

# TRANSPLAN Committee Meeting

Thursday, April 11, 2013 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

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

## 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 2/14/13 TRANSPLAN Meetings ◆ **PAGE 3**
- 4. ACCEPT** Correspondence ◆ **PAGE 11**
- 5. ACCEPT** Status Report on Major Projects ◆ **PAGE 27**
- 6. ACCEPT** Calendar of Events ◆ **PAGE 41**
- 7. ACCEPT** Environmental Register ◆ **PAGE 43**
- 8. AUTHORIZE** Technical Coordinating Committee (TCC) Appointments ◆ **PAGE 45**
- 9. AUTHORIZE** Amendment No. 3 to the 2011 Measure J Strategic Plan. Amendment No. 3 programs \$500,000 to the Railroad Avenue Station in Pittsburg (new Project 2002) by deprogramming an identical amount from the Rail Extension to East County (eBART) project (Project 2001). ◆ **PAGE 51**

### End of Consent Items

### Open the Public Meeting

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

- 10. ADOPT** resolutions recognizing outgoing Committee members.
- 11. ELECT** Chair and Vice-Chair for 2013: The TRANSPLAN Committee elects its officers at the beginning of each calendar year. Elections of chair and vice chair are done in two separate motions. Both must be elected officials. The attachment shows the officers of TRANSPLAN for the past seven years. ◆ **PAGE 61**
- 12. RECEIVE** report on status of East County Fee Program Negotiations from staff and **take action as appropriate:** Staff from all East County Cities, the County, and ECCRFFA have continued to meet and refine Option 1. The attached staff report contains details on the meetings and a recommendation. ◆ **PAGE 63**
- 13. CONSIDER** request from the City of Pittsburg for TRANSPLAN to Reconsider its Position concerning the City of Pittsburg's Compliance with Regional Mitigation Transportation Plan Requirements. (Take Action As Appropriate)

Wade Harper  
Antioch  
City Council

Robert Taylor  
Brentwood  
City Council

Mary N. Piepho  
Contra Costa County  
Board of Supervisors

Kevin Romick  
Oakley  
City Council

Salvatore Evola  
Pittsburg  
City Council

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

Doug Hardcastle  
Oakley  
Planning Commission

Larry Wirick  
Pittsburg  
Planning Commission

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

**14. ADOPT** resolution of the TRANSPLAN Committee's position on the status of the City of Pittsburg's compliance with its obligations under the East County Action Plan to participate in a cooperative, multi-jurisdictional process for managing growth in the East County region. ♦ **Page 68**

**15. RECEIVE** update on TRANSPAC/TRANSPLAN 511 Contra Costa school-based programs in East County funded by the 2011 MTC Climate Initiatives Cycle 1 Safe Routes to School Block Grant (Federal SR2S); 2012 Measure J Line 17, Commute Alternative funds; and the Bay Area Air Quality Management District Transportation Fund for Clean Air funds. ♦ **Page 75**

**16. RECEIVE** report on " Unified Call for Projects for Cycle 2 Federal Funding" for the following fund programs: ♦ **Page 91**

- OneBayArea Grant (OBAG) Program.
- Safe Routes to School (SR2S).
- Allocation of \$2.745 Million in Cycle 2 Federal Planning Funds for Local Priority Development Area (PDA) Planning and Implementation.

**17. RECEIVE** TriLink SR-239 Update from CCTA staff on the development of a feasibility study for a multi-modal transportation connection between Brentwood and Tracy. ♦ **Page 96**

**18. ADJOURN** to next meeting on Thursday, May 9, 2013 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

**ITEM 3  
MEETING MINUTES**

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

MINUTES

February 14, 2013

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

**ROLL CALL**

PRESENT: Gil Azevedo (Antioch), Salvatore (Sal) Evola (Pittsburg), Doug Hardcastle (Oakley), Wade Harper (Antioch), Mary N. Piepho (Contra Costa County Board of Supervisors), Duane Steele (Contra Costa County Planning Commission), Robert (Bob) Taylor (Brentwood), Joe Weber\* (Brentwood), and Chair Kevin Romick (Oakley)

\* Arrived at 6:38 P.M.

ABSENT: Larry Wirick (Pittsburg)

STAFF: Jamar Stamps, TRANSPLAN Staff  
David Schmidt, Legal Counsel

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

There were no comments from the public.

**CONSENT ITEMS**

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

3. Adopted Minutes from December 13, 2012 TRANSPLAN meeting
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register

Chair Romick introduced Doug Hardcastle from Oakley as the newest member of the TRANSPLAN Committee.

Legal Counsel David Schmidt announced that the basis of the closed session was significant exposure to litigation under Government Code Section 54956.9(b) for one potential case involving a legal dispute between the TRANSPLAN Committee and the City of Pittsburg related to Local Streets and Maintenance Improvement funds under Measure J.

Chair Romick adjourned into closed session at 6:32 P.M.

Sal Evola left the dais and the Board Room.

### **CLOSED SESSION**

#### **CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION**

Significant exposure to litigation (Government Code Section 54956.9(b)):  
One potential case.

Chair Romick reconvened from closed session at 7:42 P.M.

Mr. Schmidt advised that there was nothing to report from the closed session.

Mr. Evola rejoined the TRANSPLAN Committee.

Jamar Stamps, TRANSPLAN staff, advised that the next four items on the agenda would be continued.

#### **ELECT CHAIR AND VICE-CHAIR FOR 2013**

#### **ADOPT RESOLUTIONS RECOGNIZING OUTGOING COMMITTEE MEMBERS**

**CONSIDER REQUEST FROM THE CITY OF PITTSBURG FOR TRANSPLAN TO RECONSIDER ITS POSITION CONCERNING THE CITY OF PITTSBURG'S COMPLIANCE WITH REGIONAL MITIGATION TRANSPORTATION PLAN REQUIREMENTS**

**ADOPT RESOLUTION OF THE TRANSPLAN COMMITTEE'S POSITION ON THE STATUS OF THE CITY OF PITTSBURG'S COMPLIANCE WITH ITS OBLIGATIONS UNDER THE EAST COUNTY ACTION PLAN TO PARTICIPATE IN A COOPERATIVE, MULTI-JURISDICTIONAL PROCESS FOR MANAGING GROWTH IN THE EAST COUNTY REGION**

**RECEIVE PRESENTATION BY CCTA STAFF "BRINGING MOBILITY TO CONTRA COSTA COUNTY"**

Randell Iwasaki, Executive Director of the Contra Costa Transportation Authority (CCTA), provided an update entitled *Bringing Mobility to Contra Costa County* to identify the CCTA's current and future projects in Contra Costa County. He described the Measure J projects under construction and reported that the ribbon cutting for the Richmond Transit Village was expected in late March 2013; the I-80 Integrated Corridor Mobility (ICM) project to improve the "worst commute in the Bay Area westbound" was ongoing; the fourth bore of the Caldecott Tunnel anticipated a late 2013 opening although the project would officially be completed after that time since electrical systems had to be tested; the State Route 4 (SR4) Bypass/Sand Creek Road Interchange project with a March 2014, or earlier opening; and the I-80 Auxiliary Lanes project; along with the SR4 East Widening Project/eBART that the CCTA was overseeing. He described the current work, cost, and funding resource for each project.

Mr. Iwasaki also highlighted the I-680/SR4 Interchange, design starting in early 2013; the SR4/242 Ramp Metering Study and Implementation Plan; I-680 Carpool Lane Gap Closure through Walnut Creek southbound not yet started at this point; State Route 4 connections with the Balfour Road Interchange and Mokelumne Trail Bike and Pedestrian overcrossing; and the SR4/SR160 Connector Ramps design which was close to completion; along with the eBART Extension Study in Brentwood; and others. He noted that Measure J funds had been leveraged three to one and that the CCTA was working on the next projects and the potential federal and state funding available and potentially available to complete those future projects.

Mr. Iwasaki also noted discussions of the future of Measure J and the need to secure future funding; explained that shovel-ready projects were easier to fund; and there was a need to leverage other funds to finance projects to take advantage of the construction bid environment because of low bidders and multiple bids, and to maintain the good relationship with funding partners.

Mary Piepho thanked Mr. Iwasaki for the great news and invited him to address the Board of Supervisors. She asked if there were plans for carpooling on Highway 24, to which Mr. Iwasaki noted the restrictions at the tunnels and commented that one of the things being discussed was a way to tweak the system to consider connections to save time.

In further response, Martin Engelmann of the CCTA noted that the Lamorinda Action Plan had shown Route 24 as a Route of Regional Significance, and while high occupancy vehicle (HOV) lanes might be acceptable there were a number of issues that would make that difficult.

In response to Mary Piepho as to the interest of Alameda and San Joaquin counties in the SR 239 project, Mr. Iwasaki noted that the project might help Alameda County and San Joaquin County was interested from a growth perspective, and while the Board of Supervisors was supportive funding would have to be obtained.

The TRANSPLAN Committee thanked Mr. Iwasaki for his report.

**RECEIVE PRESENTATION BY CCTA STAFF ON 2014 COUNTYWIDE TRANSPORTATION PLAN (CTP) UPDATE/SUSTAINABILITY DISCUSSION PAPER**

Martin Engelmann, Deputy Executive Director, CCTA, referred to *Launching the 2014 CTP Update*, and highlighted the report in terms of the Countywide Transportation Plan (CTP), the Action Plans, and other planning documents.

Mr. Engelmann explained that Measure J required that the CTP be updated every four to five years; the last update was in 2009. The CTP was driven by the Action Plans of regional significance and the Regional Transportation Planning Committees (RTPCs) would have to revisit the objectives that had been set in the Action Plans and establish a set of projects, programs, measures, and actions to be able to achieve those objectives. He reported that an Administrative Draft was expected by June 2013, with a draft by the fall of 2013, and with Action Plans to roll up into the Draft CTP by the end of 2013, to then be circulated and potentially adopted by the CCTA in May 2014 to complete the process. He added that the concept of sustainability had to be incorporated into transportation planning efforts, and referred to a separate paper on sustainability and the need for comments from the TRANSPLAN Committee. He added that the impetus to consider sustainability was due to SB 375 and AB 32, as well as the Plan Bay Area, which would include the region's first Sustainable Community Strategy to be incorporated into the CTP.

Mr. Engelmann stated that the first step to develop the plan was to get the overall vision for projects and programs throughout Contra Costa County and to prepare a Comprehensive Transportation Project List (CTPL). There was currently \$10 billion in projects with only \$2.5 billion funded. He explained that the universal list of \$10 billion in projects had been included in the Congestion Management Program (CMP), to be completed in the fall, to include all federal, state, and locally funded projects throughout the County. He explained that a Call for Projects would be distributed on March 8 to identify shovel-ready projects that would rank well in terms of helping Priority Development Areas (PDAs) grow and provide transportation services for those areas.

Mr. Engelmann stated that in early 2013, the CCTA would also be updating its 2013 Strategic Plan Update for Measure J prior to completing the Measure J Strategic Plan. He referred as well to a new update to the State Transportation Improvement Program (STIP), the amount of which had yet to be identified. There was a public outreach component in the process when workshops and new technologies-based outreach processes would be engaged to communicate with stakeholders and constituents to find out the interest in the projects for 2013.

As to the sustainability aspect, Mr. Engelmann referred to the *Discussion Paper: Incorporating Sustainability into the 2014 Countywide Transportation Plan* and noted that in the 2009 plan there was an action item to develop a discussion paper on sustainability, which had now been done. He described sustainability as acting in a way that will achieve both current and future needs without compromising what could be achieved in the future for equity, economy, and environment. He identified the CCTA's objectives on sustainability and noted that its current mission was consistent with sustainability, which was important now to help accomplish the CCTA's goals, incorporate Best Practices, and as required by SB 375. As to whether it should be incorporated into the CTP, he noted the pros and cons of doing that, stated that the paper would be part of the CTP process, and explained that no decisions were being sought at this time. The issue would be discussed by the TRANSPLAN Technical Advisory Commission (TAC) and return to the TRANSPLAN Committee at a later date.

The TRANSPLAN Committee thanked Mr. Englemann for his report.

#### **ADOPT STATE ROUTE 4/STATE ROUTE 242 RAMP METERING IMPLEMENTATION PLAN**

Jack Hall, Transportation Engineer, CCTA, presented the *Ramp Metering Study and Implementation Plan* and thanked the TRANSPLAN TAC for its work over the last year along with that of the Metropolitan Transportation Commission (MTC), and Caltrans. He introduced the representatives from MTC, Caltrans, and Dowling Associates in the audience who were available to respond to questions.

Mr. Hall advised that the study was to determine the feasibility of ramp metering, and to develop a staging plan, metering plan, and monitor before and after conditions. He noted the benefits of ramp metering and improvement of travel safety and explained that the year 2015 had been selected as the base analysis year, with metering only in the peak direction, with the metering rate set to contain queues within the ramp, and with potential diversion of traffic evaluated at key intersections and arterials. He identified the study limits, the components of the evaluation, and identified the results, stating that ramp metering would result in benefits for all roadway facilities in both central and east Contra Costa County.



Mr. Hall explained that the next steps would be to execute a Memorandum of Understanding (MOU) with the cities and the County, conduct a public awareness campaign, activate the ramp meters, conduct field observation and refinement, and prepare a before and after study.

Adrian Levy, Senior Transportation Engineer with Caltrans, explained in response to Wade Harper as to the percentage of increased traffic citations with ramp metering, that he could provide that information. He noted that violations were typically HOV violations.

Mr. Hall explained that there were loop detectors on the main line that would enact the metering rate and other detectors would keep cars from backing up on arterial streets. As to how many ramps were anticipated, he advised that there would be 20 meters as part of Stage 1, Railroad Avenue to Solano Way and all of SR 242; and 18 meters as part of Stage 2, Hillcrest Avenue to Alhambra Avenue, all would be on weekdays only.

Mary Piepho commented that as one who drove Vasco Road into Alameda County, the metering there was problematic and backed up traffic; she was therefore cautious given her direct experience using Vasco Road and attempting to get to I-680.

Mr. Hall noted that there were possible improvements to address that situation.

Mr. Levy advised that there was an improvement project at Vasco Road. He explained that the backup was due not only to the meter but also to city signals, and prior to metering there was a lot of traffic flooding the freeway that also backed up the ramp. He added that they had been in communication with Dublin, Livermore, and Pleasanton and responded to complaints, when received.

Duane Steele commented that he used Grant Line Road where there was no metering and suggested that the increased speed of cars without ramp metering actually reduced greenhouse gases.

When asked by Joe Weber how the TRANSPAC Committee had accepted the proposal, Mr. Hall reported that the TRANSPAC Committee had unanimously approved the plan this morning. In further response to Mr. Weber, he explained that the loop detector would cycle the green light faster to clear out any queues on arterial streets, and noted that the metering was one car per meter.

A Caltrans representative advised that two cars per meter would allow more capacity per ramp without adding another signal.

Joe Weber referred to a recent news story where traffic had become a problem because of non-working sensors, and Mr. Levy explained that they were aware of that situation and had mobilized to repair a number of the components and issues with respect to message signs. He explained that many of the problems had to do with wire theft and that repair was a top priority, and added that when there was a wire theft of an induction loop detector the ramp metering would revert to a default timing mechanism, instead of being traffic responsive it would be a fixed-time meter, a band aid until it could be repaired.

Mr. Weber expressed concern for overall visibility from the California Highway Patrol (CHP) and suggested there needed to be more communication with greater CHP presence to clear traffic backups.

The TRANSPLAN Committee thanked Mr. Hall for his report.

On motion by Mary Piepho, seconded by Sal Evola, TRANSPLAN Committee members unanimously adopted the State Route 4/State Route 242 Ramp Metering Study and Implementation Plan.

### **ADJOURNMENT**

Chair Romick adjourned the TRANSPLAN Committee meeting at 8:49 P.M. to March 14, 2013 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk

**ITEM 4  
CORRESPONDENCE**



CONTRA COSTA  
transportation  
authority

PLANNING COMMITTEE MEETING  
HANDOUT - ITEM 7.0 OTHER BUSINESS  
APRIL 3, 2013

COMMISSIONERS

March 29, 2013

Janet Abelson, Chair

To: Contra Costa City/Town Managers

Kevin Romick,  
Vice Chair

cc: Contra Costa City/Town Transportation Planners

Newell Arnerich

From: Martin R. Engelmann *MRE*  
Deputy Executive Director, Planning

Tom Butt

David Durant

RE: Growth Management Program (GMP) Compliance Checklist Submittal  
Status and Annual Urban Limit Line Policy Advisory Letter

Federal Glover

Dave Hudson

Attached is a status report on submittals of the Calendar Year (CY) 2010 & 2011 GMP Checklist. To date, we have received eight checklists, and 12 remaining jurisdictions need to submit a Checklist. Submittal of a Checklist, and subsequent review and approval by the Authority, is necessary to receive 18 percent Local Street Maintenance and Improvement (LSM) funds and certain other funds as specified in the Measure J Expenditure Plan.

Mike Metcalf

Karen Mitchoff

Julie Pierce

Roberl Taylor

Randell H. Iwasaki,  
Executive Director

If you have not submitted your Checklist, please do so by June 30, 2013. If you are unable to submit by that date, then to remain eligible to receive the funds in the future, a Statement of Progress must be submitted to the Authority. The Statement of Progress consists of a letter approved by your Council that includes: a) progress made on compliance with the GMP; and b) a proposed schedule for submittal of a completed Checklist. The Authority will respond in writing to the Statement of Progress submittal, indicating whether a deadline extension has been granted.

The CYs 2010 & 2011 Checklist was transmitted to all Contra Costa jurisdictions in January 2012. A copy may be downloaded from the Authority's website at [www.ccta.net](http://www.ccta.net).

Please note that Checklist Question 11, which pertains to the Urban Limit Line (ULL), refers to an Annual ULL Policy Advisory Letter that was transmitted in January 2012 to the addressees shown in the attached distribution list. We are transmitting the letter again as attached.

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
[www.ccta.net](http://www.ccta.net)

If you or your staff have questions about completing the Checklist, please call or e-mail (925) 256-4729/[mre@ccta.net](mailto:mre@ccta.net).

Attachments: CYs 2010 & 2011 GMP Checklist Submittal Status Report  
Annual ULL Policy Advisory Letter

**ESTIMATED PAYMENT SCHEDULE  
FOR "OFF-YEAR" FY 2012-13 LOCAL STREET MAINTENANCE AND IMPROVEMENT (LSM) FUNDS  
FOR THE CY 2010 - 2011 GMP  
CHECKLIST REPORTING PERIOD\***

JURISDICTION	DATE RECEIVED	CCTA APPROVAL DATE*	FY 2011-12 18% (First Year) LSM Allocation	FY 2012-13 18% (Off-Year) LSM Allocation	Off Year Payment Schedule
Antioch			\$979,883	\$1,008,467	
Brentwood	4/2/2012	5/16/2012	\$691,116	\$710,319	5/16/2013
Clayton	6/28/2012	9/9/2012	\$222,167	\$226,135	9/9/2013
Concord	6/14/2012	7/18/2012	\$1,253,296	\$1,290,762	7/18/2013
County	3/9/2012	7/18/2012	\$1,975,401	\$2,036,328	7/18/2013
Danville			\$536,747	\$550,936	
El Cerrito			\$335,035	\$342,670	
Hercules			\$311,964	\$318,850	
Lafayette	10/2/2012	11/28/2012	\$369,913	\$378,681	11/28/2013
Martinez			\$458,886	\$470,545	
Moraga			\$265,243	\$270,610	
Oakley			\$469,211	\$481,205	
Orinda	12/3/2012	2/26/2013	\$350,602	\$358,742	2/26/2014
Pinole			\$276,962	\$282,710	
Pittsburg			\$641,340	\$658,926	
Pleasant Hill			\$453,991	\$465,491	
Richmond			\$1,042,208	\$1,072,816	
San Pablo			\$321,604	\$328,803	
San Ramon	11/16/2012	2/20/2013	\$695,949	\$715,308	2/20/2014
Walnut Creek	1/23/2013	3/20/2013	\$719,569	\$739,696	3/20/2014
<b>Total</b>			<b>\$12,371,087</b>	<b>\$12,708,000</b>	

\*Payment amount subject to adjustment based upon actual sales tax revenues as determined by the State Board of Equalization.

\*\*Date of CCTA approval of the CY 2010 & 2011 GMP Compliance Checklist, authorizing allocation of First Year FY 11-12 funds.

# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

March 27, 2013

Hercules

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

Pinole

RE: WCCTAC Board Meeting Summary

Dear Randy:

Richmond

The WCCTAC Board at its March 22<sup>nd</sup> meeting took the following actions that may be of interest to CCTA:

San Pablo

- 1) Approved FY 11-12 Administrative Expenditures for Measure J Program 21 Student Bus Pass Program (SBPP) in the amount of \$43,383.
- 2) Approved a three year time extension for BART to complete the Richmond BART Station Improvements Project.
- 3) Approved the BART request to allow the Measure J Project No. 10002-0, "Transit Oriented Development (TOD) and Access Improvements at El Cerrito Plaza and Del Norte Stations" to allow planning, design and implementation work to occur within a half-mile radius around the stations and to name the City of El Cerrito as co-sponsor.
- 4) Received a presentation on the TDM efforts planned for FY 14 in West County.
- 5) Received updates from WCCTAC's CCTA representatives.

Contra Costa  
County

Sincerely,



AC Transit

Jerry Bradshaw  
Interim Executive Director

BART

cc: Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; Jamar Stamps,  
TRANSPLAN; Andy Dillard, SWAT

WestCAT



COMMISSIONERS

Janet Abelson,  
Chair

Kevin Romick,  
Vice Chair

Newell Americh

Tom Butt

David Durant

Federal Glover

Dave Hudson

Mike Metcalf

Karen Mitchoff

Julie Pierce

Robert Taylor

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# MEMORANDUM

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To: Barbara Neustadter, TRANSPAC  
Andy Dillard, SWAT, TVTC  
Jamar Stamps, TRANSPLAN  
Jerry Bradshaw, WCCTAC  
Shawna Brekke-Read, LPMC

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

Date: March 26, 2013

Re: Items approved by the Authority on March 20, 2013, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

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At its March 20, 2013 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

## 1. Regional Express Lane Network

**Metropolitan Transportation Commission (MTC) Status Update.** In October 2011, MTC secured authorization from the California Transportation Commission (CTC) to develop and operate a 270 mile Regional Express Lane Network. *MTC staff provided an update on progress and planned activities related to governance structure, implementation strategies and the Phase 1 conversion project.*

**Interstate 680 – North Segment (I-680N) Express Lane Conversion - Request for Proposals (RFP).** *Staff was authorized to issue a RFP to scope, environmentally clear and design the I-680N Express Lane. The I-680N Express Lane project proposes to convert High Occupancy Vehicle (HOV) lanes to express lanes on southbound I-680 from near the Benicia-Martinez Bridge to near Livorna Road in Alamo, and northbound I-680 from the I-680/SR242 interchange to near the Benicia-Martinez Bridge.*

2999 Oak Road  
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www.ccta.net

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**I-680 North Segment (I-680N) Express Lane Conversion - Authorization to Request RM2 Allocation from MTC for Environmental Clearance and Plans, Specifications and Estimate (PS&E).** *Staff was authorization to submit an allocation request to MTC in the amount of \$9.2 million for environmental clearance and PS&E.*

2. **Unified Call for Projects for Cycle 2 Federal Funding.** MTC's Resolution No. 4035, initially adopted in May 12, 2012, and finalized in November 2012, established the program architecture for the allocation of \$795 million in federal funds for FY 2012-13 to FY 2015-16. As the designated Congestion Management Agency (CMA) for Contra Costa, the Authority is responsible for allocating a total of \$51.238 million in Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ), and Transportation Alternatives Program (TAP) funding for Planning, Local Streets and Road Preservation, Transportation For Livable Communities, and Safe Routes to School. *The Cycle 2 federal funding unified Call for Projects was issued on March 8, 2013. Staff notified all Contra Costa City Managers, Public Works Directors, Planning Directors, and RTPC managers of the schedule and process for applying for OBAG funding. Complete information may be found on the Authority's website at [www.ccta.net](http://www.ccta.net) under "Current Activities."*

**2.1 - Allocation of \$2.745 Million in Cycle 2 Federal Planning Funds for Local Priority Development Area (PDA) Planning and Implementation.** In November 2012, MTC established a \$20 million planning program that would flow to the nine Bay Area Counties to support local planning activities related to Priority Development Areas (PDAs). Based upon a modified "OBAG" formula, Contra Costa would receive \$2.745 million. As the designated Congestion Management Agency (CMA) for Contra Costa, the Authority has the option to administer the funds. Expenditure of the funds must be in accordance with the *PDA Investment & Growth Strategy* currently under development by the Authority and scheduled for review in April 2013. *The Authority selected funding Option 2, whereby the CMA will provide individual grants to local jurisdictions through a single program administered by the CMA. Staff was authorized to notify MTC of the Authority's decision.*

**2.2 - Call for Projects for the OneBayArea Grant (OBAG) Program.** MTC Resolution No. 4035 created the OneBayArea Grant (OBAG) program. The purpose of the OBAG program is to fund transportation investments that reward jurisdictions that produce housing and focus transportation investments in Priority Development Areas (PDAs) while providing more funding and flexibility to counties. Approximately \$45.2 million is available through OBAG, of which \$16.6 million is dedicated to Local Streets and Roads



Preservation. An additional \$4.3 million will be used for the CMA Planning function over the next four years. Approximately \$24.3 million is available for Transportation for Livable Communities Funds, and Bicycle and Pedestrian Improvement projects, all of which must “serve” a Priority Development Area (PDA).

**2.3 - Release Safe Routes to School (SR2S) “Call for Projects” to the Regional Transportation Planning Committees (RTPCs) and Program Managers.**

Approximately \$3.3 million in federal funding is available through MTC for SR2S programs. As with the OBAG program, the CMAs have accepted delegation of the program selection process. Working with a committee comprised of transportation managers and SR2S program managers from around Contra Costa, Authority staff has developed a policy framework for allocating the funds to the RTPCs based upon K-12 student enrollment. During April and May, the SR2S Program Managers will assemble a list of high priority SR2S programs that they will forward to the RTPCs for adoption. The Authority is responsible for submitting a list of proposed projects to MTC by July 31, 2013.

**3. SB 375/SCS Implementation Update. (See Attachment)**

**SB 375/SCS Implementation Update**

**MTC Scheduled to Release Draft Plan Bay Area in March 2013:** MTC staff has indicated that the Draft 2013 Regional Transportation Plan (RTP) will be released on March 22, 2013, and the Draft EIR on March 29<sup>th</sup>, with adoption of the final RTP on June 20. MTC staff will present the Draft 2013 RTP to the Authority at its meeting on April 17, 2013. A Public Workshop will be held on Monday, April 22 at the Marriott Hotel in Walnut Creek at 6:30 p.m. The close of comment period on both the Draft Plan and the Draft EIR is May 16, one day following the Authority's May 15 meeting. Details of the RTP public outreach process are shown in the attached letter from MTC dated March 1. Further information will be posted shortly at [www.mtc.ca.gov](http://www.mtc.ca.gov).

**OneBayArea Grant (OBAG) Program:** The PDA/OBAG Working Group established in November 2012 had its second and third meetings on February 11<sup>th</sup> and 26<sup>th</sup>, respectively. The Working Group has so far discussed the OBAG project screening and evaluation criteria. At its fourth meeting on March 11<sup>th</sup>, the group discussed the PDA Investment and Growth Strategy.

The draft OBAG "Call for Projects" was reviewed by the TCC on February 21, and again on the 27<sup>th</sup>, and was forwarded to the Planning Committee, which approved the draft "Call" on March 6<sup>th</sup>. The Final Call for Projects was subsequently issued on March 8<sup>th</sup>.

The Authority is scheduled to approve the PDA Investment and Growth Strategy at its April meeting (concurrent with MTC's presentation on the 2013 RTP). The Authority would approve the OBAG funding recommendations at its June meeting. More details are available on the CCTA website under "Current Activities."

**Planning Directors Meetings:** The Planning Directors of Contra Costa are scheduled to meet on April 12, 2013 to discuss the One Bay Area Grant (OBAG) funding program, and development the PDA Investment & Growth Strategy.

# BayArea Plan

TO: MTC Planning Committee, ABAG Administrative Committee

DATE: March 1, 2013

FR: Executive Director, MTC  
Executive Director, ABAG

W.I.

RE: Plan Bay Area Public Meetings

Thanks for your patience as our staffs worked together to schedule the many meetings that come with release of the Draft Plan and companion Environmental Impact Report. This memo reviews past direction we have received from you and lists key milestones and dates.

Dates	Milestone
March 22	Release of Draft Plan Bay Area (begin 55-day comment period)
March 29	Release of Draft Plan Bay Area Environmental Impact Report (begin 45-day comment period)
April-May	Various comment opportunities, presentations, public hearings, etc.
May 16	Close of Comment Period (Draft Plan, DEIR)
Late May	Present summary of comments to ABAG and Commission
June 20	Joint ABAG-MTC Adoption of Final EIR, Final Plan Bay Area, and conformity analysis

In December, the joint MTC Planning and ABAG Administrative committees approved the following approach to public engagement for release of the Draft Plan. Our goal is to provide the public with numerous opportunities and methods to comment.

1. **Combination Open House/Public Hearings:** SB 375 requires at least three public hearings in the Bay Area, as well as an additional round of workshops in counties with populations of over 500,000. MTC and ABAG will host one hearing per county in combination with an Open House. The Open House will start at approximately 6 p.m. and run to approximately 7:30 p.m. Members of the public can come and view displays, ask questions of staff and then move right into a public hearing that will start at approximately 7 p.m. MTC Commissioners and ABAG Executive Board members will preside over the formal public hearing portion of the meetings for the purpose of taking comments from the public. A court reporter will transcribe comments. For those who cannot stay for the public meeting or who prefer not to speak in front of a large group, we will have a “comment station” where people can submit their comments directly for inclusion into the public record. A list of tentative dates for these open house/public hearings is included in Table 1 on the following page.
2. **EIR Public Hearings:** We will conduct three public hearings on the EIR, one each in Oakland, San Jose and San Rafael. The Oakland meeting will be in the evening. These will be formal public hearings to comply with CEQA, with a brief staff presentation and the balance of the meeting dedicated to hearing from the public. A list of tentative dates for these public hearings is included in Table 2 on the following page.

**Table 1: Plan Bay Area Open House/Public Workshops**


*(Note: In general, Open Houses will run from 6 p.m. to 7:30 p.m.; Public Hearings from 7 p.m. to 9 p.m.)*

<b>Date</b>	<b>Location</b>
Monday, April 8	Napa County: Elks Lodge, Napa
Monday, April 8	Sonoma County: Friedman Center, Santa Rosa
Thursday, April 11	San Francisco: Hotel Whitcomb, Civic Center
Monday, April 22	Solano County: Fairgrounds, Vallejo
Monday, April 22	Contra Costa County: Marriott, Walnut Creek
Monday, April 29	Marin County: Marin Center, San Rafael
Monday, April 29	San Mateo County: Holiday Inn Crowne Plaza, Foster City
Wednesday, May 1	Alameda County: Mirage Ballroom, Fremont
Wednesday, May 1	Santa Clara County: Downtown Hilton, San Jose

**Table 2: Plan Bay Area Draft Environmental Impact Report Public Hearings**

<b>Date</b>	<b>Location</b>
Tuesday, April 16, 10 a.m.	San Rafael, Embassy Suites
Tuesday, April 16, 7 p.m.	Oakland (Joseph P. Bort MetroCenter)
Wednesday, April 17, 1 p.m.	San Jose (Martin Luther King, Jr. Library, San Jose State)

We will be publicizing the meetings via email newsletters and a mailing, and welcome your assistance in helping us get the word out to your respective constituents.

  
 \_\_\_\_\_  
 Steve Heminger

  
 \_\_\_\_\_  
 Ezra Rapport



# SWAT

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

March 5, 2013

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

RE: SWAT Meeting Summary Report for March 2013

Dear Mr. Iwasaki:

At the **March 4, 2013** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

**Appointed SWAT Technical Advisory Committee (TCC) Members for the 2013-15 Term.** The Committee appointed the following staff members to the Authority's TCC for the 2013-15 term:

	<b>Primary Representative</b>	<b>Alternate Representative</b>
Planning:	Janice Carey, Orinda	Lisa Bobadilla, San Ramon
Engineering:	Leah Greenblat, Lafayette	Tony Coe, Lafayette
Transportation:	Tai Williams, Danville	Andy Dillard, Danville

**Reviewed draft SWAT comments on CCTA's Discussion Papers on the Launch of the 2014 Countywide Comprehensive Transportation Plan (CTP) and Incorporation of Sustainability.** Final comments will be considered for approval at the April SWAT meeting.

**Received Status Update on development efforts of OneBayArea Grant Program criteria for Contra Costa County.**

**Received Status Update on the I-680 Auxiliary Lanes, Segment 2 Project.**

The next SWAT meeting is scheduled for Monday, April 1<sup>st</sup>, 2013 at the City of San Ramon, 2222 Camino Ramon, San Ramon. Please contact me at (925) 314-3384, or [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov), if you should have any questions.

Sincerely,



Andy Dillard  
Town of Danville  
SWAT Administrative Staff

cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; Jerry Bradshaw, WCCTAC; Barbara Neustadter, TRANSPAC; Marilyn Carter, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA; Ellen Wilson, CCTA

# TRANSPAC Transportation Partnership and Cooperation

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

February 26, 2013

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

Re: Status Letter for TRANSPAC Meeting – February 14, 2013

Dear Mr. Iwasaki:

At its meeting on February 14, 2013, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Recognized and presented a TRANSPAC proclamation to Roger Matoba, recipient of the MTC Miriam Gholikely Public Service Award, for his service to the community in providing vanpool services for 29 years from Contra Costa County to San Francisco.
2. Approved the Contra Costa State Final Ramp Metering Feasibility and Implementation Plan Final SR 4 and SR 242 Ramp Metering Study and Implementation Plan, presented by Jack Hall, CCTA Associate Transportation Engineer.
3. Received a report regarding the launch of the 2014 Countywide Transportation Plan, including updating the CTP and the TRANSPAC Action Plan, as well as the incorporation of Sustainability into the 2014 CTP, presented by Martin Engelmann, CCTA Deputy Executive Director, Planning.
4. Received reports on CCTA activities from TRANSPAC's CCTA representatives Pierce and Durant.
5. Received a report on SB 375/SCS from Martin Engelmann, CCTA Deputy Director, Planning.
6. Received a report from Lynn Overcashier, 511 Contra Costa Program Manager, regarding the updated CCTA calculation of population and employment for TDM funding, which determined that Central Contra Costa County will be receiving 0.1% in additional TDM funding.
7. Elected David Durant as TRANSPAC Chair for the 2013 term; elected Mark Ross as TRANSPAC Vice-Chair for the 2013 term.

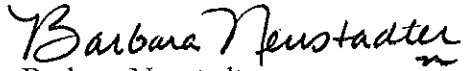
Mr. Randall H. Iwasaki

February 26, 2013

Page 2

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter  
TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff  
Amy Worth, Chair - SWAT  
Kevin Romick - TRANSPLAN  
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, Brad Beck (CCTA)  
Jerry Bradshaw - WCCTAC  
Janet Abelson - WCCTAC Chair  
Jamar I. Stamps - TRANSPLAN  
Andy Dillard - SWAT  
June Catalano, Diana Vavrek, Diane Bentley - City of Pleasant Hill





COMMISSIONERS

Janet Abelson,  
Chair

Kevin Romick,  
Vice Chair

Newell Americh

Tom Butt

David Durant

Federal Glover

Dave Hudson

Mike Metcalf

Karen Mitchoff

Julie Pierce

Robert Taylor

# MEMORANDUM

To: Barbara Neustadter, TRANSPAC

Andy Dillard, SWAT, TVTC

Jamar Stamps, TRANSPLAN

Jerry Bradshaw, WCCTAC

Shawna Brekke-Read, LPMC

From: Randell H. Iwasaki, Executive Director

Date: February 25, 2013

Re: Items approved by the Authority on February 20, 2013, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its February 20, 2013 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

Randell H. Iwasaki,  
Executive Director

- 1. CTPL Call for Projects.** The Authority's Comprehensive Transportation Project List (CTPL) is Contra Costa's financially-unconstrained, universal list of projects that is used to identify and track all types of projects to support a variety of key functions. At present, staff wishes to update the CTPL. The most immediate purposes for the update are to formulate the seven-year Capital Improvement Program for the upcoming 2013 Congestion Management Program (CMP) Update, to jump-start the OneBayArea Grant (OBAG) Program "call for projects" scheduled for this March, and to update the CTPL itself for inclusion in the 2014 Countywide Transportation Plan (CTP) Update. *To initiate the process, Authority staff was authorized to release the CTPL Call for Projects, and contact all project lead agencies – local jurisdictions, transit agencies, RTPCs and other potential sponsors – announcing the Authority's intent to update the CTPL, and provide instructions on how to access the Authority's web-based CTPL portal.*

- 2. SB 375/SCS Implementation Update.** Authority staff provided an update on the schedule for the draft 2013 Regional Transportation Plan (RTP). The most

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FAX: 925.256.4701  
www.ccta.net

*recent information is that MTC will release its Draft RTP on March 22, 2013. MTC staff will present the plan at the April 17<sup>th</sup> Authority meeting. Regarding the OneBayArea Grant (OBAG) program, Authority staff reported that a unified "Call for Projects" for Cycle 2 Federal funding would be brought to the Planning Committee on March 6<sup>th</sup>, for release on March 8<sup>th</sup>.*

**ITEM 5**  
**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 2013

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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. The anticipated completion date is early 2014.

Construction of the eastern half of the new Loveridge Road Bridge over SR4 is continuing. The new bridge abutments and columns have been constructed. The installation of the temporary support system to construct the eastern half of the new bridge box girders and deck is now complete. All lanes of traffic along Loveridge Road are currently using the western half of the new Loveridge Road bridge. Construction of the new freeway median and eBART bridges over Century Boulevard is also continuing.

While new bridge construction activities are in progress, construction of the new freeway inside lanes and median area will continue, including construction of the eBART concrete barriers along the median area of SR4.

The project construction is approximately 64% 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:** Construction.

**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:** Construction of the Segment 1 widening started on March 16, 2011. The anticipated completion date is August 2013.

Construction is continuing along both the north and south sides of the freeway on all remaining details of sound wall work and finishing work on retaining walls that have the Delta Region Native Landscape Architectural Treatment. Other work in January has included continued construction on the new mainline eastbound and eBART bridges. Work along Somersville Road included joint trench utilities improvements, various drainage and sewer systems, barrier rails and miscellaneous electrical systems.

Segment 1 construction is approximately 78% complete.

**Segment 2:** Construction of the Segment 2 widening began in March 2012 and is anticipated to be complete in summer 2015.

The G Street on and off ramps have been permanently closed since March 2012. With the closure of these ramps, construction at the G Street area has been the main focus of recent project work. The old G Street bridge is now completely demolished, and traffic has been switched over to the recently completed western half of the new G Street bridge. Construction of the eastern half of the new G Street bridge over SR4 is well underway. Retaining wall and sound wall work, north and south of the freeway, east and west of G Street, has continued. Freeway widening and eastbound and westbound onramp construction near Contra Loma continued in February. Construction improvements around Fitzuren/G Street area and along Contra Loma Boulevard and L Street also continued during February.

Segment 2 construction is approximately 26% complete.

**Segment 3A:** Construction of Segment 3A started on August 28, 2012 and is anticipated to be completed in spring 2015.

During the month of February, project work has continued with installation of major drainage and utility systems, construction of retaining walls and soundwalls, the Drake Street re-alignment and the Cavallo Road undercrossing. Eastbound and westbound mainline widening has begun.

Segment 3A construction is approximately 15% complete.

**Segment 3B:** The contract was approved on January 28, 2013. The notice to proceed (NTP) is expected to be given to the contractor by the middle of March. The contractor is currently cutting trees that are in direct conflict with the work. In addition, the contractor is working on submittals that must be approved prior of NTP issuance.

**Issues/Areas of Concern:** Caltrans and the Segment 1 contractor are currently engaged in discussions about potential claims by the contractor. Caltrans and the contractor have resolved some of the claims made to date without major or significant impacts to the project cost or schedule. However, there are still several items not yet resolved.

Ongoing coordination between all segments and the eBART project present a significant, however manageable risk.

#### **D. SR4 Bypass: SR4/SR160 Connector Ramps No Changes From Last Month**

**Project Fund Source:** Bridge Toll Funds

**Lead Agency:** CCTA

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

**Current Phase:** Final Design.

**Project Status:** Project design has begun and is scheduled to be completed in July 2013. The 65% design and the revised structural type selection were submitted to Caltrans for review in early January 2013. The plans were also sent to Union Pacific Railroad to initiate the railroad review.

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

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

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

**Lead Agency:** BART/CCTA

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

**Project Description:** 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. Construction of the Transfer Platform and eBART Facilities in the median to Railroad Avenue is continuing. Construction of the parking lot and maintenance facilities for the Antioch Station (Contract 120) has started.

**Project Status:** Work continues on the transfer platform in the median. The access tunnel, the ancillary building and duct banks are complete. Drainage work is about 80% complete. Median grading, train control and track work to realign the tall tracks continues. Civil improvements are anticipated to be largely complete by the spring, although procurement of the train control equipment is the long lead item for this contract.

BART opened bids for the next construction contract (Contract 120) for the maintenance shop shell, the Hillcrest Parking Lot and Slatten Ranch Road on May 8, 2012. Fieldwork started on September 24, 2012. A joint groundbreaking ceremony with the SR4 Widening project Segment 3A, was held on Friday, October 5, 2012.

Demolition and clearing and grubbing have been completed on Contract 120. Grading and utility work are on-going.

Coordination between BART and CCTA consultants is now shifting to the construction management teams with a large focus on the Hillcrest segment (3B) because the construction of CT 120 is directly north and adjacent to the Segment 3B construction area. A master integrated schedule has been developed for the eBART and SR4 Construction Contracts.

**Issues/Areas of Concern:** Coordination of SR4 highway construction contracts and eBART contracts continues. BART, MTC and CCTA are developing strategies to fund the design of the Pittsburg Railroad eBART station for possible inclusion in the Contract 130.

## STATE ROUTE 4 BYPASS PROJECT

F. **SR4 Bypass:** Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1 **No**  
**Changes From Last Month**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

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

**Current Phase:** Construction.

**Project Status:** Construction of the Lone Tree Way Undercrossing, the Sand Creek Bridge, the Sand Creek Road Undercrossing, and the San Jose Avenue Undercrossing continued, electrical system installation, and drainage system installation also continues.

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

#### **G. SR4 Bypass: Balfour Road Interchange – Phase 1 (5005)**

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

**Lead Agency:** CCTA

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

**Current Phase:** Design.

**Project Status:** Project Development Team (PDT) meetings with Caltrans are occurring on a monthly basis. The Authority approved a \$75,000 engineering review agreement with Kinder Morgan L.P. (KM) at the January 2013 meeting for an evaluation of the interchange design plans as they relate to the possible relocation of an existing petroleum booster pump station in the area. The Contra Costa Water District (CCWD) is in the process of designing an alignment to relocate a large water line from within the project limits. CCWD is also developing a Longitudinal Utility Exception Request to seek permission from Caltrans to leave the 90” water line in place. The designer is currently working on the mapping and geometric approval drawings.

Design is anticipated to be complete in late 2014.

**Issues/Areas of Concern:** Because of the slowdown in building in East County, ECCRFFA construction funding for the project is delayed and an alternative construction funding source has not yet been identified.

#### **H. SR4 Bypass: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project 5002)**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

**Project Description:** Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at SR4. The overcrossing will include a multi-span bridge with columns in the SR4 median. Bridge approaches will be constructed on earthen embankments. The path width is assumed to be 12 feet wide.

**Current Phase:** Design.

**Project Status:** The SR4 Bypass Authority requested that the Authority initiate design work. A local agency project kickoff meeting was held on October 18, 2012, that included the Authority, the City of



Brentwood and the East Bay Regional Park District. Agency partners on the project include Caltrans, East Bay Regional Park District, City of Brentwood, and BART.

CCTA staff and the design engineer have met with the adjoining landowner and the City of Brentwood to look at bridge design *layouts. Design will begin after the desired layout is selected.*

**Issues/Areas of Concern:** Construction funding for the project has not yet been identified.

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

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

### **March 2013 Update – No Changes From Last Month**

**Study Status:** Current project activities include model development, compilation of mapping data/conceptual alignments, development of staff and policy advisory groups, 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)*

Staff will provide an update at the next ePPAC meeting which is tentatively set to convene in March.

The Next Segment study is currently being developed and a status report will be provided to ePPAC/TRANSPLAN in a later meeting.

## eBART Project Update

April 3, 2013

### eBART CONSTRUCTION PROGRESS

A total of approximately 100 people are currently employed on the two active eBART construction contracts. Value of the two contracts underway is approximately \$55 million, with approximately \$1.5-2 million being spent per month.

#### Contract 04SF-110A Construction

- Construction activities on the eBART Contract 04SF-110A, Transfer Platform and Guideway project located in the tailtracks of the Pittsburg/Bay Point BART Station include ballast and rail installation in trackway areas, and completion of electrical and other systems at the ancillary building and platform. Contract value = \$30 million. Estimated completion date: November 2013.

#### Contract 04SF-120 Construction

- Construction activities on the eBART Contract 04SF-120 for construction of the Hillcrest/Antioch Station Parking Lot and Maintenance Facility currently include completion of utility connections and earthwork. Footings for the maintenance facility building pad are being constructed. Contract value = \$26 million. Estimated completion date: August 2014.

### DESIGN PROGRESS

- Design of Contract 04SF-130 for Antioch Station and maintenance facility finishes and track and systems installation is progressing to 95% completion and anticipated will be advertised early 2014.
- BART, Contra Costa Transportation Authority, and Caltrans continue to closely coordinate funding, design and construction of the billion-dollar Integrated Project (Highway 4 widening, and eBART construction).

### VEHICLES PROCUREMENT

- The Vehicle Procurement Contract 04SF-140 was advertised November 2012. The contract is for eight DMU vehicles, with options for up to six more vehicles. Proposals are expected from manufacturers Spring 2013.

### PLANNING FOR POSSIBLE eBART EXTENSION

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



March 4 , 2013. Antioch Station Parking. Water Line Installation.



March 4, 2013. eBART Transfer Platform. Rail Installation For BART Vehicles.





March 4, 2013. Transfer Platform. Track Ballast Installation

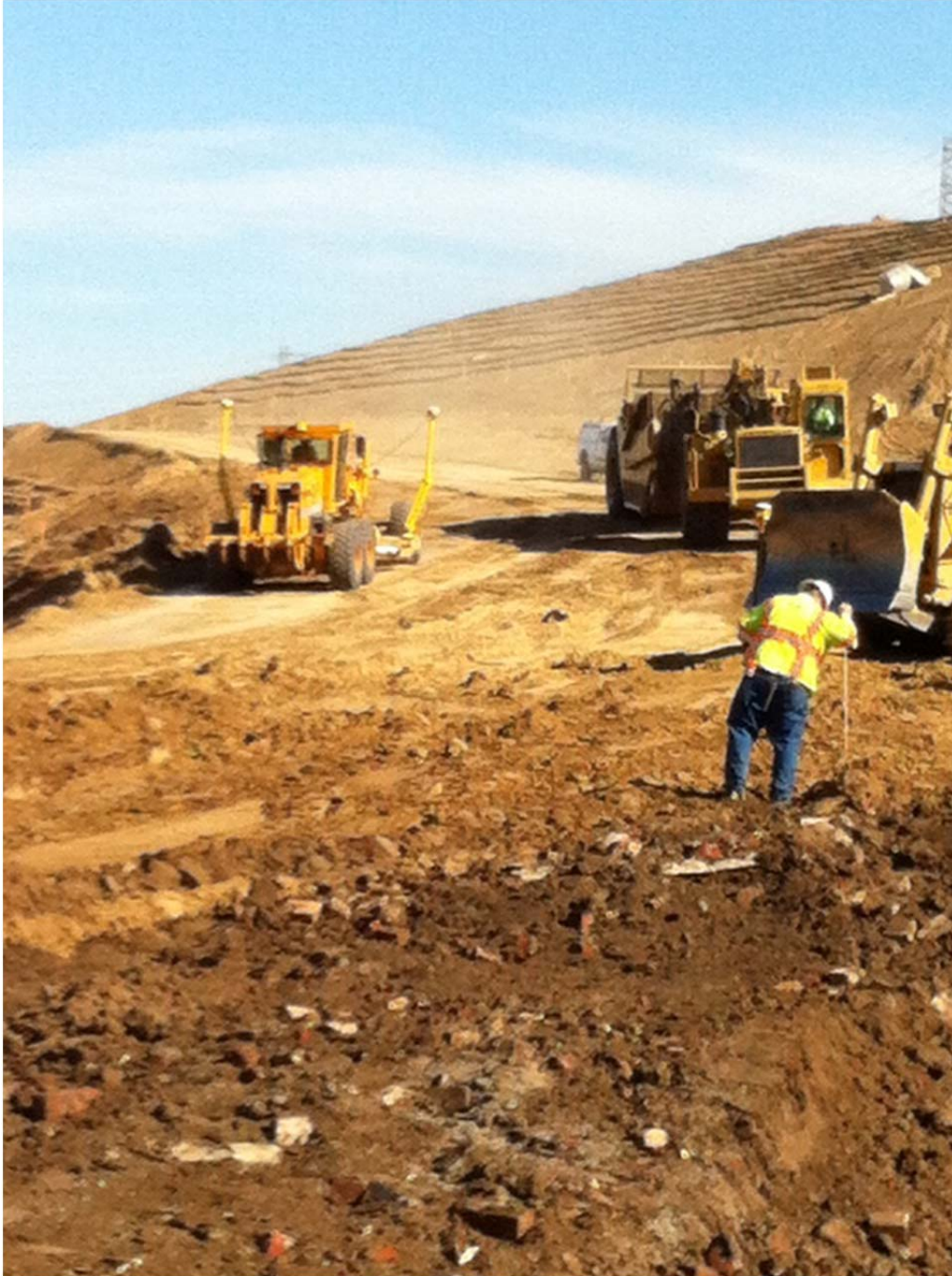


March 1 , 2013. Transfer Platform. Train Control Cable Installation





February 27 , 2013. Antioch Station Parking. Construction of Retaining Wall.



February 25 , 2013. Antioch Maintenance Facility Site. Continuation of Cut and Fill.



**ITEM 6  
CALENDAR OF EVENTS**

**Calendar of Upcoming Events\***

<b>Spring 2013</b>	<b>Location</b>	<b>Event</b>
Date TBD	Danville	Groundbreaking - I-680 Auxiliary Lanes - Sycamore Valley to Crow Canyon
April 24, 2013 (Tentative)	MTC - Oakland	MTC to Adopt the 2013 RTP
<b>Summer 2013</b>	<b>Location</b>	<b>Event</b>
<b>Fall 2013</b>	<b>Location</b>	<b>Event</b>
Date TBD	Orinda	Open to Traffic - Caldecott Fourth Bore Project

\*"Upcoming Events" are gleaned from public agency calendars/board packets, East Bay Economic

**ITEM 7**  
**ENVIRONMENTAL REGISTER**

ENVIRONMENTAL REGISTER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
Department of the Navy, DOD	Naval Weapons Station (NWS) Seal Beach, Concord, CA	Notice of Intent to Prepare an Environmental Impact Statement	Concord Reuse Project Contact: Ronald Bochenek 619-532-0906 <a href="mailto:Ronald.bochenek.ctr@navy.mil">Ronald.bochenek.ctr@navy.mil</a>	Disposal of surplus property at NWS Concord from federal ownership and its subsequent reuse in a manner consistent with the Concord Reuse Project Area Plan.	4/9/13	
City of Oakley	4246 Empire Ave	Notice of Public Hearing	New Lifeline Ministries Expansion (CUP 03-12) Contact: Ken Strelo, Senior Planner <a href="mailto:strelo@ci.oakley.ca.us">strelo@ci.oakley.ca.us</a>	Request for approval of a conditional use permit and development plan to expand an assembly hall and private school at an existing church.	2/12/13 (hearing date)	No comments
Contra Costa County	Countywide	Notice of Availability	Draft Climate Action Plan and Proposed Negative Declaration Contact: John Osborne, Senior Planner Department of Conservation and Development 855-323-2626 <a href="mailto:john.osborne@dcd.cccounty.us">john.osborne@dcd.cccounty.us</a>	Preparation of a Climate Action Plan (CAP) to identify measures and actions intended to reduce greenhouse gas (GHG) emissions.	2/1/13	No comments
City of Pittsburg	project site bordered by Buchanan Road to the north, Highlands Ranch residential subdivision to the west, Somersville Road to the east, and Black Diamond Ranch Subdivision to the south	Notice of Preparation of an Environmental Impact Report	Tuscany Meadows Project Contact: Leigha Schmidt, Associate Planner 925-252-4920 <a href="mailto:lschmidt@ci.pittsburg.ca.us">lschmidt@ci.pittsburg.ca.us</a>	Vesting Tentative Map for up to 917 low density residential single-family lots on approximately 135.6 acres, up to 365 multi-family units on 14.6 acres, and approximately 18.6 acres of parks and/or detention basins.	12/28/12	Yes
Caltrans District 7	11 counties w/in SF Bay Area	Notice of Completion of Draft Program Environmental Impact Report Initial Study	San Joaquin Rail Corridor 2035 Vision Project Contact: Tom Dodson, Tom Dodson&Assoc. 909-882-3612 Dawn Kukla, Caltrans Dist. 7 213-897-3643 <a href="mailto:dawn.kukla@dot.ca.gov">dawn.kukla@dot.ca.gov</a>	This Draft Program Environmental Impact Report (PEIR) evaluates the potential environmental impacts of the proposed operational modifications and supporting infrastructure improvements required to support intercity passenger train operations within the San Joaquin Corridor over the 25-year planning period.	12/13/12	No comments


**ITEM 8**  
**TECHNICAL COORDINATING COMMITTEE (TCC) APPOINTMENTS**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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**TO:** TRANSPLAN Committee  
**FROM:** Jamar Stamps, TRANSPLAN Staff   
**DATE:** March 14, 2013  
**SUBJECT:** **Technical Coordinating Committee (TCC) Appointments**

---

### Recommendation

**APPROVE** TRANSPLAN TAC recommendation to appoint Ahmed Abu-aly (Antioch), Steve Kersevan (Brentwood) and Paul Reinders (Pittsburg) to the TCC, with Leigha Schmidt (Pittsburg) and Jason Vogan (Oakley) as their alternates.

### Background

The TCC provides advice on technical matters that come before the Contra Costa Transportation Authority (CCTA). The TCC also acts as the primary technical liaison between CCTA and the Regional Transportation Planning Committees. The Technical Coordinating Committee consists of 24 technical staff members appointed by each of the four sub-regional transportation planning committees (RTPC), the County, one from each of the transit service providers (BART, AC Transit, Tri Delta and Westcat), the City-County Engineering Advisory Committee, and one ex-officio member each from Caltrans, MTC and the Bay Area Air Quality Management District.

CCTA has formally requested that TRANSPLAN appoint three representatives and three alternates to the TCC. The current 2-year terms for the TCC members is set to expire March 31, 2013.

At the February 19, 2013 TRANSPLAN TAC meeting, the TAC unanimously selected the TCC representatives stated in the above recommendation.

att: CCTA letter 2/15/2013

cc: TRANSPLAN TAC



CONTRA COSTA  
transportation  
authority

COMMISSIONERS:

Don Tatzin, Chair

Janet Abelson,  
Vice Chair

Newell Americh

Tom Butt

David Durant

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Kevin Romick

Robert Taylor

February 15, 2013

Kevin Romick, Chair  
TRANSPLAN  
c/o Jamar Stamps, Community Development  
30 Muir Road, 2nd Floor  
Martinez, CA 94553

Dear Chair Romick:

Presently your agency appoints three representatives and three alternates to the Authority's Technical Coordinating Committee (TCC). Your current appointees are Steve Kersevan, Tina Wehrmeister and Paul Reinders as member and Gina Haynes and Jason Vogan as alternate. Under the provisions of the TCC Charter, the current two-year term will expire on March 31, 2013. According to our records, we have not received notification of your appointees for the upcoming term. Accordingly, I am requesting that your agency either re-appoint or name three staff representatives and alternates for the next two-year term ending March 31, 2015.

For your convenience, a copy of the TCC Charter as well as the current TCC membership roster is enclosed.

Sincerely,

Randell H. Iwasaki  
Executive Director

cc: Steve Kersevan  
Tina Wehrmeister  
Paul Reinders  
Gina Haynes  
Jason Vogan  
Amin AbuAmara, CCTA  
Ellen Wilson, CCTA

Enclosures

Randell H. Iwasaki,  
Executive Director

2999 Oak Road,  
Suite 100

Walnut Creek, CA  
94597 .

PHONE:  
925/ 256-4700

FAX:  
925/ 256-4701

[www.ccta.net](http://www.ccta.net)

**TCC Membership**  
February 19, 2013

**Members**

**Chair**

Ahmed Abu-aly

**Vice Chair**

**TCC Appointees**

**Alternates**

**Staff Designee\***

**TRANSPAC:**

Tim Tucker, Martinez  
Ray Kuzbari, Concord  
Eric Hu, Pleasant Hill

John Greitzer, County

Barbara Neustadter (consultant)

**SWAT:**

Leah Greenblat, Lafayette  
Janice Carey, Orinda  
Tai Williams, Danville

Lisa Bobadilla, San Ramon  
Tony Coe, Lafayette  
Andy Dillard, Danville

Andy Dillard, Danville

**TRANSPLAN:**

Tina Wehrmeister, Antioch  
Steve Kersevan, Brentwood  
Paul Reinders, Pittsburg

Gina Haynes, Pittsburg  
Jason Vogan, Oakley

John Cunningham, County

**WCCTAC:**

Yvette Ortiz, El Cerrito  
Adèle Ho, San Pablo

Steven Tam, Richmond

**COUNTY:**

Planning: Pat Roche  
Trans. Plng: Steve Goetz  
Engineering: Jerry Fahy

Aruna Bhat  
John Greitzer  
Chris Lau

**MTC:**

Grace Cho

Ashley Nguyen

**CCEAC:**

Heather Ballenger, Walnut Creek

Adèle Ho, San Pablo

**TRANSIT:**

Laramie Bowron, CCCTA  
Nathan Landau, AC Transit  
Deidre Heitman, BART  
Tom Harais, Tri Delta Transit  
Rob Thompson, WestCat

Anne Muzzini, CCCTA  
Michael Tanner, BART  
Steve Ponte, Tri Delta Transit

**CALTRANS:**

Hamid Fathollahi

Laurie Lau

**BAAQMD**

Geraldina Greenbaum

Joe Steinberger

\* Staff person assigned to Regional Transportation Planning Committee



## **TECHNICAL COORDINATING COMMITTEE CHARTER**

June 19, 1991

### **MISSION OF THE COMMITTEE**

The Technical Coordinating Committee (TCC) provides advice on technical matters that may come before the Authority. The Committee members also act as the primary technical liaison between the Authority and the Regional Committees.

### **RESPONSIBILITIES OF THE COMMITTEE**

The TCC provides advice on the following issues:

- review and comment on project design, scope and schedules
- development of priority transportation improvement lists for submittal to the Metropolitan Transportation Commission (MTC)
- review and comment on the Strategic Plan
- review and comment on the Congestion Management Program
- review of the regional Action Plans and the proposed merging of the Action Plans to form the Countywide Transportation Plan
- review and comment on the Growth Management Plan Implementation documents

### **COMMITTEE MEMBERSHIP**

The Committee shall be composed of twenty four (24) technical staff members as follows:

1. Each Regional Committee to appoint three members representing the planning, engineering and transportation disciplines. (twelve members)
2. The Board of Supervisors to appoint three members representing the planning and engineering disciplines. (three members)
3. Each transit operator to appoint one representative: Bart, CCCTA, AC Transit, Tri Delta and WestCat. (five members)
4. The City County Engineering Advisory Committee shall appoint one member.
5. Caltrans, MTC, and the Bay Area Air Quality Management District (BAAQMD) each to have one ex-officio non voting member. (three members)

Appointments to the Committee shall be for a renewable two year term. The first term shall expire March 31 1993.

Notwithstanding the above formal membership roster, all interested technical staff will be welcome to attend and participate in the committee deliberations.

## **TECHNICAL COORDINATING COMMITTEE CHARTER**

page 2

**June 19, 1991**

### **COMMITTEE ORGANIZATION**

With the exception of the ex-officio members, each Committee member shall have one vote, although the preferred method of conducting business shall be by consensus. The Committee shall elect a chair and vice chair to serve a one year term. The initial term shall expire March 31, 1992.

The Committee may form sub-committees to deal with major programmatic issues. Full committee meetings shall be once per month, or as needed; with committee and sub committee meetings scheduled as necessary.

**ITEM 9**  
**MEASUR J STRATEGIC PLAN AMENDMENT**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

---

**TO:** TRANSPLAN Committee

**FROM:** Jamar Stamps, TRANSPLAN Staff 

**DATE:** April 11, 2013

**SUBJECT:** **Amendment No. 3 to the 2011 Measure J Strategic Plan.**

---

### Recommendation

**AUTHORIZE** Amendment No. 3 to the 2011 Measure J Strategic Plan. Amendment No. 3 programs \$500,000 to the Railroad Avenue Station in Pittsburg (new Project 2002) by deprogramming an identical amount from the Rail Extension to East County (eBART) project (Project 2001).

### Background

Background information on the subject amendment is provided in the attached Contra Costa Transportation Authority (CCTA) staff report. This item was introduced to the TRANSPLAN Technical Advisory Committee (TAC) at the March 19th regular meeting. TRANSPLAN staff has discussed the matter with CCTA staff and it has been determined that authorizing the subject amendment would not have a negative impact on the ability to deliver the East County Rail Extension Project (eBART - project 2001).

att: CCTA staff report 3/17/2013

cc: TRANSPLAN TAC

## Administration and Projects Committee **STAFF REPORT**

**Meeting Date:** March 7, 2013

<b>Subject</b>	<b>Amendment No. 3 to the 2011 Measure J Strategic Plan</b>
<b>Summary of Issues</b>	Amendment No. 3 to the <i>2011 Measure J Strategic Plan</i> reprograms approximately \$427,000 in 2004 dollars (\$500,000 escalated) from East Contra Costa Rail Extension (eBART) (Project 2001) to a new project – Railroad Avenue Station in Pittsburg (Project 2002). MTC and the City of Pittsburg have also agreed to contribute \$500,000 each to fund the project development phase of the Railroad Avenue Station.
<b>Recommendations</b>	Adopt Resolution 13-02-P, which approves Amendment No. 3 to the <i>2011 Measure J Strategic Plan</i> .
<b>Financial Implications</b>	The <i>2011 Measure J Strategic Plan</i> programs \$134.7 million for eBART (Project 2002). The proposed amendment will not impact eBART funding due to their slower than anticipated Measure J cash drawdown which escalates based on actual inflation rates.
<b>Options</b>	The APC could decide not to adopt Resolution 13-02-P at this time.
<b>Attachments</b>	<ul style="list-style-type: none"> <li>A. Resolution 13-02-P, adopting Amendment No. 3 to the <i>2011 Measure J Strategic Plan</i>.</li> <li>B. Revised Program of Projects in 2004 and escalated dollars.</li> <li>C. Railroad Avenue Station – (Project 2002) Fact Sheet.</li> <li>D. Letter from BART dated February 26, 2013.</li> </ul>
<b>Changes from Committee</b>	

### Background

BART is requesting the programming of \$500,000 in Measure J funds for the Railroad Avenue Station project (Project 2002). The project will be funded under the BART- East Contra Costa Extension category by reprogramming \$500,000 from eBART (Project 2001).

The eBART Project is a proposed 10 mile rail extension connecting Pittsburg and Antioch to the BART system via a connection at the Pittsburg/Bay Point station. The total cost of the eBART

Project is \$465 million. The Project is funded through a combination of bridge tolls, Contra Costa Measure J sales tax, State funds, and developer fees. The vehicle contract was advertised in October and is expected to be awarded early this year. The transfer platform at the Pittsburg/ Bay Point Station is under construction. The Hillcrest Parking Lot and Maintenance Facility contract was awarded in August 2012 and construction is underway.

Staff is recommending the programming of \$500,000 to BART towards the design of the Railroad Avenue Station on the eBART extension. The station was originally planned to be an intermediate station between the Pittsburg/Bay Point transfer and the end of the line at Antioch. However, funding from the City of Pittsburg did not materialize, and the station was removed from the scope of the Project. BART and the City would like to preserve the option to construct the station at a later time by completing the station design. The City is also providing funding to construct the foundation in order to potentially minimize disruption of the operating line should the station be constructed in the future. MTC and the City of Pittsburg will also contribute \$500,000 each to bring the total to \$1.5 million to finish design for the Railroad Avenue Station. All three agencies will work together to seek funding for station construction, which is estimated to cost at least \$10 million.

TRANSPLAN is expected to consider this request at its meeting on March 14, 2013.

**RESOLUTION 13-02-P**

**RE: AMENDMENT NO. 3 TO THE 2011 MEASURE J STRATEGIC PLAN**

**WHEREAS**, the Contra Costa Transportation Authority, by Resolution 11-25-P adopted the *2011 Measure J Strategic Plan* on July 20, 2011;

**WHEREAS**, Resolution 11-25-P provides for interim amendments when warranted; and

**WHEREAS**, the Authority adopted Resolution 11-45-P on October 19, 2011, adopting the first amendment to the *2011 Measure J Strategic Plan*; and

**WHEREAS**, the Authority adopted Resolution 12-28-P on July 18, 2012, adopting the second amendment to the *2011 Measure J Strategic Plan*; and

**WHEREAS**, Amendment No. 3 to the *2011 Measure J Strategic Plan* reprograms approximately \$500,000 in escalated dollars (\$427,000 in 2004 dollars) from eBART (Project 2001) to the Rail Road Station (Project 2002).

**NOW, THEREFORE, BE IT RESOLVED**, that the Contra Costa Transportation Authority adopts the third amendment to the *2011 Measure J Strategic Plan*, attached hereto as Exhibit A and made a part hereof by reference.

---

Janet Abelson, Chair

This RESOLUTION was entered into at a Meeting of the Contra Costa Transportation Authority held March 20, 2013 in Walnut Creek, California

Attest: \_\_\_\_\_  
Danice J. Rosenbohm, Executive Secretary

## CONTRA COSTA TRANSPORTATION AUTHORITY PROGRAM OF PROJECTS (2011 STRATEGIC PLAN - AMENDMENT 3)

(2004 Dollars x 1000)

9625	CALDECOTT TUNNEL FOURTH BORE	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16 - 34	TOTAL
1001	Caldecott Tunnel Fourth Bore	-	-	76	3,041	15,873	25,579	39,464	20,143	-	-	104,176
<b>Subtotal</b>		-	-	76	3,041	15,873	25,579	39,464	20,143	-	-	104,176
9626	BART - EAST CONTRA COSTA EXTENSION	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16 - 34	TOTAL
2001	East Contra Costa Rail Extension (eBART)	-	-	-	2	-	8,983	39,540	34,407	7,293	-	90,225
2002	Rail Road Station	-	-	-	-	-	427	-	-	-	-	427
<b>Subtotal</b>		-	-	-	2	-	9,411	39,540	34,407	7,293	-	90,653
9627	STATE ROUTE 4 EAST WIDENING	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16 - 34	TOTAL
3001	SR 4 East Widening: Somersville Road to SR160	-	-	7,259	9,011	8,921	7,193	12,545	3,932	2,449	-	51,310
3002	<b>Commercial Paper Net Cost</b>	-	-	-	(42)	-	-	-	-	-	-	(42)
3003	SR4 East Widening: Loveridge Rd to Somersville Rd	-	-	-	-	-	12,983	9,687	427	-	-	23,097
3004	East Contra Costa Rail Extension (eBART): SR4 East Savings	-	-	-	-	-	-	-	13,979	7,249	-	21,228
<b>Subtotal</b>		-	-	7,259	8,969	8,921	20,176	22,232	18,338	9,698	-	95,593
9628	CAPITOL CORRIDOR IMPROVEMENTS	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16 - 34	TOTAL
4001	Hercules Rail Station	-	-	-	-	-	4,733	-	-	-	-	4,733
4002	Martinez Intermodal Station - Phase 3	-	-	4,781	71	648	1,165	-	-	-	-	6,665
4003	<b>Commercial Paper Net Cost to Martinez Intermodal Station - Phase 3</b>	-	-	-	85	-	-	-	-	-	-	85
<b>Subtotal</b>		-	-	4,781	156	648	5,898	-	-	-	-	11,483
9629	EAST COUNTY CORRIDORS	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16 - 34	TOTAL
5001	<del>SR4 Bypass: WB SR4 to NB SR160 Connector</del>	-	-	-	-	-	-	-	-	-	-	-
5002	SR4 Bypass: Widen to 4 Lanes - Laurel Rd to Sand Creek Rd	-	693	1,420	370	1,013	204	-	-	-	-	3,700
5003	SR4 Bypass: Sand Creek Interchange - Phase 1	30	4,546	2,762	278	40	9	-	-	-	-	7,665
5005	<b>SR4 Bypass: Balfour Road Interchange - Phase 1</b>	-	-	-	-	-	-	-	-	-	-	-
5006	Vasco Road Safety Improvements - Phase 1 (CC County)	-	-	-	0	570	-	-	-	-	-	571
5007	<del>SR239 Study</del>	-	-	-	-	-	-	-	-	-	-	-
5008	<b>Commercial Paper Net Cost</b>	-	-	-	1,005	-	-	-	-	-	-	1,005
5009	SR4 East Widening: Somersville to SR160 (ECCRFFA share)	-	-	-	-	-	4,455	11,007	14,154	11,429	-	41,045
5010	SR4 Bypass: Segments 1 and 3	13,891	8,968	-	-	-	-	-	-	-	-	22,859
<b>Subtotal</b>		13,921	14,207	4,182	1,653	1,623	4,668	11,007	14,154	11,429	-	76,844
9630	INTERCHANGE IMPROVEMENT ON I-680 & STATE ROUTE 242	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16 - 34	TOTAL
6001	I-680/SR4 Interchange Improvements - Phase 1	-	-	-	-	-	-	-	-	-	5,418	5,418
6002	SR242/Clayton Road Southbound Off-Ramp	-	-	-	-	20	429	400	-	-	1,669	2,518
6003	I-680/Marina Vista Interchange Modifications	-	-	-	-	-	-	-	-	-	1,018	1,018
6004	SR242/Clayton Road Northbound On-Ramp	-	-	-	-	-	449	400	-	-	-	1,175
6005	Willow Pass Road/SR4 Ramp Reconstruction	-	-	-	-	-	200	432	200	-	1,512	2,345



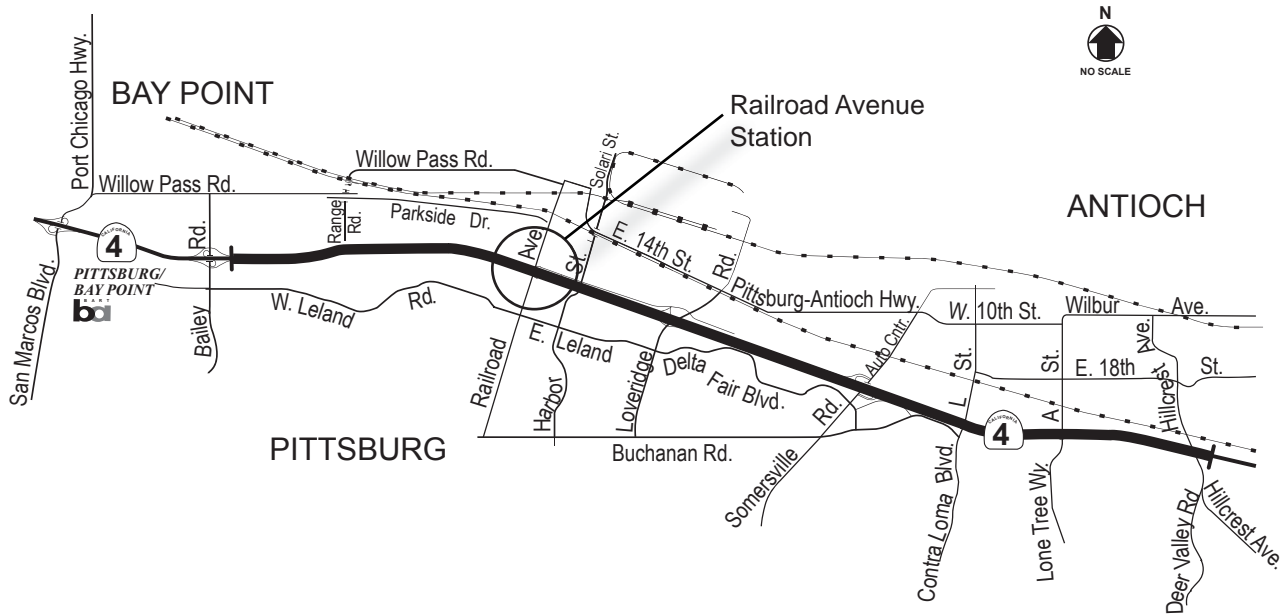
## CONTRA COSTA TRANSPORTATION AUTHORITY PROGRAM OF PROJECTS (2011 STRATEGIC PLAN - AMENDMENT 3)

(Escalated Dollars x 1000)

9625 CALDECOTT TUNNEL FOURTH BORE	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY 16-34	TOTAL
1001 Caldecott Tunnel Fourth Bore	-	-	86	3,490	18,399	29,947	47,126	24,535	-	-	123,583
<b>Subtotal</b>	-	-	86	3,490	18,399	29,947	47,126	24,535	-	-	123,583
9626 BART - EAST CONTRA COSTA EXTENSION	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY 16-34	TOTAL
2001 East Contra Costa Rail Extension (eBART)	-	-	-	2	-	10,517	47,217	41,909	9,061	-	108,707
2002 Rail Road Station	-	-	-	-	-	500	-	-	-	-	500
<b>Subtotal</b>	-	-	-	2	-	11,017	47,217	41,909	9,061	-	109,207
9627 STATE ROUTE 4 EAST WIDENING	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY 16-34	TOTAL
3001 SR 4 East Widening: Somersville Road to SR160	-	-	8,230	10,342	10,341	8,421	14,981	4,789	3,042	-	60,146
3002 Commercial Paper Net Cost	-	-	-	(49)	-	-	-	-	-	-	(49)
3003 SR4 East Widening: Loveridge Rd to Somersville Rd	-	-	-	-	-	15,200	11,568	520	-	-	27,288
3004 East Contra Costa Rail Extension (eBART): SR4 East Savings	-	-	-	-	-	-	-	17,027	9,006	-	26,033
<b>Subtotal</b>	-	-	8,230	10,293	10,341	23,620	26,549	22,336	12,048	-	113,418
9628 CAPITOL CORRIDOR IMPROVEMENTS	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY 16-34	TOTAL
4001 Hercules Rail Station	-	-	-	-	-	5,541	-	-	-	-	5,541
4002 Martinez Intermodal Station - Phase 3	-	-	5,420	81	751	1,364	-	-	-	-	7,616
4003 Commercial Paper Net Cost to Martinez Intermodal Station - Phase 3	-	-	-	98	-	-	-	-	-	-	98
<b>Subtotal</b>	-	-	5,420	179	751	6,904	-	-	-	-	13,255
9629 EAST COUNTY CORRIDORS	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY 16-34	TOTAL
<del>5001 SR4 Bypass: WB SR4 to NB SR160 Connector</del>	-	-	-	-	-	-	-	-	-	-	-
5002 SR4 Bypass: Widen to 4 Lanes - Laurel Rd to Sand Creek Rd	-	773	1,610	424	1,174	239	-	-	-	-	4,220
5003 SR4 Bypass: Sand Creek Interchange - Phase 1	32	5,070	3,131	319	46	11	-	-	-	-	8,608
<del>5005 SR4 Bypass: Balfour Road Interchange - Phase 1</del>	-	-	-	-	-	-	-	-	-	-	-
5006 Vasco Road Safety Improvements - Phase 1 (CC County)	-	-	-	0	661	-	-	-	-	-	662
<del>5007 SR239 Study</del>	-	-	-	-	-	-	-	-	-	-	-
5008 Commercial Paper Net Cost	-	-	-	1,154	-	-	-	-	-	-	1,154
5009 SR4 East Widening: Somersville Rd to SR160 (ECCRFFA share)	-	-	-	-	-	5,216	13,144	17,240	14,199	-	49,799
5010 SR4 Bypass: Segments 1 and 3	15,000	10,000	-	-	-	-	-	-	-	-	25,000
<b>Subtotal</b>	15,032	15,843	4,742	1,897	1,881	5,465	13,144	17,240	14,199	-	89,443
9630 INTERCHANGE IMPROVEMENT ON I-680 & STATE ROUTE 242	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY 16-34	TOTAL
6001 I-680/SR4 Interchange Improvements - Phase 1	-	-	-	-	-	-	-	-	-	6,933	6,933
6002 SR242/Clayton Road Southbound Off-Ramp	-	-	-	-	23	502	478	-	-	2,136	3,139
6003 I-680/Marina Vista Interchange Modifications	-	-	-	-	-	-	-	-	-	1,303	1,303
6004 SR242/Clayton Road Northbound On-Ramp	-	-	-	-	-	526	478	-	-	417	1,421
6005 Willow Pass Road/SR4 Ramp Reconstruction	-	-	-	-	-	234	514	241	-	1,225	2,930
<b>Subtotal</b>	-	-	-	-	23	1,262	1,472	244	-	12,724	15,725



# Railroad Avenue Station



## Project Number

2002

## Project Sponsor

Contra Costa Transportation Authority/BART

## Project Type

- Transit
- Highway
- Local Streets
- Major Arterial
- Bike/Pedestrian
- Other

## Project Scope

Construct eBART station at Railroad Avenue in Pittsburg.

## Funding Sources (\$ in million)

Total	18.5
Measure J Transportation Sales Tax <sup>1</sup>	0.5
City of Pittsburg	0.5
Regional Measure 2 (RM 2)	0.5
TBD	17.0

<sup>1</sup>Measure J funds shown in escalated dollars. Actual commitment is in 2004 dollars as shown in Appendix A.

## Railroad Avenue Station

### Need/Purpose

Eastern Contra Costa County has one of the slowest commutes in the region, with average travel time up almost 25 percent between 1990 and 2000. The proposed station in the City of Pittsburg would alleviate some of this congestion and provide an alternative for the State Route 4 corridor.

### Possible Segmentation

N/A

### Issues

Project has a significant funding shortfall for construction.

### Current Status

Project is in the design phase.

### Project Location



### Project Schedule

Environmental Clearance	Completed
Right of Way	Completed
PS&E	
Construction	Dependent on Construction Funding

6/13 10/13



**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**  
 300 Lakeside Drive, P.O. Box 12688  
 Oakland, CA 94604-2688  
 (510) 464-6000

Attachment D

2013

February 26, 2013

Tom Radulovich  
 PRESIDENT

Joel Keller  
 VICE PRESIDENT

Grace Crunican  
 GENERAL MANAGER

Ms. Susan Miller  
 Projects Director  
 Contra Costa Transportation Authority  
 3478 Buskirk Avenue, Suite 100  
 Pleasant Hill, CA 94523

**DIRECTORS**

Gail Murray  
 1ST DISTRICT

Joel Keller  
 2ND DISTRICT

Rebecca Saltzman  
 3RD DISTRICT

Robert Raburn  
 4TH DISTRICT

John McPartland  
 5TH DISTRICT

Thomas M. Blalock, P.E.  
 6TH DISTRICT

Zakhary Mallett  
 7TH DISTRICT

James Fang  
 8TH DISTRICT

Tom Radulovich  
 9TH DISTRICT

Subject: East Contra Costa Rail Extension (eBART) Request for a new  
 Allocation of Measure J Funds for Final Design of the Railroad Avenue  
 Station

Dear Ms. Miller:


BART requests a new allocation of Measure J funds in the amount of \$500,000 toward the design of the Railroad Avenue Station. This amount is above the \$135 million in Measure J funds previously committed to the eBART Project.

BART received an allocation of \$500,000 from MTC in Regional Measure 2 bridge tolls in January. The City of Pittsburg City Council approved their contribution on February 19, 2013 of \$500,000, bringing the total amount to \$1.5 million to fund the design of the Railroad Avenue Station.

I would like to thank CCTA, along with our other eBART funding partners, MTC and the City of Pittsburg, for their mutual cooperation and funding of the design of the Railroad Avenue Station and to seek further funding opportunities for the construction of the station.

Please contact me if you have any questions.

Sincerely,

for 

Ric Rattray,  
 eBART Group Manager



cc: Hisham Noemi  
 Trudy Presser  
 Stacey Perkins  
 Zecharias Amare  
 File: 2.3

**ITEM 11**  
**ELECT CHAIR AND VICE-CHAIR FOR 2013**

**TRANSPLAN COMMITTEE OFFICERS  
FOR PRIOR YEARS**

<b>Year</b>	<b>Chair</b>	<b>Vice Chair</b>
<b>2013</b>		
2012	Jim Frazier, Oakley	Sal Evola, Pittsburg
2011	Brian Kalinowski, Antioch	Jim Frazier, Oakley
2010	Robert Taylor, Brentwood	Brian Kalinowski, Antioch
2009	Federal D. Glover, Contra Costa County	Robert Taylor, Brentwood
2008	Will Casey, Pittsburg	Mary Piepho, Contra Costa County
2007	Brad Nix, Oakley	Ben Johnson, Pittsburg
2006	Donald P. Freitas, Antioch	Brad Nix, Oakley
2005	Annette Beckstrand, Brentwood	Donald P. Freitas, Antioch
2004	Federal Glover, County	Annette Beckstrand, Brentwood
2003	William Glynn, Pittsburg	Federal Glover, County
2002	Brad Nix, Oakley	Frank Quesada, Pittsburg

**ITEM 12**  
**REPORT ON STATUS OF EAST COUNTY FEE PROGRAM**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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**TO:** TRANSPLAN Committee  
**FROM:** John Cunningham, TRANSPLAN Staff  
**DATE:** April 8, 2013  
**SUBJECT:** **Update on East County Fee Program Negotiations and Consideration of Appropriate Follow-up Action(s)**

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### Background

At the March 19, 2013 Special TRANSPLAN meeting the TRANSPLAN Board received a report from staff on the status of the negotiations related to the East County Fee Program. Staff presented two simplified settlement options for the Board's consideration. The Board directed staff to pursue the new options with Option 1 as the primary focus but retaining Option 2.

### Discussion

Representatives from all East County Cities, the County, the East Contra Costa Fee and Financing Authority (ECCRFFA), the Contra Costa Transportation Authority (CCTA), have met numerous times since the March TRANSPLAN meeting to refine the options per the direction of the TRANSPLAN Board. Significant progress has been made; some details need to be finalized. Some of these details are discussed below, any remaining issues will be discussed at the April 11 TRANSPLAN Committee Meeting.

- Fee Equalization

Aside from the longer term issues of ECCRFFA membership, project priorities, and future fee levels staff continues to discuss how to equalize fee collections between the City of Pittsburg and the ECCRFFA members. In short, there has been a discrepancy in fees collected by these two parties since the City's departure from ECCRFFA in 2010. Given the adopted policies by both parties there will continue to be a discrepancy in the near term. Staff will provide a detailed proposal to achieve fee equalization at the April TRANSPLAN meeting.

- ECCRFFA Peer Review Committee and Process

The following concept has the support of east county staff but has not yet been inserted in to the attached proposal. ECCRFFA will establish a Peer Review Committee and process for delivery of ECCRFFA projects when a member agency is sponsoring and delivering a project included in the ECCRFFA Program of Projects. The Peer Review Committee will consist of the City Engineer or Public Works Director of each ECCRFFA member agency. A project sponsor (member agency) will prepare and submit a detailed workplan and budget by phase/task for review by the Peer Review Committee. Once a workplan and budget has been approved by the Peer Review Committee, it will be forwarded to the ECCRFFA Board for approval.

- Other

Miscellaneous edits to the attached will be brought in a redline/strikeout version of the attached.

### Recommendation

**RECEIVE** report from staff on the status of the fee program negotiations and direct staff to return in May with a proposal for adoption.

c: TRANSPLAN TAC



att: Draft Summary of TRANSPLAN/ECCRFFA Proposal

c: TRANSPLAN TAC

**Revised 4/07/13**

**Summary of TRANSPLAN/ECCRFFA Proposal:**

TRANSPLAN and ECCRFFA staff appreciate CCTA's assistance in attempting to resolve the dispute between Pittsburg and TRANSPLAN/ECCRFFA. Understanding the need to preserve harmony for the good of the entire county, TRANSPLAN and ECCRFFA staff are as interested as CCTA in achieving a resolution to this issue as soon as possible. To help the process continue to move forward toward common ground, we offer the following two options for discussion.

Option 1 is a simple approach that addresses project prioritization and fee equality and that largely preserves the existing successful arrangement for East County. Option 2 offers a resolution and provides for an evolution of the transportation financing structure in East County. Options 1 and 2 are detailed below:

**Option 1**

- A. Pittsburg rejoins ECCRFFA as soon as possible and collects the same fees as other member agencies:
  - 1. Pittsburg would implement a rebate program that will match the current ECCRFFA rebate fee schedule (e.g., \$9,486 per SFR). The rebate program would be implemented such that the fees collected by Pittsburg in the end would be equal to what Pittsburg would have collected if they had implemented a rebate program that matched the ECCRFFA rebate program on December 13, 2011 (see attached ECCRFFA Resolution for Rebate Program). The rebate program for Pittsburg ECCRFFA fees would be in effect no longer than 2 years;
  - 2. Within two years or after the end of rebate program for Pittsburg (discussed in Paragraph A.1 above), whichever comes first, Pittsburg will match or exceed (based on discussions with ECCRFFA) the revised ECCRFFA fee schedule, which may not exceed Pittsburg MOU fee schedule (approx. \$16,500 per SFR, plus escalation);
  - 3. After 12/13/2013 (or end of current ECCRFFA fee rebate program), any subsequent ECCRFFA fee rebate program may not involve a rebate greater than 50% of the full fee unless it is approved unanimously by the full ECCRFFA Board.
  - 4. The JEPA would be amended to require all member agencies to remain "fully participating members" in ECCRFFA through 2030.

- B. Priority project list is the following and cannot be changed unless there is a **unanimous** vote by the **full** ECCRFFA Board:
1. SR4 East widening;
  2. eBART extension to Hillcrest Avenue (\$6.0M) - (excludes Railroad Avenue station) - \$1.2M to be provided to BART by 12/31/2013;
  3. SR4 Bypass projects (including SR4/SR160 Connector Ramps, Sand Creek Road Interchange, Balfour Road Interchange, and 4-Laning between Lone Tree Way and Balfour Road);
  4. Outstanding ECCRFFA commitments (\$13 million);
  5. eBART Extension beyond Hillcrest Avenue – environmental review for the eBART extension (\$3.0M);
  6. James Donlan Extension (JDE);
- C. Pittsburg would use the fees collected to-date (approx. \$5.5M) as follows: for JDE (for environmental clearance, R/W acquisition and design) and the Railroad Avenue eBART station).

## Option 2

Pittsburg will remain a member of TRANSPLAN and will act independently but in partnership with ECCRFFA to fund and/or construct high priority regional Projects that are included on the approved list of regional projects for East County:

- A. Pittsburg retains its own fee program.
- B. ECCRFFA continues with the remaining four members.
- C. CCTA and Pittsburg formulate a plan of action regarding Pittsburg's "return to source" funds and compliance with Measure J without having a determination made by TRANSPLAN.


**ITEM 14**  
**ADOPT RESOLUTION OF THE TRANSPLAN COMMITTEE**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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**TO:** TRANSPLAN Committee  
**FROM:** Jamar Stamps, TRANSPLAN Staff   
**DATE:** February 14, 2013  
**SUBJECT:** Update on City of Pittsburg's Compliance with East County Action Plan and Consideration of Appropriate Follow-up Action(s)

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### Recommendation

**ADOPT** resolution of the TRANSPLAN Committee's position on the status of the City of Pittsburg's (Pittsburg) compliance with its obligations under the East County Action Plan to participate in a cooperative, multi-jurisdictional process for managing growth in the East County region.

### Background

At a special meeting held on January 27, 2011, the TRANSPLAN Committee, referencing policies in the *Growth Management Program*, the *East County Action Plan for Routes of Regional Significance* (Action Plan), and interpretation of these policies from the Contra Costa Transportation Authority (CCTA), took the following actions:

1. Recognized the preexisting agreement between the TRANSPLAN Committee and ECCRFFA (East Contra Costa Regional Fee and Financing Authority) as the only approved regional development mitigation program for the East County region; and
2. Determined that Pittsburg is not in compliance with its obligations under the East County Action Plan to participate in a cooperative, multi-jurisdictional process for managing growth in the East County region; and
3. Directed TRANSPLAN Committee staff to identify the actions that had taken place and transmit those actions and comments to the Contra Costa Transportation Authority (CCTA).

On April 1, 2011 TRANSPLAN and ECCRFFA filed a petition against Pittsburg with the Superior Court of California, Contra Costa County. Following the filing of the lawsuit, TRANSPLAN, ECCRFFA, and Pittsburg engaged in negotiations in an attempt to settle the dispute.

On November 8, 2012 TRANSPLAN and ECCRFFA reviewed the status of the settlement negotiations and determined that continuing with the litigation was not in the best interest of East County communities and the public.

On November 29, 2012 the Pittsburg City Council and staff were notified (see attached) that TRANSPLAN and ECCRFFA would proceed to dismiss the lawsuit and reaffirm to the Contra Costa Transportation Authority (CCTA) that Pittsburg is out of compliance with the Regional Transportation Mitigation Program (RTMP) requirements of the Growth Management Program (GMP).

On December 4, 2012, a dismissal without prejudice was filed in the Superior Court of California, Contra Costa County.

### Next Steps

Following the dismissal of the lawsuit, it is recommended that the TRANSPLAN Committee adopt a resolution reaffirming the Committee's previous determination that the City is out of compliance with the RTMP requirements of the GMP and requesting that CCTA act on the matter of the City's non-compliance with the GMP. [Considering the substantial time and resources that have been invested in resolving this matter, the Committee should consider requesting that CCTA act expeditiously to resolve the issue.]

att: November 29, 2012 letter to Mayor of City of Pittsburgh

**RESOLUTION NO. 2013/01**

**A RESOLUTION OF THE TRANSPLAN COMMITTEE  
CONFIRMING THAT THE CITY OF PITTSBURG REMAINS  
OUT OF COMPLIANCE WITH ITS REGIONAL  
TRANSPORTATION MITIGATION OBLIGATIONS UNDER  
MEASURE J**

WHEREAS, under Measure J, a half-cent sales tax measure approved by Contra Costa County voters on November 2, 2004, each local jurisdiction is required to comply with a regional Growth Management Program as a condition of receiving sales tax revenues from the Contra Costa Transportation Authority (CCTA) for use on local street maintenance and improvement;

WHEREAS, the TRANSPLAN Committee (TRANSPLAN) is the regional transportation planning body with sole authority under Measure J to determine the regional Growth Management Program to mitigate the transportation impacts of development in eastern Contra Costa County;

WHEREAS, TRANSPLAN has previously adopted the East County Action Plan designating the Regional Transportation Development Impact Mitigation (“RTDIM”) Fee Program of the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) as the sole, approved development mitigation (i.e., regional fee) program for eastern Contra Costa County;

WHEREAS, effective September 7, 2010, the City of Pittsburg (Pittsburg) purported to withdraw from ECCRFFA and ceased participation in the ECCRFFA RTDIM Fee Program;

WHEREAS, on January 27, 2011, TRANSPLAN determined that Pittsburg was out of compliance with its regional transportation mitigation obligations under Measure J and so notified CCTA;

WHEREAS, following the determination and notification from TRANSPLAN, CCTA placed Pittsburg on a watch list and withheld from Pittsburg Local Street Maintenance and Improvement funds for Fiscal Years 2011-12 and 2012-13;

WHEREAS, on April 1, 2011, TRANSPLAN and ECCRFFA filed litigation against the Pittsburg in the Contra Costa County Superior Court to enforce Pittsburg’s obligations under Measure J and to compel Pittsburg to re-join ECCRFFA and to resume participation in the ECCRFFA RTDIM Fee Program;

WHEREAS, on December 4, 2012, after a determination by TRANSPLAN and ECCRFFA that continued litigation was no longer of benefit to East County regional projects, the litigation against Pittsburg was dismissed without prejudice by TRANSPLAN and ECCRFFA; and

**RESOLUTION NO. 2013/01**

WHEREAS, notwithstanding the dismissal of the litigation, TRANSPLAN wishes to confirm and re-iterate that Pittsburg remains out of compliance with its regional transportation mitigation obligations under Measure J.

NOW, THEREFORE, TRANSPLAN DETERMINES, RESOLVES, and ORDERS as follows:

1. Since its purported withdrawal from ECCRFFA on September 7, 2010, Pittsburg has failed to re-join ECCRFFA and has failed to participate in the ECCRFFA RTDIM Fee Program, which is the sole, approved development mitigation program for eastern Contra Costa County.
2. Despite a previous order from TRANSPLAN to re-join ECCRFFA and to participate in the ECCRFFA RTDIM Fee Program, Pittsburg has failed to do so.
3. Notwithstanding dismissal of the above litigation, Pittsburg remains out of compliance with its regional transportation mitigation obligations under Measure J.
4. As provided in Measure J, because of such non-compliance, Pittsburg is not entitled to receive Local Street Maintenance and Improvement Funds for Fiscal Year 2011-12 and subsequent fiscal years until such time as Pittsburg comes into full compliance.
5. Pittsburg is again ordered to re-join ECCRFFA without qualification or precondition, to participate fully in the ECCRFFA RTDIM Fee Program, and to transmit to ECCRFFA all regional transportation fees collected by Pittsburg since Pittsburg's purported withdrawal from ECCRFFA on September 7, 2010.
6. CCTA is requested to continue to withhold sales tax revenues from Pittsburg due to such non-compliance and to re-allocate the withheld funds for use on ECCRFFA regional transportation projects.

The foregoing Resolution was adopted by TRANSPLAN on February 14, 2013, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

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Kevin Romick, Chair

**RESOLUTION NO. 2013/01**



## Exhibit B

### **TRANSPLAN COMMITTEE**

EAST COUNTY TRANSPORTATION PLANNING  
Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
30 Muir Road, Martinez, CA 94553-0095

### **East Contra Costa Regional Fee and Financing Authority**

Antioch – Brentwood – Oakley – and Contra Costa County

**A JOINT EXERCISE OF POWERS AGENCY**

255 Glacier Drive, Martinez, CA 94553

November 29, 2012

Ben Johnson, Mayor  
City of Pittsburg  
65 Civic Avenue  
Pittsburg, CA 94565

Re: TRANSPLAN and ECCRFFA v. City of Pittsburg

Mayor Johnson,

On November 8, TRANSPLAN and ECCRFFA reviewed the current status of the tentative settlement with Pittsburg and decided that continuing to pursue an elusive and illusory settlement is not in the best interest of East County communities and the public we serve. Accordingly, we have been authorized to notify the Pittsburg City Council and staff that TRANSPLAN and ECCRFFA will proceed to dismiss the present lawsuit and will reaffirm to the Contra Costa Transportation Authority (CCTA) that the City of Pittsburg is out of compliance with the Regional Transportation Mitigation Program (RTMP) requirements of the Growth Management Program (GMP).

When the tentative settlement was negotiated, TRANSPLAN and ECCRFFA were relying on figures provided by Pittsburg's City Manager about Pittsburg's project development during the next 18 years. The figures we were given were 7,500-8,000 units, which translated into roughly \$120 million in fees expected to be collected and forwarded by Pittsburg. Unfortunately, the figures were inaccurate, which only came to light recently when questions were raised about the data. Actual figures for the next 18 years are 2,500-3,000 units and \$36-\$51 million in potential fees from Pittsburg.

As the correct information has come to light, it has become increasingly apparent that the fees collected by Pittsburg would go solely or mostly to the James Donlon Extension project and would provide little or no benefit to other projects important to the overall East County region. Given that reality, it has also become apparent that the special treatment and concessions that Pittsburg would receive under the tentative settlement are unjustified.

In terms of the benefit to East County regional projects, it no longer makes sense to continue using public funds for litigation to force Pittsburg to participate in ECCRFFA. Therefore, TRANSPLAN and ECCRFFA have decided to dismiss the present lawsuit. TRANSPLAN maintains that compliance with the GMP requires Pittsburg to re-join ECCRFFA and participate

in the ECCRFFA fee program without insisting on special treatment or concessions. Accordingly, TRANSPLAN and ECCRFFA will reaffirm to the CCTA that since withdrawing from ECCRFFA (effective 9/7/2010), Pittsburg has not had a valid RTMP and has not been fulfilling its GMP obligation to participate in a cooperative, multi-jurisdictional process for managing growth in the East County region.

Very truly yours,



Brian Kalinowski  
Past Chair, TRANSPLAN Committee



Robert Taylor  
Chair, ECCRFFA

cc: Don Tatzin, CCTA Chair  
Member Jurisdictions: TRANSPLAN  
Member Jurisdictions: ECCRFFA  
David F. Schmidt, Deputy County Counsel  
Ruthann Ziegler, City Attorney – City of Pittsburg  
Members, TRANSPLAN TAC

**ITEM 15**  
**511 CONTRA COSTA UPDATE**



2300 Contra Costa Blvd., Suite 110, Pleasant Hill, CA 94523  
Phone 925-969-0841 Fax 925-969-9135

TO: TRANSPLAN

FROM: Lynn Overcashier

DATE: April 11, 2013

RE: Update on TRANSPAC/TRANSPLAN 511 Contra Costa school-based programs in East County funded by the 2011 MTC Climate Initiatives Cycle 1 Safe Routes to School Block Grant (Federal SR2S); 2012 Measure J Line 17, Commute Alternative funds; and the Bay Area Air Quality Management District Transportation Fund for Clean Air funds

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Attached is an update on the school-based programs conducted in East County by the TRANSPAC/TRANSPLAN 511 Contra Costa staff in the last year. The primary focus of the report is to outline the successful programs conducted using the 2011 MTC Climate Initiatives Cycle 1 Safe Routes to School Block Grant (Federal SR2S), currently branded as Street Smarts Diablo Region. Listed are activities conducted since TRANSPLAN approved \$291,000 in Federal SR2S funds in 2011.

The E-76 Environmental clearance was received by Caltrans local assistance to expend the Federal dollars and proceed with the program in February 2012. Federal guidelines allow five years to expend the funds. It is expected, based on the success and current enthusiasm by schools for the programs, that the funds will be expended within three years.

In order to maximize the collaboration, stakeholder coordination, and integration of bicycle/pedestrian safety programs in schools, along with access and infrastructure improvements, the report details the use of other funds to provide a truly comprehensive approach to safer school access which includes not only programs for K-12, but also capital investments for infrastructure improvements at school sites.

In addition to school administrators, 511 Contra Costa staff has been coordinating outreach and site visits with local city/county staff and police departments to ensure the most beneficial approaches to implementation of these efforts.



511 Contra Costa School Programs  
 East Contra Costa County Participating Schools  
 Measure J Line 17 Commute Alternative Funds/ SR2S Grant



School Name	City	District	Program (M/J Line 17 funds and SR2S grant)	Minor School Access Requests (M/J Line 17 funds)
Antioch Middle School	Antioch	AUSD	Spring 2012: Bike to School Day	
Belshaw Elementary School	Antioch	AUSD	Spring 2013: <i>Street Smarts Diablo Region</i>	
Black Diamond Middle School	Antioch	AUSD	Spring 2012: Bike to School Day	
Carmen Dragon Elementary School	Antioch	AUSD	Fall 2011: International Walk to School Day Fall 2012: International Walk to School Day Spring 2013: <i>Street Smarts Diablo Region</i>	
Dallas Ranch Middle School	Antioch	AUSD	Fall 2010: International Walk to School Day Fall 2010: SR2S Mini-Grant Program	
Diablo Vista Elementary School	Antioch	AUSD	Fall 2011: International Walk to School Day Fall 2012: International Walk to School Day Fall 2012: <i>Street Smarts Diablo Region</i>	<ul style="list-style-type: none"> <li>Completed Project: Purchased/delivered (1) skateboard/scooter rack</li> </ul>
Jack London Elementary School	Antioch	AUSD	Fall 2012: <i>Street Smarts Diablo Region</i>	<ul style="list-style-type: none"> <li>Completed Project: Purchased/delivered (1) skateboard/scooter rack</li> </ul>
Lone Tree Elementary School	Antioch	AUSD	Fall 2012: International Walk to School Day Fall 2012: <i>Street Smarts Diablo Region</i>	<ul style="list-style-type: none"> <li>Completed Project: Purchased/delivered (1) skateboard/scooter rack</li> <li>Flexible bollards for parking lot</li> </ul>



511 Contra Costa School Programs  
 East Contra Costa County Participating Schools  
 Measure J Line 17 Commute Alternative Funds/ SR2S Grant



School Name	City	District	Program (M/J Line 17 funds and SR2S grant)	Minor School Access Requests (M/J Line 17 funds)
Mission Elementary School	Antioch	AUSD	Fall 2011: International Walk to School Day	
Park Middle School	Antioch	AUSD	Spring 2012: Bike to School Day Spring 2013: <i>Street Smarts Diablo Region</i>	<ul style="list-style-type: none"> <li>▪ <u>Completed Project</u>: Purchased/delivered (1) skateboard/scooter rack</li> </ul>
Turner Elementary School	Antioch	AUSD	Fall 2011: International Walk to School Day Fall 2012: International Walk to School Day Fall 2012: <i>Street Smarts Diablo Region</i>	<ul style="list-style-type: none"> <li>▪ Crosswalk painting</li> <li>▪ Directional striping and signage</li> <li>▪ Pedestrian-awareness signage</li> </ul>
Bel Air Elementary School	Bay Point	MDUSD	Spring 2013: <i>Street Smarts Diablo Region</i>	
Rio Vista Elementary School	Bay Point	MDUSD	Spring 2013: <i>Street Smarts Diablo Region</i>	
Heritage High School	Brentwood	LUHSD		<ul style="list-style-type: none"> <li>▪ <u>Completed Project</u>: American Avenue 45' Pedestrian Path and Fencing</li> <li>▪ Directional signage for 2 entrance system</li> <li>▪ Development of Restricted-Use entrance to ease traffic congestion</li> </ul>
Edna Hill Middle School	Brentwood	BUSD	Spring 2012: Bike to School Day	
J. Douglas Adams Middle School	Brentwood	BUSD	Fall 2011: Pilot Program Fall 2012: <i>Street Smarts II</i> Spring 2013: <i>Street Smarts II</i>	<ul style="list-style-type: none"> <li>▪ <u>Completed Project</u>: American Avenue 45' Pedestrian Path and Fencing</li> </ul>

511 Contra Costa School Programs  
 East Contra Costa County Participating Schools  
 Measure J Line 17 Commute Alternative Funds/ SR2S Grant



School Name	City	District	Program (M/J Line 17 funds and SR2S grant)	Minor School Access Requests (M/J Line 17 funds)
Loma Vista Elementary School	Brentwood	BUSD	Fall 2012: <i>Street Smarts Diablo Region</i>	<ul style="list-style-type: none"> <li>Directional striping in drop-off/pick-up center loop</li> <li>Bollards to demarcate drop-off/pick-up spots and ease confusion</li> </ul>
R. Paul Krey Elementary School	Brentwood	BUSD	Fall 2011: International Walk to School Day	
Ron Nunn Elementary School	Brentwood	BUSD	Fall 2011: International Walk to School Day	
Timber Point Elementary School	Discovery Bay	BYUSD	Fall 2012: International Walk to School Day Fall 2012: <i>Street Smarts Diablo Region</i>	
Knightsen Elementary School	Knightsen	KESD	Scheduled date for <i>Street Smarts Diablo Region</i> pending	
Gehring Elementary School	Oakley	OUESD	Spring 2013: <i>Street Smarts Diablo Region</i>	
Iron House Elementary School	Oakley	OUESD	Spring 2013: <i>Street Smarts Diablo Region</i>	<ul style="list-style-type: none"> <li>Directional signage</li> <li>Traffic cones</li> </ul>
Laurel Elementary School	Oakley	OUESD	Spring 2013: <i>Street Smarts Diablo Region</i>	<ul style="list-style-type: none"> <li>Directional signage</li> <li>Traffic cones</li> </ul>
Orchard Park Elementary School	Oakley	AUSD	Fall 2012: <i>Street Smarts Diablo Region</i>	<ul style="list-style-type: none"> <li>Skateboard/scooter racks</li> </ul>

511 Contra Costa School Programs  
 East Contra Costa County Participating Schools  
 Measure J Line 17 Commute Alternative Funds/ SR2S Grant



School Name	City	District	Program (M/J Line 17 funds and SR2S grant)	Minor School Access Requests (M/J Line 17 funds)
Delta View Elementary School	Pittsburg	MDUSD	Spring 2013: <i>Street Smarts Diablo Region</i>	
Heights Elementary School	Pittsburg	PUSD	Spring 2013: <i>Street Smarts Diablo Region</i>	
Highlands Elementary School	Pittsburg	PUSD	Spring 2013: <i>Street Smarts Diablo Region</i>	
Martin Luther King, Jr. Junior High	Pittsburg	PUSD	Spring 2013: <i>Street Smarts Diablo Region</i>	<ul style="list-style-type: none"> <li>▪ Skateboard/scooter racks</li> </ul>
Stoneman Elementary School	Pittsburg	PUSD	Spring 2013: <i>Street Smarts Diablo Region</i>	<ul style="list-style-type: none"> <li>▪ Traffic calming signage</li> </ul>



**511 Contra Costa School Programs**

East Contra Costa County Participating Schools

Measure J Line 17 Commute Alternative Funds/ SR2S Grant/ BAAQMD TFCA



### Current Participation of East County Schools in 511CC Programs

*Street Smarts Diablo Region, Street Smarts II, International Walk to School Day, Bike to School Day, SchoolPool*

	Total East County Schools	Total East County Schools Participating in Programs	Percentage of East County Schools Participating in Programs
Elementary	46	44	96%
Middle	22	13	59%
High	16	14	88%
<b>Total</b>	<b>84</b>	<b>71</b>	<b>85%</b>

## 511 Contra Costa School Programs TRANSPLAN: East Contra Costa County Status Update and Summary of Activities

MTC Climate Initiatives Cycle 1 Safe Routes to School Block Grant (Federal SR2S) and  
Measure J Line 17 Commute Alternative Funds

### Background

In 2011, TRANSPLAN authorized \$291,000 in MTC Climate Initiatives Cycle 1 Safe Routes to School Block Grant (Federal SR2S) funding to 511 Contra Costa for the development and implementation of an East County Bicycle/Pedestrian Safety program for K-12 students. This has been branded as *Street Smarts Diablo Region*. The program was developed based on the successful 511 Contra Costa Middle School Pilot Program conducted in 2011 which included J. Douglas Adams Middle School (Brentwood). Caltrans Local Assistance acts as the oversight agency for these funds and the Environmental Clearance and Authorization to Proceed was received by 511 Contra Costa in late February 2012. This report provides an update on the program elements to date, including the comprehensive approach to facilitating stakeholder coordination, conducting site reviews, delivering programs, and coordinating infrastructure improvements. The program is intended to roll out the three key program elements (elementary, middle and high school) over a three-year period. The Federal SR2S funds must be expended in five years.

*Street Smarts Diablo Region* is comprised of three program elements. These include:

1. Elementary School Program: “Mr. Beeps” Bike and Pedestrian Safety Assemblies; site assessments; curriculum for grades K-5; parent surveys
2. Middle School Program: 3-Day Program with Parent Education Meetings, Bicycle/Pedestrian Road Simulations and Challenge Days; including site assessments; parent surveys; bicycle/pedestrian safety curriculum for grades 6-8; and pre/post program counts
3. High School Program: “Rules of the Road” Bicycle/Pedestrian Safety Training Student Video Program (currently under development)

In addition to these programs, staff maximizes the efficiency of these coordination opportunities by working with school administrations, school districts, City/County staff and local police departments to determine the preferred placement of bicycle/pedestrian infrastructure, signage, and improvements to drop-off/pick-up locations at schools. Funding for these bicycle/access infrastructure improvements are provided by Measure J Line 17 Commute Alternative Funds. These projects create safer conditions in the drop-off/pick-up zone to encourage more bicycling and walking, while also providing more bicycle parking on campuses, when needed. Pre and post-program trip reduction counts are necessary to justify expenditure of Measure J Line 17 Commute Alternative funds and also per Federal SR2S grant guidelines.

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## **Pilot Middle School Program Development - *Peace on the Streets: Ride On!***

Description: In Fall 2010, 511 Contra Costa staff developed a week-long pilot bike/pedestrian safety education program named *Peace on the Streets: Ride On!* The program targeted middle school communities to educate students with life-saving road skills, while also reinforcing safe driving messages to the parents. The program's principal goals included:

- Educating and encouraging middle school students to bike and walk safely to school
- Identifying physical barriers to biking and walking at each school site
- Conducting comprehensive site assessments to further identify access safety improvements and bicycle infrastructure needs
- Collecting data and reporting on the trip reduction achieved at each school site through programmatic elements/ outreach efforts

The program was preceded by a comprehensive site assessment at each school, student travel surveys, and the distribution and analysis of parent surveys for community feedback regarding site access. The program included: Road Simulations/Bike Rodeos in Physical Education classes; a Parent Education Meeting with local police and city staff; a Commute Alternative Challenge Day; and finally a stunt and safety assembly as a reward to the school for participation.

Timeline: Fall 2010 (Project development) – Fall 2011 (Project implementation)

Participating School: J. Douglas Adams Middle School (Brentwood)

Funded By: Measure J Line 17 Commute Alternative Funds

<b>PILOT PROGRAM COSTS</b>	
<b>Program Element</b>	<b>Cost</b>
Staffing	\$4,150
Road Simulation/ Bike Rodeo Trainers	\$4,125
Stunt and Safety Assembly	\$2,800
Program incentives and supplies	\$1822
Leadership Class Project	\$650
<b>TOTAL Pilot Program Costs</b>	<b>\$13,547</b>

### Program Results:

- 1,208 East Contra Costa County middle school students received bicycle/pedestrian safety training
- Reduced 222 measurable single-occupant-vehicle trips (as compared to pre-program student travel surveys)
- Engaged and coordinated multiple stakeholders, including: school administrators, the school's Parent's Club members, local police departments and School Resource Officers, City staff, local retailers, local bicycle advocacy groups
- Conducted and reported comprehensive site assessments at each school
- Coordinated and installed bicycle infrastructure, paving, signage, striping and other access and infrastructure improvements (see Site Improvement Projects List below)
- Contacted local retailers and received approximately \$300 of in-kind donations
- Determined that the reward element of the stunt assembly would be cost-prohibitive in an expanded program to all East Contra Costa County schools; however it was the highlight for many students and stakeholders

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### ***Street Smarts Diablo Region Development (K-12 Program)***

Upon review of the pilot program's successes, 511 Contra Costa staff modified the pilot program, which led to the award of Federal SR2S funding for an expanded bicycle/pedestrian safety program for all schools (K-12) in Central and East Contra Costa County.

511 Contra Costa utilized an established *Street Smarts* brand adopted in San Ramon Valley and West Contra Costa County and added *Street Smarts Diablo Region* to maintain cohesion but also distinguish it from programs deployed in the SWAT and WCCTAC regions. *Street Smarts Diablo Region* includes separate elementary, middle and high school programs in Central and East County.

Timeline: Fall 2012 (Project deployment) – Spring 2015 (Project evaluation)

Participating Schools: See Attachment 1

Funded By: Federal SR2S Grant

### ***Street Smarts Diablo Region Elementary School Bike and Pedestrian Safety Assemblies***

Description: Bicycle, pedestrian, and skateboard/scooter safety education and encouragement outreach for elementary schools includes a 30-minute assembly led by the *Street Smarts Diablo Region* robotic talking car Mr. Beeps and *Street Smarts* staff. Together, they teach elementary school children: stop signs and signals, the Stop, Look, Listen; Look left, look right, look left again, helmet fit, helmet laws, school parking lot safety, clean air, and fitness/health. Each student receives a Traffic Tim bicycle and pedestrian safety activity book in Spanish and English after the assembly.

Site assessments are conducted prior to the assemblies to ascertain safety issues and site access and infrastructure needs.

In addition, every East County elementary school is invited and encouraged to participate in International Walk to School Day each October. *Street Smarts Diablo Region* provides tally sheets, event banners, and prizes for participation.

### ***Street Smarts Diablo Region Middle School 3-Day Program***

Description: Education and encouragement outreach for middle schools includes a 3-day program involving hands-on bicycle and pedestrian safety education training, a Challenge Day competition, and a Parent Education Meeting for parents and students regarding driver safety awareness in school drop-off zones and bicycle and pedestrian safety techniques parents can reinforce with their children. Safety education tip sheets are provided to every attendee.

Site assessments are conducted prior to the assemblies to ascertain safety issues and site access and infrastructure needs. Parent surveys are conducted prior to the 3-day event to gather feedback from the parents regarding their perceived barriers to allowing their children to bike or walk to school. Pre and post event hand tallies are conducted to monitor participation.

In addition, every East County middle school is invited and encouraged to participate in Bike to School Day each May. *Street Smarts Diablo Region* provides tally sheets, event banners, and prizes for participation.

### ***Street Smarts Diablo Region High School Bike and Pedestrian Safety Program (under development)***

Description: Education and encouragement outreach for high schools will include a hands-on, rules of the road student video contest for bicycle/pedestrian safety education. Students will produce videos demonstrating "Rules of the Road" which will reinforce the rights and responsibilities of cyclists,

pedestrians and motorists. Winning videos will be posted on partner websites (school districts, high school website, local cities, YouTube). Safety education tip sheets will be provided to every participating school.

NOTE: Federal SR2S funds prohibit expenditures for infrastructure and various support activities essential to the success of 511 Contra Costa school programs. Measure J Line 17 Commute Alternatives funds support these activities in East County as well as elements necessary for the deployment of International Walk to School Day and Bike to School Week.

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### ***Street Smarts II: Follow-up Outreach and Infrastructure Program Development***

In Fall 2012, 511 Contra Costa staff developed a parallel program to provide support activities for the *Street Smarts Diablo Region* program. These included program elements prohibited by the Federal SR2S grant specifications, as well as a follow-up program to maintain momentum in schools that participated in the *Peace on the Streets: Ride On!* pilot program. To communicate with the newly branded *Street Smarts Diablo Region* program, this effort was named *Street Smarts II: Follow Up-Outreach and Infrastructure Program*. The program's goals include:

- Integrating support activities for the *Street Smarts Diablo Region* program
- Supporting International Walk to School Day and Bike to School Week activities in East County
- Providing biannual Commute Alternative Challenge events for all interested schools
- Providing additional site assessment services
- Identifying small access improvements to support biking and walking to school as well as for the improvement of safety in drop-off/pick-up zones and expanded bicycle facilities
- Coordinating school districts, school principals, and City and County staff for access improvement projects

Description: The *Street Smarts II* Program provides each school campus with a sustainable, biannual Commute Alternative Challenge event organized and supported by 511 Contra Costa and facilitated by the school administration. 511 Contra Costa provides each school with an incentive prize of \$500 to market and facilitate a Commute Alternative Challenge Day that encourages every student to bike, walk, bus, or carpool to school. The school must also administer two days of pre-program student travel surveys and perform a day-of-event survey. 511 Contra Costa supplies each school with planning materials, marketing materials (i.e. fliers and banners), and raffle prizes for participating students. In some schools, the Leadership student group is involved in promoting and facilitating the event. In addition to sustaining momentum from the pilot program, the *Street Smarts II* Program continues supporting the schools' campus through comprehensive site assessments using school district/administration feedback, Parent Surveys, and coordination with City/County staff to identify small infrastructure projects which aid access points for all modes. This program also provides site assessment and infrastructure support services for all East County schools participating in the *Street Smarts Diablo Region* program, International Walk to School Day, and Bike to School Day activities.

Timeline: Fall 2012 – ongoing

Participating School - Fall 2012/Spring 2013: J. Douglas Adams Middle School (Brentwood)

Funded By: Measure J Line 17 Commute Alternative Funds

STREET SMARTS II: FOLLOW-UP OUTREACH AND INFRASTRUCTURE PROGRAM COSTS TO DATE	
Program Element	Cost
Staffing	\$7,000
Program incentives and supplies	\$600
American Avenue Pedestrian Path/Fencing Project (Brentwood)	\$14,372
Park Middle School Skateboard/Scooter Rack Project (Antioch)	\$1,183
Lone Tree Elementary School Skateboard/Scooter Rack Project (Antioch)	\$1,183
Diablo Vista Elementary School Skateboard/Scooter Rack Project (Antioch)	\$1,183
Jack London Elementary School Skateboard/Scooter Rack Project (Antioch)	\$1,183
<b>TOTAL Program Costs to Date</b>	<b>\$26,704</b>

**Street Smarts II Support Activities**

As the *Street Smarts Diablo Region* program rolls out, the *Street Smarts II* program supports it with additional services. These include:

- The J. Douglas Adams Middle School Administration, having participated in the Pilot Program and *Street Smarts II Follow-Up* program, embraced the value of bicycle/pedestrian education and has developed a weekly, “Walking Wednesday” program in Fall 2013 that incentivizes walking to school and is facilitated by the school site. 511 Contra Costa will provide the school administration with marketing materials, staff shirts, and a \$250 incentivize prize for the winning grade level to kick-start this effort and reward the school for developing and facilitating this program.
- Site assessments are conducted at participating elementary and middle schools
- Infrastructure needs/requests are cataloged
- Staff works with schools, districts and city/county staff to coordinate infrastructure installation and access improvements at school sites
- Support is provided to East County schools to promote International Walk to School Day and Bike to School Day each fall and spring

**International Walk to School Day and National Bike to School Day**

International Walk to School Day (October) and National Bike to School Day (May) are single-day events supported by the *Street Smarts Diablo Region* program to encourage more interaction with elementary, middle, and high schools in East County. These events aim to increase awareness of both walking and bicycling as safe, healthy, and fun modes of transportation to school while also providing student travel data through pre/post program counts to help better support each school site.

Description: 511 Contra Costa provides each school site with marketing materials and “hands up” tally sheets to perform pre-program and day-of event student travel surveys. The event is promoted at each school site via Street Smarts banners, flyers for campus, school newsletters and the school website.

Timeline: Spring 2012 and Fall 2012

Participating Schools: See Attachment 1

Funded By: Federal SR2S Grant, Measure J Line 17 Commute Alternative Funds

Program Results (2012):

- 2,381 additional East County students walked to school
- 15 additional East County students bicycled to school



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### SchoolPool Transit Ticket Program

Very few schools in Contra Costa offer school bus service for the general student population, and more are reducing service each year due to budget cutbacks. This limitation, combined with high population growth, has resulted in increased traffic congestion and decreased safety conditions at school sites throughout the County.

Description: SchoolPool is a back-to-school introductory program to public transit which provides East County families with a free, 20-ride Tri Delta Transit bus ticket valued at \$33. This program allows students to try transit rather than accessing the school via a single occupant vehicle. Due to funding limitations, this promotion is limited to two per household and is offered once each Fall.

Timeline: Annual Fall Program

Funded By: Bay Area Air Quality Management District- Transportation Fund for Clean Air

#### Program Results (2012):

- 57 East County schools were served
- 978 East County households were served
- Vehicle trips reduced by program: 822,964 (students x 180 days per year x 3 trips a day)
- Vehicle miles traveled reduced by program: 2,468,880 miles (total trips x 3 miles)
- **Total cost of tickets provided: \$50,292**

TICKET DISTRIBUTION BY HOME CITY*	
City	Tickets Distributed
Antioch	779
Bay Point	38
Brentwood	168
Discovery Bay	2
Oakley	68
Pittsburg	469
<b>Total</b>	<b>1,524</b>

\*The Knightsen school provides yellow school bus service and is not served by public transit.

**TRANSPLAN: East Contra Costa County  
School Site Improvements Projects List  
Measure J Line 17 Commute Alternative Funds**

**1. American Avenue Pedestrian Path/Fencing Project (Brentwood)**

**Stakeholders:** J. Douglas Adams Middle School Administration, Heritage High School Administration, Brentwood Union School District (BUSD), Liberty Union High School District (LUSD), City of Brentwood

**Background:** J. Douglas Adams Middle School and Heritage High School student pedestrians have historically been able to access American Avenue by a dirt path on private property connected to the neighboring development via Mountain View Drive. In June 2012, the property owner restricted students from using this path, thus creating increased traffic congestion and pedestrian-vehicle conflict on American Avenue. Having participated in the Pilot Program and *Street Smarts II* Follow-Up Program, the Adams Middle School Principal reached out to 511 Contra Costa staff to aid in finding a solution. In response, both school principals, Superintendants from both districts, and City of Brentwood staff created a stakeholders group with 511 Contra Costa to discuss the issue of the closed path and traffic congestion on American Avenue. BUSD and LUHSD agreed to lease the land from the property owner while 511 Contra Costa agreed to fund the development and fencing of the property necessary to reopen it to the pedestrian population.

**Timeline:** March 2011 - August 2012

American Avenue Pedestrian Path/ Fencing Project WORK COMPLETED	
Improvement	Cost
Engineering survey of access easement	\$1,765
45' double drive gate and bollards	\$3,268
3' chain link fence along 45' pedestrian path	\$9,339
<b>Total Cost</b>	<b>\$14,372</b>

**Follow-Up Activities:**

- 511 Contra Costa staff outreached to District 3 Supervisor Piepho's staff to discuss additional traffic calming measures on Balfour Avenue and were advised to coordinate with Contra Costa County Public Works staff, which is underway
- Stakeholders group will convene again if necessary in Fall 2013 to discuss the pedestrian path and newly installed traffic signal on American Avenue to consider additional traffic mitigation measures

**2. Park Middle School Skateboard/Scooter Rack Project**

**Stakeholders:** Park Middle School Administration, Antioch Unified School District

**Background:** Prior to participation in Bike to School Day in May 2012, the Park Middle School secretary indicated the need for a skateboard/scooter rack on campus. Due to a lack of existing locked storage facilities and previous theft issues, the school administration was forced to disallow students from bringing skateboards/scooters to school. As a result of 511 Contra Costa's agreement to purchase a rack for the campus, the school administration plans to amend this policy to once more allow students to skateboard/scooter to school starting in the 2013-2014 academic year. The rack will provide storage of either 14 skateboards or 10 skateboards and 4 scooters. The Antioch Unified School District Maintenance Manager agreed to install the rack at no-cost in Summer 2013.

**Timeline:** May 2012 - February 2013



Park Middle School WORK COMPLETED	
Improvement	Cost
Purchased/delivered a 14-capacity skateboard/scooter rack	\$1,183
<b>Total Cost</b>	<b>\$1,183</b>

**3. Lone Tree Elementary School Skateboard/Scooter Rack Project**

Stakeholders: Lone Tree Elementary School Administration, Antioch Unified School District

Background: During a pre-program site assessment in Fall 2012 preceding a *Street Smarts Diablo Region* elementary assembly, the Lone Tree Elementary School Principal indicated the need for a skateboard/scooter rack due to a lack of existing storage facilities on campus. Currently, the school does not promote skateboard/scooter ridership as a result of students not wearing helmets and skateboards/scooters creating a safety hazard in classrooms due to a lack of locked storage. As a result of both the safety education offered by the Street Smarts assembly and the provision of storage facilities, the school administration plans to amend this policy to allow students to ride skateboards/scooters starting in 2013-2014 academic year. The rack will provide storage of either 14 skateboards or 10 skateboards and 4 scooters. The Antioch Unified School District Maintenance Manager agreed to install the rack at no-cost in Summer 2013.

Timeline: August 2012 - February 2013

Lone Tree Elementary School WORK COMPLETED	
Improvement	Cost
Purchased/delivered a 14-capacity skateboard/scooter rack	\$1,183
<b>Total Cost</b>	<b>\$1,183</b>

**4. Diablo Vista Elementary School Skateboard/Scooter Rack Project**

Stakeholders: Diablo Vista Elementary School Administration, Antioch Unified School District

Background: During a pre-program site assessment in Fall 2012 preceding a *Street Smarts Diablo Region* elementary assembly, the Diablo Vista Elementary School Principal indicated the need for a skateboard/scooter rack due to a lack of existing storage facilities on campus. The school administration currently disallows students to skateboard/scooter to school to prevent theft, and as a result of rack installation, the school plans to amend this policy starting in the 2013-2014 academic year. The rack will provide storage of either 14 skateboards or 10 skateboards and 4 scooters. The Antioch Unified School District Maintenance Manager agreed to install the rack at no-cost in Summer 2013.

Timeline: September 2012 - February 2013

Diablo Vista Elementary School WORK COMPLETED	
Improvement	Cost
Purchased/delivered a 14-capacity skateboard/scooter rack	\$1,183
<b>Total Cost</b>	<b>\$1,183</b>

**5. Jack London Elementary School Skateboard/Scooter Rack Project**

**Stakeholders:** Jack London Elementary School Administration, Antioch Unified School District

**Background:** During a pre-program site assessment in Fall 2012 preceding a *Street Smarts Diablo Region* elementary assembly, the Jack London Elementary School Principal indicated the need for a skateboard/scooter rack due to a lack of existing storage facilities on campus. Currently, the approximately 50 students who ride a skateboard/scooter to school are forced to store them in classrooms, creating a safety issue for the school community. 511 Contra Costa agreed to purchase the school a skateboard/scooter rack to be placed in the existing bicycle cage and solve this issue. The rack will provide storage of either 14 skateboards or 10 skateboards and 4 scooters. The Antioch Unified School District Maintenance Manager agreed to install the rack at no-cost in Summer 2013.

**Timeline:** September 2012 - February 2013

Jack London Elementary School WORK COMPLETED	
Improvement	Cost
Purchased/delivered a 14-capacity skateboard/scooter rack	\$1,183
<b>Total Cost</b>	<b>\$1,183</b>


**ITEM 16**  
**UNIFIED CALL FOR PROJECTS**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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**TO:** TRANSPLAN Committee  
**FROM:** Jamar Stamps, TRANSPLAN Staff   
**DATE:** April 11, 2013  
**SUBJECT:** Unified Call for Projects for Cycle 2 Federal Funding.

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### Recommendation

**RECEIVE** report on " Unified Call for Projects for Cycle 2 Federal Funding" for the following funding programs:

- OneBayArea Grant (OBAG) Program.
- Safe Routes to School (SR2S).
- Allocation of \$2.745 Million in Cycle 2 Federal Planning Funds for Local Priority Development Area (PDA) Planning and Implementation.

### Background

**Unified Call for Projects for Cycle 2 Federal Funding.** On March 8, 2013, the Contra Costa Transportation Authority (CCTA) released a "unified call for projects." CCTA is responsible for allocating a total of \$51.238 million in federal funds available through the Metropolitan Transportation Commission (MTC).

Under the authorization of MTC, CCTA will administer these funds through the following programs:

#### OneBayArea Grant (OBAG) Program

The purpose of the OBAG program is to fund transportation investments that reward jurisdictions that produce housing and focus transportation investments in Priority Development Areas (PDAs) while providing more funding and flexibility to counties.

The following summarizes some of the key components of the program and CCTA's previous commitments concerning the program.

- Contra Costa will receive \$45.2 million in federal funds through the program: \$20.8 million in STP funds, \$22.0 million in CMAQ funds, and \$2.4 million in funds from the new Transportation Alternatives Program (TAP)
- At least 70 percent of the OBAG funds — or \$31.6 million — must be spent in or provide "proximate access" to priority development areas (referred to herein after as "serving" PDAs)
- The OBAG program can fund six types of improvements:
  - CMA planning and outreach
  - Local streets and roads preservation (LSRP)

- Bicycle and pedestrian improvements
  - Transportation for livable communities (TLC)
  - Safe routes to school (SR2S)
  - Priority conservation areas (PCA)
- To be eligible for OBAG funds, a jurisdiction must receive HCD certification that its housing element complies with State law and must either adopt a complete streets resolution or certify that its general plan complies with the Complete Streets Act of 2008.
  - Congestion Management Agencies (CMAs) like CCTA must prepare a PDA Investment & Growth Strategy that establishes a “transportation project priority setting process for OBAG funding that supports and encourages development in the region’s PDAs, recognizing that the diversity of PDAs will require different strategies.”

## PROPOSED OBAG PROCESS

To develop the PDA Strategy and a process for allocating the OBAG funding, CCTA established a PDA/OBAG Working Group. The Working Group is composed of local staff and representatives of the development and advocacy communities. Staff has also enlisted the help of the EPS consultant team to prepare the PDA Strategy.

The proposed process for reviewing applications for OBAG funding and setting the priorities for allocating that funding is shown in the *Program Guidance* that staff has prepared in consultation with the Technical Coordinating Committee (TCC) and the PDA/OBAG Working Group.

Following the “Call for Projects” and the submittal of proposed projects, the project selection process would involve three stages:

1. **Screening.** CCTA staff reviews the applications for funding to ensure that they meet the minimum federal, MTC, and CCTA requirements. Projects must pass all of the screening test to be eligible for consideration.
2. **Scoring.** CCTA staff would score the applications against the criteria established and would share the results with the TCC and the PDA/OBAG Working Group.
3. **Approval.** CCTA must approve the list of projects and submit it to MTC by June 30, 2013.

### **Safe Routes to School (SR2S)**

Approximately \$3.3 million in federal funding is available through MTC for SR2S programs. As with the OBAG program, the CMAs have accepted delegation of the program selection process. Funds are to be allocated to the Regional Transportation Planning Committees (RTPCs) based upon K-12 student enrollment. Based on this, the East County Region's allocation is approximately \$974,700. The table below shows the results of the formula:

Subregion	Population			Enrollment			Allocation
	2010	Share	Allocation (50%)	2010	Share	Allocation (50%)	
West	263,450	24%	\$401,100	31,538	19%	\$308,700	\$709,800
Central	313,829	29%	\$477,900	43,123	26%	\$422,000	\$899,900
East	305,923	28%	\$465,800	51,998	31%	\$508,900	\$974,700
South - west	196,807	18%	\$299,700	41,372	25%	\$404,900	\$704,600
TOTAL	1,080,009	100%	\$1,644,500	168,031	100%	\$1,644,500	\$3,289,000

During April and May, the SR2S Program Managers will assemble a list of high priority SR2S programs that they will forward to the RTPCs for adoption. CCTA is responsible for submitting a list of proposed projects to MTC by July 31, 2013.

The programs and projects in East County funded under the Cycle 1 STP/CMAQ Block Grant and SR2S include:

- *Brentwood School Area Safety Improvements:* New crosswalk and signal on American Avenue to connect an existing Class I bike path with Heritage High School, complete a sidewalk gap along Grant Street east from Marsh Elementary School, and replace crosswalk lighting at an elementary school, middle school and day care facility. (City of Brentwood)
- *Central/East County Safe Routes to School Program:* Road safety programs and bike/skateboard/scooter parking at Central and East County high schools, bike/Ped road safety programs and bike/ped "Challenge Days" at Central and East County middle schools, bike/ped safety assemblies at Central and East County elementary schools. (511 Contra Costa via City of Pleasant Hill)

**Allocation of \$2.745 Million in Cycle 2 Federal Planning Funds for Local Priority Development Area (PDA) Planning and Implementation**

In November 2012, MTC established a \$20 million planning program that would flow to the nine Bay Area Counties to support local planning activities related to Priority Development Areas (PDAs). Based upon a modified OBAG formula, Contra Costa would receive \$2.745 million. As the designated CMA for Contra Costa, CCTA has the option to administer the funds. Expenditure of the funds must be in accordance with the *PDA Investment & Growth Strategy* currently under development by CCTA and scheduled for review in April 2013.

At the March 6th CCTA Planning Committee (PC) meeting, the PC authorized CCTA to make these funds accessible through providing individual grants to local jurisdictions. These grants would be administered under a single program. If MTC authorizes this approach, CCTA will obtain the full fund amount (\$2.74 million), and then allocate it to the local jurisdictions in accordance with program guidelines.

CCTA can also compile a list of and retain qualified consultants to work with local jurisdictions on an "as needed" basis to perform PDA studies. This approach will relieve local jurisdictions from the burden of obtaining funding authorization from Caltrans for smaller planning efforts.

## Next Steps

TRANSPLAN member agencies have the opportunity to utilize funding from three sources: 1) OBAG, 2) Safe Routes to School, and 3) PDA Planning and Implementation.

Eligible applicants may begin preparing their OBAG grant applications in accordance with the unified "Call for Projects" released on Friday, March 8, 2013.

For the SR2S funding program, the TRANSPLAN TAC will begin discussing a list of projects and/or programs that will be forwarded to the TRANSPLAN Committee for adoption. That prioritized list will be forwarded to CCTA, then to MTC.

CCTA will begin the process of formalizing their approach for the PDA Planning and Implementation funds, and report back to the RTPCs.

A general schedule for the process is as follows:

- March 8: Unified "Call for Projects" released.
- Mid-March thru April 17: PDA/OBAG Working Group and CCTA develop the PDA Investment and Growth Strategy.
- March-April: SR2S program managers and RTPC TACs develop eligible list of projects and programs.
- April 19: **Applications** for OBAG funding **due**.
- May: RTPC finalize priority list of SR2S projects (**due** to CCTA by **June 4**).

The "Unified Call for Projects" with program guidelines and applications can be found here: (link)

c: TRANSPLAN TAC

att: PDA map

**ITEM 17**  
**TRI-LINK (STATE ROUTE 239) UPDATE**



## Planning Committee **STAFF REPORT**

**Meeting Date:** April 3, 2013

<b>Subject</b>	<b>TriLink SR-239 Update</b>
<b>Summary of Issues</b>	Staff will provide an update on the development of a feasibility study for a multi-modal transportation connection between Brentwood and Tracy.
<b>Recommendations</b>	This item is for information only.
<b>Financial Implications</b>	The TriLink SR-239 project is currently unfunded. Construction cost estimates for various alternatives will be developed as part of a feasibility study.
<b>Options</b>	Comment on the proposed public outreach process
<b>Attachments</b>	A. SR-239 Study Impetus Statement
<b>Changes from Committee</b>	

### **Background**

State Route (SR)239 is defined in state statute as a corridor “from Route 580 west of Tracy to Route 4 near Brentwood,” and in federal earmark language as “from State Route 5 in Brentwood area to I-205 in Tracy area.” The precise location of any constructed facility within the corridor is yet-to-be determined, pending completion of a major study effort initiated by Contra Costa County in 2009.

Contra Costa County is the recipient of two federal appropriations through SAFETEA-LU totaling \$14 million for studies and construction of State Route 239. The County set aside approximately \$3.6 million of this amount for the Corridor Study. The use of the remaining \$10+ million will be determined as part of the study.

In 2010, the County released a Request for Qualifications/Request for Proposal (RFQ/RFP). That process led to the selection of Parsons Transportation Group, Inc. (PTG) as the most qualified consultant team to conduct the study. Following an extensive

negotiation process, the County entered into a consulting services agreement with PTG on May 10, 2011.

In January 2012, the Authority assumed responsibility for overseeing consultant work on the planning phases and future activities for the development of State Route (SR) 239. During 2012, significant progress was made on developing background information, meeting with various stakeholders, and preparing for the feasibility study and public outreach effort that is now about to launch.

### **THE PARSONS CONSULTANT TEAM**

The consultant team is comprised of Parsons Transportation Group, Inc. as the prime consultant, with Steve Morton as the Project Manager providing day-to-day contact with the Authority. He will lead the overall direction of the Parsons Team and will be responsible for project delivery. Subconsultants include:

- **Wilbur Smith Associates** to provide travel demand forecast modeling, tolling and revenue studies, and freight and goods movement analysis
- **Smith, Watts & Martinez, LLC** for project implementation strategies, funding options, and advocacy assistance
- **Design, Community & Environment, Inc.** to assess land use alternatives and provide stakeholder outreach/consensus-building
- **Economic & Planning Systems** for the economic evaluation of SR 239 project alternatives
- **Fehr & Peers Associates** for operations analysis, localized traffic work, and SB 375 expertise
- **Godbe Research** for public opinion polling
- **ICF International (formerly Jones & Stokes)** for environmental analysis of alternatives and habitat conservation plan coordination
- **CirclePoint** for outreach facilitation, materials creation, website development, and social media
- **Judith Buethe Communications** for specific stakeholder outreach in San Joaquin County
- **CH2M Hill** for specialized expertise in context sensitive solutions
- **ENGEO** for geotechnical expertise
- **Kjeldsen, Sinnock, & Neudeck** for roadway engineering
- **WRECO** for hydrology/hydraulics
- **Beder Rosenthal, Inc.** for right-of-way requirements

### **Scope of Services**

Before construction can begin, planners and engineers must undertake an extensive three phase planning effort: 1) Planning, 2) Project Approval/Environmental Document; and 3) Project Development. The scope of services for the existing contract with Parsons is limited to Phase 1 – Planning. The Planning phase includes stakeholder identification and outreach, developing an interagency structure for the consensus-building process, extensive background research, technical analysis, development of various alternatives, production of a Feasibility Study that will examine those alternatives and result in consensus on a preferred alignment for SR 239, and the development of a Project Study Report (PSR) based on the preferred alignment identified in the Feasibility Study.

### **Schedule**

During 2012, the consultant team held numerous meetings with various committees that were established for the purposes of garnering initial input on the study. These groups included:

- A **Technical Advisory Committee** comprised of City Engineers and Planners from each of the affected local jurisdictions;
- An **NGO Stakeholder Committee** comprised of various non-governmental organizations that represent environmental and business advocates;
- An **Executive Steering Committee** comprised of the City Managers and CEOs of each entity along the corridor; and
- A **Policy Advisory Committee** that is made up of elected officials throughout the corridor.

These groups met several times over the past months to begin working on possible corridor concepts that would be brought to the public for review.

### **Project Impetus**

One of the key documents developed through meetings with the above groups, is the *Study Impetus Statement*. As shown in Attachment A, this document identifies five key areas for consideration and discussion of the SR-239 (TriLink) Study:

- Regional Connectivity
- Planned Development and Job Realization

- Roadway Safety
- Emergency Response
- Goods Movement

### **Next Steps**

Authority staff and the PTG consultant will present the Project Impetus and related information to the Planning Committee at the April 3 meeting. This information is being shared prior to its release to the public, as part of an overall public outreach effort that will begin in May, with public meetings in Tracy, Brentwood, and Mountain House.

## Attachment A

### **TriLink/State Route (SR) 239 DRAFT Revised: January 29, 2013 Study Impetus Statement**

SR 239 is a legislatively recognized, but unconstructed route in the California state highway system. First identified in 1959, the legislative language describes SR 239 as a potential roadway linking SR 4 near Brentwood to I-205 or I-580 west of Tracy in San Joaquin County. The route was never approved; however, a Caltrans Route Concept Report completed in 1985 recommended a two-lane conventional highway with adequate right-of-way to handle up to a four-lane facility, to serve the high growth areas.<sup>1</sup>

In 2009, Contra Costa County received two federal appropriations totaling \$14 million. The federal appropriations will be used to establish a multi-jurisdictional partnership that would oversee the process for evaluating multi-modal alternatives for the SR 239 corridor. In 2010, the County retained a consultant team – led by Parsons – to conduct the planning study. In January 2012, administration of the study, now called TriLink, was transferred from Contra Costa County to the Contra Costa Transportation Authority (CCTA).

This TriLink Study Impetus identifies five key areas for consideration and discussion:

- » Regional Connectivity
- » Planned Development and Job Realization
- » Roadway Safety
- » Emergency Response
- » Goods Movement

The Parsons consultant team, in partnership with the stakeholders and constituents along the corridor, will address the issues and needs associated with each of these areas. The consultant team will develop a range of multi-modal alternatives with the ultimate objective of establishing consensus on a preferred alignment for SR 239.

<sup>1</sup> Caltrans District 4, 1985. "Route Concept Report: Route 239," page 3 of 6.

### Regional Connectivity

The study area is bounded by I-205 and I-580 to the south and SR 4 to the north. There are few quality connections between the roadways in western San Joaquin County and eastern Contra Costa County. SR 4 (former SR 4 Bypass) north of Marsh Creek Road is planned to be widened to four lanes. However, SR 4 along Marsh Creek Road is not being improved, and does not provide sufficient service to the east, beyond Brentwood. While Vasco Road has had recent safety improvements, these have not expanded its overall capacity, due to the Gateway policy in place, and congestion is an issue.<sup>2</sup> Average daily traffic has increased by more than 40 percent between 1996 and 2006, and is expected to continue to increase.<sup>3</sup> Additionally, Byron Highway carries approximately 11,500 vehicles per day, with 23 percent truck traffic.

The lack of transportation capacity in eastern Contra Cost County was noted in a 1997 Caltrans study of State Route 4 which stated:

Route 4 is intended to connect the Bay Area with Stockton and the Sierra. Due to geometric constraints in the San Joaquin Delta, however, it cannot adequately serve this function. Route 4, therefore, serves as a “cul-de-sac” linking Eastern Contra Costa to the Bay Area but not providing for appreciable interregional movement. Analysis needs to be conducted to identify the facility needs in the 239/Byron Highway Corridor.<sup>4</sup>

Transit, pedestrian, and bicycle connections are also limited in this corridor. The proposed eBART connection would terminate in Brentwood. There is no proposed commuter rail connection to western San Joaquin. Sidewalk and pedestrian paths are missing on some existing roadway segments and bicycle lanes also do not extend outside of Brentwood, or north of Tracy.

The TriLink study will examine these access, congestion, and demand issues in an effort to improve the transportation link between eastern Contra Costa County and Tracy. Proposed improvements could potentially mitigate congestion on the I-580 and Vasco Road corridors by providing a more direct or dedicated route, and multi-modal or intermodal options for the movement of people and goods.

<sup>2</sup> Vasco Road is constrained by the 1995 Tri-Valley Transportation Plan/Action Plan which restricts widening.

<sup>3</sup> Metropolitan Transportation, 2008. “Vasco Road Median Barrier Project: Findings and Recommendations Report,” page 3 of 18.

<sup>4</sup> State Route 4 Corridor Study, 1997. California Department of Transportation – District 4, Office of Transportation Planning, System Planning Branch, page vi.

### **Planned Development and Job Realization**

Development in the study area is constrained by growth policies, such as the urban limit line (ULL), environmental constraints, and agricultural lands. The TriLink study will explore opportunities for access improvements for pedestrians, bicycles, auto, truck, and transit that are supportive of and facilitate planned growth in the study area.

Brentwood, Oakley, Antioch and the unincorporated area around the Byron Airport, all of which are located in eastern Contra Costa County, have undeveloped, non-agricultural lands that are within the voter-approved ULL. These undeveloped lands are designated for commercial, industrial, or business park development. In addition, the Innovation for Green Advanced Transportation Excellence (i-GATE) initiative, centered at the Lawrence Livermore and Sandia labs, aims to create 5,000 new jobs in the Tri-Valley region over the next five years. Cordes Ranch, in the City of Tracy, aims to create 23,000 jobs at buildout, while Mountain House in San Joaquin County aims to create 22,000+ jobs at buildout.<sup>5</sup> Improved linkages to the east and south would allow the study area communities to realize current general and specific plans and support new plans to improve the local jobs-housing balance, which is currently about 0.5 jobs per household.<sup>6</sup> In particular, industrial development, which is likely to include warehouse development, will be better supported by improved through-put of goods movement in and out of the area, in addition to providing access for employees. These areas planned for job-generating land uses such as industrial, office, retail space, and business parks that would provide opportunities for much-needed employment-growth in an area that currently has far more housing than jobs.

In addition to the planned commercial, industrial, and business park development, Tracy, Brentwood, Oakley, Mountain House, and Antioch all have significant areas planned for residential development that have not yet been developed. Improved linkages to the east and south would allow the study area communities to realize general and specific plans and support improvement of the jobs/housing balance. An improved jobs/housing balance will reduce average commute distances, reducing vehicle miles travelled (VMT) relative to the traditional growth patterns, and furthering the aims of regional planning initiatives like SB 375.

<sup>5</sup> Economic Planning Systems (EPS), Economic Planning Systems (EPS), 2012. "TriLink Socio-Economic Dataset Memo," 2012.

<sup>6</sup> A jobs-housing balance of less than about 1.5 indicates a net out-commute, so the local ratio of 0.5 jobs per household suggests that many area residents commute to jobs outside their communities.



### **Roadway Safety**

A study commissioned by Contra Costa County in 2004 reported 254 collisions, including seven fatal collisions, on Vasco Road between 1996 and 2003. Recent safety improvements on Vasco Road were aimed at addressing this situation, but did not increase capacity. Sharp curves, narrow lanes, steep grades, lack of passing options and high traffic volumes mean safety is still an ongoing concern for Vasco Road and other local rural roadways. Between 2008 and 2010 there were 59 collisions on Vasco Road, including three fatal collisions. The lack of pedestrian and bicycle facilities along the corridor also poses a safety concern. The same combination of design features that don't meet current standards also creates safety concerns on the Bryon Highway. Between 2008 and 2010 there were 22 collisions on Byron Highway.<sup>7</sup>

The TriLink study will look at opportunities for addressing roadway safety by implementing current design standards which demonstrate safety benefits and re-routing potential future truck traffic to roadways built to a more appropriate design speed to address safety concerns in the study area.

### **Emergency Response and Recovery**

SR 239 could serve as an evacuation route facilitating access to and from regional centers of urbanization.

Flooding due to heavy rain events and/or levee failure pose a significant threat to public safety. As discussed in the *Contra Costa County Hazard Mitigation Plan Update*<sup>8</sup>, such an event would result in the need to evacuate large numbers of people who live in the low-lying areas in and around the Delta. Additionally, increased storm frequency, intensity, and duration could represent a barrier to emergency response and recovery, both in short- and long-term time frames. Particularly flood-prone areas within the immediate vicinity of the proposed SR 239 corridor include Mountain House, Knightsen, Discovery Bay, Oakley, and Antioch. Flooding in any of these areas would result in an immediate need to evacuate to the south, and would likely preclude evacuation to the east.

<sup>7</sup> The source of the collision data from 2008 to 2010 is the Statewide Integrated Traffic Records System (SWITRS).  
<sup>8</sup> Contra Costa County, Contra Costa County Hazard Mitigation Plan Update, Chapter 13.



### **Goods Movement**

The commercial, industrial, business park, and residential developments planned for the study area will increase the demand for goods movement. The lack of an effective connection between western San Joaquin County and eastern Contra Costa County will affect the efficient movement of freight as freight volumes and traffic congestion increase. Vasco Road is currently at or near its capacity while Byron Highway and SR 4 are at approximately 70 percent of their capacity. Preliminary traffic growth demand estimates show that by 2040 current capacity will be exceeded by 50 percent or more. The TriLink study will analyze options for efficient goods movement.

It is unlikely that the Mococo rail line can play a major role in reducing the demand for trucking in the corridor. In general, rail freight movement is cost effective for longer distances (300 to 500 miles) of travel. Additionally, the freight moved by rail in many cases will be moved between the rail yard and its destination/origin by trucks.<sup>9</sup>

The M-580 Marine Highway Corridor includes the San Joaquin and Sacramento Rivers, and connects commercial navigation channels between the Port of Oakland and the inland ports in Stockton and Sacramento. When fully implemented, freight service via barge could eliminate 180,000 truck trips from I-580, I-80, and I-205 annually, saving approximately seven million gallons of fuel, thereby reducing air emissions.<sup>10</sup>

<sup>9</sup> State Route 4 Corridor Study, 1997. California Department of Transportation—District 4, Office of Transportation Planning, System Planning Branch, page 48.

<sup>10</sup> U.S Department of Transportation, Maritime Administration, 2010. Marine highway Corridors, page 2.

# TriLink Scope – Study Corridors

