respect to its budget. He explained that several of his colleagues had indicated that if the Governor's plan did not succeed and could not get the public's vote to extend taxes in place, BART would lose \$15.6 million, and would pass through money to Tri Delta and other local bus providers and could lose another \$2.6 million in that case. As such, the amount of money available next year was unknown. He was proud of a balanced BART budget but emphasized that there was no certainty given the fiscal constraints.

Mr. Keller commented that he was prepared to place the issue directly before the BART Board of Directors and he would advocate for the allocation of additional funds on behalf of the TRANSPLAN Committee. He offered that as a possibility, stated that he was working with BART staff, noted that eBART was Phase 1 of the extension to Eastern Contra Costa County, and stated that he was allocating funds for Phase 2 for an extension in the vicinity of Laurel Avenue. If getting support from the Board, he would reconvene ePPAC and re-engage community leaders to see what the next extension of Eastern Contra Costa County would look like.

Chair Kalinowski advised that BART had been asked to include a station agent hut in the bid documents. He noted that there were other potential uses if the hut was not being used for a station agent. The station was expected in open in 2015 and given the potential for different individuals involved, he supported a request to the BART Board for station agents. He reiterated the request to spec the bid to include the station agent facility, get it built, and then determine how to make the operation work. He asked Mr. Keller to take the station agent hut to the BART Board for inclusion in the bid document.

Mr. Keller expressed a willingness to submit the two items to the BART Board and stated that he would advocate for the items, although if the Board did not support the request for fiscal reasons, he asked that be the end of the issue at this point to be able to move forward.

Chair Kalinowski suggested that the \$500,000 referenced for the Phase 2 extension be used to satisfy the request for a station agent.

In response, Mr. Radtree advised that the hut referenced would cost close to \$500,000 given the electronics and the security pieces involved. He added that because of collective bargaining, once planned the hut would require a station agent regardless.

Chair Kalinowski expressed concern with the Catch 22 with respect to the hut for a station agent and urged some way to cover the cost through some other funding source or transit agency.

Mr. Keller explained that significant money had been saved by obtaining concessions from employees to operate the station more effectively. He reiterated that all of the subsidy came out of BART's operating budget. In order to move forward with applications for capital funding at BART, the Board had to adopt a resolution that it would be responsible for the subsidy. He got that resolution through the BART Board of Directors because every Director knew that something else had to go away in order to pay for the service and something had to be traded out. While complicated, he would like to find a way to bring the matter to a conclusion to allow them to move on. He added that the money involved was one-time money and something had to be traded out. In addition, he was looking for one-time capital funds to look at programming money to do an extension in the vicinity of Laurel Avenue.

Jim Frazier asked if it would be possible to add to the plans an option for a station agent hut designed on the plans but not budgeted, with the cost of construction potentially accomplished elsewhere through the CCTA or Tri Delta Transit, to move the issue forward.

Noting that the budget was \$525 million in 2007 and now it was \$463 million, Ben Johnson verified with Mr. Radtree that the cost had been reduced in anticipation of all the bid savings and to reflect the current economic conditions.

Mr. Radtree added that it was the implication of capital costs which had driven the collective bargaining and work rule concessions, one of which was no station agents.

Mr. Keller suggested that members of the TRANSPLAN Committee come to a BART Board of Directors meeting at which time BART Human Resources staff could explain the serious implications of the relationship between operational funds and capital funds. He noted that the rules sometimes got in the way of the goal.

Mr. Keller added that union leaders might also be available to speak to that issue. He suggested that collectively they all needed to understand what that decision would mean. He reiterated his willingness to ask the President of the BART Board to place an item on the agenda and that the report from BART staff be presented to allow an opportunity to address legitimate concerns and potentially Board approval of the request.

Chair Kalinowski asked the timeline involved and whether there were time constraints with respect to the bid document. He suggested that the issue be discussed at the next meeting of the TRANSPLAN Committee.

Mr. Keller clarified that the request was also for the crime stats of incidents and ridership at end-of-the-line stations system wide. He stated that they would have a representative from BART PD with that information and he advised that crime at BART stations reflected the crime in the community in which the station was located.

### **CLOSED SESSION**

- A. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION  
Initiation of litigation pursuant to Government Code Section 54956.9(c): One case

Mr. Schmidt advised that the general subject of the anticipated litigation was with the City of Pittsburg.

Ben Johnson took this opportunity to read a prepared statement and stated that in discussions with the Pittsburg City Attorney it had been determined that the Joint Powers Agreement (JPA) limited the role of the TRANSPLAN Committee, which was a planning committee responsible for developing the East Contra Costa County transportation plan, and was to provide a regional forum for the discussion and resolution of regional transportation planning and related issues. He encouraged the Committee to focus upon the goal of regional transportation planning efforts and not on non-productive litigation adding that the funds and time spent on preparing for potential litigation reduced the amount of funds available for development of regional transportation projects.

Mr. Johnson stated that the City of Pittsburg remained committed to regional planning efforts and was willing to negotiate the integration of its regional fee with the regional fee of the East Contra Costa Regional Fee and Financing Authority (ECCRFFA). He added that he chose not to participate in what he believed to be an illegal closed session for the reasons set forth in the letter sent to TRANSPLAN staff from the Pittsburg City Attorney.

In response to Mr. Johnson's statement, Mr. Schmidt stated that his office had received letters from the City of Pittsburg.



Chair Kalinowski adjourned into closed session at 8:32 P.M. Ben Johnson and Bruce Ohlson did not participate in the closed session. Chair Kalinowski reconvened into open session at 9:05 P.M.

Mr. Schmidt advised that there was no reportable action from the closed session. He stated that on February 17, an announcement had been made that the TRANSPLAN Committee had authorized litigation against the City of Pittsburg and nothing had changed in terms of that authorization.

The items previously deferred pending the closed session were considered at this time.

**RECEIVE UPDATE ON THE CITY OF PITTSBURG'S COMPLIANCE WITH THE EAST COUNTY ACTION PLAN AND TAKE ACTION AS APPROPRIATE**

**RECEIVE REPORT ON MARCH 2, 2011 LETTER FROM CITY OF PITTSBURG AND CONSIDER RESPONSE PURSUANT TO GOVERNMENT CODE SECTION 54960.1.**

Mr. Schmidt reported that the TRANSPLAN Committee had offered the City of Pittsburg a March 4 deadline to rejoin ECCRFFA, which had not been done and the City was not in compliance with the conditions stipulated. He acknowledged the letters submitted by the Pittsburg City Attorney, advised that the TRANSPLAN Committee was not a JPA, stated that the letter had asked TRANSPLAN to correct the action taken at the previous closed session and asked that any documents or writings produced, discussed, or related to the closed session be turned over to the City. He advised that if there was a compliance issue, under the Brown Act ECCRFFA would have 30 days to respond to the request; to agree and correct action, or to disagree and deny the request and the letter.

Jonathan Calegari, Assistant City Attorney for the City of Pittsburg, noted that Mr. Schmidt had referenced a JPA although not all JPAs created joint power agencies. He stated that each participating jurisdiction had conferred upon standing committees certain powers assigned, although that did not create a JPA. He added that while Section 4(a) of the ECCRFFA document created a separate legal entity, ECCRFFA, there was no such language in the TRANSPLAN JPA. As such, the TRANSPLAN Committee was violating the Brown Act. He requested that the actions be cured and corrected.

On motion by Kevin Romick, seconded by Jim Frazier, TRANSPLAN Committee members disagreed with the March 2, 2011 letter from the City of Pittsburg and denied the request by the following vote:

Ayes: Azevedo, Frazier, Romick, Steele, Taylor, Kalinowski  
Noes: Johnson, Ohlson  
Absent: Gaddis, Glover (excused), Weber

**ADJOURNMENT**

Chair Kalinowski adjourned the TRANSPLAN Committee meeting at 9:10 P.M. to April 14, 2011 at 6:30 P.M. or other day/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith

Minutes Clerk

**Meeting Handouts:**

Architectural Plan and Renderings for the eBART Hillcrest Station

Letter from City of Pittsburg to CCTA dated March 3, 2011

Memo from TRANSPLAN staff to TRANSPLAN Committee dated March 8, 2011

Letter from Meyers Nave to Deputy County Counsel dated March 10, 2011

**ITEM 4**

**ACCEPT CORRESPONDENCE**



"Ross Chittenden"  
<rchittenden@ccta.net>

04/04/2011 03:24 PM

To "Ross Chittenden" <rchittenden@ccta.net>, "Amy Worth" <atworth@comcast.net>, <aworth@cityoforinda.org>, <bshinnbone@aol.com>, <bkski1@comcast.net>,  
cc "CCTA" <CCTA1@ccta.net>, "Christina Atienza" <ChristinaA@sanpabloca.gov>, "Barbara Neustadter" <bantrans@sbcglobal.net>, "John Cunningham"  
bcc

Subject RE: CCTA event - Alameda 680 Express Lane tour

Folks - sorry for second note. The tour is scheduled for April 19. Please plan to arrive at CCTA offices between 7:30 and 8:00 AM. We should return to CCTA offices at approx 11:30. See below for more detail.

**From:** Ross Chittenden

**Sent:** Monday, April 04, 2011 3:13 PM

**To:** Amy Worth; Amy Worth (aworth@cityoforinda.org); Bill Shinn (bshinnbone@aol.com); Brian Kalinowski (bkski1@comcast.net); Dave Hudson (dhudsonsr@att.net); David Durant (durant4ph@aol.com); Don Tatzin (dontatzin@sbcglobal.net); Federal Glover (dist5@bos.cccounty.us); Federal Glover (fgdist5@aol.com); Gayle Uilkema (dist2@bos.cccounty.us); Gayle Uilkema (gayle@bos.cccounty.us); Genoveva Calloway (galloway@sbcglobal.net); jabelson@ci.el-cerrito.ca.us; Janet Abelson (abeljanet@aol.com); Jeff Ritterman; Jim Frazier (jmfzr@sbcglobal.net); John Gioia (jgioi@bos.cccounty.us); Julie Pierce (julie\_pierce@comcast.net); Karen Mitchoff (kmitchoff@comcast.net); Karen Stepper (coachstepper@yahoo.com); Karen Stepper (kstepper@ci.danville.ca.us); Kevin Romick (kevin@romick.com); Kristina Lawson (lawson@walnut-creek.org); Mary N Piepho (dist3@bos.cccounty.us); Michael Metcalf; Nancy Parent (nparent@ci.pittsburg.ca.us); Robert (Bob) Taylor (tbtwd@att.net); Robert Taylor (btaylor@ci.brentwood.ca.us)

**Cc:** CCTA; Christina Atienza; Barbara Neustadter; John Cunningham; Andy Dillard

**Subject:** CCTA event - Alameda 680 Express Lane tour

Dear Authority Members and Alternates:

CCTA staff is making arrangements for a second tour of the recently opened I-680 Express Lane facility. The 680 Express Lanes are operational on southbound 680 between Pleasanton and Fremont. The tour will include stopping at the Traffic Management Center (TMC) in downtown Oakland, which is where the operations of the express lane are monitored and controlled. The preliminary schedule for the tour is as follows:

- 7:30 am to 8:00 AM – arrive and light breakfast
- 8:00 am – leave by chartered bus or van from CCTA offices in Walnut Creek (next to Pleasant Hill BART station)
- 8:30 am – stop in Pleasanton to pick up Frank Furger, Executive Director of the I-680 Express Lane JPA or one of his staff. Drive through I-680 Express lane facility, observe operations during peak period
- 10:00 am – Arrive Oakland (Alameda County Transportation Commission offices at City Center/12<sup>th</sup> Street BART station), tour the TMC, Q&A session
- 11:00 am – return to CCTA offices in Walnut Creek (West County folks may also choose to peel off from here)
- 11:30 am (estimated) – arrive back at CCTA offices

Please consider attending this event if you are available. I would appreciate your response by Thursday this week so we can make arrangements for travel.

As you know, MTC is developing an application to the California Transportation Commission to seek

**TRANSPLAN Packet Page# 19**

authorization for the Bay Area Express Lane Backbone that could include I-80 and I-680 in Contra Costa County. MTC is asking each CMA for a letter of support for the corridors in their county. CCTA staff has been involved in MTC and their consultants as they prepare data and analysis to support the application. We expect a discussion to occur at the July Authority meeting.

Ross A. Chittenden

Deputy Executive Director - Projects  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597  
Phone: 925 256-4735  
Fax: 925 256-4701  
E-mail: [rchittenden@ccta.net](mailto:rchittenden@ccta.net)

# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

March 25, 2011

Hercules

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

RE: WCCTAC Meeting Summary

Pinole

Dear Randy:

The WCCTAC Board at its meeting today took the following actions that may be of interest to the Authority:

Richmond

1) Approved a letter to AC Transit opposing proposed increases in monthly pass prices for youth and seniors/disabled.

San Pablo

2) Approved coordinated programming of West County's additional Measure J funds for Transportation for Livable Communities (Program 25b) and Pedestrian, Bicycle, and Trail Facilities (Program 26b) with Countywide counterpart programs.

Contra Costa County

3) Regarding the Richmond Parkway Transit Center project, acknowledged support for a feasibility study to flesh out uses and O&M responsibilities and funding sources, and deprogramming of FY 2010-11 STIP funding.

4) Appointed the following representatives to CCTA's Technical Coordinating Committee for the April 1, 2011 to March 31, 2013 term: Jerry Bradshaw (El Cerrito), Edric Kwan (Richmond), and Robert Reber (Hercules) as members, and Adele Ho (San Pablo) as alternate.

AC Transit

5) Authorized forwarding to CCTA West County's preliminary program and project submittals for the 2013 Regional Transportation Plan (provided under separate cover).

6) Determined not to pursue further action in regards to Richmond's April 5 consideration of the proposed Point Molate Casino Resort, beyond inclusion in the Final EIR provisions for monitoring the project's impacts over time, mitigating the actual impacts of the project, and developing Principles of Agreement for such actions.

BART

7) Considered offsetting membership dues with alternative funding sources including Measure J to support RTPC-related activities, but ultimately approved continuing as is for FY 2011-12 the existing membership dues structure, with a proviso for individual cities to use a portion of their return-to-source allocation if desired.

WestCAT

Sincerely,



Christina M. Atienza  
Executive Director

cc: Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; John Cunningham, TRANSPLAN; Andy Dillard, SWAT



COMMISSIONERS

David Durant,  
Chair

Don Tatzin,  
Vice Chair

Janet Abelson

Genoveva Calloway

Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

Robert Taylor

Randell H. Iwasaki,  
Executive Director

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

# MEMORANDUM

To: Barbara Neustadter, TRANSPAC  
 Andy Dillard, SWAT, TVTC  
 John Cunningham, TRANSPLAN  
 Christina Atienza, WCCTAC  
 Richard Yee, LPMC

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

Date: March 17, 2011

Re: Items approved by the Authority on March 16, 2011, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its March 16, 2011 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Approval of Proposed Public Outreach Plan for the 2013 RTP/SCS.** MTC has requested that each Bay Area Congestion Management Agency (CMA) undertake a public outreach effort that will garner community participation and input during MTC's 2013 RTP "Call for Projects." As the designated CMA for Contra Costa, the Authority would be responsible for undertaking this effort. The outreach effort is intended to provide opportunities for public input into the 2013 RTP. It is one component of the broader, more comprehensive outreach plan that was adopted by MTC in December 2010. *The Authority approved the proposed public outreach plan.*
- 2. Approval of FY 2011-12 Transportation Fund for Clean Air (TFCA) 40 Percent Expenditure Plan.** To receive funding through the Transportation Fund for Clean Air (TFCA) Program, the Authority is required to submit an Expenditure Plan to the Bay Area Air Quality Management District (BAAQMD) annually. For FY 2011-12, \$1.3 million in TFCA funds are allocated by the BAAQMD to fund programs and projects in Contra Costa that reduce motor vehicle emissions. This year's application is due to the Air District by March 31, 2011. *The Authority approved Resolution 11-08-G, incorporating the Authority's FY 2011-12 TFCA Expenditure Plan and allocation of 40 percent TFCA funds, and authorized the Executive Director to sign and submit the Expenditure Plan Summary application to the BAAQMD by March 31, 2011.*

- 
3. **SB 375 Update.** On March 11, 2011, the MTC Planning Committee, along with the ABAG Administrative Committee and the Joint Policy Committee (JPC) released the “Initial Vision Scenario” (IVS) – which is one of several scenarios that will be tested for Greenhouse Gas target reductions for the Bay Area. The IVS assumes an unconstrained supply of housing to accommodate the Bay Area’s population by 2035. It will be available for review by the CMAs, RTPCs, and local jurisdictions during April. *Staff from MTC and ABAG briefed the Authority on the basic land use and transportation assumptions included in the SCS IVS. The Authority accepted the report for circulation and discussion.*
  
  4. **Circulate Draft Guidelines for the Measure J Transportation for Livable Communities and Pedestrian, Bicycle and Trail Facilities Programs.** Measure J includes Program 12, Transportation for Livable Communities (CC-TLC), which will support local efforts to create compact, mixed-use and pedestrian- and bicycle-friendly developments and encourage more walking, bicycling and transit use, and Program 13, Pedestrian, Bicycle and Trail Facilities (PBTF) which is designed to fund projects identified in the Countywide Bicycle and Pedestrian Plan. Working with the CC-TLC working group and the Countywide Bicycle and Pedestrian Advisory Committee, staff prepared draft guidelines for circulation and review by the RTPCs. *The Authority authorized staff to circulate the guidelines to the RTPCs for review and comment.*
  
  5. **Review Proposed Initial Approach for Allocating \$2.47 Million in Federal Safe Routes to School (SR2S) Funds from MTC.** As the designated Congestion Management Agency (CMA) for Contra Costa, the Authority has accepted delegation from MTC for the Safe Routes to School (SR2S) program, including allocation of \$2.47 million in federal CMAQ funds. To meet upcoming federal and State deadlines, decisions must be made soon on how to allocate those funds. In consultation with local stakeholders, CCTA staff has generated some preliminary ideas on how to allocate these funds. *The Authority approved the release of a letter notifying jurisdictions and agencies of the upcoming “call for projects” for SR2S funds. Staff will meet with the SR2S Task Force and RTPC managers to identify options for allocating the SR2S funds.*



# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
651 Pine Street -- North Wing 4<sup>TH</sup> Floor, Martinez, CA 94553-0095

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March 17, 2011

Ray Pyle  
Contra Costa Community College District  
500 Court Street  
Martinez, CA 94553

Dear Mr. Pyle:

TRANSPLAN appreciates the opportunity to comment on the Contra Costa Community College District's (District) February 2011 Draft Supplemental Environmental Impact Report (SEIR) for the New Brentwood Center Project.

The guiding policy document that TRANSPLAN uses in the review of the impact of projects is the *East County Action Plan For Routes of Regional Significance* (Action Plan). As noted in the SEIR, the Action Plan defines the Routes of Regional Significance and level of service thresholds for facilities which are critical to the mobility not just of the project area, but the entire region.

The SEIR identifies a project impact<sup>1</sup> at the State Route 4 (SR4) & Marsh Creek Road intersection under cumulative conditions (2035). The SEIR goes on to note that there is a mitigation in the East Contra Costa Regional Fee and Financing Authority project list and that the project<sup>2</sup> is not fully funded. The SEIR also notes that no other feasible mitigation has been identified for this intersection.

1. That no *other feasible mitigation measure has been identified* does not free the District from its obligations under the California Environmental Quality Act for developing a mitigation measures for project impacts. Please revise the EIR to include a mitigation measure for this impact and an implementation plan for the same.
2. Impacts to SR4 must be disclosed to and addressed by Caltrans as it will be adopted in to the State Highway system.
3. The LOS for the SR4 Bypass & Marsh Creek Road is LOS C<sup>3</sup>, not LOS as noted in the SEIR. This should be corrected in a revised EIR and any impacts disclosed.

Thank you for the opportunity to comment. Please contact me if you have any questions.

Sincerely,



John Cunningham  
TRANSPLAN Staff

Copy:  
TRANSPLAN TAC

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<sup>1</sup> LOS D to LOS F during the AM peak hour and LOS D to LOS E during the PM peak hour

<sup>2</sup> Grade separation

<sup>3</sup> Contra Costa County General Plan

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
651 Pine Street -- North Wing 4<sup>TH</sup> Floor, Martinez, CA 94553-0095

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March 16, 2011

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on March 10, 2011.

**Appoint Technical Coordinating Committee Representatives and Alternates:** TRANSPLAN moved to make the following appointment to the Contra Costa Transportation Authority's (CCTA) Technical Coordinating Committee:

- Paul Reinders (Pittsburg)
- Allen Bourgeois (Oakley), Jason Vogan, (Oakley – Alternate)
- Tina Wehrmeister Antioch, Leigha Schmidt (Pittsburg – Alternate)

**MTC's 2013 Regional Transportation Plan Call for Projects:** The Committee received a report from CCTA staff on the call for projects and asked that staff return in April with a recommendation.

**Receive Report on eBART Project (Hillcrest Station Design) and take action as appropriate.** Joel Keller (BART Director District #2) and staff from BART and the City of Antioch provided an update on the station design to the Committee. TRANSPLAN asked that staff report back at the April meeting with additional information on crime statistics and ridership figures from other terminal stations on the system and options for including a station agent booth/hut in the station bid documents.

**Receive update on the City of Pittsburg's compliance with the East County Action Plan and take action as appropriate:** The Committee received an update from legal counsel on the City of Pittsburg's response to the TRANSPLAN direction provided at the February 17, 2011 Committee meeting. The City did not rejoin the East Contra Costa Regional Fee and Financing Authority. The City transmitted a letter raising procedural issues with TRANSPLAN actions.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, April 14, 2011 at 6:30 p.m.

Sincerely,



John W. Cunningham  
TRANSPLAN Staff

**C:** TRANSPLAN Committee  
A. Dillard, SWAT/TVTC  
B. Neustadter, TRANSPAC  
C. Atienza, WCCTAC

D. Rosenbohm CCTA  
E. Smith, BART

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# TRANSPAC Transportation Partnership and Cooperation

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

March 14, 2011

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

TRANSPAC  
MARCH 10 2011  
CONTRA COSTA

Dear Mr. Iwasaki:

At its meeting on March 10, 2011, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a report by Martin Engelmann, CCTA Deputy Executive Director, Planning, on the development of the Sustainable Communities Strategy for the Bay Area and an update on SB375 implementation.
2. Received a report by Amin AbuAmara, CCTA Associate Transportation Engineer, on the 2013 Regional Transportation Plan "Call for Projects".
3. Appointed Eric Hu, Ray Kuzbari, Tim Tucker as TRANSPAC Technical Coordinating Committee representatives and John Greitzer as the alternate for the March 2011 to March 2013 term.
4. Received reports on CCTA activities from TRANSPAC's CCTA representatives.
5. Received a report from Corinne Dutra-Roberts, 511 Contra Costa Transportation Analyst, on the initiation of a new school-based bicycle/pedestrian safety training program.
6. Received an update from the TRANSPAC Manager on the School Crossing Guard discussion.
7. On the motion of Julie Pierce and seconded by Karen Mitchoff (unanimous), added Assembly Bill 710 to the agenda as an emergency item for discussion. The provisions of this bill would change parking requirements for infill and transit-oriented development as well as for transit-intensive and downtown areas. The TRANSPAC Manager has been asked to contact Ann Grodin in Assemblywoman Skinner's office to get more information about the proposed bill. Individual jurisdictions have been asked to review the bill and transmit comments to Assemblywoman Skinner.

8. Changed the date for the next TRANSPAC meeting to Thursday, April 21, 2011 due to a conflict with the April 14, 2011 ABAG Spring General Assembly.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter  
TRANSPAC Manager

cc: TRANSPAC Representatives  
TRANSPAC TAC and staff  
Amy Worth, Chair, SWAT  
Brian Kalinowski, Chair, TRANSPLAN  
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, CCTA  
Christina Atienza, WCCTAC  
Roy Swearington, WCCTAC Chair  
John Cunningham, TRANSPLAN  
Andy Dillard, SWAT  
June Catalano, City of Pleasant Hill

# TRANSPAC Transportation Partnership and Cooperation

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

CONTRA COSTA

February 11, 2011

2011 FEB 16 A 11:32

DEPARTMENT OF TRANSPORTATION  
CONTRA COSTA COUNTY

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

Dear Mr. Iwasaki:

At its meeting on February 10, 2011, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation on the Highway 4 Widening Project by Susan Miller, CCTA Director, Projects.
2. Received a presentation on the Caldecott Tunnel by Ross Chittenden, CCTA Deputy Director, Projects.
3. Received a report by Martin Engelmann, CCTA Deputy Executive Director, Planning, on the January 31, 2011 Sustainable Communities Strategy (SCS) briefing.
4. Received a report by Lynn Overcashier, Program Manager, 511 Contra Costa, on 511 Contra Costa School-Based Programs for Central and East Counties.
5. Received reports on CCTA activities from TRANSPAC's CCTA representatives.
6. Reappointed City of Pleasant Hill Mayor (2011) David Durant as TRANSPAC's CCTA Representative for the 2011-13 term.
7. Appointed Walnut Creek Councilmember Kristina Lawson as the second alternate and Concord Councilmember Bill Shinn as the third alternate for Members Pierce and Durant.
8. Elected Councilmember Bill Shinn as TRANSPAC Chair for the 2011 term and Clayton Councilmember Julie Pierce as TRANSPAC Vice Chair for the 2011 term.

9. Appointed Councilmember Bill Shinn and Martinez Councilmember Mark Ross as Policy Advisory Committee representatives for the SR4 Integrated Corridor Analysis. Contra Costa County Supervisor Karen Mitchoff was appointed alternate.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter  
TRANSPAC Manager *φ*

cc: TRANSPAC Representatives  
TRANSPAC TAC and staff  
Don Tatzin, Chair, SWAT  
Federal Glover, Chair, TRANSPLAN  
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, CCTA  
Christina Atienza, WCCTAC  
Roy Swearington, WCCTAC Chair  
John Cunningham, TRANSPLAN  
Andy Dillard, SWAT  
June Catalano, City of Pleasant Hill

**ITEM 5**

**ACCEPT MAJOR PROJECTS STATUS REPORT**

# TRANSPLAN: Major East County Transportation Projects

- State Route 4 Widening • State Route 4 Bypass
- State Route 239 • eBART

## Monthly Status Report: April 2011

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

### STATE ROUTE 4 WIDENING

#### A. SR4 Widening: Railroad Avenue to Loveridge Road – *No Changes From Last Month*

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:** Highway Landscaping – Plant Establishment Period

**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.

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

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

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:** SR4 mainline construction.

**Project Status:** Construction of the SR4 mainline and Loveridge Road widening began in June 2010. It is estimated that the project construction will be completed in late 2013 or early 2014 depending on weather and the contractor's approved working schedule. The construction staging and duration is significantly affected by environmental permit restrictions associated with existing creeks and waterways within the project limits.

Current construction activities include drainage facilities, retaining walls, sound walls, Century Boulevard bridge piles, earthwork grading, and base preparation for new freeway pavement. Concrete paving activities for new freeway lanes east of Century Boulevard are in progress. After the exterior portions of the new concrete freeway lanes east of Century Boulevard are complete, traffic will be switched onto the newly paved sections of roadway east of Century Boulevard to allow construction of the new interior portions of the freeway east of Century Boulevard. The eastern end of the freeway for



this project is being completed to allow access for the next contractor to begin work on the adjacent SR4/Somersville Road Interchange Project. The planned two-month closure of Century Boulevard at SR4 for new bridge work is scheduled to start in April 2011. Construction of the new bridge for southbound Loveridge Road is expected to start this spring.

The project construction is approximately 21% complete.

**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: Segment 1 Somersville Interchange:** *Construction Phase; Segments 2, 3A and 3B:* Right of Way Acquisition, Utility Relocation & Final Design Phase

**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:** The project was advertised for construction bids on July 19, 2010, bids were opened on October 5, 2010 and Caltrans awarded the contract on December 23, 2010. 2010. The formal pre-construction meeting with the contractor, construction management team, and various stakeholders occurred on February 23, 2011. The first contractual working day for the project was March 16, 2011. Current construction activities include the installation of construction area signs, placement of temporary barrier (K-Rail), mobilization of contractor's equipment and other miscellaneous activities to prepare for the major work items. A groundbreaking event is scheduled for April 8, 2011.

**Segment 2:** Caltrans District 4 approved the PS&E documents and sent it to Caltrans HQ on March 16, 2011 for final review and advertisement. Ready-to-list (RTL) is targeted for May 2011, pending HQ's review schedule. Construction contract award is targeted for September or October 2011.

**Segment 3A:** 100% PS&E documents were submitted to Caltrans in May 2010. TY Lin is working on preparation of Final PS&E documents, targeted to be submitted to Caltrans District 4 by mid March. The RTL date for this segment is now targeted for August 2011 with advertisement for construction bids in fall 2011, pending availability of State funds.

**Segment 3B:** This segment, Hillcrest Interchange area, was originally delayed due to coordination issues related to the future eBART station. Those issues have been resolved, allowing for the freeway design to proceed. 35% PS&E documents were submitted to Caltrans in June 2010, however, Caltrans review comments were delayed due to their geometric approval of the Hillcrest Interchange design. TY Lin is now proceeding with the 65% PS&E documents and the team is revising the project delivery schedule for this segment, with a targeted RTL date of May 2012.

**Issues/Areas of Concern:** Availability of all fund sources in time to meet the project delivery schedule continues to be a concern for this corridor project. *In March 2011 the Authority provided approval for staff to submit a Letter of No Prejudice (LONP) to authorize expenditure of Measure J funds in lieu of Proposition 1B funds programmed for Segment 2 construction. If availability of STATE funds continues to be delayed, construction of the follow on Segments (3A & 3B) will be compromised. The delay of the freeway project will affect construction of eBART, which will run in the newly constructed median of SR4.*

## STATE ROUTE 4 BYPASS PROJECT

### Segment 1

Right-of-way acquisition is complete. The acquisition of the final parcel, the Contra Costa County Flood Control Department parcel, was completed in February 2011. Construction has been completed and closed out.

### Segment 2

Current activities on Segment 2 are being funded with Measure J funds and are presented below by phase.

#### **Sand Creek Interchange Phase I Stage I - Intersection Lowering Project (Construction /CM)**

The project has been completed and closed out.

#### **Sand Creek Interchange Phase I, Stage 2 - Final Design**

Design is essentially complete and the schedule is presented below. The project could be advertised anytime at this point, subject to available funding. Depending on the timing of the project advertisement, the designer may need to complete a final review of the specifications to ensure they include Caltrans latest specifications. NEPA clearance is underway to position the project to receive federal funding.

Tasks	Completion Date
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	August 2008 (A)
Plans, Specs. & Estimates (PS&E) - 100% Design	January 2009 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	November 2010 (A)
Right-of-Way Activities /Acquisition (R/W)	May 2010 (A)
Utility Relocation	TBD
Advertise Project for Construction – Subject to Availability of Funding	TBD
Award Construction Contract – Subject to Availability of Funding	TBD

(A) – Actual Date

### **Sand Creek Interchange Phase 1, Stage 2 - Right of Way Acquisition**

Right of way acquisition and utility relocation is underway.

### **SR4 Bypass Widening (Laurel to Sand Creek) – Final Design**

Design is essentially complete and the schedule is presented below. the project could be advertised anytime at this point, subject to available funding. Depending on the timing of the project advertisement, the designer may need to complete a final review of the specifications to ensure they include Caltrans latest specifications.

<b>Tasks</b>	<b>Completion Date</b>
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	August 2008 (A)
Plans, Specs. & Estimates (PS&E) - 100% Design	January 2009 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	November 2010 (A)
Right-of-Way Activities /Acquisition (R/W)	May 2010 (A)
Utility Relocations/Protections	TBD
Advertise Project for Construction – Subject to Availability of Funding	TBD
Award Construction Contract – Subject to Availability of Funding	TBD

### **SR4 Bypass Widening (Laurel Road to Sand Creek Road) - Right of Way Acquisition**

Right of way acquisition is complete and some utility relocation work has been completed. A vault, manhole and air valve have been relocated. In the future, prior to the actually widening to 4-lanes, the EBMUD water line will need to be encased.

### **Segment 3**

Right-of-way acquisition is essentially complete. Construction has been completed and is being closed out.

## **STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY)**

Staff Contact: John Greitzer, (925) 335-1201, [john.greitzer@dcd.cccounty.us](mailto:john.greitzer@dcd.cccounty.us)

### **State Route 239 Project**

#### **Phase 1 (Planning)**

Caltrans has completed its pre-award audit review of Parsons Transportation Group, the selected lead consultant for the project. Caltrans has informed the County that a formal audit will not be necessary. The County will now advance the Parsons contract to the Board of Supervisors for approval. The

project will begin as soon as the contract is approved by the Board. Since legal review is required before Board action, it is anticipated the contract will go to the Board of Supervisors in April. Once work begins, the first phase of the project will be outreach to stakeholders including both governmental agencies and many non-governmental interests, to begin discussing the role that SR 239 should take in the interregional highway network, and the ultimate goals for the project. Collection of technical data from local jurisdictions in Contra Costa, Alameda and San Joaquin Counties also will begin.

## **eBART**

Staff Contact: Ellen Smith: [esmith1@bart.gov](mailto:esmith1@bart.gov), (510) 287-4758

Updates are requested monthly from BART staff. Below is the latest update received.

### **October 2010 Update**

BART has received bids for the first eBART construction contract. This contract is for the construction of the transfer platform and related trackwork, with the work to be located in the Pittsburg/Bay Point BART Station tailtrack area. It also includes median preparation to vicinity of Loveridge. We anticipate the BART Board authorizing award of the contract on October 14th.

Bid amounts range from \$25.255M to \$28.230M. The engineer's estimate was \$31.129 million.

The eBART Groundbreaking Event will be Friday, October 29th! It is at 10 am, at the Pittsburg/Bay Point BART Station, in front of the station. Please join us in celebrating the groundbreaking of the project that will finally bring BART service to East County.

G:\Transportation\Committees\Transplan\TPLAN\_Year\2010-11\Meetings\PAC\STANDING ITEMS\Item 6-Major Projects Report.doc

**ENVIRONMENTAL REGISTER**

<b>TRANSPLAN COMMITTEE REGISTER OF RELEVANT ENVIRONMENTAL NOTICES AND DOCUMENTS RECEIVED: February 1, 2011 to February 20, 2011</b>						
<b>LEAD AGENCY</b>	<b>GEOGRAPHIC LOCATION</b> (City, Region, etc.)	<b>NOTICE /DOCUMENT</b>	<b>PROJECT NAME</b>	<b>DESCRIPTION</b>	<b>COMMENT DEADLINE</b>	<b>RESPONSE REQUIRED</b>
City of Brentwood	East County	Draft Supplemental Environmental Impact Report	CC Community College District – New Brentwood Center Project	New Brentwood Center community college use is proposed on a portion of the Pioneer Square site within the Vineyards Project. The project would replace the Mixed-Use Business Park uses for which the Pioneer Square site is currently designated.	March 17, 2011	Staff submitted comments. See “Correspondence” section of agenda packet.

**ITEM 7**  
**RECEIVE REPORT ON EBART PROJECT (HILLCREST STATION  
DESIGN) AND TAKE ACTION AS APPROPRIATE**



## CITY OF ANTIOCH

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**TO:** TRANSPLAN Committee

**FROM:** Victor Carniglia, Consultant to the City of Antioch

**DATE:** March 31, 2011

**SUBJECT:** Hillcrest eBART Station

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### **BACKGROUND:**

At the March 10, 2011 meeting, TRANSPLAN received presentations by Antioch City staff, the Antioch Police Chief, and BART representatives on the proposed Hillcrest eBART Station. TRANSPLAN discussed the various issues raised, and requested that the item come back for the April 14, 2011 TRANSPLAN meeting for further discussion.

The issues raised at the March 10, 2011 TRANSPLAN meeting involved the design of the proposed Hillcrest eBART station, as well as operational characteristics of the station. The following is a summary of the key issues that were discussed, along with their disposition:

**Fare Gates:** The Hillcrest Station will have fare gates that would be operated by a “clipper” pass, as shown on the plans presented by BART at the meeting.

**Rest Rooms:** BART has modified the plans to include restrooms at the station. There was some discussion/concern that the restrooms would only be open during peak hours. Concerns were expressed by TRANSPLAN members that the architectural drawings depicted the restrooms as being accessible to the general public, and that the restrooms should be accessible to only those members of the public that have purchased a ticket. BART indicated they would look into this.

**Escalator:** BART stated that the ridership projections for the Hillcrest Station upon opening do not warrant the installation of escalators. However, BART has modified the station plans to create a space for an escalator. This would allow an escalator to be installed when ridership increases in the future.

**Station Agent/Station Agent Booth:** The proposed station plans do not contain a Station Agent booth, nor is the Hillcrest eBART station planned to be staffed with a Station Agent. BART expressed concerns about the high cost of Station Agent staffing, and the fact that BART’s work rules limit BART’s flexibility in providing this type of



service. TRANSPLAN members expressed strong concerns about security for an “end of the line” station like Hillcrest without some sort of BART staff presence at the station. BART indicated that at the next TRANSPLAN meeting BART Human Resources staff could provide more information and explanation of BART’s work rule limitations

**DISCUSSION:**

Subsequent to the March 10, 2011, TRANSPLAN meeting, City staff met with BART representatives. A BART staff member representing Human Resources also attended this meeting. Discussion focused on the issue of security for the Hillcrest Station, and the need to have a BART staff person on site the majority of the time the station is operational, and not just during peak hours. After a productive discussion, the meeting concluded with BART committing to prepare a Security Plan for the Hillcrest Station that would address the need for BART to have a “presence” at the station during the time the Hillcrest station is operational. BART indicated this Security Plan would be ready for the April 14, 2011 TRANSPLAN meeting, if not before.

**RECOMMENDATION:**

It is requested that the TRANSPLAN Committee receive this report and information presented at the meeting, and take action as appropriate.

**ATTACHMENTS:**

None

**ITEM 8**  
**CONSIDER AND PROVIDE FEEDBACK ON MTC/ABAG'S INITIAL  
VISION SCENARIO**

*Planning Committee Meeting* **STAFF REPORT**

April 6, 2011

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## **Update on SB 375 Implementation**

**Discussion of the SCS “Initial Vision Scenario”:** MTC and ABAG released an “Initial Vision Scenario” (IVS) on March 11, 2011. The IVS assumes that by 2035, the Bay Area will produce enough housing (approximately 900,000 additional units) so that everyone who works in the Bay Area could also live in the region, thereby reducing the number of workers who have to commute in from outside of the region. Staff from the regional agencies attended the March 16 Authority Board meeting and presented the IVS under major discussion items. Following the Authority meeting, on March 18, the Contra Costa Planning Directors convened to receive a presentation of the IVS.

**Planning Directors Meetings:** The next Planning Directors meeting is scheduled for Friday, April 15, 2011. Local staff will bring comments on the IVS for discussion.

**RAWG Meetings:** The next Regional Advisory Working Group meeting is scheduled for April 5, 2011.

**Mayor’s Conference:** Our MTC commissioners, Amy Worth and Federal Glover, along with ABAG Executive Board Member Julie Pierce, will be at the May 5<sup>th</sup> Mayor’s Conference in Oakley to work with regional staff to coordinate the presentation of the IVS.

**“Call for Projects”:** MTC released the “Call for Projects” for the 2013 RTP on February 14, 2011. Project submittals are due by the end of April. As the CMA for Contra Costa, the Authority is responsible for working with project proponents to develop an initial list of transportation projects for submittal to MTC. As part of this effort, Authority staff has developed a Public Outreach Plan to inform stakeholders and constituents about the process (see previous agenda item for workshop dates and times).

During its presentation of the Initial Vision Scenario to the Planning Directors on March 18<sup>th</sup>, ABAG staff invited CCTA and/or the individual jurisdictions to provide constructive suggestions for modifying the Initial Vision Scenario. CCTA staff proposes a response that includes the following three components, followed by suggested next steps:

***1. Establish a more realistic and balanced regional growth forecast.***

We are concerned that the quantity of both housing and job growth projected for Contra Costa and the region as a whole may be too high to conform to market realities or smart growth needs. The methodology used by ABAG, as referenced in the staff Memorandum to the Executive Board dated November 5, 2010, does not, in our opinion, provide adequate justification for a sustained differential between national and Bay Area growth; the structural changes and weak employment increases that have occurred in the Bay Area over the past decade, in our view portend weaker employment growth than ABAG is currently envisioning. Moreover, the region-wide increase in non-worker households is questionable, at best.

While we very much support planning for needed employment growth and additional housing units so that housing does not "spill" into neighboring regions, the sheer numbers in the current IVS projections do not appear to conform to market conditions that can be realistically foreseen, and they also appear to include both new jobs and new housing units far in excess of those needed to meet the twin goals of economic development and adequate housing provision. Revised regional, County-wide and jurisdiction-specific development forecasts should be prepared, informed by the available regional forecasts provided by State, academic, and commercial forecasting entities. The revised forecasts should reflect a technically sound relationship between job growth and housing demand, commuting patterns, and workers per household assumptions.

***2. Place employment where the necessary market conditions and development capacity exist and also close to existing and emerging population centers.***

Contra Costa County, and the region as a whole, has many communities that are currently housing-rich, where residents are commuting to other parts of the region for employment. New employment should therefore be focused partially on providing jobs for existing residents. Showing employment occurring in areas suitable for such development and close to growing population centers creates the potential for reducing VMT. One example is East Contra Costa

County, an area that currently shows the highest travel times (and distances) of anywhere in the County. This area, and other similar ones in the region, has a ready and sizable labor force nearby and the capacity for job growth, particularly if it is spurred by active economic development programs.

To reduce both overall GHG emissions for the region, and GHG emissions per capita, we propose to work with MTC/ABAG staff in partnership to identify the best locations for employment to encourage shorter commutes and more use of transit.

**3. Concentrate development in all Priority Development Areas, identified Growth Opportunity Areas and other urbanizing areas.**

The IVS places much of the future development in PDAs, GOAs and other urban areas, but this allocation appears overdone in some instances (e.g. El Cerrito) and not carried it to its full potential in others. For example, several communities in Contra Costa County (Brentwood, Clayton, Danville, and Martinez) were assigned relatively limited growth. Other communities outside Contra Costa County, such as the I-80 corridor in Solano County and the Highway 101/SMART corridor in Sonoma County, also have significant PDA/GOA potential that does not appear to have been utilized in the IVS. In addition, some locations with identified PDA/GOA locations show limited growth in the IVS, most notably the North Concord BART Adjacent Employment Area, which shows zero growth but is subject to a major planning effort for the Concord Naval Weapons Station (see table on p. 53 of the ABAG's March 11, 2011 IVS Report); however, this may be a simple error. Comprehensively identifying the sites within urban areas with capacity for smart growth and defining these locations as PDAs and/or GOAs could create a more realistic framework for smart growth.

**Next Steps: Proposed Approach for Developing Detailed SCS Scenarios**

We propose to work in partnership with MTC/ABAG staff to develop the detailed SCS scenarios, applying what we've learned from the IVS, while working towards a preferred SCS that is both feasible and realistic. Here are four steps that we believe can result in achieving the SCS objectives:

**Step One – Bring the Forecast Back to Reality:** Based upon the current economic situation, and assuming reasonable growth levels for housing and employment into the future, the growth forecast for the Bay Area should remain

at or below historic levels. The attached economic forecasts prepared by Caltrans comprise, in our view, a feasible and realistic forecast.

**Step Two – House the Region’s Population:** SB 375 requires that the SCS “house all the population of the region,”<sup>1</sup> however, it leaves the regional agency with significant flexibility on how best to accomplish this. In the IVS, “all” of the population (including all workers) was housed by increasing housing production by 267,000 dwelling units, while at the same time reducing the average number of workers per household (from 1.42 to 1.22). Even if more affordable housing is provided in the future, a large percentage of households will still require more than one income to afford a house in the Bay Area. We therefore suggest that MTC/ABAG assume at least 1.4 Workers per Household in the 2035 forecast. This would still accomplish the jobs-housing balance that SB 375 aspires to, without introducing unrealistically high housing production numbers.

### **Step Three – Assume Financially Constrained Transportation**

**Investments:** Regarding the transit investments, tripling the service frequency on existing transit lines under the IVS, while desirable, cannot be funded under the financial constraints of the RTP, and therefore it cannot be included in the SCS. Given that gas tax revenues are expected to further erode due to improved fuel economy and electric cars, available future revenues are likely to go down. We therefore suggest a balanced transportation investment program, maintaining available transit service, while also investing in streets and roads, and moreover, improving the efficiency of our freeway system through implementation of the FPI.

**Step Four – Introduce Pricing and TDM:** We believe that pricing and TDM should be applied on the margin, in a realistic fashion to help achieve the GHG emission reduction target. For example, due only to supply constraints, gas prices could easily surpass the 2035 price of \$5.35/gallon (\$2009) assumed in the IVS. TDM is another area where we can expect to see significant improvements in efficiency. We anticipate a dramatic increase in tele-work over the next 25 years, and we are optimistic that new opportunities will allow for expanded casual carpooling through the use of smart phone “apps”. TDM strategies can provide a one-for-one reduction in GHG emissions (a one percent

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<sup>1</sup> SEC. 4. Section 65080; pp. (2)B(ii) states that the SCS shall “identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth.”

DRAFT

increase in the share of trips that are eliminated due to TDM activities could result in a one percent decrease in VMT and GHG per capita emission).

**SF BAY AREA HOUSEHOLD GROWTH FORECASTS 2010-2035**  
**COMPARING CURRENT REGIONAL PLANS, INITIAL VISION SCENARIO AND CALTRANS ECONOMIC FORECASTS**

**HOUSEHOLDS**

	BASE <sub>1</sub>	CURRENT REGIONAL PLANS <sub>2</sub>				INITIAL VISION SCENARIO <sub>3</sub>				CALTRANS ECONOMIC FORECAST <sub>4</sub>			
	2010	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year
ALAMEDA	557,300	708,000	150,700	27%	6,028	770,000	212,700	38%	8,508	649,300	92,000	17%	3,680
CONTRA COSTA	384,400	480,500	96,100	25%	3,844	538,400	154,000	40%	6,160	487,200	102,800	27%	4,112
MARIN	104,600	112,300	7,700	7%	308	115,300	10,700	10%	428	112,500	7,900	8%	316
NAPA	51,200	54,600	3,400	7%	136	56,000	4,800	9%	192	61,100	9,900	19%	396
SAN FRANCISCO	346,700	415,000	68,300	20%	2,732	436,800	90,100	26%	3,604	379,700	33,000	10%	1,320
SAN MATEO	264,400	322,800	58,400	22%	2,336	358,200	93,800	35%	3,752	287,400	23,000	9%	920
SANTA CLARA	614,000	827,300	213,300	35%	8,532	867,900	253,900	41%	10,156	738,000	124,000	20%	4,960
SOLANO	148,200	171,300	23,100	16%	924	187,800	39,600	27%	1,584	184,100	35,900	24%	1,436
SONOMA	188,300	211,300	23,000	12%	920	231,300	43,000	23%	1,720	232,300	44,000	23%	1,760
<b>BAY AREA TOTAL</b>	<b>2,659,100</b>	<b>3,303,100</b>	<b>644,000</b>	<b>24%</b>	<b>25,760</b>	<b>3,561,700</b>	<b>902,600</b>	<b>34%</b>	<b>36,104</b>	<b>3,131,600</b>	<b>472,500</b>	<b>18%</b>	<b>18,900</b>

<sup>1</sup> 2010 base normalized to Current Regional Plans

<sup>2</sup> Current Regional Plans, ABAG 3/14/11

<sup>3</sup> Initial Vision Scenario, ABAG 3/14/11

<sup>4</sup> California County-Level Economic Forecast 2010-2035, Caltrans, March 2010, [http://www.dot.ca.gov/hq/tpp/offices/ote/socio\\_economic\\_files/2010/Caltrans\\_2009\\_Final.pdf](http://www.dot.ca.gov/hq/tpp/offices/ote/socio_economic_files/2010/Caltrans_2009_Final.pdf)



**SF BAY AREA JOB GROWTH FORECASTS 2010-2035  
 COMPARING CURRENT REGIONAL PLANS, INITIAL VISION SCENARIO AND CALTRANS ECONOMIC FORECASTS**

**JOBS**

	BASE <sub>1</sub>	CURRENT REGIONAL PLANS <sub>2</sub>				INITIAL VISION SCENARIO <sub>3</sub>				CALTRANS ECONOMIC FORECAST <sub>4</sub>			
	2010	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year
ALAMEDA	675,600	906,300	230,700	34%	9,228	925,400	249,800	37%	9,992	896,400	220,800	33%	8,832
CONTRA COSTA	345,900	469,500	123,600	36%	4,944	479,400	133,500	39%	5,340	452,200	106,300	31%	4,252
MARIN	129,700	147,900	18,200	14%	728	151,100	21,400	16%	856	157,300	27,600	21%	1,104
NAPA	70,100	87,000	16,900	24%	676	88,800	18,700	27%	748	96,400	26,300	38%	1,052
SAN FRANCISCO	544,800	698,800	154,000	28%	6,160	713,700	168,900	31%	6,756	722,400	177,600	33%	7,104
SAN MATEO	330,100	442,900	112,800	34%	4,512	452,200	122,100	37%	4,884	424,600	94,500	29%	3,780
SANTA CLARA	858,400	1,213,000	354,600	41%	14,184	1,238,400	380,000	44%	15,200	1,226,600	368,200	43%	14,728
SOLANO	126,300	173,000	46,700	37%	1,868	176,700	50,400	40%	2,016	183,100	56,800	45%	2,272
SONOMA	190,400	262,200	71,800	38%	2,872	267,600	77,200	41%	3,088	269,100	78,700	41%	3,148
<b>BAY AREA TOTAL</b>	<b>3,271,300</b>	<b>4,400,600</b>	<b>1,129,300</b>	<b>35%</b>	<b>45,172</b>	<b>4,493,300</b>	<b>1,222,000</b>	<b>37%</b>	<b>48,880</b>	<b>4,428,100</b>	<b>1,156,800</b>	<b>35%</b>	<b>46,272</b>

<sub>1</sub> 2010 base normalized to Current Regional Plans

<sub>2</sub> Current Regional Plans, ABAG 3/14/11

<sub>3</sub> Initial Vision Scenario, ABAG 3/14/11

<sub>4</sub> California County-Level Economic Forecast 2010-2035, Caltrans 03/11



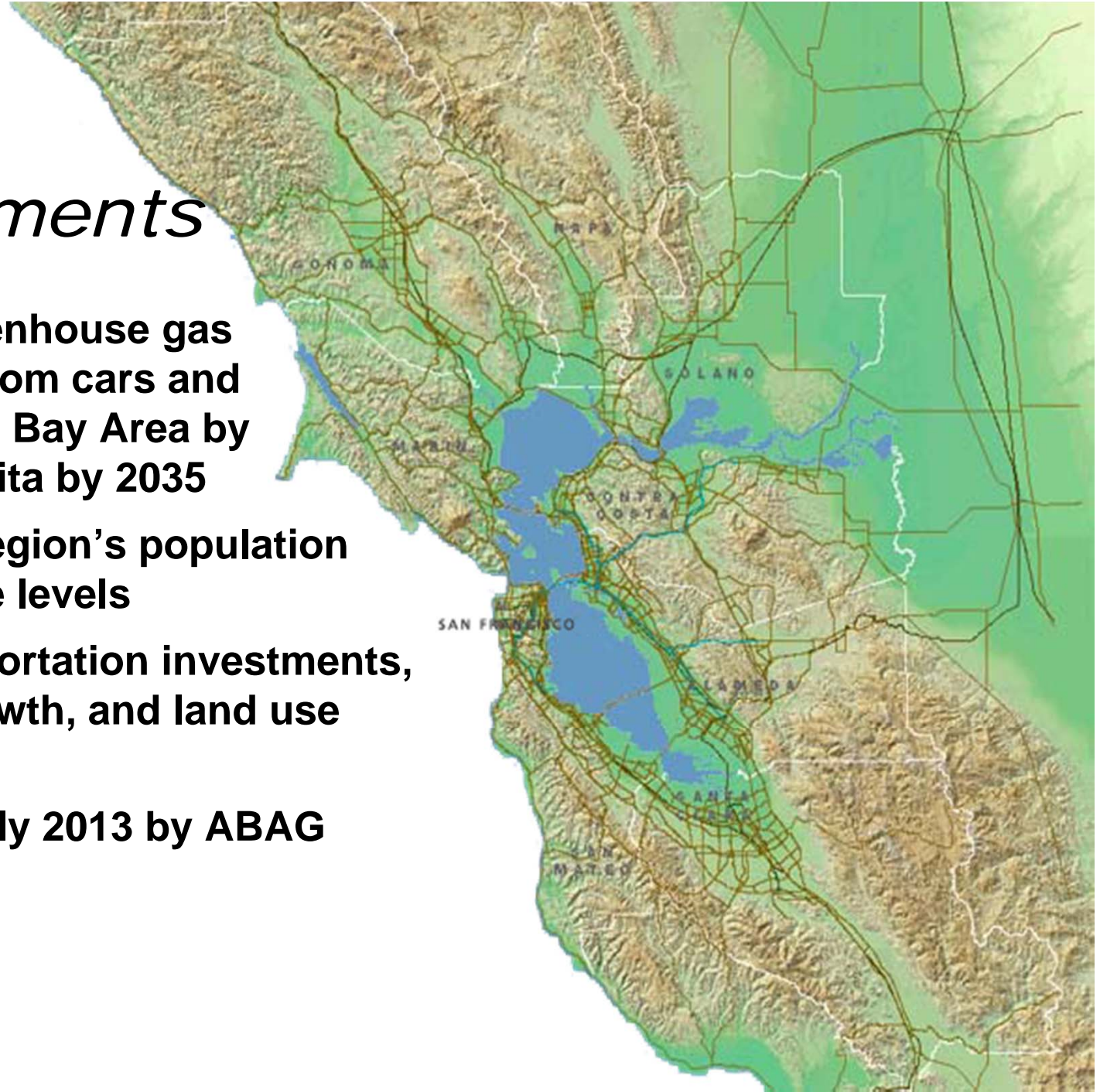
# **P1 BayArea Plan**

## **Initial Vision Scenario**

Contra Costa Planning Directors Briefing  
March 18, 2011

# *SB 375 Requirements*

- Reduce greenhouse gas emissions from cars and trucks in the Bay Area by 15% per capita by 2035
- House the region's population at all income levels
- Align transportation investments, housing growth, and land use planning
- Adopt in early 2013 by ABAG and MTC



## *Initial Vision Scenario: What is it?*

- Starting point to develop the Sustainable Communities Strategy (SCS)
- Identifies places for sustainable growth
- Accommodates regional housing need
- Strengthens existing communities
- Utilizes existing transit infrastructure
- Assumes unconstrained resources
  - Affordable housing
  - Neighborhood infrastructure
  - Transit and other investments

## *Initial Vision Scenario: How was it developed?*

- **Builds on established local-regional partnership to support sustainable growth and protect natural resources**
- **Incorporates local input on places and policies for growth**
- **Additional growth considered based on Place Type**
- **Greater housing density proximate to significant transit investments**
- **Major mixed-use corridors with high potential for transit-served, infill development**

# Regional Growth Overview

Scenario	Households	Population	Employed Residents	Jobs
<b>2010</b>	<b>2,669,800</b>	<b>7,348,300</b>	<b>3,152,400</b>	<b>3,271,300</b>
<b>2035 Current Regional Plans</b>	<b>+633,500</b>	<b>+1,717,900</b>	<b>+881,600</b>	<b>+1,129,100</b>
<b>2035 Growth Increment</b>	<b>+269,000</b>	<b>+363,700</b>	<b>+165,000</b>	<b>+92,900</b>
<b>2035 Initial Vision Scenario</b>	<b>+902,500</b>	<b>+2,081,600</b>	<b>+1,046,600</b>	<b>+1,222,000</b>
<b>Total 2035 Initial Vision Scenario</b>	<b>3,572,300</b>	<b>9,429,900</b>	<b>4,199,000</b>	<b>4,493,300</b>

# *Initial Vision Scenario: Housing Distribution*

COUNTY	2010 Households	2035 Households	2010-2035 Growth	2010-2035 Growth Rate
Alameda	557,700	770,400	212,700	38%
Contra Costa	392,700	546,700	154,000	39%
Marin	106,400	117,100	10,700	10%
Napa	51,300	56,100	4,800	9%
San Francisco	346,700	436,800	90,100	26%
San Mateo	264,500	358,300	93,800	36%
Santa Clara	613,900	867,800	253,900	41%
Solano	148,200	187,800	39,600	27%
Sonoma	188,400	231,400	42,900	23%
<b>TOTAL</b>	<b>2,669,800</b>	<b>3,572,300</b>	<b>902,600</b>	<b>34%</b>

## *Initial Vision Scenario: Contra Costa Housing Distribution*

<b>Jurisdiction</b>	<b>2010 Households</b>	<b>2035 Households</b>	<b>2010-2035 Growth</b>	<b>2010-2035 Growth Rate</b>
<b>Antioch</b>	32,668	46,365	13,697	41.9%
<b>Brentwood</b>	18,250	24,284	6,034	33.1%
<b>Clayton</b>	3,966	4,090	124	3.1%
<b>Concord</b>	46,296	65,624	19,328	41.7%
<b>Danville</b>	16,574	17,920	1,346	8.1%
<b>El Cerrito</b>	10,422	20,905	10,483	100.6%
<b>Hercules</b>	8,361	17,431	9,070	108.5%
<b>Lafayette</b>	9,589	11,068	1,479	15.4%
<b>Martinez</b>	14,769	16,156	1,387	9.4%
<b>Moraga</b>	5,811	6,995	1,184	20.4%



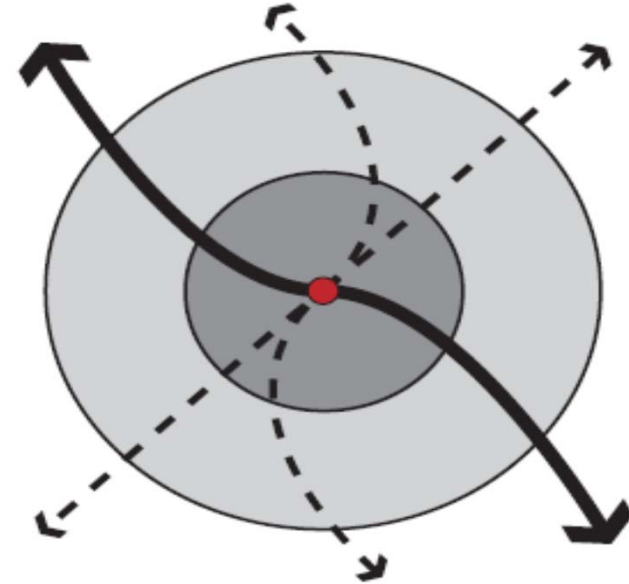
## *Initial Vision Scenario: Contra Costa Housing Distribution*

Jurisdiction	2010 Households	2035 Households	2010-2035 Growth	2010-2035 Growth Rate
Oakley	10,835	17,508	6,673	61.6%
Orinda	6,868	8,788	1,920	28.0%
Pinole	7,336	12,623	5,287	72.1%
Pittsburg	20,849	36,261	15,412	73.9%
Pleasant Hill	15,247	17,861	2,614	17.1%
Richmond	37,897	63,439	25,542	67.4%
San Pablo	9,975	13,027	3,052	30.6%
San Ramon	22,061	36,682	14,621	66.3%
Walnut Creek	33,890	40,244	6,354	18.7%
Unincorporated	61,016	69,382	8,366	13.7%

# *Place Types*

## **Station Area Planning Manual**

- Regional Center
- City Center
- Suburban Center
- Transit Town Center
- Urban Neighborhood
- Transit Neighborhood
- Mixed Use Corridor



## **Recently proposed by local jurisdictions**

- Employment Center
- Rural Town Center
- Rural Mixed Use Corridor

# Places

## Mixed Use Corridor

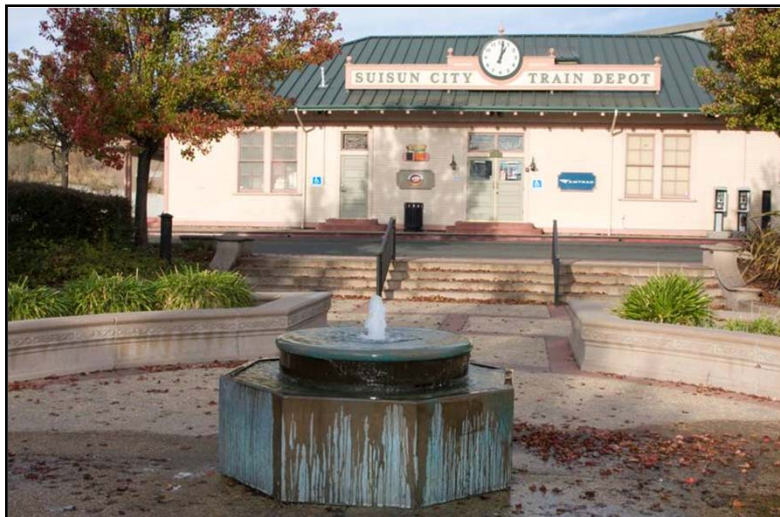
- These corridors encompass a mix of low- and mid-rise buildings housing residential, commercial, employment, and civic or cultural uses.
- Examples include San Francisco's Mission-San Jose Corridor, San Pablo Avenue in the East Bay, and El Camino Real along the San Francisco Peninsula.



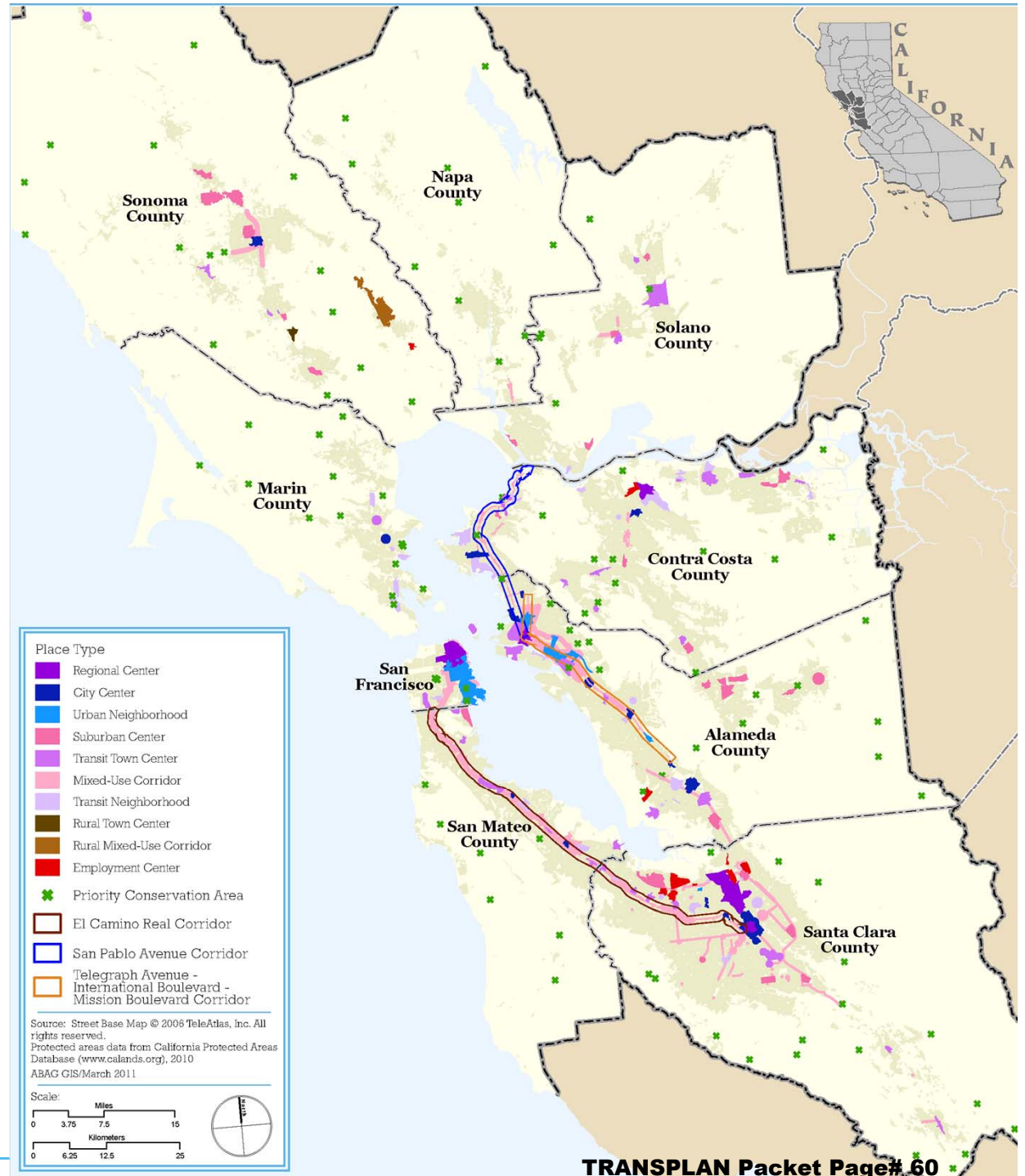
# *Place Types*

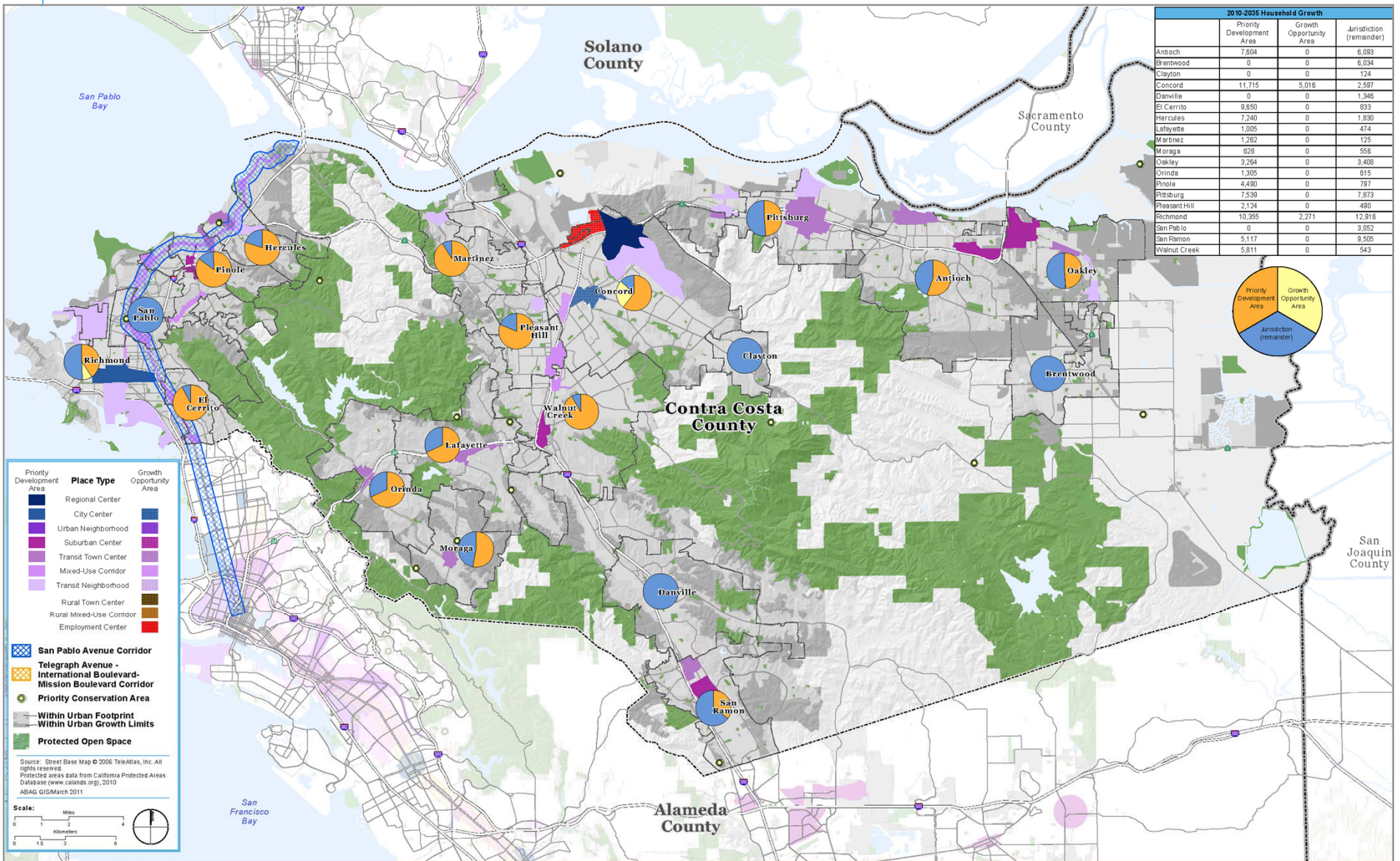
## **Transit Town Center**

- Transit Town Centers are local-serving centers of economic and community activity.
- Examples include the Pittsburg Railroad Avenue eBART Station Area, Suisun City Downtown and Waterfront, and Downtown Palo Alto.



# Regional Housing Distribution by Place Type





**PlanBayArea** Sustainable Communities Strategy - Initial Vision Scenario: 2010-2035 Household Growth Share by Priority Development Areas and Growth Opportunity Areas



# *Initial Vision Scenario: Growth Pattern*

- Concentrates 70% of growth in PDAs, Growth Opportunity Areas; about 3% of region's land area
- Limits greenfield development – 97% of growth in existing developed areas
- Reduces development pressure on Priority Conservation Areas
- Preserves character of existing residential neighborhoods
- Utilizes existing transit; strengthens planned transit
- Provides for rapid growth in senior population
- Leverages /improves existing water, sewer infrastructure
- Lower per capita water use to growth location, development type

# *Initial Vision Scenario*

## *Transportation Network*

- **Transportation 2035 is base network with Express Lane Backbone system**
- **Increased frequencies of existing transit services adjacent to Initial Vision growth areas**
- **Highlights include ...**
  - Improved headways on over 70 local bus routes and several express bus routes
  - Improved headways on BART, eBART, Caltrain, Muni Metro, VTA Light Rail, and ACE
  - 60 miles of dedicated bus lanes in San Francisco and Santa Clara counties
- **Increase in passenger seat miles of**
  - 55 percent relative to 2005
  - 25 percent relative to Current Regional Plans in 2035



# GHG Targets

(% per capita reduction compared to 2005)

Horizon Year	ARB Target	Current Regional Plans	Initial Vision Scenario
2020	-7%	-9%	-11%
2035	-15%	-10%	-12%

# *Target Results Preview*

## **Initial Vision Scenario does two things:**

### **1. Creates more housing and more affordable housing**

This is all “good” news for the targets:

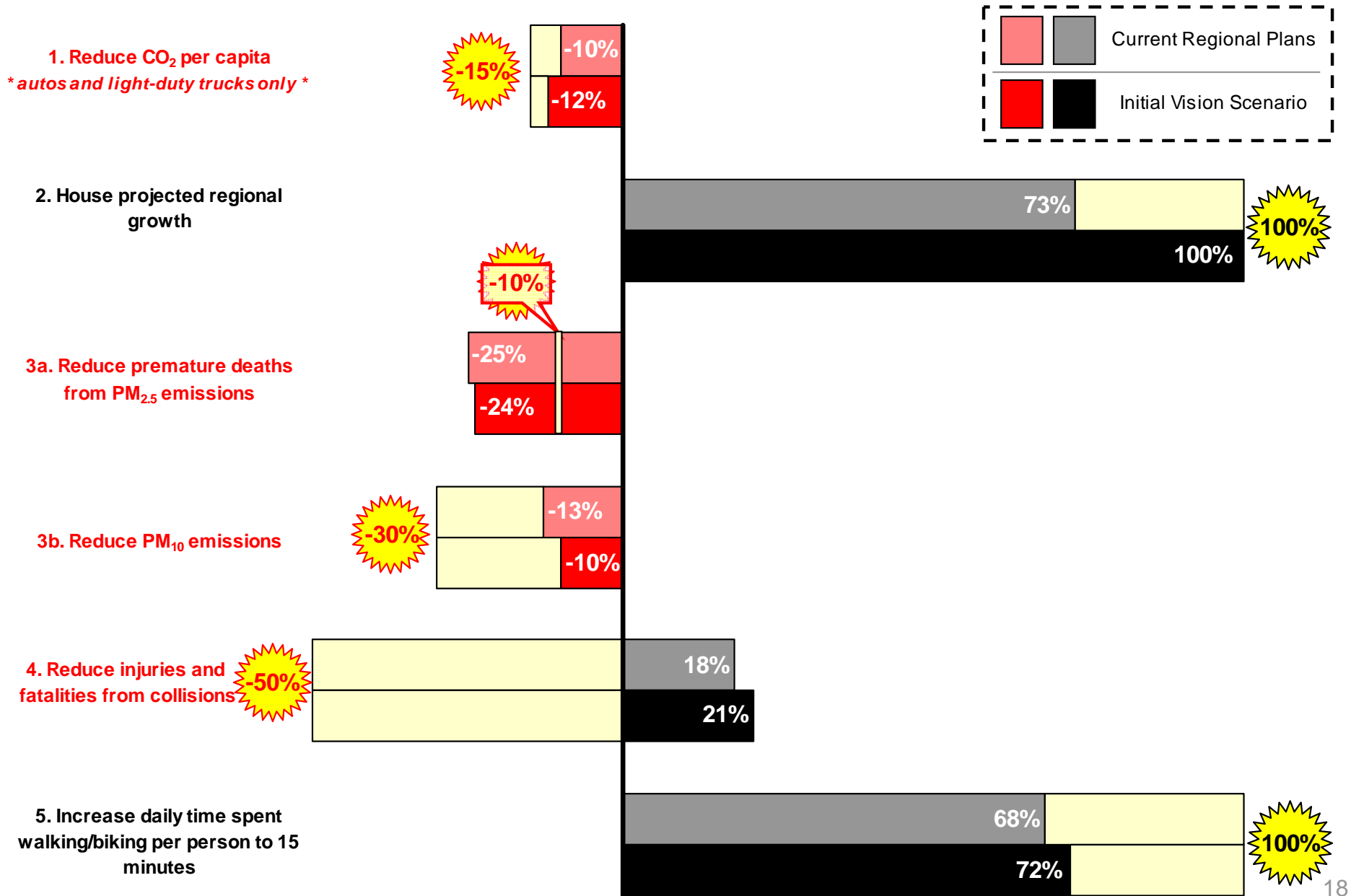
- Meets the housing target
- Improves jobs-housing-transit alignment
- Reduces housing costs for low-income households

### **2. Brings more people into the region**

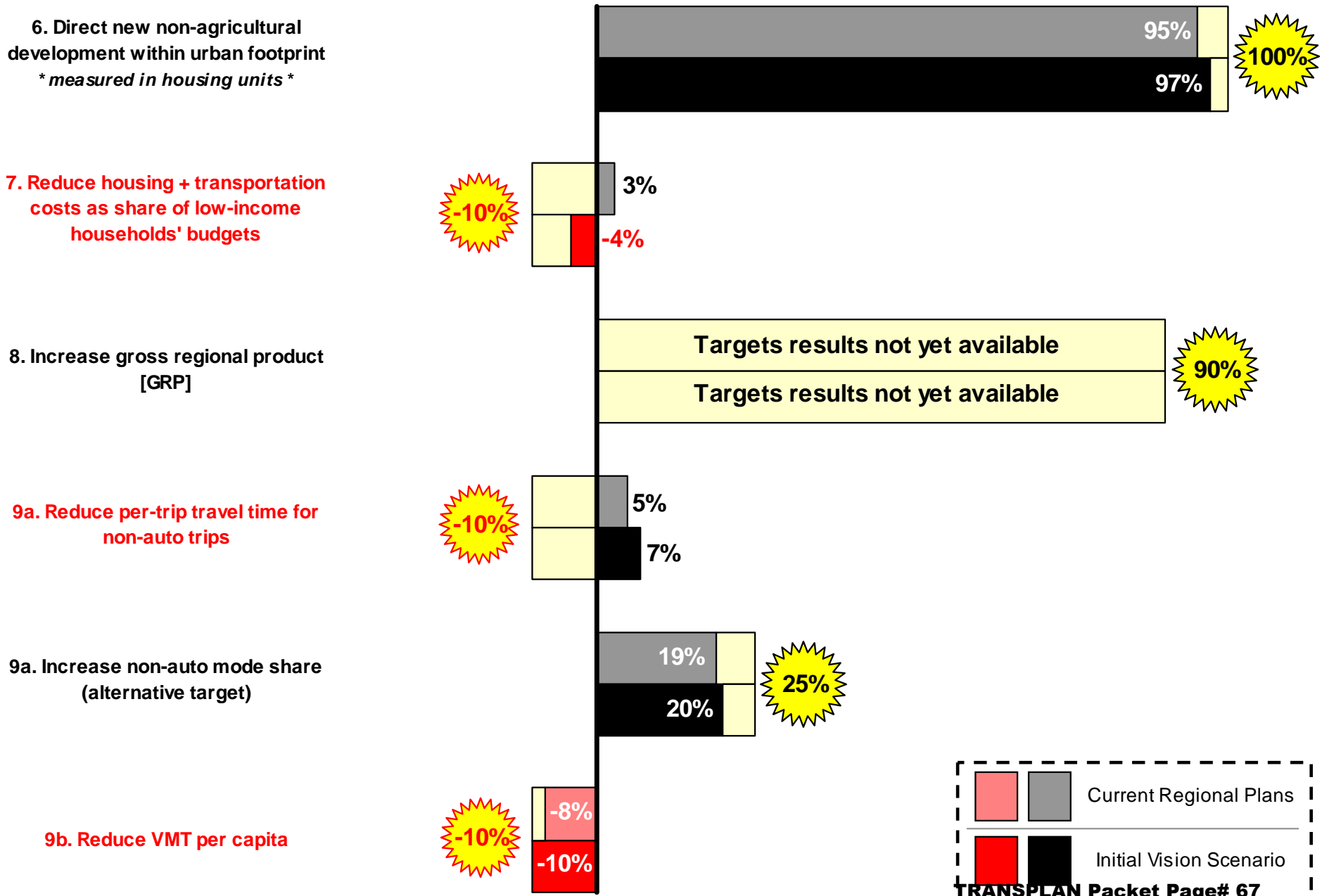
This is both “good” and “bad” for the targets:

- New residents ride transit, walk and bike more than existing residents and GHG/capita and VMT/capita go down
- But they still drive. As a result, total VMT goes up, which increases collisions and particulate emissions from autos

# Initial Vision: Target Results (1)



# Initial Vision: Target Results (2)



Current Regional Plans

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Initial Vision Scenario

## *Initial Vision Scenario Conclusions*

- **The Initial Vision Scenario reflects additional progress towards the sustainability of the region**
- **Bay Area communities can accommodate housing in sustainable locations given adequate resources and transit**
- **While we meet the 2020 GHG target, we still don't meet the 2035 GHG target and some other targets**
- **Achieving the targets still requires additional land-use, transportation and non-infrastructure strategies**
- **Employment location, and its relationship to housing and transit, is a key issue requiring further analysis**

# *Next Steps*

## **Public Involvement (mid-March – July 2011)**

- Elected Officials Briefings
- Planner-to-Planner Discussions
- Countywide Workshops
- Community-based Engagement in Communities of Concern
- Telephone Poll & Focus Groups
- Web-based Survey & Interactive Visualization Tools

## **Detailed SCS Scenarios Definitions (April – December 2011)**

- Seek input on a range of detailed alternatives to be tested
- Define draft alternatives that represent varying land-use/transportation strategies that will help us achieve greenhouse gas and other targets
- Finalize alternative definitions in July 2011
- Evaluate alternatives and produce results by December 2011
- Identify preferred scenario by January 2012

# *Next Steps* (continued)

## **Additional Analysis (starting in April 2011)**

- Employment distribution across region
- Housing distribution by economic segments
- Equity analysis

## **Transportation Investment Strategy (starting in October 2011)**

- Discuss transportation policies and investment strategies

## **Regional Housing Needs Allocation (RHNA) (underway)**

- Release Draft RHNA Methodology in July 2011
- Adopt Final RHNA Methodology in September 2011
- State issues Bay Area housing needs determination in October 2011
- Release Draft RHNA Plan in January 2012
- Adopt Final RHNA Plan in September 2012

# *Contra Costa Public Workshop*

Saturday, May 7, 2011

9 a.m. to Noon

Concord Senior Center

2727 Parkside Circle, Concord

Go to [OneBayArea.org](http://OneBayArea.org) to stay involved



# *Questions*

- **Do the growth distributions in the Initial Vision Scenario work for your county and jurisdictions? If not, why and where should that growth go?**
- **What resources do your county and jurisdictions need to support growth?**
- **How might regional transportation dollars support jurisdictions taking on growth and/or preserving open space/agricultural lands?**

**ITEM 10**  
RECEIVE STATUS REPORT AND PROVIDE A RECOMMENDATION TO  
CCTA ON THE REGIONAL TRANSPORTATION PLAN (RTP) CALL FOR  
PROJECTS

# How do you want to get around?

Walk? Pedal? Drive? Ride?

*We need your help deciding which major transportation projects and programs are most important for Contra Costa.*

The Contra Costa Transportation Authority (CCTA) is preparing to submit projects and programs for inclusion in the Regional Transportation Plan (RTP) and we want your input. The transportation projects and programs that are included in the RTP will be eligible to receive regional, State and federal funding over the next three decades. CCTA will coordinate the project and program submittals from all of the jurisdictions in Contra Costa County.



## PLEASE JOIN US!

Please come to one of these meetings to hear about the process and let us know what types of transportation projects are most important to you.

### Southwest Area Transportation Committee (SWAT)

Monday, April 4, 2011  
3:00 pm

Orinda City Offices  
Sarge Littlehale  
Community Room  
22 Orinda Way  
Orinda, CA 94563

### East County (TRANSPAN)

Thursday, April 14, 2011  
6:30 pm

Tri-Delta Transit  
Board Room  
801 Wilbur Avenue  
Antioch, CA 94509

### CCTA: Public Hearing

Wednesday, April 20, 2011  
6:00 pm

CCTA Offices  
2999 Oak Street  
Suite 100  
Walnut Creek, CA 94597

### Transportation Partnership and Cooperation (TRANSPAC) — Central County

Thursday, April 21, 2011  
9:00 am

City of Pleasant Hill  
Community Room  
100 Gregory Lane  
Pleasant Hill, CA 94523

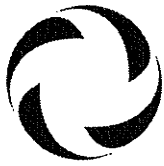
### West Contra Costa Transportation Advisory Committee (WCCTAC)

Friday, April 22, 2011  
8:00 am

City of San Pablo  
Council Chambers  
13831 San Pablo Ave.  
San Pablo, CA 94806

**TRANSPAN Packet Page# 74**

For more information, go to [OneBayArea.org](http://OneBayArea.org), email [info@ccta.net](mailto:info@ccta.net), or call (925) 256-4720



CONTRA COSTA  
**transportation  
 authority**

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Randell H. Iwasaki,  
 Executive Director

February 3, 2011

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

**To: Regional Transportation Planning Committees and Transit Operators**

Re: Development of a 25-year STIP list for inclusion in the 2013 Regional Transportation Plan

MTC's call for projects for the 2013 Regional Transportation Plan (RTP) is expected to be released by the end of February. In preparation for this event, the Authority's Planning Committee authorized staff to begin work with the Regional Transportation Planning Committees (RTPCs) and Transit Operators on developing a 25-year State Transportation Improvement Program (STIP) list.

During the RTP update process, MTC works with the CMAs and project sponsors to update the project list and constrain it based on discretionary funding projected to be available during the 2013 RTP period. For the Authority, most of its discretionary funding comes from the State Transportation Improvement Program (STIP).

Projects must be included in the RTP committed or financially constrained lists if they are expected to impact the capacity of the transportation system and air quality – such as adding lanes to freeways and roadways, rail extensions, Park and Ride lots – or if they expect to receive state and/or federal funding or action (e.g. NEPA clearance). Routine roadway and transit maintenance projects (e.g. pavement rehabilitation) will be included in general categories in the RTP.

*Definitions:*

**Committed Projects List:** This list refers to projects that are currently fully funded or expected to be fully-funded by local sources. (See *Exhibit A* for the 2009 RTP committed project list).

**Financially Constrained List:** Projects on this list are expected to request future discretionary STIP funds during the RTP period. The fund requests must not exceed MTC's fund estimate for Contra Costa. (See *Exhibit B* for the 2009 RTP financially constrained project list).

**Vision List:** Projects that are not included in the committed or financially constrained lists would be included in the vision list. (See *Exhibit C* for the 2009 RTP vision list).

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

*Fund Estimate:*

During the 2009 RTP, MTC estimated that Contra Costa would receive \$380 million in STIP-RIP funds (in 2007 dollars) and \$38.9 million in STIP-TE funds, of which \$19.5 million is under MTC discretion. For the 2013 RTP, MTC will release the fund estimate in late February. However, in order to get a head start on the process, staff recommends using \$400 million in STIP-RIP funds (in 2010 dollars) and \$20 million in STIP-TE funds (in 2010 dollars) as a starting point for updating the financially constrained project list.

The Authority is requesting the RTPCs and Transit Operators to do the following:

1. Review the committed project list and determine the following:
  - a. Remove projects that are completed, no longer supported, or substantially under construction.
  - b. Update cost estimates, project descriptions, committed fund sources, and determine if the project has a funding shortfall.

***Committed projects with funding shortfalls have to be either moved to the financially constrained list or the vision list if total funding requests exceed the fund estimate above. Adding non-STIP funding sources (such as fees, local funds) will reduce the demand on future STIP funds.***

2. For projects in the financially constrained list, RTPCs should assign priority to the projects in their areas. Potential core evaluation criteria recommended by the Authority include completion of Measure J projects and project readiness.

MTC will use the following goals in their evaluation of all submitted projects (not in order):

- a. Reduction of emissions
  - b. Reduction of injuries and fatalities from collisions
  - c. Encouragement of walking and biking
  - d. Reduction of trip travel time and vehicle miles of travel
  - e. Maintenance of transportation system in good repair
  - f. Encouragement of development within urban footprint
  - g. Improvement of equitable access by reducing transportation/housing costs
  - h. Improvement to economic vitality
  - i. Promotion of healthy and safe communities
  - j. Providing adequate housing.
3. Identify significant new projects deemed critical to the RTPC and/or transit operator, sought to be included in the financially constrained list. For projects to be added, provide project

descriptions, costs (including year costs was developed), expected mid-year of construction, funding secured to date and potential future STIP requests (escalated dollars).

***The Authority will only add projects to the financially constrained list if capacity exists or if other projects are removed from the list.***

Transit Operators are requested to coordinate their recommendations with the affected RTPCs. Multi-area system-wide requests can be submitted directly through Peter Engel of Authority staff, who will facilitate other transit project requests.

In order to compile the project lists and submit to MTC as Contra Costa's priority list in April 2011, we need you input no later than **April 5, 2011**.

Should you have any questions, please contact Hisham Noeimi at 925.256.4731 or Jack Hall at 925.256.4743.

Thank you in advance for your input.

Attachments:

Exhibit A: 2009 RTP committed project list by sub-region

Exhibit B: 2009 RTP financially constrained project list by sub-region

Exhibit C: Vision list developed during the 2009 RTP

### Instructions to the project sponsors:

Please review your projects in the committed, financially constrained, and vision lists and provide requested information as follows: *(note that we included costs and funding from the 2009 RTP for your information)*


- Projects no longer supported should be deleted
- Projects completed should be deleted
- Projects substantially under construction and don't anticipate future federal actions should be deleted.
- Provide updated total project costs (includes capital and soft costs) in 2011 dollars and in Year of Expenditure (YOE) dollars (also called inflated/escalated dollars). Use 2.2% inflation rate to escalate costs to mid-year of construction.
- Fill out the date for anticipated mid-year of construction (year only).
- List all fund sources and amounts in the committed funding column.
- The difference between the YOE cost and the committed funding should be entered in the funding shortfall column.
- Cost estimates should be as accurate as possible. Underestimating costs will preclude projects from receiving federal actions such as NEPA clearance. Overestimating the cost will tie scarce funding to projects, preventing other important projects from being added to the RTP. Project sponsors are encouraged to use the Authority's Cost Estimation Guide or equivalent to develop their cost estimates, available at these web links:  
<http://ccta.net/EN/main/state/tools.html>  
[http://www.dot.ca.gov/hq/oppd/pdpm/chap\\_pdf/chapt20.pdf](http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt20.pdf)  
[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_w98.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf)
- Upon determination of projects to be included in the committed, financially constrained and vision lists, Authority staff will contact you for additional information on the project including cost per phase (environmental, design, R/W, construction), description, limits, milestone schedule, other fund sources by phase, and how the project meets RTP goals.
- Submit information on the scope, cost (2011 and YOE dollars), and fund sources for any new projects. Because the RTP is updated every 4 years, and due to funding constraints, sponsors are encouraged to only add projects that are expected to move forward in the next 5 years.

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
651 Pine Street -- North Wing 4<sup>TH</sup> Floor, Martinez, CA 94553-0095

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**TO:** TRANSPLAN Committee  
**FROM:** TRANSPLAN TAC by   
John Cunningham, TRANSPLAN Staff  
**DATE:** April 7, 2011  
**SUBJECT: DRAFT: TRANSPLAN TAC Response to the 2013 Regional Transportation Plan Call for Projects**

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### Background

In February the Metropolitan Transportation Commission (MTC) released a call for projects for inclusion in the 2013 Regional Transportation Plan (RTP). Projects must be included in the RTP to receive state and/or federal funding. The item was discussed at the February and March Technical Advisory Committee (TAC) meetings. The TAC has provided a recommendation to TRANSPLAN below. CCTA staff will provide an overview of the call for projects and individual jurisdiction staff have been asked to be present to answer any questions.

### Discussion

Edits to the projects lists have been submitted by the City of Brentwood, BART, Caltrans, Contra Costa County, the City of Pittsburg, City of Oakley, City of Antioch and the State Route 4 Bypass Authority, Tri Delta Transit, and the Water Emergency Transit Authority

### Three lists are being updated:

***Committed List of Projects:*** Projects that are currently fully funded, or expect to be fully funded with local sources.

***Financially Constrained List of Projects:*** Projects expected to request future discretionary State Transportation Improvement Program (STIP) funds during the RTP period (2013-2040)

***Vision List of Projects:*** This list consists of projects not on the Committed List or Financially Constrained List. This list merely documents transportation project concepts and advocates for additional funding beyond what is assumed in the RTP. Projects from the vision list could be advanced to the financially constrained list if MTC fund estimate for the RTP exceed current staff assumptions.

### Transit projects are treated differently in this process:

- CCTA has requested that transit agencies coordinate their submittals with affected RTPCs so priorities for limited funding can be determined.
- Requests for operating funds (existing service) are handled through a separate process conducted by MTC.
- Requests for capital asset funding (existing assets) are handled through a separate process conducted by MTC.
- Multi-County transit agencies can submit directly to MTC but are required to conduct public outreach. Due to public outreach requirements, CCTA is advising that RTPCs include regional transit projects in the Vision list.



Caltrans Project List: Caltrans staff brought additions to the Technical Advisory Committee meeting on 3/15/11. The revisions consisted of the projects which were included in the Corridor Systems Management Plan (CSMP) that was completed in 2010. As you can see in the draft project list on page 87, included in the Caltrans *Vision* project list comments are four “implement ramp metering” projects.

TRANSPLAN expressed concern about ramp metering during the CSMP development (2009-2010) and the response from Caltrans was:

- “*Analysis of the impacts to local streets will be addressed in a detailed ramp metering study that will follow.*”
- “*It is recognized that local consultation, along with detailed operational analysis and testing, must be part of the process.*”

The TAC response to the submission of ramp metering projects, even if only for the *Vision* list, was to **not** include them. These projects are on the list to show the TRANSPLAN Committee what the Caltrans submission was but staff struck out to indicate the TAC recommendation. The TAC believes that before these projects can be included, Caltrans must provide more definition and a timeline of the aforementioned *ramp metering study* and *local consultation*.

During the discussion at the TAC meeting, Caltrans staff emphasized 1) the positive operational improvements possible with ramp metering and 2) the potential for lost funding in the corridor if these projects are not included in the *Vision* list.

With regard to comment #1, the TAC insisted that these improvements be studied as a part of the ramp metering study. Regarding comment #2, staff requested that more detail be provided regarding “lost funding” particularly as it relates to the likely implementation timeline. TRANSPLAN should be aware that Central County has been working on ramp metering implementation for about 10 years.

Ultimately, conversations with Caltrans resulted in the realization that all ramp metering projects are submitted outside the County RTP process. Regardless, Caltrans staff indicated that they are available to discuss ramp metering on State Route 4 with TRANSPLAN. However, the presentation should take place in cooperation with the MTC and CCTA.

In addition to the inclusion of MTC and CCTA, discussion of ramp metering in East County would likely to benefit from having participation from Central County representatives. This would allow us to 1) look at the system as a larger/connected network, and 2) benefit from Central County’s experience gleaned from 10+ years of working on ramp metering.

Please see attached letter (Attachment 1) from Erik Alm, Caltrans District Branch Chief, regarding this matter.

#### Other Additions/Edits

Changes in response to other comments can be seen in the attached draft project list in red strikeout or underlined text.

#### **Recommendations**

1. Consider and discuss comments from individual jurisdictions and make changes as appropriate
2. Adopt the attached project list, any revisions and authorize staff to forward the list to CCTA.

c: TRANSPLAN TAC

# COMMITTED LIST OF PROJECTS

County	RTP ID	Subregion	Sponsor	Project Description	Cost (YOE \$)	Committed Funding	Updated Cost (2011 \$)	Updated Cost (YOE \$)	Mid Year of Construction	Updated Committed Funding (list all sources)	Notes
Contra Costa	21225	CCTA	CCTA	Improve regional and local pedestrian and bicycle system, including constructing overcrossings, expanding sidewalks, and expanding facilities	22.2	22.2	26.6	38.5	2027	Measure J	programmatic category
Contra Costa	21206	SWAT	CCTA	Construct a fourth bore at the Caldecott Tunnel complex north of the three existing bores	445.9	445.9					under construction
Contra Costa	22402	SWAT	SWAT	Implement the San Ramon School Bus Program, and continue the Lamorinda School Bus Program	168.2	168.2	116.0	168.2	2027	Measure J: \$82, Local: \$86.2	Operational Program
Contra Costa	22613	SWAT	CCTA	Widen and extend major streets, and improve interchanges in southwest Contra Costa County (including widening Camino Tassajara)	30.0	30.0	24.7	30.0	2020	Local	
Contra Costa	94532	SWAT	SWAT	Gateway Lamorinda Traffic Program (including carpool lots, road improvements, pedestrian accommodation, and signal coordination)	15.9	15.9	3.0	3.2	2014	Measure C: \$0.4; Measure J: \$2.8	
Contra Costa	98132	SWAT	San Ramon	Widen and extend Bollinger Canyon Road to 6 lanes from Alcosta Boulevard to Dougherty Road	4.7	4.7					
Contra Costa	98134	SWAT	County	Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line	47.8	47.8					
Contra Costa	98196	SWAT	Orinda	Construct auxiliary lanes on Route 24 from Gateway Boulevard to Brookwood Road/Moraga Way	7.3	7.3	6.0	7.3	2020	Local (?)	consider deleting or moving to vision list
Contra Costa	21207	TRANSPAC	Martinez	Construct Martinez Intermodal Station (Phase 3 initial segment) including site acquisition, demolition and construction of 200 interim parking spaces	12.0	12.0					under construction
Contra Costa	22353	TRANSPAC	CCTA	Construct HOV lane on I-680 southbound between North Main Street and Livorna	115.0	115.0	73.4	80.0	2015	Measure J: \$38.5, RM2: \$14, Shortfall: \$27.5	move to financially constrained list
Contra Costa	22365	TRANSPAC	Martinez	Improve Martinez Ferry landside facilities	5.3	5.3					
Contra Costa	22609	TRANSPAC	CCTA	Widen and extend major streets, and improve interchanges in central Contra Costa County	30.0	30.0	24.7	30.0	2020	Local	
Contra Costa	22637	TRANSPAC	BART	Construct BART crossover at Pleasant Hill BART Station	25.0	25.0					under construction
Contra Costa	98115	TRANSPAC	Concord	Widen Ygnacio Valley/Kirker Pass Roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	8.2	8.2					
Contra Costa	98126	TRANSPAC	CCTA	Improve interchanges and parallel arterials to I-680 and Route 24	21.5	21.5	19.7	21.5	2015	Local	
Contra Costa	98193	TRANSPAC	Concord	Extend Panoramic Drive from North Concord BART Station to Willow Pass Road	12.9	12.9					
Contra Costa	98194	TRANSPAC	Concord	Extend Commerce Avenue from current terminus to Waterworld Parkway, including construction of vehicular bridge over Pine Creek and installation of trails and pedestrian bridge, and connect Willow Pass Road to Concord Avenue/Route 242 interchange	7.7	7.7				Measure C: \$4.4, Local: \$1.9, Earmark: \$1.4	
Contra Costa	230212	TRANSPAC	Concord	Improve Clayton Road/Treat Boulevard intersection to improve operational efficiency and increase capacity (includes upgrading traffic signal and constructing geometric improvements)	2.1	2.1				Measure J	
Contra Costa	230239	TRANSPAC	Pleasant Hill	Widen and improve Buskirk Avenue between Monument Boulevard and Hookston Road to provide 2 through-lanes in each direction (includes road realignment, new traffic signals, and bicycle/pedestrian streetscape improvements)	10.6	10.6				Measure J	
Contra Costa	230320	TRANSPAC	CCTA	Extend the Interstate 680 southbound high occupancy vehicle lane northward 1 mile from Livorna Road to north of Rudgear Road	3.1	3.1					under construction
Contra Costa	230596	TRANSPAC	County Connection	Construct Pacheco Boulevard Transit Hub on Blum Road at the Interstate 680/State Route 4 Interchange, including 6 bus bays and 110 park-and-ride spaces.	2.7	2.7				Measure C: \$0.8, RM2: \$1.1, Prop 1B: \$0.8	

# COMMITTED LIST OF PROJECTS

County	RTP ID	Subregion	Sponsor	Project Description	Cost (YOE \$)	Committed Funding	Updated Cost (2011 \$)	Updated Cost (YOE \$)	Mid Year of Construction	Updated Committed Funding (list all sources)	Notes
Contra Costa	21211	TRANSPLAN	BART	Extend BART/East Contra Costa Rail (eBART) eastward from the Pittsburg/Bay Point BART station into eastern Contra Costa County	463.25	463.25		463.25	2013	Measure J: \$135, RM2: \$96, RM1: \$52, AB1171: \$115, Fees: \$6, STIP: \$13, Prop 1B: \$37, STA: \$3, TCRP: \$5.25, Other \$1	
Contra Costa	21214	TRANSPLAN	Antioch	Widen Wilbur Avenue over Burlington Northern Santa Fe Railroad from 2 lanes to 4 lanes	15.7	15.7					
<del>Contra Costa</del>	<del>22600</del>	<del>TRANSPLAN</del>	<del>Antioch</del>	<del>Widen Somersville Road Bridge in Antioch from 2 lanes to 4 lanes</del>	<del>2.2</del>	<del>2.2</del>					<del>Project is complete</del>
Contra Costa	22607	TRANSPLAN	CCTA	Widen and extend major streets, and improve interchanges in east Contra Costa County	90.0	90.0	24.7	30.0	2020	Local	
Contra Costa	94046	TRANSPLAN	CCTA	Improve interchanges and parallel arterials to Route 4	21.5	21.5	19.7	21.5	2015	Local	
<del>Contra Costa</del>	<del>94538</del>	<del>TRANSPLAN</del>	<del>Caltrans</del>	<del>Route 4 transportation management system (ramp metering)</del>	<del>1.1</del>	<del>1.1</del>					<del>Removed Per comment from Caltrans. Project will be covered by regional FPI program and does not need to be submitted through the County RTP</del>
<del>Contra Costa</del>	<del>98142</del>	<del>TRANSPLAN</del>	<del>CCTA</del>	<del>Widen Route 4 from Loveridge Road to Somersville Road from 4 lanes to 8 lanes, with HOV lanes.</del>	<del>170.0</del>	<del>170.0</del>					<del>under construction</del>
Contra Costa	98999	TRANSPLAN	CCTA	Widen Route 4 from Somersville Road to Route 160 including improvements to Interchanges	530.0	530.0	406.0	415.0	2012	Measure J: \$110, SLPP: \$15, Prop 1B: \$85, Measure C: \$12.4, Fees: \$30, Earmark: \$1.6, Tolls: \$90, STIP: \$45, BART: \$26	
<del>Contra Costa</del>	<del>230188</del>	<del>TRANSPLAN</del>	<del>Oakley</del>	<del>Purchase land in Oakley for use as a park and ride lot</del>	<del>1.2</del>	<del>1.2</del>					<del>project completed</del>
Contra Costa	230202	TRANSPLAN	SR4 Bypass	Widen Route 4 Bypass from Laurel Road to Sand Creek Road from 2 lanes to 4 lanes	18.0	18.0					<del>Cost Reduced from 42.4 to reflect work already completed</del>
Contra Costa	230203	TRANSPLAN	SR4 Bypass	Construct Route 4 Bypass interchange at Sand Creek Road	32.0	32.0					<del>Cost reduced from 40.4</del>
<del>Contra Costa</del>	<del>230203.0</del>	<del>TRANSPLAN</del>	<del>SR4 Bypass</del>	<del>SR4/SR160 Connectors</del>	<del>50.0</del>	<del>50.0</del>					<del>Moved From Financially Constrained</del>
Contra Costa	230205	TRANSPLAN	SR4 Bypass	Widen Route 4 Bypass from Sand Creek Road to Balfour Road from 2 lanes to 4 lanes	20.0	20.0					<del>Cost reduced from 23.6</del>
Contra Costa	230206	TRANSPLAN	SR4 Bypass	Construct Route 4 Bypass interchange at Balfour Road (Phase 1)	45.0	45.0					<del>Cost reduced from 46.1</del>
<del>Contra Costa</del>	<del>230233</del>	<del>TRANSPLAN</del>	<del>Pittsburg</del>	<del>Extend James Donlon Boulevard to Kirker Pass Road by constructing a new 2-lane expressway</del>	<del>35.0</del>	<del>35.0</del>					<del>MOVE TO FINANCIALLY CONSTRAINED</del>
Contra Costa	230236	TRANSPLAN	Antioch	Widen Pittsburg-Antioch Highway from 2 lanes to 4 lanes with turning lanes	19.9	19.9	13.0	14.1	2015	Local	Cost updates provided by City staff
Contra Costa	230238	TRANSPLAN	Pittsburg	Widen California Avenue from 2 lanes to 4 lanes with 2 wide left turn lanes	16.0	16.0	11.9	12.9	2015	Local	Cost updates provided by City staff
<del>Contra Costa</del>	<del>230249</del>	<del>TRANSPLAN</del>	<del>Brentwood</del>	<del>Construct a 6-lane grade separation undercrossing along the Union Pacific Line at Lone Tree Way.</del>	<del>26.6</del>	<del>26.6</del>					<del>MOVE TO FINANCIALLY CONSTRAINED</del>
Contra Costa	230250	TRANSPLAN	Brentwood	Widen Brentwood Boulevard from 2 lanes to 4 lanes between Sunset Court and Lone Tree Way.	23.5	23.5	16.1	16.1	2013	Redevelopment 15.5, Facility Fees 0.6	

# COMMITTED LIST OF PROJECTS

County	RTP ID	Subregion	Sponsor	Project Description	Cost (YOE \$)	Committed Funding	Updated Cost (2011 \$)	Updated Cost (YOE \$)	Mid Year of Construction	Updated Committed Funding (list all sources)	Notes
Contra Costa	230253	TRANSPLAN	Antioch	Replace the old 2-lane Fitzuren Road with a new, 4-lane divided arterial, including shoulders, bicycle lanes, a park-and-ride lot and sidewalks.	10.0	10.0					
Contra Costa	230274	TRANSPLAN	Oakley	Widen Main Street from State Route 160 to Big Break Road from 4 lanes to 6 lanes.	12.6	12.6					
Contra Costa	230288	TRANSPLAN	Oakley	Widen Empire Avenue from 2 to 4 lanes between Lone Tree Way and Union Pacific Railroad right of way/Antioch city limits.	2.1	2.1					
Contra Costa	230535	TRANSPLAN	County	Realign curves along Marsh Creek Road to improve safety and operations.	8.5	8.5					Amount changed from 4.6 based on input from CCC Staff
Contra Costa	230538	TRANSPLAN	County	Widen Bailey Road to 12-ft lanes and 4-ft shoulders.	5.7	5.7					
Contra Costa	#####	TRANSPLAN	WETA	Ferry							
Contra Costa	230612	TRANSPLAN	Caltrans	Ferry environmental and feasibility studies - Antioch and Martinez							Included at the request of the Water Emergency Transportation Authority
Contra Costa	21208	WCCTAC	AC Transit	Construct Richmond Parkway Transit Center, including signal timing and reconfiguration, parking facility and security improvements	30.5	30.5	25.8	28.7	2016	STIP: \$12.7, RM2: \$16	
Contra Costa	21209	WCCTAC	Hercules	Relocate and expand Hercules Transit Center, including relocation of park-and-ride facility and construction of express bus facilities	13.0	13.0					relocation complete
Contra Costa	21210	WCCTAC	Hercules	Construct Capitol Corridor train station in Hercules	39.8	39.8					
Contra Costa	22603	WCCTAC	Richmond	Construct 680 space parking garage at Richmond Intermodal Transfer Station	34.3	34.3					under construction
Contra Costa	22610	WCCTAC	CCTA	Widen and extend major streets, and improve interchanges in west Contra Costa County	30.0	30.0	24.7	30.0	2020	Local	
Contra Costa	22611	WCCTAC	WCCTAC	West County low-income student bus pass program	36.9	36.9					
Contra Costa	94045	WCCTAC	MTC	Purchase new express buses for I-80 HOV service (capital costs)	17.5	17.5					
Contra Costa	94048	WCCTAC	CCTA	Improve interchanges and parallel arterials to I-80 (specific projects to be determined)	21.5	21.5	19.7	21.5	2015	Local	
Contra Costa	98157	WCCTAC	AC Transit	Improve AC Transit bus service in San Pablo corridor.	12.9	12.9					
Contra Costa	98211	WCCTAC	Caltrans	Extend I-80 eastbound HOV lanes from Route 4 to the Crockett interchange	55.5	55.5					under construction
Contra Costa	230127	WCCTAC	WestCAT	Construct new satellite WestCAT maintenance facility (includes land purchase)	8.2	8.2					
Contra Costa	230129	WCCTAC	WestCAT	Expand WestCAT service, including purchase of vehicles	8.8	8.8					
Contra Costa	230193	WCCTAC	AC Transit	Enhance AC Transit Zero Emission Bus (ZEB) program, including fueling stations and new maintenance bays	8.1	8.1					
Contra Costa	230194	WCCTAC	AC Transit	Implement AC Transit Environmental Sustainability Program to address environmental issues associated with bus transit operation	6.6	6.6					
Contra Costa	230195	WCCTAC	AC Transit	Improve safety and security on AC Transit vehicles and in facilities, including installing surveillance systems and emergency operations improvements	4.5	4.5					
Contra Costa	230196	WCCTAC	AC Transit	Implement AC Transit San Pablo Dam Road Transit Priority Measures (TPM), including passenger safety improvements and road improvements to increase bus speeds	12.2	12.2					
Regional/ Multiple Counties	230221	WCCTAC	WCCTAC	I-80 Integrated Corridor Mobility (ICM) Project Operations and Management	187.8	187.8	14.0	19.4	2026	SHOPP	delete/should be part of regional programs



# FINANCIALLY CONTRAINED LIST OF PROJECTS

County	RTP ID	Subregion	Sponsor	Project Description	Cost (YOE)	Committed	STIP/TE	ITIP	Other (STP, CMAQ, STA, Tolls, Prop 1B, etc.)	Updated Cost (2011 \$)	Updated Cost (YOE \$)	Estimated Mid Year of Construction	Updated Committed Funding (list all sources and amounts)	Updated Shortfall	Notes
Contra Costa	230693	CCTA	CCTA	Local Streets and roads maitenance	4362.0	2458.0			1001.0						
Contra Costa	22352	SWAT	CCTA/San Ramon	Improve I-680/Norris Canyon Road HOV direct ramps in San Ramon	101.6	58.7	42.9			91	101.6	2016	Measure J: \$13.3M, Local: \$34.4	53.9	
Contra Costa	22602	SWAT	CCTA/Danville	Construct I-680 auxiliary lanes in both directions from Sycamore Valley Road to Crow Canyon Road	47.0	20.0	27.0			32.3	36	2013	Measure C: \$16.6, Fees: \$3.4M	16	
Contra Costa	230307	SWAT	County	Widen Camino Tassajara Road from 2 lanes to 4 lanes, including shoulders and bicycle lanes in both directions from Windemere Parkway to the Alameda/Contra Costa Countyline.	13.0	4.9	8.1								
<b>Subtotal</b>					<b>78.0</b>	<b>0.0</b>	<b>0.0</b>								
Contra Costa	21205	TRANSPAC	CCTA/TRANSPAC	Improve I-680/Route 4 interchange (phases 1-2 and 3)	229.0	40.9	145.1	43.0		185.7	207.1	2016	STIP: \$1.3, Measure C: \$6, Measure J: \$10.9, Caldecott Measure J Savings: \$15, ITIP: \$43	130.9	assumed \$43 in ITIP
Contra Costa	22353	TRANSPAC	CCTA	Construct HOV lane on I-680 southbound between North Main Street and Livorna	115.0	115.0				73.4	80	2015	RM2: \$14M, Measure J: \$38.5	27.5	Moved from Committed. Tolls?
Contra Costa	22354	TRANSPAC	Martinez	Improve I-680/Marina Vista interchange	7.9	1.6	6.3								
Contra Costa	22388	TRANSPAC	Concord	Construct Route 242 on and off -ramp at Clayton Road	42.6	12.3	30.3								
Contra Costa	22390	TRANSPAC	Concord	Reconstruct Route 4/Willow Pass Road ramps in Concord to support new infill development at the Concord Naval Weapons Station.	45.1	35.1	10.0								
Contra Costa	22614	TRANSPAC	Martinez	Construct Martinez Intermodal Station (Phase 3) including an additional 425 parking spaces and auto/ped bridges	14.2	2.8	11.4								
Contra Costa	98133	TRANSPAC	County	Widen Pacheco Boulevard from Blum Road to Arthur Road from 2 lanes to 4 lanes	50.3	28.3	22.0								
Contra Costa	230216	TRANSPAC	Concord	Construct 2-lane bridge connecting Waterworld Parkway with Meridan Park Boulevard.	16.9	11.3	5.6								
Contra Costa	230240	TRANSPAC	Pleasant Hill	Add additional left- or right-turn lanes at various intersections along Contra Costa Boulevard (between Monument Boulevard and 2nd Avenue)	11.3	2.0	9.3								
Contra Costa	230291	TRANSPAC	County	Add Northbound truck climbing lane and an 8-foot bicycle lane on Kirker Pass Road from Clearbrook Drive in Concord to just beyond the crest of Kirker Pass.	10.2	8.2	2.0								
Contra Costa	230306	TRANSPAC	Martinez	Add a second southbound Alhambra Avenue lane from Walnut Avenue to the south side of Highway 4, including signal modifications.	2.1	0.3	1.8								
Contra Costa	230308	TRANSPAC	Martinez	Straighten curves to improve safety and operation of Alhambra Valley Road.	7.5	3.0	4.5								
Contra Costa	230309	TRANSPAC	County Connection	Provide rolling stock, infrastructure and information-technology for bus-rapid-transit service in the Pacheco/Contra Costa Boulevard/North Main corridor in Contra Costa County, including software support for regional Americans With Disabilities Act databa	13.3	0.0	13.3								
<b>Subtotal</b>					<b>261.6</b>	<b>43.0</b>	<b>0.0</b>								
Contra Costa	98198	TRANSPAC	County	Improve safety and operations on Vasco Road in Contra Costa and Alameda counties	45.2	10.7	34.5								
<del>Contra Costa</del>	<del>98222</del>	<del>TRANSPAC</del>	<del>SR4 Bypass</del>	<del>SR4/SR160 Connectors</del>	<del>60</del>	<del>24</del>	<del>36</del>	<del>-</del>	<del>-</del>	<del>47.9</del>	<del>50</del>	<del>2013</del>	<del>Tolls: \$50</del>	<del>0</del>	<del>move to committed</del>
<del>Contra Costa</del>	<del>#####</del>	<del>TRANSPAC</del>	<del>SR4 Bypass</del>	<del>Mokelumne Overcrossing Project</del>	<del>6</del>										
Contra Costa	230232	TRANSPAC	Antioch	Construct new interchange at Route 4/Phillips Lane	50.1	30.1	20.0								

# FINANCIALLY CONSTRAINED LIST OF PROJECTS

County	RTP ID	Subregion	Sponsor	Project Description	Cost (YOE)	Committed	STIP/TE	ITIP	Other (STP, CMAQ, STA, Tolls, Prop 1B, etc.)	Updated Cost (2011 \$)	Updated Cost (YOE \$)	Estimated Mid Year of Construction	Updated Committed Funding (list all sources and amounts)	Updated Shortfall	Notes
Contra Costa	230237	TRANSPLAN	Pittsburg	Extend West Leland Road, including a raised median, bicycle lanes and sidewalks, from San Marco Boulevard to Willow Pass Road.	45.0	37.0	8.0			13.8	16.2	2019	Fees: 14.9	1.3	cost updated by city staff
Contra Costa	230247	TRANSPLAN	Brentwood	Widen Lone Tree Way to 6 lanes: O'Hara Ave. to Brentwood Blvd. to match roadway west of O'Hara Ave.	27.0	10.4	16.6			15.5	15.5	2014	Development \$1.0, Facility Fees \$2.9	11.6	
Contra Costa	230185	TRANSPLAN	Tri Delta/BART	Establish Express Bus Service and eBART support network (park-and-ride lots and rolling stock)	21.7		21.7								
Contra Costa	230249	TRANSPLAN	Brentwood	Construct a 6-lane grade separation undercrossing along the Union Pacific Line at Lone Tree Way.	26.6	26.6				18.8	18.8	2014	Facility Fees 3.6, Development 0.5		moved from Committed
Contra Costa	#####	TRANSPLAN	Pittsburg	Railroad Avenue eBART Station						15					new project
Contra Costa	#####	TRANSPLAN	Brentwood	Widen Brentwood Blvd. from 2 to 4 lanes between Lone Tree Way and the North City Limit Line						7.5	7.5	2016	Redevelopment \$7.5	0	new project
Contra Costa	230233	TRANSPLAN	Pittsburg	Extend James Donlon Boulevard to Kirker Pass Road by constructing a new 2-lane expressway	35.0	35.0				47.5	52.7	2016	Fees: \$35.8 (68%)	16.9	moved from Committed
Contra Costa	230289	TRANSPLAN	Oakley	Construct Main Street Downtown Bypass road between Vintage Parkway and 2nd Street.	27.1	12.4	14.7								
<b>Subtotal</b>							<b>151.5</b>	<b>0.0</b>	<b>0.0</b>						
Contra Costa	22122	WCCTAC	WETA	Implement Richmond Ferry service from Richmond to San Francisco	62.6	16.4			46.2						
Contra Costa	22355	WCCTAC	CCTA	Modify I-80/Central Avenue interchange	32.0	27.0	5.0			22.4	25	2016	Measure J: \$11.5, WCCTAC Fees: \$7.1, Earmark: \$2.6	3.8	
Contra Costa	22360	WCCTAC	San Pablo/CCTA	Reconstruct I-80/San Pablo Dam Road interchange and modify adjacent interchanges	118.0	47.0	71.0			102	114	2016	Measure J: \$7.6, WCCTAC Fees: \$7.1, Local: \$3, STIP: \$5	91.3	
Contra Costa	230084	WCCTAC	Richmond	Construct a railroad grade separation at the Richmond Waterfront on the Marina Bay Parkway.	45.5	20.0	25.5			38.6	38.6	2011	Prop 1B: \$19, Measure J: \$11.8, Railroad Match: \$3.8, Local: \$4	0	move to committed
Contra Costa	230090	WCCTAC	AC Transit	Expand and enhance AC Transit facilities in Western Contra Costa County, including environmental sustainability projects, zero emission improvements, other facility improvements and new operating facility	25.0		25.0								
Contra Costa	230123	WCCTAC	WestCAT	Expand existing WestCAT maintenance facility (includes land purchase)	6.1		6.1								
Contra Costa	230229	WCCTAC	Pinole	Widen Pinole Valley Road ramps at I-80 to provide dedicated right turn lane on eastbound onramp and bus turnout/shelter on westbound onramp	0.8		0.8								
Contra Costa	230279	WCCTAC	Hercules	Extend John Muir Parkway with 4 traffic lanes, a bridge, bicycle path and landscaping.	8.7	0.4	8.3								
Contra Costa	230318	WCCTAC	County	Extend North Richmond truck route along Soto Sreet from Market Avenue to Parr Boulevard. .	28.1	5.6	22.5								
Contra Costa	230321	WCCTAC	Hercules	Construct Phase 2 of Hercules Intermodal Station (includes station facility and approx. 350 parking spaces).	14.0			14.0							
Contra Costa	230613	WCCTAC	WETA	Launch ferry service between Hercules and San Francisco	59.3	16.0			43.3						
<b>Subtotal</b>							<b>164.2</b>	<b>14.0</b>	<b>89.5</b>						
<b>SUM</b>							<b>655.3</b>	<b>57.0</b>	<b>89.5</b>						
									<b>SUM</b>	<b>801.8</b>					

**VISION LIST OF PROJECTS**

RTP ID	Subregion	Sponsor	Project Description	Cost (2007 \$)	Updated Cost (2011 \$)	YOE (\$)	Mid Yr of Construction	Shortfall	Fund Sources/Amounts	Suggested Priority
22371	CCTA	CCTA	Park & Ride Lots for the support of Regional Express Bus Service	20	16.5	20	2020	20	none	
21036	SWAT	CCTA/SWAT	Selected additional I-680 auxiliary lanes south of I-680/24 interchange	20	16.5	20	2020	20	none	
22375	SWAT	CalTrans	SR24 and I-680 Traffic Operation System (TOS) and fiber optic cable project	5	4.8	5	2013	5	none	
21223	TRANSPAC	CCTA/TRANSPAC	I-680 transit corridor improvements (including express bus service enhancements and improved connections to BART)	100	100	124	2020	124	none	
22343	TRANSPAC	CCTA/TRANSPAC	Express bus service expansion along I-680 (Phases 1 and 2)	57	57	71	2020	71	none	
22350	TRANSPAC	CCTA/TRANSPAC	I-680/SR4 Phase 4 SB to EB	40.5	54.9	65.3	2019	65.3	none	1
22350	TRANSPAC	CCTA/TRANSPAC	I-680/SR4 Phase 5 WB to NB	26	43	51.2	2019	51.2	none	2
22350	TRANSPAC	CCTA/TRANSPAC	I-680/SR4 HOV Flyover	82	87.6	104.2	2019	104.2	none	4
22351	TRANSPAC	CCTA/TRANSPAC	I-680 NB HOV Lane Extension: N. Main to SR242	44	42.1	48	2017	48	none	3
98130	TRANSPAC	Marinez	Alhambra Avenue Widening (Phase 3)	6						
230217	TRANSPAC	Concord	State Route 4/Port Chicago Highway Interchange Improvements	35						
230522	TRANSPAC	County	Kirker Pass Rd Truck Climbing Lanes Southbound	14						
21227	TRANSPLAN	BART	eBART Phase 2; Extend BART using DMU technology from Hillcrest Ave to Byron.	500						
22336	TRANSPLAN	County	Byron Highway shoulder widenings and railroad grade separation	20						
22376	TRANSPLAN	CalTrans	Route 4 ramp meter, Traffic Operation System (TOS) and fiber optic cable project	5	4.8	5	2013	5	none	
22378	TRANSPLAN	CalTrans	I-80 and I-580 Traffic Operation System (TOS) and fiber optic cable project	5	4.8	5	2013	5	none	
22400	TRANSPLAN	County	Construct Route 239 form Brentwood to Tracy Expressway	200						
22604	TRANSPLAN	County	Vasco Road Safety Improvements; Phase 2	50						
#####	TRANSPLAN		Mokelumne Overcrossing Project							
22605	TRANSPLAN	SR4 Bypass Authority	SR4 Bypass: Widen Segment 2 (Lone Tree Way - Balfour Rd) to 6 lanes and Segment 3 (Balfour rd - Walnut Blvd) to 4 lanes	143.5						
22981	TRANSPLAN	County	Widen State Route 4 as continuous 4-lane arterial from Marsh Creek Road to San Joaquin County line	100						
230208	TRANSPLAN	SR4 Bypass Authority	State Route 4 Bypass: Widen from 4 to 6 lanes from Laurel Road to Sand Creek Road	32						
22004	WCCTAC	AC Transit	AC Transit Regional Lifeline Transit Priorities	50						
22346	WCCTAC	CCTA/WCCTAC	Express bus service expansion along I-580	50	36	50	2025	50	none	
22358	WCCTAC	Hercules	Re-engineer Freeway Ramps at I-80/SR4	11.8						
22382	WCCTAC	Richmond	Richmond Parkway/San Pablo Ave grade separated interchange	20						
22383	WCCTAC	Richmond/CCTA	Richmond Parkway Upgrade	94	94	130.3	2025	130.3	none	
22516	WCCTAC	Capitol Corridor JPA	Capitol Corridor Regional Rail Service (West Contra Costa and Solano counties)	70						
94050	WCCTAC	CCTA	Upgrade State Route 4 to full freeway from I-80 to Cummings Skyway (Phase 2)	75	75	104	2025	104	none	
230131	WCCTAC	WestCAT	Lynx service expansion	5						
230218	WCCTAC	El Cerrito	Del Norte Area TOD	25						
230283	WCCTAC	Richmond	Grade Separation @ Morton/Giant	26						
230528	WCCTAC	County	Cummings Skyway Truck Lane Extension	1.8						
		CALTRANS	Implement Ramp Metering in the WB direction between SR 160 and I-680 (Package B)	11			2014			1st
		CCTA	Add a WB mixed flow lane from east of SR 242 off-ramp to the I-680 NB off-ramp. Improvement # 5 (Package B)	23			2015			1st
		CCTA	Extend the existing WB mixed-flow lane from the Willow Pass Rd. (West) off-ramp to the lane-add located 4,200ft. West of the Willow Pass Rd. 9West) on-ramp. Improvement # 6 (Package B)	21			2015			1st
		CALTRANS	Implement Ramp Metering in the EB direction between Alhambra Blvd. and Willow Pass Rd. (Package C)	2			2015			2nd
		CCTA	Add a EB mixed-flow lane from the lane drop 1,500 ft. west of Port Chicago hwy. on-ramp to Willow Pass Rd. (west) on-ramp. Improvement # 6. Package C	27			2015			2nd
		CALTRANS	Activate existing ITS installations in both directions that currently are not fully operational. Package-A	18			2015			2nd
		CALTRANS	Fill gaps in the current and programmed ITS installations in both directions as needed. Package-A	18			2015			3rd
		CALTRANS	Implement Ramp Metering EB between I-80 and Alhambra Blvd. and Willow Pass Rd. and SR 160 and SR 4 Bypass. Package C	11			2020			1st
		CCTA	Extend the existing EB mixed-flow lane from the lane drop located 1,500 ft. west of the Pacheco Blvd off-ramp to the Pacheco off-ramp Improvement #10. Package E	2			2030			2nd
		CCTA	Extend the existing EB HOV lane from the I-680 NB off-ramp to its start 1,500 ft. west of Port Chicago hwy. on-ramp Improvement # 11 Package E	26			2030			2nd
		CCTA	Extend the existing EB mixed-flow lane from the Willow Pass Rd. (east) on-ramp to the lane add located 4,000 ft. east of the Willow Pass Rd. (east) on-ramp Improvement #12. Package E	4			2030			2nd
		CCTA	Extend the existing WB mixed-flow lane from the Willow Pass Rd. (West) off-ramp to the lane-add located 4,200ft. West of the Willow Pass Rd. 9West) on-ramp Improvement # 6. Package D	22			2030			3rd
		CALTRANS	Implement Ramp Metering in the WB direction on the SR 4 Bypass and on SR 4 between I-80 and I-680	5			2020			4th
	TRANSPLAN	BART	Expansion Vehicles -- purchase 225 additional vehicle to accommodate future ridership		87.0			87.0	none	
	TRANSPLAN	BART	Security -- projects necessary to improve or enhance BART patron and system security		16.2			16.2	none	
	TRANSPLAN	BART	BART System Capacity -- Investments include train control mods, traction power upgrade, 3rd rail feeder cables, improved ventilation, etc.		14.6			14.6	none	
	TRANSPLAN	BART	Station Capacity Expansion -- includes vertical circulation, emergency stairs, platform expansion, add'l faregates, etc. at central county stations		10.3			10.3	none	
	TRANSPLAN	BART	Station Access -- Combines parking, smart growth/TOD, transit connectivity, bicycle, pedestrian, signage and other access modes to meet growing ridership demand		64.1			64.1	none	
	TRANSPAC	BART	Expansion Vehicles -- purchase 225 additional vehicle to accommodate future ridership		93.0			93.0	none	
	TRANSPAC	BART	Security -- projects necessary to improve or enhance BART patron and system security		17.4			17.4	none	
	TRANSPAC	BART	BART System Capacity -- Investments include train control mods, traction power upgrade, 3rd rail feeder cables, improved ventilation, etc.		15.6			15.6	none	
	TRANSPAC	BART	Station Capacity Expansion -- includes vertical circulation, emergency stairs, platform expansion, add'l faregates, etc. at central county stations		58.5			58.5	none	
	TRANSPAC	BART	Station Access -- Combines parking, smart growth/TOD, transit connectivity, bicycle, pedestrian, signage and other access modes to meet growing ridership demand		68.7			68.7	none	
	WCCTAC	BART	Expansion Vehicles -- purchase 225 additional vehicle to accommodate future ridership		71.3			71.3	none	
	WCCTAC	BART	Security -- projects necessary to improve or enhance BART patron and system security		13.3			13.3	none	
	WCCTAC	BART	BART System Capacity -- Investments include train control mods, traction power upgrade, 3rd rail feeder cables, improved ventilation, etc.		12.0			12.0	none	
	WCCTAC	BART	Station Capacity Expansion -- includes vertical circulation, emergency stairs, platform expansion, add'l faregates, etc. at central county stations		44.1			44.1	none	
	WCCTAC	BART	Station Access -- Combines parking, smart growth/TOD, transit connectivity, bicycle, pedestrian, signage and other access modes to meet growing ridership demand		52.7			52.7	none	
	SWAT	BART	Expansion Vehicles -- purchase 225 additional vehicle to accommodate future ridership		58.9			58.9	none	
	SWAT	BART	Security -- projects necessary to improve or enhance BART patron and system security		11.0			11.0	none	
	SWAT	BART	BART System Capacity -- Investments include train control mods, traction power upgrade, 3rd rail feeder cables, improved ventilation, etc.		10.0			10.0	none	
	SWAT	BART	Station Capacity Expansion -- includes vertical circulation, emergency stairs, platform expansion, add'l faregates, etc. at central county stations		7.3			7.3	none	
	SWAT	BART	Station Access -- Combines parking, smart growth/TOD, transit connectivity, bicycle, pedestrian, signage and other access modes to meet growing ridership demand		43.5			43.5	none	



**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
P. O. BOX 23360  
OAKLAND, CA 94612  
PHONE (510) 286-6053  
FAX (510) 286-5513  
TTY 711

Attachment 1



*Flex your power!  
Be energy efficient!*

April 4, 2011

Mr. John Cunningham  
TRANSPLAN Committee  
651 Pine Street – North Wing, 4<sup>th</sup> Floor  
Antioch, CA 94553-0095

Dear Mr. Cunningham:

Thank you for your recent enquiry related to proposed ramp metering (metering) in the SR-4 Corridor. Specifically you asked how corridor metering proposals are addressed in the current Regional Transportation Plan (RTP) Call for Projects, and a reminder of the process for developing a metering agreement for the SR-4 Corridor.

Regarding the RTP Call for Projects, MTC staff has confirmed that proposed metering projects in the region are considered to be part of the Freeway Performance Initiative (FPI) regional program, which will be submitted by MTC in response to the Call for Projects. As a result, individual metering proposals need not be submitted through the RTP Call for Projects, nor will funding for metering projects come out of the County target "budget" assigned by MTC. As you know, SR-4 metering was one of the recommended projects/strategies identified in the SR-4 CSMP that was completed October 2010 and developed with CCTA and TRANSPLAN participation.

The SR-4 CSMP recommended a package of corridor-level improvements focused on the highway which we hope will influence future investment choices made through the regional planning process. The CSMP says this most directly in its signing statement, stating that it is a "document informing the transportation planning process." While we have established that a SR-4 metering proposal need not be submitted to the RTP Call for Projects, there were other capital project recommendations from the SR-4 CSMP that have been suggested for TRANSPLAN and/or CCTA sponsorship as part of your current RTP Call for Projects response.

In developing the CSMP with our local and regional partners, Caltrans recognizes that consulting with local jurisdictions along the corridor remains essential prior to initiating any improvement recommendations. A presentation by District 4 Operations Deputy Sean Nozzari in August 2009 to the SR-4 CSMP TAC outlined the principles and process in developing a metering agreement, including recent metering success stories in the region. Those principles included corridor focus, local engagement through an active technical committee, local sensitivity by committing to avoid local impacts and ongoing communication to keep all parties and the public informed. The result would be an MOU between Caltrans, MTC and CCTA.

*"Caltrans improves mobility across California"*

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Concern has been previously expressed that the CSMP analysis performed was limited to measuring delay on the mainline, and was not able to include ramps and arterials. Additional technical analysis of metering proposals that includes ramp and arterial assessment is a fundamental part of the process of developing a metering agreement. Caltrans, MTC and CCTA remain committed to work with corridor stakeholders in a Corridor Metering Technical Advisory Committee to develop a detailed ramp metering implementation plan for the entire SR-4 corridor that is acceptable to all parties. This process can begin as soon as all parties are willing to convene.

We greatly appreciate your continued engagement in SR-4 corridor planning, and look forward to our continued partnership in developing mobility solutions for this corridor. Please let me know if you have any additional comments or concerns.

Sincerely,



ERIK ALM, AICP  
District Branch Chief  
Office of System Planning  
System Planning East

c: MEngelmann (CCTA)  
AYee (MTC)

**ITEM 11**  
**RECEIVE REPORT ON STATUS OF REGIONAL FEE PROGRAM**  
**REQUIREMENTS/CITY OF PITTSBURG AND TAKE ACTION AS**  
**APPROPRIATE**



## City of Pittsburg

Civic Center • 65 Civic Avenue • Pittsburg, California 94565-3814

March 3, 2011

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

**RE: City of Pittsburg's Growth Management Program Compliance**

Dear Mr. Iwasaki:

It is my understanding that Contra Costa Transportation Authority ("CCTA") has received one or more letters from TRANSPLAN expressing its position that the City of Pittsburg ("City") is not complying with Measure J's Growth Management Plan ("GMP"). Therefore, I would like to take this opportunity to explain why the City is and has every intention to remain in compliance with the GMP, and to update you on the City's negotiations with TRANSPLAN to create a hybrid Regional Transportation Mitigation Program (RTMP) in Eastern Contra Costa County.

The City fully expects that its current RTMP complies with Measure J's GMP and is consistent with TRANSPLAN's other RTMP that is administered by the East Contra Costa Regional Fee and Financing Authority (ECCRFFA). The City's RTMP, referred to as the Pittsburg Regional Transportation Development Impact Mitigation (PRTDIM) Program, was adopted in September 2010 and utilizes the same list of 26 transportation mitigation projects that are used in the ECCRFFA RTMP fee nexus study. This RTMP nexus study was developed in collaboration with all East County jurisdictions. The City's PRTDIM Program is essentially the same RTMP as ECCRFFA's Program, simply with a different set of priorities. Both RTMPs in East County are collecting developer fees that cover an identical list of regional transportation projects. Since withdrawing from ECCRFFA, the City has and will continue to collect regional developer fees that cover the common list of 26 regional transportation projects in the TRANSPLAN region, and is earnestly seeking to establish a cooperative process to contribute project funding to our regional transportation partners, including CCTA, BART, and ECCRFFA.

CCTA has previously provided direction to the City regarding the steps the City should take to comply with the RTMP requirement of the GMP. The October 8, 2011 letter from CCTA states the following:

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To comply with the RTMP requirement of the GMP, the City will need to seek TRANSPLAN's concurrence to integrate Pittsburg's new RTMP (approved September 21) with the ECCRFFA program. This concurrence may take the form of a Memorandum of Understanding, or a Cooperative Agreement, approved by TRANSPLAN.

...As a next step, the City should bring its proposed RTMP to TRANSPLAN for discussion, with the intent of seeking TRANSPLAN's concurrence on a joint or hybrid RTMP that satisfies the Measure J requirements. Authority staff will be available to attend the TRANSPLAN meetings, and we are committed to working with you on developing options and strategies that result in a timely off-year payout.

To comply with CCTA's direction, the City of Pittsburg presented its PRDTIM fee to TRANSPLAN for discussion on December 9, 2010. At that meeting, TRANSPLAN directed staff to work with Pittsburg staff, the Technical Advisory Committee (TAC), and CCTA staff to come up with the MOU/Agreement that would describe the framework in which the two RTMPs will operate and integrate Pittsburg's new RTMP with the ECCRFFA Program. Pursuant to the direction of TRANSPLAN, Pittsburg staff prepared a preliminary draft MOU and presented it to the TAC for review and discussion. However, the TAC meeting that was scheduled to discuss the MOU was subsequently cancelled.

Instead, a special TRANSPLAN meeting was called on January 27, 2011 to:

Receive report on City of Pittsburg adoption of fee program and take action as appropriate on the following and related issues:

- a. Whether Pittsburg's PRTDIM Fee Program constitutes a valid regional development mitigation program for the East County region.
- b. Whether Pittsburg is in compliance with its obligations under the East County Action Plan to participate in a cooperative, multi-jurisdictional process for managing growth in the East County region.
- c. Transmittal of TRANSPLAN decision to CCTA.

At this meeting, TRANSPLAN identified the preexisting agreement between TRANSPLAN and ECCRFFA as the recognized regional mitigation fee program under the East County Strategic Action Plan. The Committee also determined that the City was not in compliance with its obligations under the East County Action Plan to participate in a cooperative, multi-jurisdictional process for managing growth in the East County region because the City was no longer a member of ECCRFFA. TRANSPLAN, however, did not discuss or even consider the City's draft cooperative agreement.

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TRANSPLAN's determination that the City must participate in ECCRFFA to comply with the strategic action plan is flawed. TRANSPLAN based its determination on item 3-c of the strategic action plan, which states: "Continue to participate in the fee program through the East Contra Costa Regional Fee and Financing authority (ECCRFFA)." The ECCRFFA reference at the end of the quotation indicates "the jurisdiction responsible for implementing that action."

TRANSPLAN's determination is flawed because: Section 3 of the strategic action plan contemplates the existence of mitigation fee programs other than ECCRFFA. Measure J does not require the City to participate in ECCRFFA; and TRANSPLAN has no authority to determine the City's compliance with the GMP.

Section 3, of which Section 3-c is part, references ECCRFFA "or other appropriate agency" as the appropriate agencies to review the subregional transportation mitigation fee. There is nothing in the East County Action Plan to suggest that Pittsburg, in addition to ECCRFFA, could not also be an "appropriate agency". Surely, Pittsburg through the draft MOU with TRANSPLAN is indeed offering to participate in a "fee program through the East Contra Costa Regional Fee and Financing Authority."

Additionally, section two of Measure J requires the City of Pittsburg to adopt a local transportation mitigation fee and a regional transportation mitigation fee. The City has adopted both of these types of fees. There is no requirement in Measure J that the City participate in a uniform sub-regional fee program, such as ECCRFFA. For example, Central Contra Costa County does not have a uniform sub-regional fee. On the other hand, section four of Measure J does require the City to work with TRANSPLAN. The City has and will continue to work with TRANSPLAN to participate in a multi-jurisdictional planning process.

By taking the actions identified above at the January 27, 2011 meeting, TRANSPLAN effectively asserted not only that it, not CCTA, has jurisdiction to decide whether Pittsburg's PRTDIM complies with the GMP, but also that only ECCRFFA's fee program qualifies as a regional fee program. However, that approach misses a key point. As set forth in Measure J and page five of the East County Action Plan, CCTA is the jurisdiction that determines each jurisdiction's compliance with the Measure J requirements. CCTA had previously provided guidance expressly to Pittsburg and impliedly to TRANSPLAN, but TRANSPLAN refused to follow the direction of CCTA.

Pittsburg staff provided detailed information on regional transportation project plans that will be funded by the PRTDIM fee and a draft MOU prepared by the City identifying a framework that integrates the two RTMP's in Eastern Contra Costa County to provide appropriate funding commitments, and assigning lead roles in project administration. Pittsburg staff reported that the City was prepared to move forward with a MOU with

Randell H. Iwasaki, Executive Director  
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TRANSPLAN to provide the necessary accountability as to how Pittsburg fees would be spent.

TRANSPLAN held another special meeting on February 17, 2011, to:

Receive update on the City of Pittsburg's compliance with the East County Action Plan and consider appropriate follow-up actions(s), including directing Pittsburg to rejoin ECCRFFA.

At this meeting, TRANSPLAN directed Pittsburg to rejoin ECCRFFA no later than March 4, 2011 with the following conditions: 1.) Pittsburg re-adopt regional ECCRFFA fee schedule, 2.) Pittsburg repeal its new regional fee program, 3.) previous tentative agenda for priority funding of James Donlon Blvd. Extension and eBART still exists, 4.) if Pittsburg rejoins by deadline, litigation would not proceed, 5.) additional details to be covered by staff and legal counsel, 6.) written response must be received by TRANSPLAN by March 4, 2011. TRANSPLAN indicated that it would initiate litigation against the City of Pittsburg if the City did not comply with the above listed conditions.

The City is disappointed that TRANSPLAN initially decided to negotiate a hybrid RTMP and then changed course without any public discourse regarding the reason for the change. TRANSPLAN's decision is especially disconcerting given the City's willingness to discuss and negotiate the integration of the PRTDIM fee program with the ECCRFFA fee program. TRANSPLAN, a standing committee of CCTA, refuses to participate in discussions with the City to integrate the ECCRFFA program with the PRTDIM program despite CCTA direction to the contrary. Threatening the City with litigation is counterproductive toward finding a satisfactory resolution to the RTMP funding issues in East County and to accomplish the goals set forth in the East County Action Plan.

The City of Pittsburg remains committed to regional transportation project development and will continue to work cooperatively with TRANSPLAN in developing regional solutions to East County's transportation issues. Eastern Contra Costa County may utilize more than one regional transportation development mitigation program, but the overall goals for the transportation system remain the same. The City followed CCTA's previous direction by seeking TRANSPLAN's concurrence to integrate Pittsburg's new RTMP with the ECCRFFA program; TRANSPLAN, however, refuses to discuss the integration of the fee programs.

The City of Pittsburg continues to collect regional transportation mitigation fees to fund routes of regional significance and is taking steps to disburse those funds to the lead agencies for those projects; these funds will be used on projects approved by the PRTDIM program, ECCRFFA and TRANSPLAN.

Randell H. Iwasaki, Executive Director  
March 3, 2011  
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Thank you for your careful consideration of the City of Pittsburg's position on this issue. If you have questions or would like to discuss these comments further, please do not hesitate to contact me.

Sincerely,



Joe Sbranti  
Assistant City Manager, Development Services

cc: John Cunningham, TRANSPLAN Staff  
Martin Engelmann, CCTA Deputy Executive Director, Planning  
Marc Grisham, City Manager





CONTRA COSTA  
transportation  
authority

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March 16, 2011

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City of Pittsburg

Janet Abelson

65 Civic Avenue

Geneveva Calloway

Pittsburg, CA 94565-3814

Jim Frazier

**Subject: City of Pittsburg's Compliance with the Measure J Growth Management Program**

Federal Glover

Dear Mr. Sbranti:

Dave Hudson

Thank you for your letter of March 3<sup>rd</sup> which gives a status report on recent efforts by the City of Pittsburg to initiate a dialogue with TRANSPLAN to form a consensus-based Regional Transportation Mitigation Program (RTMP) for East County. I would like to take this opportunity to respond, and make a suggestion regarding next steps in the process.

Karen Mitchoff

Julie Pierce

Karen Stepper

Robert Taylor

As noted in our letter of October 8, 2010, we indicated that Pittsburg, having withdrawn from the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), would need to seek TRANSPLAN's approval of a RTMP for East County, and suggested as an option entering into a cooperative agreement (Co-op) or Memorandum of Understanding (MOU) with TRANSPLAN to re-establish the City of Pittsburg's participation in the East County RTMP. Your letter indicates that the City pursued this course of action, but TRANSPLAN did not concur with the City's request. Instead, TRANSPLAN determined that the RTMP for East County was ECCRFFA, and that Pittsburg's creation of the Pittsburg Regional Transportation Development Impact Mitigation (PRDTIM) fee program did not equate to or substitute for participation in ECCRFFA.

Randell H. Iwasaki,  
Executive Director

We applaud your efforts to meet the requirement of the Measure J Growth Management Program (GMP) through participation in an RTMP, however, to underscore the point again, we believe compliance with the GMP requires approval from TRANSPLAN that the PRDTIM fee program fulfills the requirements of the East County RTMP.

The Measure J Expenditure Plan states that local jurisdictions shall work with the RTPCs to create the RTMP. As you know, the RTMP for East County was created in the mid 1990's through ECCRFFA. The East County Action Plan for Routes of Regional Significance delineates the role of ECCRFFA. Regional action 3.c of the East County Action Plan, adopted unanimously by TRANSPLAN on August 13, 2009 states that the local jurisdictions of East County shall 'continue to participate in the fee program through ECCRFFA' (p. 35). This action specifically identifies ECCRFFA as the RTMP for East County.

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

In our view, Pittsburg's assertion that the PRTDIM can serve in lieu of ECCRFFA is inconsistent with the requirement in section 2 of the GMP, which states that: "[e]ach 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." Our interpretation of the above and of paragraph 3.c of the Action Plan that authorizes "use of ECCRFFA or other agency (as appropriate)", is that they give TRANSPLAN the flexibility to change or modify the RTMP by consensus. We therefore suggested, as an option for demonstrating that consensus had been achieved, use of a Co-op or MOU that is ultimately approved by TRANSPLAN.

To summarize, we believe that compliance with the RTMP requirement in the GMP requires TRANSPLAN's approval of the City's actions. Without it, the City of Pittsburg may be found out of compliance with the GMP, and could lose Local Street Maintenance and Improvement funds. Therefore, we urge the City to continue its dialogue with TRANSPLAN in an effort to re-establish a consensus-based RTPM for East County.

Thank you for your continued participation in the GMP, and please do not hesitate to contact me should you need further information regarding this matter.

Sincerely,



Martin R. Engelmann, P. E.  
Deputy Executive Director, Planning

cc: Marc Grisham, City of Pittsburg  
Paul Reinders, City of Pittsburg  
John Cunningham, TRANSPLAN

File: 02.17.02