

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

MINUTES

March 8, 2012

The meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Salvatore Evola at 7:57 P.M.

**ROLL CALL**

PRESENT: Gil Azevedo\* (Antioch), Jim Frazier (Oakley), Brian Kalinowski (Antioch), Bruce Ohlson (Pittsburg), Mary N. Piepho (Contra Costa County Board of Supervisors), Kevin Romick (Oakley), Duane Steele (Contra Costa County Planning Commission), Robert Taylor (Brentwood), Joe Weber\* (Brentwood), and Chair Salvatore Evola (Pittsburg)

ABSENT: None

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

\* Arrived after Roll Call

**PUBLIC COMMENT FOR ITEMS NOT LISTED ON THE AGENDA**

There were no comments from the public.

**CONSENT ITEMS**

On motion by Duane Steele, seconded by Bob Taylor, TRANSPLAN Committee members unanimously adopted the Consent Calendar, as follows:

3. Adopted Minutes from February 9, 2012 TRANSPLAN meeting.
4. Accepted Correspondence.
5. Received Environmental Register
6. Accepted Status Report on Major Projects

**RESPOND TO REQUEST FOR SUPPORT FROM CONTRA COSTA COUNTY STAFF FOR THEIR CALTRANS COMMUNITY BASED TRANSPORTATION PLANNING GRANT FOR THE WILLOW PASS ROAD TRANSPORTATION ENHANCEMENT AND STREETScape PLAN**

John Cunningham, TRANSPLAN staff, noted that the TRANSPLAN Technical Advisory Commission (TAC) had reviewed the application and the TAC supported it and recommended support from the TRANSPLAN Committee.

On motion by Bob Taylor, seconded by Mary Piepho, TRANSPLAN Committee members unanimously supported Contra Costa County staff for their Caltrans Community Based Transportation Planning Grant for the Willow Pass Road Transportation Enhancement and Streetscape Plan.

Chair Frazier took the next two items out of agenda order.

**SR4 BYPASS: SR4/SR160 CONNECTOR RAMPS: RECEIVE PROJECT UPDATE FROM STAFF AND TAKE ACTION AS APPROPRIATE**

Mr. Cunningham reported that the item had been discussed during the SR4 Bypass Authority meeting. It was not necessary to be considered by the TRANSPLAN Committee but had been included on the agenda because TRANSPLAN is a party to the Memorandum of Understanding (MOU) intended to protect the Contra Costa Transportation Authority (CCTA) from any cost overruns. He had heard the discussion at the previous meeting, understood the direction to staff, and would work with the CCTA, BART, and Interim Program Manager Steve Kowalewski on that direction.

**RECEIVE PRESENTATION FROM WATER EMERGENCY TRANSPORTATION AUTHORITY AND PROVIDE COMMENT/DIRECTION AS APPROPRIATE**

John Sindzinski, Manager, Planning & Development for the Water Emergency Transportation Authority (WETA), soon to be known as the Bay Ferry, offered some background and history to what had previously been known as the Water Transit Authority (WTA). He reported that there were seven new ferry terminals under study in the greater Bay Area region. The WTA had been created by the State Legislature in 1999 to improve ferry service on San Francisco Bay as a commute alternate and to have some role in disaster recovery. In 2003 after several years of intensive study, the agency adopted the Implementation and Operations Plan (IOP) studying numerous routes of ferry service based on ridership, cost, and input from the community. The WTA moved forward with the adoption of the IOP identifying seven candidate routes.

In 2007, the WTA became the WETA with five to six staff and additional mandates for unfunded emergency operations to coordinate services on the water in the event of emergency but did not provide direct funding for emergency services. WETA was also to take over existing transit services.

Mr. Sindzinski noted that Alameda and Vallejo services had been taken over after the Loma Prieta earthquake and WETA now operated Alameda and Vallejo services. He added that the Golden Gate Ferry Service is a separate agency.

Mr. Sindzinski identified the first new project as a service to South San Francisco where there was now a completed terminal.

In response to Jim Frazier as to WETA's Prop1B allocation, Mr. Sindzinski reported that the Legislature had allowed for funding of \$250 million over ten year depending on the ability of the state to sell bonds. For RM2 funds, there were funds to do the initial studies and \$15 million between RM1 and RM2 funding annually for operations.

Gil Azevedo and Joe Weber arrived at 8:06 P.M.

When asked, Mr. Sindzinski advised of increased ridership but noted that Vallejo had lost 25 percent of its ridership in the last few years. He described the constraints given the economy and identified the seven ongoing projects which were at various stages of development. He reported that the Downtown San Francisco Ferry Terminal Expansion Project is in conceptual design and environmental review phases; the Berkeley Terminal is near completion of the conceptual design and environmental review process with a final Environmental Impact Statement (EIS)/EIR anticipated during the summer of 2012; the Central Bay Operations and Maintenance Facility is advancing to a final design; the Richmond Terminal is in the conceptual design phase with environmental review anticipated to start in spring 2012; the Redwood City Terminal Project is in the conceptual design phase; and WETA is coordinating with the City of Vallejo for implementation of the North Bay Operations and Maintenance Facility.

Mr. Sindzinski also identified the proposed Martinez Terminal located near the Marina noting that WETA attempted to stay out of marinas for a number of reasons, and with the close proximity of East Bay Regional Park District (EBRPD) property and a park priority use designation by the Bay Conservation and Development Commission (BCDC), there were significant issues involved.

Mr. Sindzinski stated that the new ridership model had shown serious reductions in ridership potentials to 2035. The two routes that showed strong ridership to 2035 continued to be Richmond and Berkeley. A consolidated EIS/EIR is being prepared for Hercules for its Intermodal Terminal, which project had significant issues. They would be talking to city staff in the next few weeks to get an update.

When asked about dredging, Mr. Sindzinski explained that the US Army Corps of Engineers would not dredge ferry terminals. In the case of Hercules and Martinez there was significant dredging required.

Initial dredge costs in Hercules had been estimated in excess of \$20 million and dredging would be required every two years at a cost of \$3 to \$5 million. Antioch is a deep water area and it did not have the same type of dredging issues.

For the Antioch Terminal Project, Mr. Sindzinski described two sites; the foot of "I" Street and in the Marina area. He noted some of the challenges in Martinez and Antioch in that there was no funding at all for building a terminal and operating services. Another issue in Antioch was ridership. He reported that two models for 2035 had been run; a constrained service showed 375 passenger trips a day (180 passengers), and unconstrained service assuming an all-day operation of up to 445 passenger trips a day. When asked, he explained that ball game supplementals would have to pay for themselves and had to be cross subsidized to meet mandatory fare box minimums of 40 percent.

Mr. Sindzinski pointed out that ridership numbers had been vetted with each city staff and there had been extensive outreach at the staff level. With respect to the Antioch model, it called for 3,000 housing units in the immediate vicinity of the two terminals by 2035. Another factor for Antioch was the travel time, upwards of two hours, operating at fairly modest speeds due to sensitive shorelines consistent with environmental agreements with the environmental community. He identified concerns with the impact of eBART. He used the Redwood City ridership as an example of such impacts given fuller trains and Peninsula Caltrain service in that case and the fact that the ferry terminal was geographically separate from the downtown by quite a distance requiring likely riders to ride by the Caltrain station.

Mr. Sindzinski advised that WETA was proceeding with conceptual designs and was in active discussions with some sites, including Antioch. He emphasized the need to find new sources of operating revenue.

When asked by Mary Piepho, Mr. Sindzinski described WETA's five-member Board of Directors who currently served for six-year terms. He also noted, when asked by Jim Frazier that the ferries operated with biodiesel, that the terminals were hugely expensive to build and maintain, and at this point no location had been identified where something could be built and sit given the lack of operating funds. As to the emergency aspect of WETA's charge, he explained that WETA's Operations Department had prepared an elaborate emergency plan with standing agreements with all the private ferry operators to assume their service on a cost reimbursement basis, although they did not have the capacity to move a significant number of people and the mandate was unfunded.

Brian Kalinowski suggested it was not necessary to build a structure in Antioch for an emergency response in Antioch given places where ferries could tie up and have access for the movement of people in the region.

Mr. Kalinowski noted the potential for levy failures and wanted to ensure that if the terminal was a long way off that there was an emergency response component that would be accessible to the region with information as to how it would operate.

Mr. Sindzinski commented that with a ferry terminal, a stable float of significant size was needed to be able to land a boat and get people on and off safely. When asked by Mr. Kalinowski, he explained that hovercraft had been evaluated particularly in Hercules and Martinez, and while a bit faster and no dredging was required a hovercraft could not be operated at a conventional ferry facility and vice versa particularly with respect to Americans with Disabilities Act (ADA) compliance. Hovercraft was also size constrained with only 199 passengers able to be accommodated. He added that it was also totally different technology, the cost was excessive, the craft were very noisy, and the ride was similar to an airplane in that passengers would have to remain in seats throughout the trip. He also noted that wind was a significant impediment to hovercraft.

Mr. Cunningham verified that the travel time from Antioch was reportedly two hours as opposed to a previously identified 90 minutes as a result of the shoreline issues.

Mr. Sindzinski also suggested that with tule fog it was virtually impossible to operate ferry service. He added, when asked, that a ferry from Antioch would not stop at other terminals.

#### PUBLIC COMMENTS:

KERRY MOTTS, Antioch, President of the Rivertown Preservation Society, a group of Antioch residents to promote historic preservation, economic vitalization, and community service, expressed the community support for the expansion of ferry service and the historic link to ferry service in Antioch from the 1840's. He explained that the recent inclusion of Antioch's waterfront as a National Heritage area and the recognition of a historically significant ferry link would provide a direct link to that past; the ferry would fill the role of emergency transport, provide water transit and development critical to the revitalization of the Rivertown district; and allow the development of peripheral businesses and high density housing. He suggested that ridership would be higher in the future.

GARY AGOPIAN, Antioch, a member of the Antioch City Council and the City's Liaison to WETA, reported that he had spoken to the WETA Board in favor of hovercraft as a viable alternative for the water transit program. He suggested that if WETA was simply a water transit system there would be no fare box recovery or the ability to build the system. The Senate had passed a bill to establish emergency as a component in recognition that there had to be another way around in the event of a disaster or an emergency.

Mr. Agopian suggested that hovercraft was faster, quieter, and more efficient, environmentally sound, a proven technology, and because the units could go right on shore there would be no need for dredging or docks. It could be a true emergency unit moving people anywhere. He noted the need for a plan and stated that the authority did not have any plan.

Mr. Agopian also suggested that the \$250 million over ten years would allow sufficient funds to buy the equipment and suggested it would be a waste to spend money unnecessarily on dredging. He urged the TRANSPLAN Committee to encourage that thought process, emphasized that rather than an Antioch Terminal it would be an East County Terminal representing transit options needed in East County, stressed that East County residents had waited a long time for transit opportunities, suggested that WETA would provide another Bay Area connection, noted that the One Bay Area Plan showed development around the terminal and if the terminal was gone the development would be gone, emphasized that the terminal would be an important part of Antioch, and suggested possibilities of operational subsidies to make it more affordable. He stressed that the mission of the WETA, its emergency aspect, would have to be identified as a higher focus and suggested that WETA should be encouraged to take a hard look as to why the system would be viable along with the other transportation possibilities that would serve that emergency aspect.

MARTHA PARSONS, Antioch, a member of the Economic Development Commission and Chair of the Ferry Committee on that Commission, disagreed that fog would be a problem given her experience with a ferry in San Francisco that operated at normal speeds in foggy situations. She too emphasized the emergency aspect of WETA and stated that if there was an emergency the local hospitals in East County would need to be supplied. She stated that Antioch, the third largest city in Contra Costa County, needed to be recognized and addressed.

JAMES KYLE, Antioch, a member of the Economic Development Commission and the Ferry Subcommittee, asked for a better description of where the maintenance facility was located, the status of development, the potential funds, and the potential cost.

MARY ROCHA, Antioch, asked with respect to the emergency aspect why the service could not operate directly from San Francisco to Antioch to follow the plan.

In response to the comments, Mr. Sindzinski advised that the environmental work was being completed for the Alameda Maintenance Facility and once that work had been cleared the facility would move into the final design. Under current rules and laws, he explained that WETA could not move into the final design without final environmental documents. The plan was to move into the final design next year.

To the question of going from here to there as opposed to everywhere, Mr. Sindzinski stated that was exactly what would be done in that the ferry service would go directly to the various locations.

Bob Taylor emphasized that East County was on the move and he wanted to make sure that the TRANSPLAN Committee received updates on WETA's activities. He also asked that WETA's website be improved.

Jim Frazier recommended the formation of an advisory panel through TRANSPLAN to maintain open communications and suggested there was a serious problem given that TRANSPLAN had never heard of WETA.

Mr. Sindzinski commented that WETA used to have an active citizens' committee and was searching as to how to resurrect that process.

Jim Frazier stated that an agency needed to be created to maintain the line of communication and opportunities to support the project. As a member of the Contra Costa Transportation Authority (CCTA) with Bob Taylor, he also wanted to create some kind of line item through Measure J to consider funding given the Sustainable Communities Strategy (SCS) and transit oriented development (TOD) components. He emphasized that there needed to be a continual update as with eBART and more dialogue with staff to get the project moving in a regional effort.

Mr. Sindzinski advised when WETA Board meetings were held in San Francisco and stated that agendas were posted on the website.

Mary Piepho asked for an agenda distribution to at least watch what was occurring to remain engaged and share communications and if TRANSPLAN wanted to pursue a higher level of engagement, a subcommittee might be created to do that.

Mr. Sindzinski stated that a capital plan would have to be laid out to identify where they were going including the emergency side which would be something to look forward to on the Board.

Duane Steele suggested that the issue be split to address the emergency aspect quickly which would require a depth of water and access to a float separate from the transit portion. He suggested that there was no reason not to pursue the emergency part first very quickly and volunteered to be a part of that process if in two pieces.

Mr. Cunningham advised that he would memorialize the discussion in a letter to the WETA Board and because he had some technical questions he would include those questions in the letter, to be returned to the Board in April for discussion.

On motion by Chair Evola, seconded by Mary Piepho, the Authority unanimously advised staff to continue discussions.

Mr. Cunningham advised that the closed session had been canceled and would be rescheduled at a later date.

**CLOSED SESSION**

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (Government Code Section 54956.9(a))

Case Name: TRANSPLAN & ECCRFFA vs. City of Pittsburg; Contra Costa County Superior Court Case No. MSN11-0395

**[CANCELED]**

**ADJOURNMENT**

On motion by Mary Piepho, seconded by Kevin Romick and carried unanimously to adjourn the TRANSPLAN Committee meeting at 9:10 P.M., to April 12, 2012 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk



**ITEM 4**

**ACCEPT CORRESPONDENCE**

# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

March 23, 2012

Hercules

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

Pinole

RE: WCCTAC Meeting Summary

Dear Randy:

Richmond

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

San Pablo

- 1) Made the following appointments and nominations to the Countywide Bicycle-Pedestrian Advisory Committee (CBPAC):
  - a. West County Staff – Joann Pallock, WCCTAC (appointment)
  - b. West County Staff Alternate – John Rudolph, WCCTAC (appointment)
  - c. West County Citizen Representative – Bill Pinkham (appointment)
  - d. Authority Youth Representative – Shannon Ladner-Beasley (nominee)
  - e. Authority Senior/Disabled Representative – Adrienne Harris (nominee)
- 2) Approved the recommended projects for west County's share of Measure J Transportation for Livable Communities Program funds through FY 2015 – see attached.
- 3) Received an update on the implementation of SB375 from Martin Engelmann.
- 4) Received a presentation on the Real-Time Ridesharing Pilot Program from Martin Engelmann.
- 5) Directed staff to prepare for a study session on how to respond to the need for more bus shelters in west County.
- 6) Acknowledged the progress made on the I-80 Integrated Corridor Mobility project in regard to the operations & maintenance memorandum of understanding, and the benefits of the project moving forward to west County and the rest of the County as well.

Contra Costa  
County

AC Transit

BART

WestCAT

Sincerely,



Christina M. Atienza  
Executive Director

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

**Recommended Projects for West County's Share of Measure J TLC Funds Through FY 2015**

No	Sponsor	Project Name	Location	Project Type	Total Project Cost	CC-TLC Request	Other Funds	Unfunded Balance	Recommended CC-TLC Funding			
									FY 09-13	FY 14	FY 15	Total
<b>PROJECTS RECOMMENDED FOR FUNDING</b>												
1	Richmond CRA, BART	Transit Village Phase II East Side Improvements	Nevin Avenue from BART to 19th St	Ped, Bike, & Access Improvements	\$ 4,280.0	\$ 2,960.0	\$ 1,847.0	\$ (527.0)	\$ 2,385.1	\$ 174.9	\$ -	\$ 2,560.0
2	Hercules, EBRPD	Bay Trail Gap Closure	Bay Trail Extension adjacent to BioRad	Bay Trail Gap Closure	\$ 4,194.1	\$ 1,240.0	\$ 2,954.1	\$ -	\$ 1,240.0	\$ -	\$ -	\$ 1,240.0
3	Richmond, Caltrans, ABAG	Bay Trail: Castro St. to Richmond-San Rafael Bridge	Castro Street in Pt Richmond to Bridge	Bay Trail Gap Closure	\$ 20,078.0	\$ 200.0	\$ 1,628.0	\$ 18,250.0	\$ 200.0	\$ -	\$ -	\$ 200.0
4	El Cerrito	San Pablo Avenue Corridor Complete Streets Plan	San Pablo Avenue in El Cerrito	Plan	\$ 150.0	\$ 137.0	\$ 13.0	\$ -	\$ 137.0	\$ -	\$ -	\$ 137.0
5	County	San Pablo Dam Road Walkability & Community Enhancement	Downtown El Sobrante	Sidewalk Reconstruction	\$ 2,427.0	\$ 1,400.0	\$ 1,027.0	\$ -	\$ 50.0	\$ 659.9	\$ 690.1	\$ 1,400.0
6	Pinole	Ped/Bike Bridge over BNSF	East End of San Pablo Avenue in Pinole	Ped/Bike Bridge	\$ 580.0	\$ 130.0	\$ -	\$ 450.0	\$ -	\$ 130.0	\$ 58.0	\$ 188.0
7	San Pablo	Wayfinding Signs	Contra Costa College Transit Hub and Various Streets	Wayfinding Signs	\$ 364.6	\$ 330.8	\$ 33.8	\$ -	\$ -	\$ 100.0	\$ 230.8	\$ 330.8
8	El Cerrito	El Cerrito Ohlone Greenway Wayfinding Signs	Ohlone Greenway in El Cerrito	Wayfinding Signs	\$ 126.6	\$ 118.2	\$ 8.4	\$ -	\$ -	\$ -	\$ 118.2	\$ 118.2
<b>Subtotal</b>					\$ 32,200.3	\$ 6,516.0	\$ 7,511.3	\$ 18,173.0	\$ 4,012.1	\$ 1,064.8	\$ 1,097.0	\$ 6,173.9
<b>PROJECTS NOT RECOMMENDED FOR FUNDING AT THIS TIME</b>												
9	Richmond, El Cerrito, BART	Richmond-Ohlone Greenway Gap Closure	Between I-80 & San Pablo Avenue, north and under BART tracks, adjacent to Baxter Creek	Greenway Gap Closure	\$ 1,653.7	\$ 888.6	\$ 765.1	\$ -				
10	BART, El Cerrito, Richmond, Hercules	West County Community-Based Kiosk Design	West County BART Stations, Hercules, Richmond	Wayfinding Map Design	\$ 121.5	\$ 30.0	\$ 91.5	\$ -				
11	EBRPD, Richmond	Atlas Road Bridge	Point Pinole Regional Shoreline	Ped/Bike Bridge	\$ 5,000.0	\$ 700.0	\$ 4,300.0	\$ -				
12	County	Extension of San Pablo Dam Road Walkability & Community Enhancement	Downtown El Sobrante	Sidewalk Reconstruction	\$ 3,066.0	\$ 1,400.0	\$ 1,666.0	\$ -				
13	Hercules	Bay Trail Gap Closure - Bay Trail Promenade	Bay Trail Promenade Extension	Bay Trail Gap Closure	\$ 8,183.0	\$ 598.0	\$ 7,585.0	\$ -				
14	Pinole	San Pablo Avenue Sidewalk Gap Removal at Alvarez Avenue	San Pablo Avenue in Pinole	Sidewalk Gap Closure	\$ 875.0	\$ 175.0	\$ -	\$ 700.0				
<b>Subtotal</b>					\$ 18,899.2	\$ 3,791.6	\$ 14,407.6	\$ 700.0				
<b>Total</b>					\$ 51,099.5	\$ 10,307.6	\$ 21,918.9	\$ 18,873.0				



COMMISSIONERS

Don Tatzin,  
 Chair

Janet Abelson,  
 Vice Chair

Geneveva Calloway

David Durant

Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

Robert Taylor

Randell H. Iwasaki,  
 Executive Director

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# MEMORANDUM

To: Barbara Neustadter, TRANSPAC  
 Andy Dillard, SWAT, TVTC  
 John Cunningham, TRANSPLAN  
 Christina Atienza, WCCTAC  
 Richard Yee, LPMC  
*Randell H. Iwasaki*

From: Randell H. Iwasaki, Executive Director

Date: March 22, 2012

Re: Items approved by the Authority on March 21, 2012, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its March 21, 2012 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Legislation.** *Staff provided an update on federal transportation reauthorization legislation, California's 'cap and trade program,' and legislation concerning the composition of the Metropolitan Transportation Commission. As recommended by the APC, the Authority will take a 'watch' position on AB 441 and AB 878.*
  
2. **Authority Concurrence on Proposed Proposition 1B Funded Lifeline Projects Submitted to the Metropolitan Transportation Commission (MTC).** MTC has asked for Congestion Management Agency (CMA) concurrence for all transit agency applications requesting Lifeline Transportation Program Cycle 3 (LTP3) Proposition 1B funding. The Authority would be providing concurrence that the proposed projects would provide capital projects that serve low income populations in Contra Costa County and the transit operator has contacted the respective CMAs to ensure a coordinated effort with the County LTP3 process. If approved Authority staff would provide a letter of concurrence to MTC for the projects listed in Attachment 1. *The Authority approved the list of projects (as shown in the attachment) and directed staff to send a letter to MTC providing the necessary concurrence.*

- 3. Approval of FY 2012-13 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 2012-13, \$1.34 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 April 2, 2012. *The Authority approved Resolution 12-09-G incorporating the FY 2012-13 TFCA Expenditure Plan and allocation of 40 percent TFCA funds, and authorized the transmittal of the Expenditure Plan Summary application to the BAAQMD.*
- 4. Making a "Compelling Case" for Keeping Projects Identified as Low-Performing in the Sustainable Communities Strategy (SCS).** At its February 22 meeting, MTC approved the final guidance for making a "compelling case" for projects that MTC identified as "low-performing". Each CMA or project sponsor will need to make the case for including their low-performing projects in the preferred SCS scenario and financially-constrained investment strategy using these guidelines. The Authority approved sending a letter making a case for the SR 239 Expressway with any additional changes needed to respond to changes in MTC's guidance. Since MTC has extended the deadline for submittal to March 15, there is adequate time to bring a revised letter to the Planning Committee for review and comment. *The Authority approved submittal of a revised letter indicating that the SR 239 Expressway project is still in the preliminary planning stages and should be included in the RTP as a planning study.*
- 5. SB 375 Implementation Update.** *Staff reported on MTC/ABAG's release of the land use component for the Preferred Alternative Sustainable Communities Strategy for the Bay Area.*

BART Proposed Lifeline Projects in Contra Costa County

Operator	Low Income Community Served	Project	Lifeline/ Prop 1B	Local Match	Total	Local Match Source	Project Description	Planning Justification/Process/Documentation
BART	Richmond	Eastside Access Improvements	\$1,500,000	\$375,300	\$1,875,300	City/TLC	Development of eastside of Richmond BART station including raising Nevin Walkway, adding an elevator, providing customer amenities, new bicycle and pedestrian pathways.	Environmental Justice Access to BART report, December 2004. BART conducted an extensive outreach process at three BART stations: Richmond, Embarcadero and Lake Merritt. The communities were surveyed about existing conditions and improvements at these stations. Richmond BART users identified among other things, better pedestrian and bicycle pathways to and from and into and out of the station.
BART	Pittsburg/Bay Point	Wayfinding	\$400,000	\$100,000	\$500,000	BART	Comprehensive wayfinding program within the station including overhead signs, transit information displays, local area maps, and real time BART and bus information.	Bay Point Community-Based Transportation Plan. Through this planning process, members of the Bay Point community identified additional information at the station as an important amenity.
BART	Concord	Intermodal Improvements	\$400,000	\$100,000	\$500,000	BART	This project includes an upgrade to the station intermodal including additional lighting. This project may also include upgraded lighting within the existing <del>parking</del>	Several of MTC's Community-Based Transportation Plans identified intermodal improvements – bus shelters, improved lighting, landscaping/paving at bus stops – as key amenities for low-income riders.
WestCAT	Rodeo, Crockett, Hercules, Pinole, Moltavin Manor.	Purchase and installation of bus shelters, bus pads, and Real Time Departure information	\$140,000	\$30,000	\$170,000	TDA funds	WestCAT will purchase bus shelters, RealTime departure signs and solar equipment to power signs and deploy at key locations throughout the WestCAT <del>service area</del>	Installation of passenger amenities such as shelters & information has been identified in CBTP's as a priority
County Connection	Concord - Monument Corridor and North Martinez	Replacement Buses	\$484,534	\$2,813,710	\$3,298,244	FTA 5307	(4) 40-foot diesel hybrid buses for use in service on Lifeline routes #14, 11, 314, 16, 18, 19, 308	Enables continuation of lifeline service to communities of concern including the Monument corridor and downtown Martinez
AC Transit	Fremont/Newark; Hayward/Union City; Ashland/Cherryland/San Leandro; Fruitvale/East Oakland; Alameda; Berkeley/Albany; Richmond.	Internal Text Messaging Signs	\$500,000	\$1,600,000	\$2,100,000	FTA Section 5317 New Freedom Funds	This project includes purchase and installation of text-based LED signs on the balance of AC Transit's revenue vehicle fleet. The internal text messaging signs provide bus stop and route information to assist hearing impaired riders.	This project meets the criteria of <b>more comprehensive information about AC Transit at bus stops and on buses</b> as discussed in multiple CBTPs to improve transit information for hearing impaired and elderly riders in accordance with the MTC Coordinated Public Transit Human Services Transportation Plan "Coordinated Plan"/Elderly and Disabled Component, December, 2007. Approximately 12 percent of AC Transit's service area is in Contra Costa County.
AC Transit	Richmond	Contra Costa College Transit Center Improvements	\$160,000	\$40,000	\$200,000	Proposition 1B PTMISEA Revenue Based Funds	This project includes pavement and shelter improvements at Contra Costa College Transit Center.	This project is aligned with the <b>AC Transit Bus Shelter Program</b> strategy in the Richmond Community Based Transportation Plan. The project enhances comfort of transit patrons and convenience of transit use and consequently will encourage more people to use transit.
AC Transit	Fremont/Newark; Hayward/Union City; Ashland/Cherryland/San Leandro; Fruitvale/East Oakland; Alameda; Berkeley/Albany; Richmond.	Diesel-Electric Hybrid Articulated Buses for Rapid Service	\$5,040,000	\$33,960,000	\$39,000,000	Proposition 1B PTMISEA- Revenue Based funds, FTA 5307 and/or AB 664 Net Bridge Toll funds	This project entails procurement of (39) 60' diesel-electric hybrid articulated buses for rapid service.	Newer fleet will ensure improved AC Transit Bus Service in Communities of Concern. This strategy is recommended in the Richmond Area Community Based Transportation Plan under <b>AC Transit Improvements</b> . Also, newer diesel-electric hybrid buses will provide clean air and improved air quality to riders system-wide. About 12 percent of AC Transit's service area is in Contra Costa County.
Tri Delta Transit	NW Antioch	Park and Ride facility	\$327,019	\$80,755	\$407,774	TDA	Design for new construction on recently purchased parcel of land for use as PnR lot.	This project is consistent with current SRTP. It is also in SRTP which is being developed currently.
TOTAL			\$8,951,553	\$39,099,765	\$48,051,318			

Item #2  
Attachment



# SWAT

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

April 3, 2012

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

RE: SWAT Meeting Summary Report for April 2012

Dear Mr. Iwasaki:

At the **April 2, 2012** Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

**Received a Presentation on the I-680 Corridor System Management Plan (CSMP)/Tools for Operation Planning (TOPL) Corridor Analysis Demonstration:** Caltrans and Authority staff provided an introductory overview on the upcoming efforts related to the I-680 CSMP/TOPL. Staff members from Danville, San Ramon, and Lafayette will participate on the Corridor Analysis Technical Advisory Committee.

**Approved a Recommendation for Measure J Transportation for Livable Communities (CC-TLC) Program Funding Allocations for Projects within the SWAT Subregion:** The Committee took action to recommend funding allocations and programming for eight projects submitted from the SWAT subregion (attachment).

The next SWAT meeting is tentatively scheduled for Monday, May 7, 2012 at the Town of Moraga, Hacienda de las Flores, 2100 Donald Drive, Moraga. Please contact me at (925) 314-3384, or [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov), if you should have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Dillard", written over a white background.

Andy Dillard  
Town of Danville  
SWAT Administrative Staff

Cc: SWAT; SWAT TAC; John Cunningham, TRANSPLAN; Christina Atienza, WCCTAC; Barbara Neustadter, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA; Brad Beck, CCTA

2012 Contra Costa Transportation for Livable Communities Program  
 SWAT Subregion Project Applications  
**Recommended Funding Allocations and Programming**

SWAT Subregion Allocation: **\$3,582,445**

PROJECT	SPONSOR	LOCATION	RECOMMENED CC-TLC ALLOCATION	RECOMMENDED PROGRAMMING			
				FY 09-13	FY 14	FY15	TOTAL
Livable Moraga Road	Moraga	Moraga Road, Rheem Park Planning Area	<b>\$335,000</b>	\$335,000	—	—	<b>\$335,000</b>
Iron Horse Trail Corridor Improvements	San Ramon	Iron Horse Trail between Bollinger Canyon Road and San Ramon/Dublin Border	<b>\$360,000</b>	\$360,000	—	—	<b>\$360,000</b>
Orinda-Lafayette BART Wayfinding & Lighting Improvement Proejct	BART	Orinda & Lafayette BART Stations, City of Orinda	<b>\$0</b>	—	—	—	<b>\$0</b>
East End Ped/bike & Streetscape Improvements, Phase I	Lafayette	Mt. Diablo Boulevard, First Street to Brown Avenue	<b>\$540,000</b>	\$540,000	—	—	<b>\$540,000</b>
San Ramon Valley Iron Horse Trail Bicycle/Pedestrian Overcrossings	San Ramon	Iron Horse Trail between Bollinger Canyon Road and Iron Horse Trail at Crow Canyon Road	<b>\$620,000</b>	\$200,700	\$419,300	—	<b>\$620,000</b>
Downtown Danville Multimodal Access Improvements	Danville	Downtown Danville, along Hartz and Railroad Avenues north of San Ramon Valley Boulevard and south of Danville Boulevard	<b>\$795,000</b>	—	\$178,800	\$616,200	<b>\$795,000</b>
Stone Valley Road Bike Lane Gap Closure	Contra Costa County	Along Stone Valley Road from High Eagle Road to Winding Glen	<b>\$680,000</b>	\$680,000	—	—	<b>\$680,000</b>
Olympic Corridor Trail Connector Study**	Contra Costa County	Olympic Blvd. corridor from the intersection of the Lafayette-Moraga Trail, Olympic Blvd., and Reliez Station Road in the City of Lafayette to the Iron Horse Trail Corridor in the City of Walnut Creek	<b>\$97,500</b> (represents 50% SWAT share)	\$97,500	—	—	<b>\$97,500</b>
San Ramon Valley Transit Access and Connectivity Study	San Ramon/ Danville		<b>\$155,000</b> (\$77.5k San Ramon, \$77.5k Danville)	\$155,000	—	—	<b>\$155,000</b>
<b>Subtotals</b>			<b>\$3,582,500</b>	\$2,368,200	\$598,100	\$616,200	<b>\$3,582,500</b>

\*Project submitted for PBTF Progam funding

\*\*Project cost split 50/50 - resides within TRANSPAC and SWAT



Jim Frazier  
**Chair**  
Oakley  
City Council

Salvatore Evola  
**Vice-Chair**  
Pittsburg  
City Council

Brian Kalinowski  
Antioch  
City Council

Robert Taylor  
Brentwood  
City Council

Mary N. Piepho  
Contra Costa County  
Board of Supervisors

Gil Azevedo  
Antioch  
Planning Commission

Joseph Weber  
Brentwood  
Planning Commission

*Vacant*  
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:  
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TRANSPLAN  
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Martinez CA 94553  
Phone  
(925) 674-7833  
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(925) 335-1300  
www.transplan.us  
john.cunningham@  
dcd.cccounty.us

# TRANSPLAN Committee Meeting

Thursday, April 12, 2012 – 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 925-674-7830 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 8, 2012 TRANSPLAN Meeting. ♦ PAGE 3**

**4. Accept Correspondence. ♦ PAGE 11**

**5. Accept Status Report on Major Projects ♦ PAGE 19**

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

**6. Receive 511 Contra Costa Activity Reports and Take Action As Appropriate:**  
♦ PAGE 25

*A-East County Programs & Projects B-Diablo Region Safe Routes to School*

**7. East Bay Regional Park District Request for Approval of Measure J: Pedestrian, Bicycle and Trail Facilities Funding: ♦ PAGE 36**

*The East Bay Regional Park District (EBRPD) is requesting that TRANSPLAN approve Measure J expenditures in east county. The Pedestrian, Bicycle and Trail Facilities (PBTF) Program in Measure J allocates 1/3 of the total PBTF funding (1.5% of Measure J revenues) to the EBRPD subject to approval from the Regional Transportation Planning Committees. A relevant excerpt from Measure J is below:*

***Pedestrian, Bicycle, and Trail Facilities***

*One third of the funds are to be allocated to the East Bay Regional Park District (EBRPD) for the development and rehabilitation of paved regional trails. EBRPD is to spend its allocation equally in each subregion, subject to the review and approval of the applicable subregional committee, prior to funding allocation by the Authority.*

*Jim Townsend, Trails Development Program Manager for EBRPD, will be present at the meeting to describe the projects and answer any questions the Board may have. The Technical Advisory Committee (TAC) met in March, reviewed the proposal and recommends approval of the funding request.*

↓ continued next page ↓

**8. Receive Report on Water Emergency Transportation Authority and take action as appropriate:**  
*Water Emergency Transportation Authority staff attended the March TRANPSLAN meeting and provided an update on their activities in the Bay Area and in East Contra Costa County. The TRANSPLAN Board directed staff to work to establish a committee to ensure continuing coordination with the Water Emergency Transportation Authority (WETA) in the development of water transit in Eastern Contra Costa County. Staff will provide a draft letter for review at the April meeting.*

**9. Receive Update on East Contra Costa County Measure J Projects and Take Action As Appropriate:** ♦ PAGE 49

*Ross Chittenden, Deputy Executive Director for Projects at the Contra Costa Transportation Authority (CCTA), will provide an update on project/funding status for a number of major projects in East Contra Costa County.*

**10. Receive Report on State Route 160 Connector Project Options and Take Action As Appropriate:** ♦ PAGE 56

*Agency and consultant staff will present the attached report to the Committee and answer any questions.*

Closed Session Items

**11. CONFERENCE WITH LEGAL COUNSEL -- EXISTING LITIGATION  
(Govt. Code Sect. 54956.9(a))**

Case Name: TRANSPLAN & ECCRFFA v. City of Pittsburg; Contra Costa County Superior Court  
Case No. MSN11-0395

End of Closed Session Items

**12: Adjourn to next meeting on Thursday, May 10, 2012 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 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 2012

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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, but the completion date depends 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 sound wall construction, traffic barrier constructions, and work on the new southbound Loveridge Road Bridge over SR4. Concrete for the new bridge deck was placed in early March. The new southbound Loveridge Road Bridge is anticipated to be completed in April. At that time, all Loveridge Road traffic will be temporarily switched onto the new bridge so demolition of the existing bridges over SR 4 can take place as well as construction of the new northbound Loveridge

Road Bridge. While the new northbound Loveridge Road Bridge is being constructed, temporary access for the North Park Plaza shopping center will be via a temporary access point at California Avenue behind the shopping center.

Westbound SR4 traffic from the eastern end of the project limit to just east of Loveridge Road has been switched to the newly constructed outside concrete pavement lanes and over the newly constructed westbound bridge over Century Boulevard. Eastbound SR4 traffic in this same vicinity is expected to be switched to the newly constructed outside concrete pavement lanes and over the newly constructed eastbound bridge over Century Boulevard at the end of March. The switch of both eastbound and westbound traffic to the new outside lanes in this vicinity will allow for the demolition of existing bridges and construction of the freeway median and eBART bridges over Century Boulevard.

The project construction is approximately 43% 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:** Segments 1 & 2 – *Construction Phase*; Segment 3A – **Bid Phase**, Segment 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 Somersville Road Interchange project was awarded on December 23, 2010 to R & L Brosamer, Inc. for the bid price of \$35,727,083.49 (25% below Engineer's Estimate). The total project allotment is \$39,641,000.00.

Contract approval was received on January 19, 2011. Construction started on March 16, 2011. The anticipated completion date is August, 2013.

*During the month of March, construction work continued along both the north and south sides of the freeway on sound walls and finishing work on retaining walls that have the Delta Region Native Landscape Architectural Treatment. Also, along both the north and south sides of the freeway, construction work has continued with mainline pavement widening and other preparations that were needed for completion and opening of the new off-ramps and on-ramps. The new off-ramps and on-ramps, in both directions of the freeway, were opened in March. The opening of these ramps was intended for February. However, due to wet weather and Contractor delays in completing all of the preliminary work, these ramps were opened in March instead. Drainage systems and electrical work was ongoing. Temporary paving and other stage construction work was completed in order to move*

westbound traffic over for construction of the new SR4 mainline bridge in that direction. This traffic switch was also scheduled to occur in late February, but was moved to March.

Segment 1 construction is approximately 45% complete.

**Segment 2:** The Contra Loma Interchange/G Street project was awarded on October 11, 2011 to CC Myers, Inc. for the bid price of \$42,380,000 (16% below the Engineer's Estimate). The total project allotment is \$48,718,000. Construction began in March 2012 and is anticipated to be completed by spring 2015. A groundbreaking ceremony was held on March 9<sup>th</sup>.

**Segment 3A:** The CTC allocated State Proposition 1B Bond funds in January 2012. This segment of SR4 was advertised for construction bids on February 27, 2012. Bids are scheduled to be opened on April 18th and construction is anticipated to start this summer.

**Segment 3B:** This segment, Hillcrest Interchange area, was delayed due to coordination issues related to the future eBART station and geometric approval by Caltrans of the proposed Hillcrest Interchange. A combined 95% roadway and structures package was submitted to Caltrans on November 29, 2011 and is currently under review. The Ready-To-List (RTL) date for this segment is targeted for June 2012. The Authority will advertise, award and administer the construction contract for this segment. Currently, it is anticipated that Segment 3B will be constructed using 100% local funds.

**Issues/Areas of Concern:** Caltrans and the Segment 1 contractor (R&L Brosamer, Inc.) are currently engaged in some discussions about potential claims by the contractor. Caltrans provided a written response to a letter submitted by the contractor and Caltrans acknowledged that some portions of the issues raised by the contractor may have some merit, albeit with very minor impacts and costs to the project. All other issues have no merit according to Caltrans' position and opinion. The contractor recently submitted ten related Notices of Potential Claims (NOPCs) to formally protect their claim noticing rights on issues raised by the contractor. The contractor has not submitted any documents which substantiates their claims.

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

**Project Fund Source:** Bridge Toll Funds

**Lead Agency:** State Route 4 Bypass Authority/CCTA

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

**Current Phase:** Final Design.

**Project Status:** *Mark Thomas and Company (consultant to the SR4 Bypass Authority) is responding to Caltrans comments to finalize the Project Report. Completion of the Project Report is also being delayed due to the discussion on the responsibility to pay for the potential additional costs to accommodate eBART in the median of SR4. The SR4 Bypass Authority stopped work on the Project Report to request funding from BART. TRANSPLAN and ECCRFAA are possible funding sources. Project design has begun by Rajappan and Meyer Consulting Engineers with Caltrans oversight. Design*

*is scheduled to be completed in May 2013; however, this date could slip if the ramp alignment is not determined by April 2012. The Authority has finalized a MOU with the SR4 Bypass Authority to transfer Lead Agency status to the Authority, and a MOU with TRANSPLAN and ECCRFFA to address cost issues should the \$50 million in Bridge Toll funds be insufficient to complete the project.*

**Issues/Areas of Concern:** *There is no funding identified to address the potential additional costs to accommodate eBART in the median of SR4.*

**E. SR4 Bypass: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1**

**CCTA Fund Source:** Measure J

**Lead Agency:** State Route 4 Bypass Authority/CCTA

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

**Current Phase:** Construction.

**Project Status:** *Final design is complete for the combined project and the project was advertised on February 6, 2012. The project was scheduled for bid opening on March 27, 2012 and award at the Authority Board meeting will be held on April 18, 2012. The project successfully obtained \$33 million through the CTC from CMIA savings. Authority staff obtained necessary MOUs with the SR4 Bypass Authority, TRANSPLAN and ECCRFA to transfer Lead Agency status for construction to the Authority and cover potential financial risk.*

**Issues/Areas of Concern:** *West Coast Home Builders decided not to move forward with their additional out of scope work*

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

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

**Lead Agency:** BART/CCTA

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

**Project Description:** Implement rail transit improvements in the State Route 4 corridor from the Pittsburg Bay Point station in the west to a station in Antioch in the vicinity of Hillcrest in the east.

**Current Project Phase:** Final Design and Construction. BART is the lead agency for this phase. First Construction Package: Construction of the Transfer Platform and eBART Facilities in the median to Railroad Avenue is underway.

**Project Status:** *BART advertised the next construction contract for the maintenance shop shell, the Hillcrest Parking Lot and Slatten Ranch Road.*

*Work continues on the transfer plan platform in the median. The construction of the barrier rails is complete. Work continues on the foundation for the train control building and work on the access tunnel is complete.*

*Coordination is ongoing between BART and CCTA consultants working on the design of the SR4 Widening Project focusing at this point on the Hillcrest segment (3B). A master integrated schedule has been developed for the eBART and SR4 Construction Contracts.*

**Issues/Areas of Concern:** Availability of fund sources, including Prop 1B transit funding continues to be a concern.

## **STATE ROUTE 4 BYPASS PROJECT**

### **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 associated with the EBMUD aqueduct have been relocated. The EBMUD aqueduct encasement work is underway and expected to be completed by mid November 2011.

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

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

### **February 12 Update**

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

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

### **eBART Next Segment Study**

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

No update this month.

The Next Segment study will be completed Fall 2012 with a report to ePPAC/TRANSPLAN in September 2012.



**ITEM 6**  
**RECEIVE 511 CONTRA COSTA ACTIVITY REPORTS AND TAKE**  
**ACTION AS APPROPRIATE**



TO: TRANSPLAN  
FROM: LYNN OVERCASHIER, 511 CONTRA COSTA PROGRAM MANAGER  
DATE: APRIL 2012  
RE: STATUS OF 511 CONTRA COSTA PROGRAMS AND PROJECTS  
IN EAST COUNTY

This is an update on workplan activities conducted by the TRANSPAC-TRANSPLAN 511 Contra Costa TDM Program staff in East County over the last year to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).

**Action Plan and SCS Support for East County Jurisdictions and Agencies**

Measure J Compliance Checklist/TDM Ordinance Support

511 Contra Costa provides details of all TDM activities conducted on behalf of East County jurisdictions by completing the TDM section in the Measure J biennial Compliance Checklist. Each jurisdiction submits its Compliance Checklist to CCTA in order to receive Return to Source Funds for local street and road maintenance. The most recent 2010-2011 TDM section update was completed in February 2012 and distributed to TRANSPLAN staff for distribution to East County jurisdictions. Contact Lynn Overcashier for a copy of the TDM section for the East County Compliance Checklist.

Sustainable Community Strategies/Climate Action Plan Support

Staff is developing key trip reduction and emissions reduction strategies for implementation as the Sustainable Communities Strategies (SB 375) development process continues. Staff will work with local jurisdictions and CCTA to develop plans to maximize trip reduction and TSM options both locally and among the RTPCs.

**TRANSPAC/TRANSPLAN TDM PROGRAMS**



COMMUNITY PROGRAMS

EMPLOYER PROGRAMS



Staff produced baseline emissions reduction calculations based on the 511 Contra Costa program participation rates for both the baseline year 2005 and 2007. Ongoing emissions calculations will be provided for 511 Contra Costa deliverables and program elements which can be used by East County jurisdictions in support of emissions reductions in Municipal Climate Action Plans, Community Climate Action Plans and Sustainable Community Strategies.

511 Contra Costa staff assisted the City of Brentwood in developing rationale to secure MTC CMAQ grant funding to provide a traffic signal accessing two schools in Brentwood. Staff was able to work with the California Air Resources Board (CARB) to calculate the emissions reductions which would result in fewer cars idling at the existing 3-way stop. This data was essential in convincing MTC to approve the funding for this project.

### Electric Infrastructure

511 Contra Costa provided three electric plug-in vehicle charging stations, two electronic shared-used bicycle lockers, two bike lids, and a bike rack to the City of Pittsburg in 2011.



Vehicle  
in Pittsburg

511 Contra Costa also provided electric plug-in vehicle charging stations for the cities of Walnut Creek, Pleasant Hill, Martinez, Pittsburg and the County to demonstrate the new technology and spur the interest in electric vehicles among consumers. Each year funds are made available to Central and East County jurisdictions through 511 Contra Costa's Measure J Commute Alternative Funds to support these infrastructure projects.

All East County jurisdictions are encouraged to contact 511 Contra Costa to receive electric charging station infrastructure funding in order to expand the network of charging stations throughout Contra Costa.

### Employer/Community Outreach Activities

Supervisor Glover's Youth Summit - 511 Contra Costa provided the funds for 348 students to ride Tri Delta Transit to attend Supervisor Glover's Youth Summit held at Los Medanos College in April, 2011. 511 Contra Costa is again providing support for the program in 2012.

#### TRANSPAC/TRANSPLAN TDM PROGRAMS



COMMUNITY  
PROGRAMS

EMPLOYER  
PROGRAMS

In cooperation with: Antioch • Brentwood • Clayton • Concord • Martinez • Oakley  
Pittsburg • Pleasant Hill • Walnut Creek • unincorporated areas of Central and East Contra Costa County



Conducted employee transportation survey for Ramar Foods International of Pittsburg and analyzed data to determine mode splits and drive-alone (SOV) rates to determine which alternatives to promote among employees.

Employee commuter transportation information was distributed at events for Contra Costa County Employment & Health Services employees located at 4545 and 4549 Railroad Avenue and 1650 Cavallo Rd. in Antioch.

Distributed information at an event at Pittsburg/Bay Point BART with Tri Delta Transit and BART for the Try Transit Challenge.

Attended City of Pittsburg's EcoDay and the unveiling of electric plug-in vehicle charging stations provided by 511 Contra Costa (spring 2011).



Community Bicycle Road Safety Training - 511 Contra Costa held a two-day League of American Bicyclists "Traffic Skills 101" course at REI in Brentwood. The class was limited to 15 applicants who were selected on the basis of existing beginner to novice skill level, willingness to commute by bicycle (and transit) instead of the car, and commitment to complete the two-day training course.

Attended Pittsburg's Green Footprint Festival in the summer to provide information on auto-related pollution to families with children.



Pittsburg's  
annual

#### TRANSPAC/TRANSPLAN TDM PROGRAMS



COMMUNITY  
PROGRAMS

EMPLOYER  
PROGRAMS

In cooperation with: Antioch • Brentwood • Clayton • Concord • Martinez • Oakley  
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## School-Based Programs

### SchoolPool

Outreach to school staff for the fall 2012 SchoolPool transit tickets and carpool ridematching program is underway. Over 3,000 Tri Delta bus passes were distributed in East County to encourage students to take transit to school instead of parents driving. In addition, schools are being offered skateboard, bike, and scooter racks to promote other alternatives to driving alone. Carpool ridematching is also offered to interested schools.

511 Contra Costa sponsored the week-long bicycle and pedestrian safety education pilot program at Douglas Adams Middle School in Brentwood. The program increased awareness of bicycle and pedestrian safety, and overall safety in drop off zones among the student body and parents. Program partners included: City of Brentwood (police services and traffic engineering); Brentwood Bikes; Willies Bagels; Clayton Bikes BMX Stunt Team; and the League of American Bicyclists.



Staff worked with the City of Oakley, CCTA, and County staff to secure funds for a sidewalk to access Orchard Park School in Oakley.

Additional Safe Routes to School (SR2S) Federal CMAQ funds have been approved to support the 511 Contra Costa bicycle/pedestrian safety education and trip reduction efforts near schools. School-based trip reduction is identified in the East County Action Plan as an important trip reduction element. Staff will provide a separate report on the status of this three-year program.

### TRANSPAC/TRANSPLAN TDM PROGRAMS



COMMUNITY  
PROGRAMS

EMPLOYER  
PROGRAMS

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Pittsburg • Pleasant Hill • Walnut Creek • unincorporated areas of Contra Costa County



## Bicycle Parking Infrastructure

Over the last few years, 511 Contra Costa has provided funding for bicycle infrastructure at the following East County locations:

- Antioch Middle School wrought iron bicycle parking enclosure and racks
- Bicycle racks at the Los Medanos Community Health Garden in Pittsburg
- Bicycle lockers at the Hillcrest Park and Ride lot
- Skateboard and bicycle rack at Bel Air Elementary School in Bay Point
- Bike racks at CSAA in Antioch
- Bike lockers at the City of Antioch Corporation Yard
- Skateboard and bicycle rack at Dallas Ranch Middle School in Antioch
- Skateboard and bicycle rack at Rio Vista Elementary School in Bay Point
- Bike racks at Sutter Elementary School in Antioch
- Bike racks and lockers at Los Medanos College
- Skateboard and bicycle rack at Hillview Junior High School in Pittsburg
- Bike lockers at the Brentwood Park and Ride lot



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### TRANSPAC/TRANSPLAN TDM PROGRAMS



COMMUNITY  
PROGRAMS

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**TRANSPLAN Packet Page #30**

[www.511contracosta.org](http://www.511contracosta.org)



Bike-to-Work Day

In 2011, thousands of bicyclists came out in support of Bike to Work Day. Each site was provided with canvas bags, a \$50 gift certificate to pay for water and energy bars and refreshments at each station. 511 Contra Costa organized BTWD energizer stations at the following locations in East County:

Volunteer	Location
Tri Delta Transit	Somersville/Buchanan Rd in Antioch
City of Antioch	Lone Tree Way/Mokelumne Trail at Sutter Delta Hospital in Antioch
Kaiser Antioch Medical Center	Deer Valley Road and Wellness Way in Antioch
REI Brentwood	Sand Creek Road and Shady Willow Ln in Brentwood
Delta Pedalers Bicycle Club	Brentwood City Park - 2nd and Oak Street
Ron Nunn Elementary School	Corner of Rosebrook Terrace and Central Blvd in Brentwood
City of Pittsburg	Loveridge Rd. at Delta DeAnza Trail in Pittsburg
LMC	LMC Campus - Quad Area

Staff will continue to promote and support Bike to Work Day participants and supporters in 2012.

**TRANSPAC/TRANSPLAN TDM PROGRAMS**



**COMMUNITY PROGRAMS**

**EMPLOYER PROGRAMS**



In cooperation with: Antioch • Brentwood • Clayton • Concord • Martinez • Oakley  
Pittsburg • Pleasant Hill • Walnut Creek • unincorporated areas of Contra Costa County





2300 Contra Costa Blvd., Suite 360, Pleasant Hill, CA 94523  
Phone 925-969-0841 Fax 925-969-9135

TO: TRANSPLAN  
FROM: LYNN OVERCASHIER, 511 CONTRA COSTA PROGRAM MANAGER  
DATE: APRIL 2012  
RE: DETAILS OF THE TRANSPAC/TRANSPLAN SAFE ROUTES TO SCHOOLS PROGRAM (To be branded as Street Smarts Diablo Region)

This is an update on the status of the TRANSPAC/TRANSPLAN Safe Routes to School Program, for which TRANSPLAN and TRANSPAC approved an allocation of MTC CMAQ Federalized funds totaling \$725,000 in 2011, as well as required matching funds of 11.47% (Measure J Commute Alternative funds), for a program total of \$818,941.

Along with the program application, staff submitted a detailed workplan and budget to Caltrans in order to receive preliminary approval and environmental clearance (E-76). The environmental clearance notification was received in February 2012 and the funds are now available for implementation of the program on a reimbursement basis.

In consultation with the other regional SR2S implementing agencies in Contra Costa (SWAT and WCCTAC), it has been determined that adopting the brand already being used by SWAT and WCCTAC would provide a consistent countywide program name which would assist in the understanding of the delivery and scope of these bicycle/pedestrian education and safety programs for children. SWAT uses the geographic identifier of Street Smarts San Ramon Valley. The TRANSPAC/TRANSPLAN Program will be branded as Street Smarts Diablo Region. There is a website being developed with the URL of [www.streetsmartsdiablo.com](http://www.streetsmartsdiablo.com) and the logo is:



An important component of these program elements is the need to quantify the trip reduction and air quality benefits of the programs. Information will be uploaded to the National Safe Routes to Schools database and MTC will be conducting its own

**TRANSPAC/TRANSPLAN TDM PROGRAMS**



COMMUNITY PROGRAMS

EMPLOYER PROGRAMS

In cooperation with: Antioch • Brentwood • Clayton • Concord • Martinez • Oakley  
Pittsburg • Pleasant Hill • Walnut Creek • unincorporated areas of Central and East Contra Costa County





audit and evaluation of the program. As these funds were earmarked from MTC's Climate Initiative Program funds, determining consistent emissions methodology which can be standardized will be critical to allocation of funds in the future.

The TRANSPAC/TRANSPLAN Street Smarts Program is a three pronged comprehensive approach which will have safety and education elements for elementary, middle and high schools in Central and East County. This includes 79 elementary schools, 28 middle schools and 16 high schools, for a total of 123 schools where these programs will be offered. The Street Smarts Diablo Region Program includes:

#### Elementary School Bicycle/Pedestrian Safety Assemblies

- Educate students about pedestrian safety, helmet safety, and bicycle safety
- Encourage walking and bicycling to school
- International Walk to School Day (each October)- a challenge day to increase bicycling and walking

#### Middle School 3-Day Bike/Pedestrian Safety Program

- Bike/Pedestrian Safety Rodeos during school hours for all students
- Parent Education Meetings (including local police departments, city/county officials and staff, PTAs, school administrators, etc.)
- Challenge Days – before and after tallies conducted to determine effectiveness of training and encouragement
- Bike to School Week (each May) – a challenge day to increase bicycling and walking in conjunction with Bike To Work Day

#### High School Rules of the Road Training & Safety Education Video Production

- Students will produce safety videos after receiving video and bicycle safety training
- Purpose is to reinforce the rights and responsibilities of cyclists, pedestrians, and motorists
- Selected videos will be available to all interested high schools for outreach to teens

After having met with most of the school superintendents, it has been requested that the video program component be considered for implementation at some middle schools too. Although this is outside the funding scope of this grant, other funds could be allocated, should they be requested. In addition, small site-specific infrastructure improvements will be funded using Measure J Commute Alternative (line #17) funds (e.g. including signage, striping, bicycle/scooter/skateboard racks, etc.).

#### TRANSPAC/TRANSPLAN TDM PROGRAMS



COMMUNITY  
PROGRAMS

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The following budget reflects the general work scope activities and budget for the three year SR2S TRANSPAC/TRANSPLAN Street Smarts Diablo Region program.

<b>Street Smarts (Diablo Region)</b>	<b>SR2S 2012-2015 Budget</b>	<b>Amount</b>
1 Assembly Contractor		\$ 86,400
2 Elementary Curriculum Graphics Contractor		\$ 5,000
3 Middle School Bike/Ped Safety Trainer		\$ 97,200
4 Middle School Curriculum Graphics		\$ 8,000
5 Videographer Contractor		\$ 8,100
6 High School Rules of the Road Bike/Ped Safety Trainer Contractor		\$ 32,400
7 Website Contractor		\$ 34,040
<b>Subtotal Contract Items Total:</b>		<b>\$ 271,140</b>
<b>Agency/State Furnished Materials (supplies)</b>		
elementary school curricula printing		\$ 97,500
banners for Intl Walk to School Day		\$ 10,428
pencils		\$ 12,927
stickers for Intl Walk to School Day		\$ 10,000
tally sheets for elementary school		\$ 2,550
bike/ped road cones, chalk, tape, signs		\$ 500
middle school curricula printing		\$ 92,250
stickers for middle school challenge day		\$ 1,147
stickers for bike to school week		\$ 2,247
banners for bike to school week		\$ 11,440
tally sheets for middle school		\$ 1,050
DVD video duplication		\$ 1,480
video cameras		\$ 4,500
<b>Contract Total (Contractors and Supplies)</b>		<b>\$ 519,160</b>
Staff costs for 3 years (Program Administration includes mileage to schools)		\$ 299,781
<b>TOTAL COST</b>		<b>\$ 818,941</b>

**TRANSPAC/TRANSPLAN TDM PROGRAMS**



**COMMUNITY PROGRAMS**

**EMPLOYER PROGRAMS**

In cooperation with: Antioch • Brentwood • Clayton • Concord • Martinez • Oakley  
Pittsburg • Pleasant Hill • Walnut Creek • unincorporated areas of Contra Costa County



Meetings Scheduled with Superintendents of School Districts in Central/East County to Discuss SR2S/Street Smarts:

District	Superintendent	Date
Acalanes Union High	Dr. John Nickerson	None (size of district)
Antioch Unified	Dr. Donald Gill & Stephanie Anello (Asst Sup.)	3/13/12
Brentwood Union	Jan Steed- Director of Student Services	3/19/12
Byron Union	Ken Jacopetti	4/2/12
Knightsen Elementary	Theresa Estrada	4/2/12
Liberty Union High	Eric Volta	3/19/12
Martinez Unified	Rami Muth	check back in early April
Mountain House Elementary	Board of Trustees	None (size of district)
Mt. Diablo Unified	Dr. Steven Lawrence	3/1/12
Oakley Union Elementary	Dr. Richard Rogers	3/26/12
Pittsburg Unified	Linda Rondeau	4/9/12
Walnut Creek	Dr. Patricia Wool	4/18/12



**TRANSPAC/TRANSPLAN TDM PROGRAMS**



COMMUNITY PROGRAMS

EMPLOYER PROGRAMS

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Pittsburg • Pleasant Hill • Walnut Creek • unincorporated areas of Central and East Contra Costa County



**ITEM 7**  
**EAST BAY REGIONAL PARK DISTRICT REQUEST FOR APPROVAL OF**  
**MEASURE J: PEDESTRIAN, BICYCLE AND TRAIL FACILITIES**  
**FUNDING:**

# EAST BAY REGIONAL PARK DISTRICT



## TRAILS DEVELOPMENT DEPARTMENT

### Memo

**DATE:** March 12, 2012

**TO:** TRANSPLAN

**FROM:** Jim Townsend Trails Development Program Manager  
510-544-2602 [jtownsend@ebparks.org](mailto:jtownsend@ebparks.org)

**SUBJECT:** Measure J Bicycle and Pedestrian Funding- EBRPD Share

---

Contra Costa County's Measure J allocates 1.5% of the half-cent sales tax to pedestrian, bicycle and trail facilities. One third of that amount is allocated specifically to East Bay Regional Park District (EBRPD) for the development and rehabilitation of its paved regional trails. EBRPD's share is to be allocated proportionally between the county's four Regional Transportation Planning Committees. The pedestrian and bicycle program is "pay as you go," funding for the program is dependent on actual receipts. Between FY 2012 and FY 2015, it is estimated that EBRPD's share of the pedestrian and bicycle program funding will total approximately \$2 million, or \$500,000 per year.

Working with CCTA staff, EBRPD has developed a plan to allocate its share of bicycle and pedestrian funding in a manner that is both fair and efficient. In each of every four year period during the life of Measure J, EBRPD will spend its allocation in one of the four RTPC areas. Each year's expenditures require the approval of the RTPC's governing board. In 2012, EBRPD would like allocate its \$500,000 in Measure J funding to pavement rehabilitation projects in East Contra Costa County. The projects are:

- **Delta DeAnza Trail-Willow Pass Road** 10,394 Linear Feet  
This project will rehabilitate the section of the Delta DeAnza Trail between Willow Pass Road in Concord and Willow Pass Road in Bay Point. Cost: \$207,880
- **Delta DeAnza Trail-James Donlon Blvd to Lone Tree Way** 3,059 Linear Feet  
This project will remove and replace 16,150 square feet of asphalt, install geotextile fabric and repave the section. An additional 14,440 square feet of the trail will be crack sealed and slurry sealed. Cost: \$76,152.

- **Delta DeAnza Trail- Somersville to Gentrytown**                      **3408 Linear Feet**  
A 1,500 square foot section of trail at this location will be removed and replaced. An additional 34,080 square feet of trail will receive a Type II slurry seal treatment.  
Cost: \$33,264
- **Marsh Creek Trail- Brentwood Blvd to Sand Creek**                      **4,575 Linear Feet**  
45,750 square feet of trail located between Brentwood Blvd and the train trestle near Sand Creek will be removed and replaced: Cost: \$183,000.

**TOTAL PROJECT COST:              \$500,296**



**Delta De Anza– Somersville to Gentrytown–3408 linear ft.**

Delta De Anza Tr. in Contra Costa County, Somersville Rd to Gentrytown in Antioch, CA. Scope of work: Provide all materials, labor and equipment necessary to repair and complete approximately 3408 linear feet of trail. 1. Remove approximately 1500 sq.ft. section of asphalt (AC) and haul off AC spoils @ Markley Creek Crossing. 2. Recompact subsoil and install geo-textile fabric. 3. Import Class II aggregate base (AB) as necessary and compact (6 inch minimum) 4. install minimum three (3) inch finish thickness with 1/2" medium hot mix asphalt 5. Crack seal and slurry seal with type II slurry approximately 34080 sq.ft. of trail. 6. Place Class II aggregate base (AB) at the edge of trail to tie into existing grade and roll and compact. Crack seal & type II slurry 34080sq.ft @ \$ 0.80 sq.ft.= \$27,264.00 150 lin.ft. 1500 sq.ft. @ \$4.00 sq.ft.= \$6,000.00 \$33,264.00

3

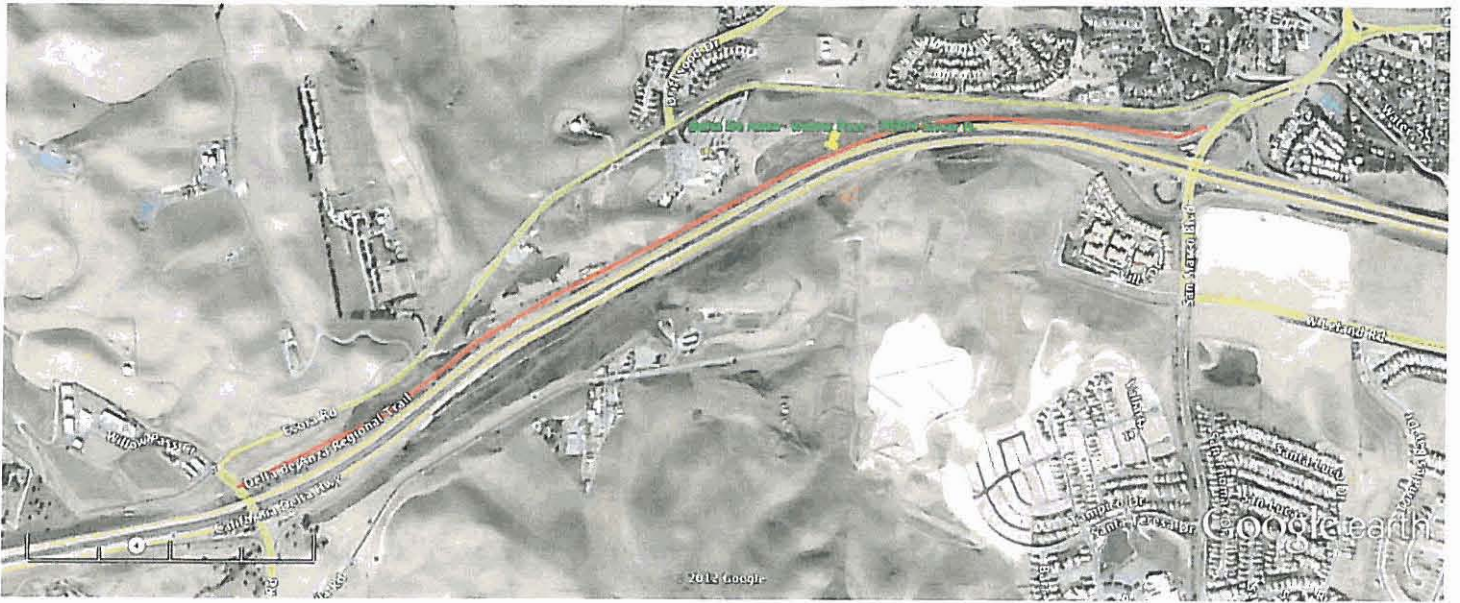
Delta De Huza Tr -  
east of Somersville  
Antioch

(#3)

3464'







Delta De Anza- Willow Pass to Willow Pass - 10394 lin.ft.  
Delta De Anza Tr in Contra Costa County, Willow Pass, Bay Point, CA. Scope of the work: Provide all materials, labor and equipment necessary to repair and complete approximately 10394 linear feet of trail 1. Install with Trupave fabric and overlay with 1.5 inch 1/2 inch medium asphalt @ \$2.00 sq.ft.- 103940 square ft. Total estimate \$ 207880.00

500,296.<sup>00</sup> Total for all 4

Delta de Hnza Tr.  
Willow Pass to Willow Pass

10572-





Delta De Anza–James Donlon to Lonetree Way–3059 lin.ft.

Delta De Anza Tr in Contra Costa County Lonetree Way to James Donlon Scope of work: Provide all material, labor and equipment necessary to repair and complete approximately 3059 linear feet of trail 1. Remove approximately 16150 sq.ft. of asphalt (AC) and haul off Ac spoils. 2.Compact subsoil and install geo-textile fabric. 3.Import Class II Aggregate Base (AB) as necessary and compact (6 inch minimum) 4. install minimum three (3) inch finish thickness with 1/2" medium hot mix asphalt 5. Crack seal and slurry seal 14440 sq.ft. of trail 6. Place Class II Aggregate Base (AB) at the edge of trail to toe into existing grade and roll and compact. 1615 lin. ft. 16150 sq.ft. @ \$4.00 sq.ft. = \$64,600.00 1444 lin. ft. 14440 sq.ft @ \$ 0.80 sq.ft.= \$11,552.00= \$76,152.00

Delta De Anza Tr.  
West of Cone tree -  
Antioch

#2

2860'





Marsh Creek Tr- Brentwood Blvd to south of Sand Creek to Train Tressel  
 Marsh Creek Trail in Contra Costa County Brentwood Blvd to Sandcreek extend to train tressel Scope of work: Provide all materials, labor and equipment necessary to repair and complete approximately 4575 linear feet of trail 1. Remove approximately 45750 square ft of asphalt (AC) and haul off AC spoils. 2. Compact subsoil and install geo-textile fabric. 3. Import Class II Aggregate Base (AB) as necessary and compact. (6 inch minimum) 4. Install minimum three (3) inches finish thickness with 1/2" thickness medium hot mix asphalt. 5. Place Class II Aggregate Base (AB) at the edge of trail to tie into existing grade and roll and compact. 4575 lin. ft. 45750 sq.ft. @ \$ 4.00 sq.ft. = \$183,000.00



Marsh Creek Tr. - north of Central  
Brentwood

Central to Highway 4

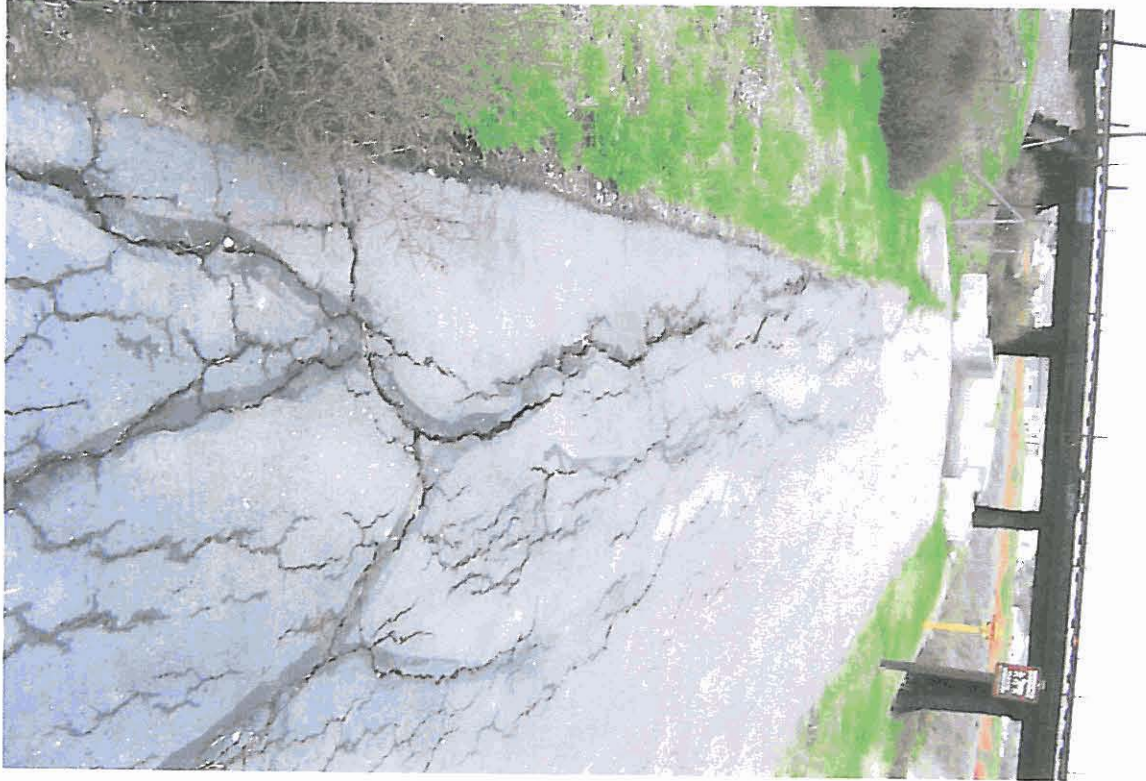
5475

#1

Marsh Creek Tr.  
South of Hwy 4  
Brentwood



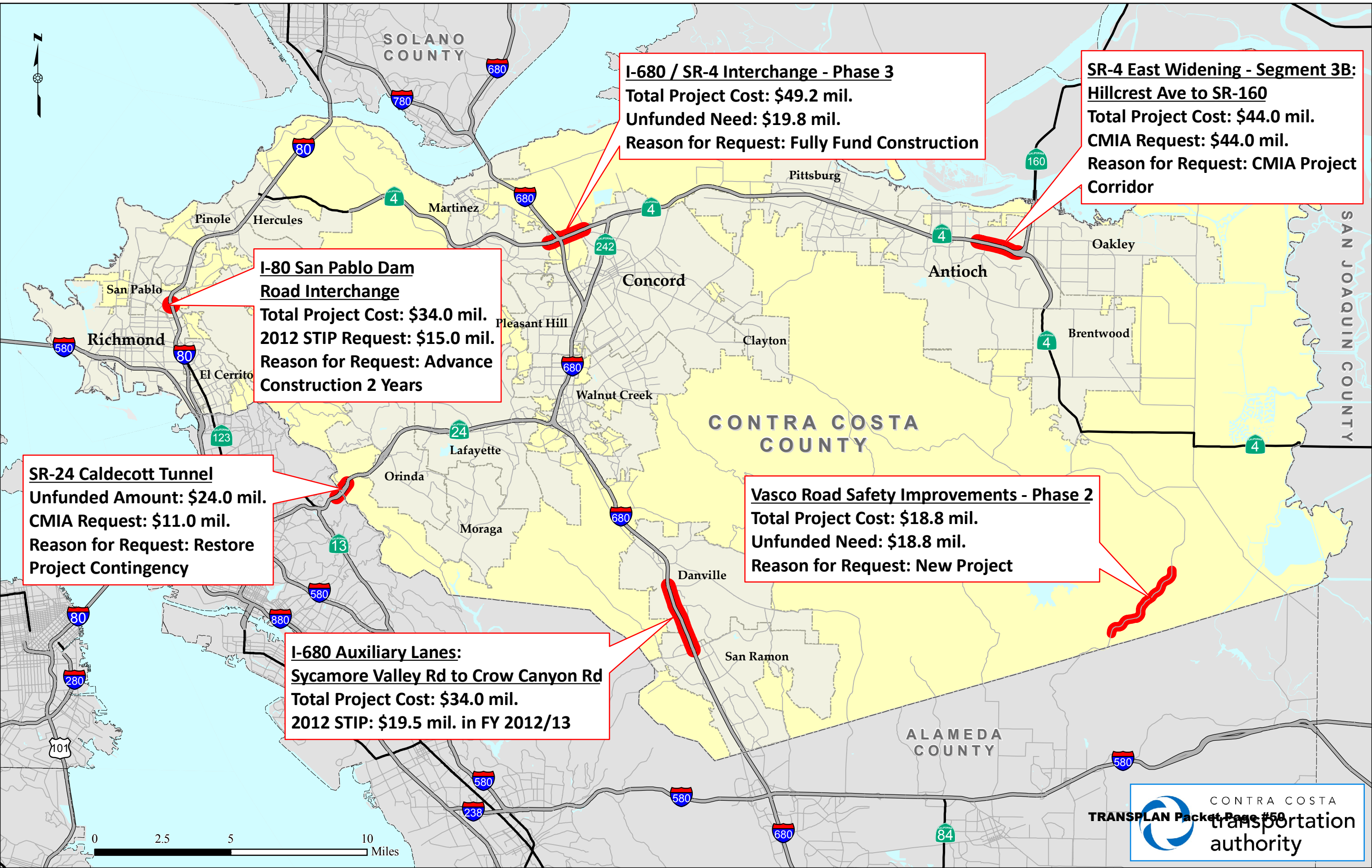
Marsh Creek Tr.  
north of Central  
South of Sandcreek -  
Brentwood





**ITEM 9:  
RECEIVE UPDATE ON EAST CONTRA COSTA COUNTY MEASURE J  
PROJECTS AND TAKE ACTION AS APPROPRIATE**

# CMIA SAVINGS: 5 FOR 1



**SR-24 Caldecott Tunnel**  
Unfunded Amount: \$24.0 mil.  
CMIA Request: \$11.0 mil.  
Reason for Request: Restore Project Contingency

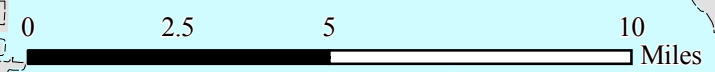
**I-80 San Pablo Dam Road Interchange**  
Total Project Cost: \$34.0 mil.  
2012 STIP Request: \$15.0 mil.  
Reason for Request: Advance Construction 2 Years

**I-680 / SR-4 Interchange - Phase 3**  
Total Project Cost: \$49.2 mil.  
Unfunded Need: \$19.8 mil.  
Reason for Request: Fully Fund Construction

**SR-4 East Widening - Segment 3B: Hillcrest Ave to SR-160**  
Total Project Cost: \$44.0 mil.  
CMIA Request: \$44.0 mil.  
Reason for Request: CMIA Project Corridor

**Vasco Road Safety Improvements - Phase 2**  
Total Project Cost: \$18.8 mil.  
Unfunded Need: \$18.8 mil.  
Reason for Request: New Project

**I-680 Auxiliary Lanes: Sycamore Valley Rd to Crow Canyon Rd**  
Total Project Cost: \$34.0 mil.  
2012 STIP: \$19.5 mil. in FY 2012/13





CONTRA COSTA  
**transportation  
 authority**

**COMMISSIONERS**

Don Tatzin, Chair

Janet Abelson,  
 Vice Chair

Genoveva Calloway

David Durant

Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

Robert Taylor

Randell H. Iwasaki,  
 Executive Director

March 20, 2012

Bimla Rhinehart  
 Executive Director  
 California Transportation Commission  
 1120 N Street, Room 2221 (MS-52)  
 Sacramento, CA 95814

Re: Request for CMIA Savings

Dear Bimla;

This letter is to request funding from Corridor Mobility Improvement Account (CMIA) savings for ready-to-go projects in Contra Costa. We have three projects that are either Ready-to List (RTL) or will be RTL before the California Transportation Commission's (Commission) June 2012 meeting. Of these projects, we request CMIA funds for the State Route (SR) 4 – East Widening, Segment 3B project as it best fits the criteria for the CMIA program and for the Commission's CMIA savings guidelines. Segment 3B has a target RTL date of May 14, 2012. The requested investment of CMIA saving for this project is \$44 million.

The Contra Costa Transportation Authority (CCTA), in partnership with the Commission, Caltrans, the Bay Area Rapid Transit District (BART) and the Metropolitan Transportation Commission (MTC), is investing over \$1 billion to reconstruct SR 4 and extend BART service from Pittsburg-Bay Point to Antioch. SR 4 will be widened from two to four lanes (three mixed flow plus one HOV) in each direction and constructed to provide a wide median for the new eBART service. The Commission programmed \$85 million in CMIA funds to SR 4 widening projects. The projects with CMIA funds are all delivered with 2 projects in construction and a third project currently being advertised by Caltrans. The first eBART contract is in construction. A second contract has been advertised by BART with the last civil project in final design. The SR 4 East Widening, Segment 3B project is the final project to complete the highway portion of the corridor work.

As documented in the original CMIA application and Baseline Agreement, SR 4 through Pittsburg and Antioch is one of the most congested corridors in the Bay Area. Widening SR 4 from 2 to 4 lanes in each direction will reduce the peak period travel time by nearly 20 minutes. The overall reduction in travel time is 8,561 daily vehicle hour of delay saved. Providing the wide median for eBART gives the quarter million residents in east Contra Costa County a multi-modal option that will reduce vehicle miles travelled and greenhouse gas emissions.

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

I have attached a fact sheet and an update Project Programming Request (PPR) form that can be used to establish the Baseline Agreement.

The other projects in Contra Costa that will be RTL prior to June 2012 include:

- 1) Interstate 680 (I-680) Auxiliary Lanes – Sycamore Valley Road to Crow Canyon Road. This project was proposed as a 2012 STIP project for \$19.5 million in the 2012-13 fiscal year. The Commission's staff recommendations include this project as proposed.
- 2) Vasco Road Safety Improvement – Phase 2 (Contra Costa County sponsored). This project is ready to advertise, however, no funding exists for construction. The construction estimate is \$18.8 million. CCTA will consider funding this project from Measure J funds if CMIA savings are programmed to SR 4 – East Widening, Segment 3B.

I also understand that the Commission's April 2012 meeting agenda will include a recommendation to allocate \$11.013 million in CMIA savings to help restore the construction contingency on the Caldecott Fourth Bore project. Thank you for the leadership of yourself and Commission staff in addressing the funding need on this nationally significant project.

Thank you in advance for your consideration of this request. Ross Chittenden or I are available to meet with you and address any questions you may have about this request or any other transportation matter in Contra Costa. We look forward to hosting the Commission for the March 28/29, 2012 meeting in Orinda.

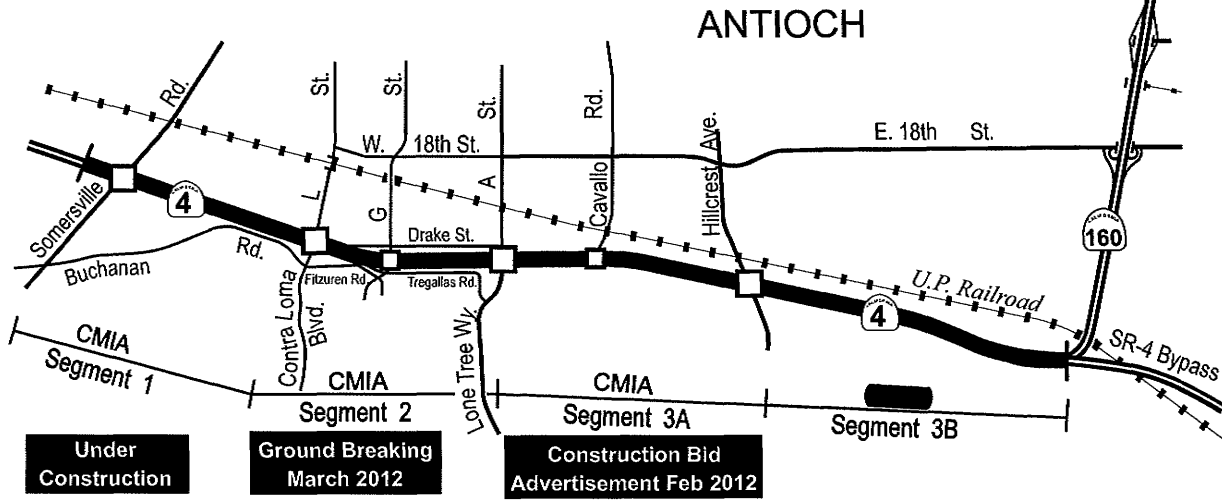
Warmest regards,



Randell H. Iwasaki  
Executive Director



- New Interchange
- New Overcrossing or Undercrossing



**SR 4 (E) WIDENING:  
SOMERSVILLE ROAD TO  
SR-160 - SEGMENT 3B**

**PROPONENT:  
CONTRA COSTA  
TRANSPORTATION  
AUTHORITY**

<b>FUNDING SOURCES (\$ X 1000):</b>	
Local Funds	57,550.0
BART	8,805.0
Proposed Prop 1B - Corridor Mobility Improvement Account	<u>44,000.0</u>
<b>TOTAL</b>	<b>\$ 110,355.0</b>

**DESCRIPTION:**

This project will widen SR 4 from two to three lanes in each direction, from Hillcrest Avenue interchange to the interchange with SR 160 and the new SR 4 Bypass, a distance of about 1.5 miles. The purpose of the project is to improve safety and reduce traffic congestion on SR 4 East.

This is the last of four segments to be constructed. The first three Segments (1, 2, 3A) were partially funded with proposition 1B - Corridor Mobility Improvement Account funds.

**STATUS:**

The project design is 95% complete. Construction bid advertisement is targeted for early June 2012.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 6/11)

General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)			Date:	03/15/12
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
4	1G941		0192L			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
CC	4	28.6	30.5	Contra Costa Transportation Authority		
				MPO	Element	
				MTC	CO	
Project Mgr/Contact		Phone		E-mail Address		
Laurie Lau		(510)286-5568				
<b>Project Title</b>						
SR-4 E Widening between Somersville & SR-160 (#3B)						
<b>Location, Project Limits, Description, Scope of Work, Legislative Description</b>						
In Antioch, on Route 4 East, from Hillcrest Avenue to SR 160. Widen from four to six lanes.						
<b>Component</b>	<b>Implementing Agency</b>				<b>Reimbursements</b>	
PA&ED	Contra Costa Transportation Authority					
PS&E	Contra Costa Transportation Authority					
Right of Way	Contra Costa Transportation Authority					
Construction	Contra Costa Transportation Authority					
<b>Legislative Districts</b>						
Assembly: 11		Senate: 7				
Congressional: 7						
<b>Purpose and Need</b>						
<p>The project will improve safety and reduce traffic congestion on SR4 by providing two additional through lanes in both the eastbound and westbound directions, as well as the inclusion of auxiliary lanes. This project will increase the use of the carpool lanes on SR4 by continuing the carpool lanes to Hillcrest Avenue. SR4 is an important statewide east-west interregional route providing connectivity from I-80 in Hercules across Contra Costa County to San Joaquin County. SR4 is also one of the most congested freeways in the Bay Area due to the rapid development in East Contra Costa County. BART was extended to Bay Point in 1997 and is well utilized in the corridor, serving commuters to the East Bay and San Francisco.</p>						
<b>Project Benefits</b>						
<p>Benefits shown are for the combined project (192F, 0192H, 192I) which include: Daily Vehicle Hours of Delay Saved - 8,561 Hrs.; Daily Peak Hour Person-Minutes Saved - 624,920 Min.; HOV lane miles added - 5.9 miles; Mixed flow lane miles added - 10.2 miles.</p>						
<b>Project Milestone</b>				<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase				01/01/01		
Circulate Draft Environmental Document		<b>Document Type</b>	ND/FONSI	10/01/04		
Draft Project Report				10/01/04		
End Environmental Phase (PA&ED Milestone)				07/01/05		
Begin Design (PS&E) Phase				04/01/06		
End Design Phase (Ready to List for Advertisement Milestone)				05/01/12	05/16/12	
Begin Right of Way Phase				07/01/06		
End Right of Way Phase (Right of Way Certification Milestone)				04/01/12	05/16/12	
Begin Construction Phase (Contract Award Milestone)				10/01/12	10/17/12	
End Construction Phase (Construction Contract Acceptance Milestone)				12/01/14	08/01/15	
Begin Closeout Phase				12/01/14	08/01/15	
End Closeout Phase (Closeout Report)				12/01/15	08/01/16	

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-80, Sacramento, CA 95811.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 6/11)

Date: 03/15/12

District	County	Route	EA	Project ID	PPNO	TCRP No.
4	CC	4	1G941		0192L	
<b>Project Title:</b> SR-4 E Widening between Somersville & SR-160 (#3B)						

Existing Total Project Cost									Implementing Agency
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)	68							68	Contra Costa Transportation
PS&E	7,261							7,261	Contra Costa Transportation
R/W SUP (CT)									
CON SUP (CT)									
R/W	4,092							4,092	Contra Costa Transportation
CON			98,934					98,934	Contra Costa Transportation
<b>TOTAL</b>	<b>11,421</b>		<b>98,934</b>					<b>110,355</b>	

Proposed Total Project Cost									Implementing Agency
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)	68							68	
PS&E	8,198							8,198	
R/W SUP (CT)									
CON SUP (CT)									
R/W	13,402							13,402	
CON			70,716					70,716	
<b>TOTAL</b>	<b>21,668</b>		<b>70,716</b>					<b>92,384</b>	

<b>Fund No. 1:</b>	Local Funds - Local Transportation Funds (LTF)								Program Code	
Existing Funding									20.10.400.100	
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency	
E&P (PA&ED)	68							68	Contra Costa County Transportation	
PS&E	7,261							7,261		
R/W SUP (CT)										
CON SUP (CT)										
R/W	4,092							4,092		
CON			90,129					90,129		
<b>TOTAL</b>	<b>11,421</b>		<b>90,129</b>					<b>101,550</b>		
Proposed Funding									Notes	
E&P (PA&ED)	68							68		
PS&E	7,685							7,685		
R/W SUP (CT)										
CON SUP (CT)										
R/W	13,402							13,402		
CON			9,066					9,066		
<b>TOTAL</b>	<b>21,155</b>		<b>9,066</b>					<b>30,221</b>		

<b>Fund No. 2:</b>	Local Funds - Local Transportation Funds (LTF)								Program Code	
Existing Funding									20.10.400.100	
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency	
E&P (PA&ED)									Bay Area Rapid Transit District	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			8,805					8,805		
<b>TOTAL</b>			<b>8,805</b>					<b>8,805</b>		
Proposed Funding									Notes	
E&P (PA&ED)										
PS&E	513							513		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			17,650					17,650		
<b>TOTAL</b>	<b>513</b>		<b>17,650</b>					<b>18,163</b>		

**10. RECEIVE REPORT ON STATE ROUTE 160 CONNECTOR PROJECT  
OPTIONS AND TAKE ACTION AS APPROPRIATE:**



# 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:** John Cunningham, TRANSPLAN Staff and  
Stephen Kowalewski, ECCRFFA Interim Program Manager, Contra Costa  
County Deputy Public Works Director

**DATE:** April 6, 2012

**SUBJECT:** **Review of East Contra Costa Regional Fee Program and Options to  
Accommodate BART in SR4/SR160 Connector Project**

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### Background

In the past, State Route 4 bypass project oversight has been the responsibility of the State Route 4 Bypass Authority rather than TRANSPLAN. However, in late 2011, the majority of project development responsibility was transferred from the Bypass Authority to the Contra Costa Transportation Authority (CCTA). In order to facilitate this transfer, both TRANSPLAN and the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) agreed to be responsible for project costs. This arrangement requires TRANSPLAN involvement in project oversight.

### Discussion

At the March TRANSPLAN Meeting, staff was directed to work with the partner agencies (CCTA, ECCRFFA, MTC and BART) to identify other sources of funding for the SR4/SR160 Connectors Project to incorporate design changes to accommodate the future extension of eBART, should project costs for the SR4/SR160 Connectors project exceed the \$50M in Bridge Toll funds allocated by MTC and to report back at the next meeting. This information will be presented by staff at the meeting, as well as by partner agency representatives. The partner agencies have agreed to work together to find additional funding for the BART improvements.

Since, if other sources of funds are not identified, ECCRFFA and TRANSPLAN would be responsible for costs that exceed the \$50M in Bridge Toll funds, the TRANSPLAN Committee and ECCRFFA Board requested staff to provide a forecast of the estimated revenue stream for ECCRFFA for the next several years. The attached spreadsheets show the estimated ECCRFFA revenue by FY (assuming a conservative economic outlook), as well as existing funding commitments and future projects for two scenarios, Option 1 and Option 2, to accommodate BART in the SR4/SR160 Connectors project. It is assumed the 50% rebate program will be discontinued at the end of the 2-year period and the residential fees will revert back to the full fee.

To summarize, the options to accommodate the future extension of eBART in the median of the SR4 Bypass (new SR4) as part of the SR4/SR160 Connectors Project for consideration by the TRANSPLAN Committee and ECCRFFA Board are as follows (additional project details are provided in the attachments):

**No Action:** Continue with the current scope of the SR4/SR160 Project without making any changes. Mark Thomas and Company will work with Caltrans to finalize Project Report using the current project geometry.

**Option 1:** This option will widen the northbound bridge structure to accommodate the future ramp realignment required for the e-BART extension. The new sound wall to be installed with the SR4/SR160 Connectors project will be placed at the ultimate location on the bridge. This cost of this option is estimated at \$1.4M and includes the additional costs necessary to revise the Project Report, as well as the additional design, construction and construction management costs. If the ECCRFFA Board ultimately approves this option, the existing contract with Mark Thomas and Company (MTCO) will need to be amended to allow them to revise the Project Report to include the change in the project geometry. This amendment is on the SR4 Bypass Authority agenda for possible action by the SR4 Bypass Authority Board.

**Option 2:** This option will construct the northbound ramp alignment and mainline widening sufficient to tie both the current mainline geometry and the future widening of SR4 with the eBART extension. It will also construct the northbound bridge structure on the alignment necessary for the future e-BART extension. The sound wall constructed with the original Segment 1 project will require reconstruction. This option is estimated at \$3.3M and includes the additional costs to revise the Project Report and to prepare an environmental addendum, as well as the additional design/construction and construction management costs. If the ECCRFFA Board ultimately approves this option, the existing contract with MTCO will need to be amended to allow them to revise the draft Project Report to include the change in the project geometry. This amendment is on the SR4 Bypass Authority agenda for possible action by the SR4 Bypass Authority Board.

See attached summary table entitled “Costs to Accommodate Future eBART Project” which provides the differential costs for each option for the various project components (design, construction etc...), when compared to the original project.

### **Recommendations**

**REVIEW** ECCRFFA Fee Program, taking into consideration existing funding commitments and future projects, and **PROVIDE** direction as appropriate on options to accommodate eBART in the median of the SR4 Bypass (new SR4) as part of the of the SR4/SR160 Connectors Project, with the understanding that ECCRFFA and TRANSPLAN are responsible for costs that exceed the \$50M in Bridge Toll funds.

Based on the evaluation of the information included with the staff report and at the meeting, staff would recommend that TRANSPLAN take one of the following actions:

1. **No Action at This Time:** ADVISE ECCRFFA to continue with the current scope of the SR4/SR160 Connectors Project without making any changes.
2. **Include Option 1 to Accommodate eBART in the SR4/SR160 Connectors Project:** APPROVE Option 1, which is estimated to add an additional cost of \$1.4M to the project, and ADVISE the ECCRFFA Board to work with CCTA to formalize the change in scope.
3. **Include Option 2 to Accommodate eBART in the SR4/SR160 Connectors Project:** APPROVE Option 2, which is estimated to add an additional cost of \$3.3M to the project, and ADVISE the ECCRFFA Board to work with CCTA to formalize the change in scope.

### **Attachments**

1. ECCRFFA Revenue & Expenditure Plan/Project Funding Options
2. State Route 160 Phase II Connector Project Options
3. State Route 160 Phase II Connector Project Cost Breakdown

c: TRANSPLAN TAC

**ECCRFFA - Revenue and Expenditure Plan - Conservative Economic Outlook**

Baseline

Apr-12

(Reduction of 50% for Residential Units for 2 Years - Through First Half of FY 2013/14, then Full Fee)

\$ thousands

	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20
Beginning balance	\$2,700	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$6,836	\$14,565	\$22,448
<b>REVENUE</b>									
ECCRFFA Developer Fees	\$4,993	\$3,500	\$5,355	\$7,283	\$7,428	\$7,577	\$7,729	\$7,883	\$8,041
<b>EXPENDITURES</b>									
SR4 BYPASS (PHASE 1) - (See Note 1)	\$5,000								
SR4 East Project (Sommerville to SR160) - (See Note 2)									
Commuter Rail (eBART)	\$1,693	\$3,500	\$807						
Contingency for SR4/SR160 Connector Ramps			\$2,000						
SR4/SR160 Connector Ramps - no eBART accommodation			\$0						
Reimburse County Prop 1B			\$2,548	\$452					
Vasco Road Safety Improvements				\$3,000					
John Muir Parkway (SR4 Bypass Related)				\$2,900					
Cost of Relinquishment Payments				\$931	\$3,169				
Mokelumne Bike/Ped Overcrossing					\$4,259				
Balfour Road Interchange Project - (See Note 3)						\$1,741			
<b>Total Projected Expenditures</b>	\$6,693	\$3,500	\$5,355	\$7,283	\$7,428	\$1,741	\$0	\$0	\$0
Ending balance	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$6,836	\$14,565	\$22,448	\$30,489

NOTES:

- 1) SR4 Bypass transferred to Caltrans in January 2012. Transfer Costs included in "SR4 Bypass Phase I Costs"
- 2) Assumes no ECCRFFA contribution to SR4 East Project (Sommerville Road to SR160)
- 3) If Balfour Road Interchange not out to construction mid-year 2015, project cost projected to increase by \$16M for CCWD relocation

**ECCRFFA - Revenue and Expenditure Plan - Conservative Economic Outlook**

**Includes BART Option 1**

**Apr-12**

**(Reduction of 50% for Residential Units for 2 Years - Through First Half of FY 2013/14, then Full Fee)**

\$ thousands

	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20
<b>Beginning balance</b>	\$2,700	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,236	\$12,965	\$20,848
<b>REVENUE</b>									
<b>ECCRFFA Developer Fees</b>	\$4,993	\$3,500	\$5,355	\$7,283	\$7,428	\$7,577	\$7,729	\$7,883	\$8,041
<b>EXPENDITURES</b>									
SR4 BYPASS (PHASE 1) - (See Note 1)	\$5,000								
SR4 East Project (Sommersville to SR160) - (See Note 2)									
Commuter Rail (eBART)	\$1,693	\$3,500	\$807						
Contingency for SR4/SR160 Connector Ramps			\$2,000						
SR4/SR160 Connector Ramps - Accommodate BART – OPTION 1			\$1,400						
Reimburse County Prop 1B			\$1,148	\$2,052					
Vasco Road Safety Improvements				\$3,000					
John Muir Parkway (SR4 Bypass Related)				\$2,231	\$669				
Cost of Relinquishment Payments					\$4,100				
Mokelumne Bike/Ped Overcrossing					\$2,659	\$3,341			
Balfour Road Interchange Project - (See Note 3)									
<b>Total Projected Expenditures</b>	\$6,693	\$3,500	\$5,355	\$7,283	\$7,428	\$3,341	\$0	\$0	\$0
<b>Ending balance</b>	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,236	\$12,965	\$20,848	\$28,889

**NOTES:**

- 1) SR4 Bypass transferred to Caltrans in January 2012. Transfer Costs included in "SR4 Bypass Phase I Costs"
- 2) Assumes no ECCRFFA contribution to SR4 East Project (Sommersville Road to SR160)
- 3) If Balfour Road Interchange not out to construction mid-year 2015, project cost projected to increase by \$16M for CCWD relocation

**ECCRFFA - Revenue and Expenditure Plan - Conservative Economic Outlook**

**Includes BART Option 2**

**Apr-12**

**(Reduction of 50% for Residential Units for 2 Years - Through First Half of FY 2013/14, then Full Fee)**

\$ thousands

	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20
	\$2,700	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$3,536	\$11,265	\$19,148
<b>REVENUE</b>									
<b>ECCRFFA Developer Fees</b>	\$4,993	\$3,500	\$5,355	\$7,283	\$7,428	\$7,577	\$7,729	\$7,883	\$8,041
<b>EXPENDITURES</b>									
SR4 BYPASS (PHASE 1) - (See Note 1)	\$5,000								
SR4 East Project (Sommersville to SR160) - (See Note 2)									
Commuter Rail (eBART)	\$1,693	\$3,500	\$807						
Contingency for SR4/SR160 Connector Ramps			\$2,000						
SR4/SR160 Connector Ramps - Accommodate BART -- OPTION 2			\$2,548	\$752					
Reimburse County Prop 1B				\$3,000					
Vasco Road Safety Improvements				\$3,000					
John Muir Parkway (SR4 Bypass Related)				\$531	\$2,369				
Cost of Relinquishment Payments					\$4,100				
Mokelumne Bike/Ped Overcrossing					\$959	\$5,041			
Balfour Road Interchange Project - (See Note 3)									
<b>Total Projected Expenditures</b>	\$6,693	\$3,500	\$5,355	\$7,283	\$7,428	\$5,041	\$0	\$0	\$0
<b>Ending balance</b>	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$3,536	\$11,265	\$19,148	\$27,189

**NOTES:**

- 1) SR4 Bypass transferred to Caltrans in January 2012. Transfer Costs included in "SR4 Bypass Phase I Costs"
- 2) Assumes no ECCRFFA contribution to SR4 East Project (Sommersville Road to SR160)
- 3) If Balfour Road Interchange not out to construction mid-year 2015, project cost projected to increase by \$16M for CCWD relocation

# STATE ROUTE 4 — STATE ROUTE 160 PHASE II CONNECTOR PROJECT

## Construct Highway Connectors as Currently Planned







### PROJECT DESCRIPTION

- Current Project would construct the northbound ramp alignment and connection to westbound SR 4 consistent with the approved Project Study Report (1997).
- Current Project would construct improvements as considered in the Draft Project Report and the environmental addendum, and is consistent with project cost estimates to date.
- Current Project would require bridge and ramp widening in the future for the eBART's next phase of work.
- Sound wall alignment constructed with Segment 1 of the Bypass is generally consistent with Current Project and would require minimal reconstruction in this phase.

### CONSIDERATIONS:

- Current Project construction cost
- Allows for future ramp and bridge widening
- Consistent with approved planning and environmental documents
- Requires bridge widening and sound wall reconstruction when SR 4 mainline is widened for a future eBART extension

### LEGEND

-  Roadway improvements to be constructed with Current Project
-  Bridge improvements to be constructed with Current Project
-  Future roadway improvements to be constructed with eBART extension
-  Future bridge improvements to be constructed with eBART extension
-  Sound wall improvements to be constructed with Current Project
-  Future sound wall improvements to be constructed with eBART extension



# STATE ROUTE 4 — STATE ROUTE 160 PHASE II CONNECTOR PROJECT

## Option 1: Construct Northbound Highway Connector Structure to Accommodate Currently Planned Ramp Alignment and Future Ramp Alignment (no Future Bridge Widening for eBART)






### PROJECT DESCRIPTION

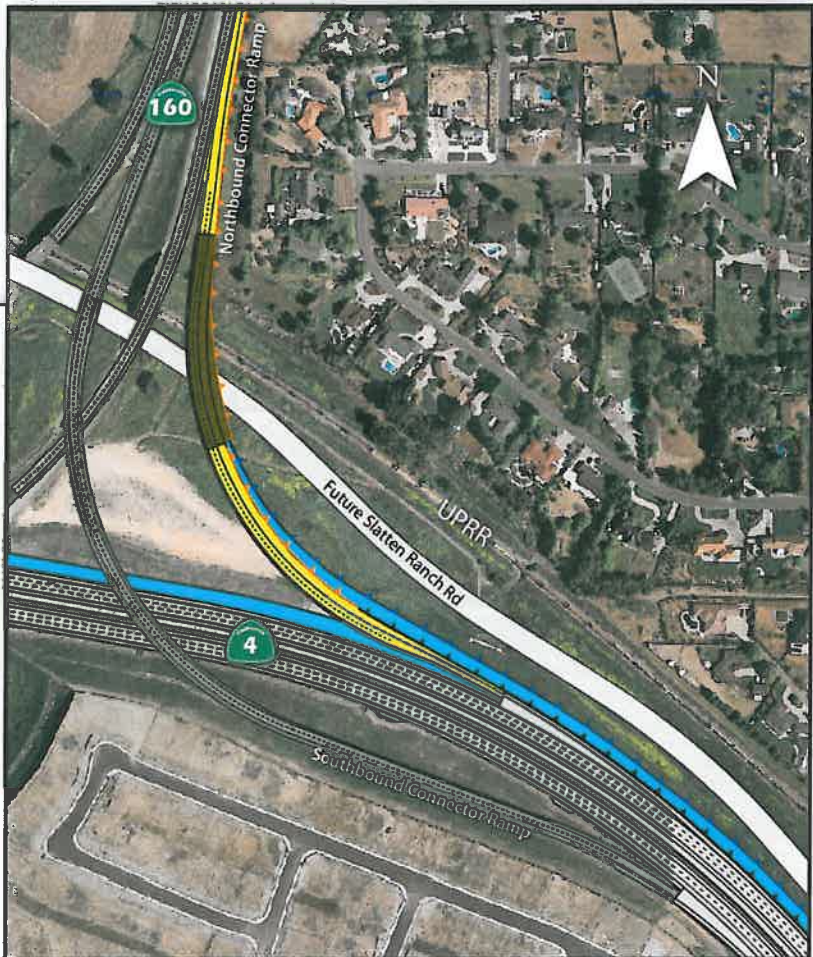
- Option 1 would construct the northbound ramp alignment and connection to westbound SR 4 generally consistent with the approved Project Study Report (1997).
- Option 1 would widen the northbound bridge structure to accommodate the future ramp realignment required for the eBART extension.
- Option 1 would construct ramp improvements as considered in the Draft Project Report and environmental addendum.
- Option 1 would require ramp widening (but no bridge widening) in the future for the eBART next phase project.
- Sound wall alignment constructed with Segment 1 of the Bypass is consistent with Option 1 and would require minimal reconstruction in this phase.

### CONSIDERATIONS:

- Lowest initial construction cost option
- Allows for future ramp widening and does not require bridge widening in the future
- Generally consistent with approved planning and environmental documents
- Requires ramp widening and sound wall reconstruction when SR 4 mainline is widened for a future eBART extension
- Δ Construction \$1.2 million

### LEGEND

-  Roadway improvements to be constructed with Option
-  Bridge improvements to be constructed with Option
-  Future roadway improvements to be constructed with eBART extension
-  Sound wall improvements to be constructed with Option
-  Future sound wall improvements to be constructed with eBART extension



# STATE ROUTE 4 — STATE ROUTE 160 PHASE II CONNECTOR PROJECT

## Option 2: Construct Northbound Connector Ramp to Accommodate Future eBART Extension






### PROJECT DESCRIPTION

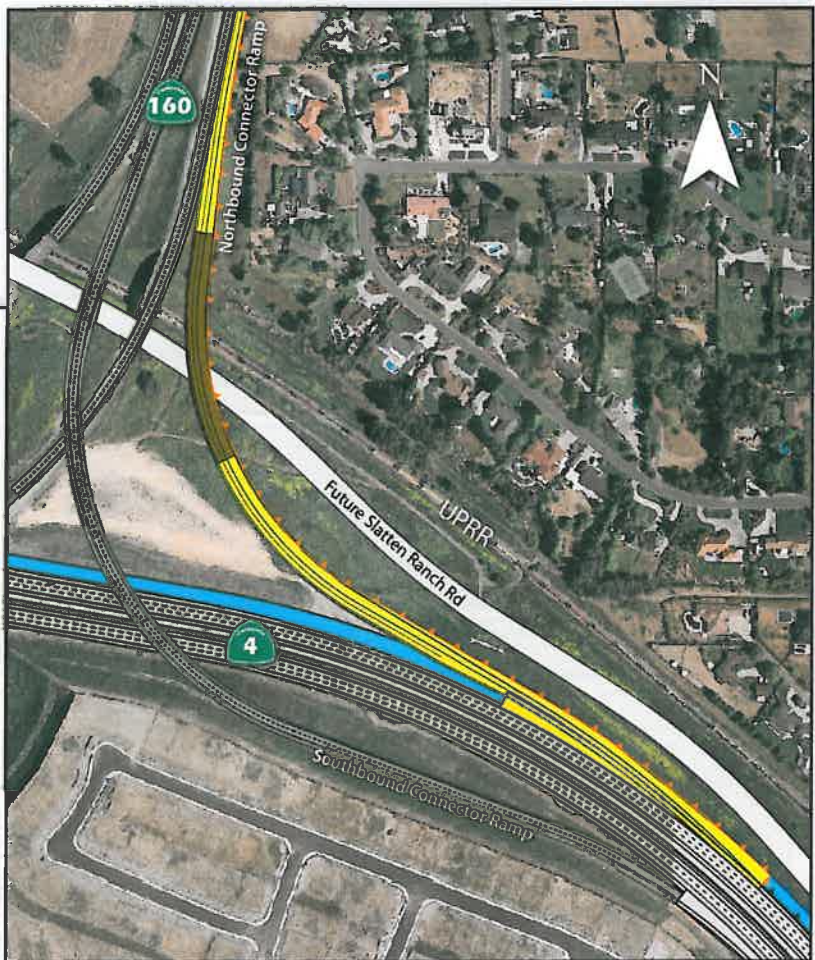
- Option 2 would construct the northbound ramp alignment and mainline widening sufficient to tie to both the current mainline geometry and the future widening of SR 4 with the eBART extension.
- Option 2 would construct the northbound bridge structure on the alignment necessary for a future eBART extension.
- Option 2 would construct the ramp improvements to the northeast of the improvements considered in the Draft Project Report and environmental addendum.
- Option 2 would not require future widening within the limits of the northbound ramp alignment.
- Sound wall alignment constructed with Segment 1 of the Bypass is not consistent with Option 2 and would require reconstruction in this phase.

### CONSIDERATIONS:

- Highest initial construction cost option
- No throwaway cost when considering future eBART extension
- Allows for mainline widening in the future
- Is not consistent with approved planning and environmental documents
- Does not require any future sound wall reconstruction when SR 4 mainline is widened for a future eBART extension
- Constructs ultimate widened improvements along mainline within the ramp limits
- Requires 25,000 cubic yds of additional fill
- Δ Construction \$2.6 million

### LEGEND

-  Roadway improvements to be constructed with Option
-  Bridge improvements to be constructed with Option
-  Future roadway improvements to be constructed with eBART extension
-  Sound wall improvements to be constructed with Option
-  Future sound wall improvements to be constructed with eBART extension





**SR4/160 Connector Ramp Project**  
**Costs to accomodate future eBART project**

<b>Current Project (baseline)</b>	<b>Construction Costs</b>	<b>Additional Costs to revise Project Report (Includes environmental documentation if necessary )</b>	<b>Additional Design</b>	<b>Estimated CM costs (15% of construction costs)</b>	<b>TOTAL</b>
Change in Project cost to current project	\$0	\$0		0	\$0
Change in project cost for future BART project	\$5,120,000				
Throwaway cost in current project	\$2,190,000				
<b>Option 1 (Bridge widening only for BART)</b>					
Change in Project cost to current project	\$1,200,000	\$40,350	Negligible (See note 1)	\$180,000.00	\$1,420,350
Change in project cost for future BART project	\$3,700,000				
Throwaway cost in current project	\$1,870,000				
<b>Option 2 (Full ramp accommodation for BART)</b>					
Change in Project cost to current project	\$2,600,000	\$70,950	\$200,000	\$390,000.00	\$3,260,950
Change in project cost for future BART project	\$0				
Throwaway cost in current project	\$140,000				

Notes

1) Per CCTA, can be accomodated in existing CCTA contract with Nolte Vertical Five