

Robert Taylor, Chair
Brentwood
City Council

Doug Hardcastle, Vice-Chair
Oakley
City Council

Salvatore Evola
Pittsburg
City Council

Mary N. Piepho
Contra Costa County
Board of Supervisors

Tony Tiscareno
Antioch
City Council

Kerry Motts
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Duane Steele
Contra Costa
Planning Commission

Vacant
Representing the
Contra Costa County
Board of Supervisors

Kevin Romick
Oakley
Planning Commission

Bruce Ohlson
Pittsburg
Planning Commission

Staff Contact:
Jamar Stamps
TRANSPLAN
30 Muir Road
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TRANSPLAN Committee Meeting

Thursday, April 9, 2015 – 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 3/12/15 TRANSPLAN Meetings ♦ **Page 2**
- 4. ACCEPT** Correspondence ♦ **Page 7**
- 5. ACCEPT** Status Report on Major Projects ♦ **Page 13**
- 6. ACCEPT** Calendar of Events ♦ **Page 21**
- 7. ACCEPT** Environmental Register ♦ **Page 23**
- 8. APPROVE** TRANSPLAN appointments to the Contra Costa Transportation Authority (CCTA) Technical Coordinating Committee (TCC), as recommended by the TRANSPLAN Technical Advisory Committee (TAC). ♦ **Page 25**

End of Consent Items

Open the Public Meeting

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

- 9. PRESENTATION** recognizing outgoing Committee member.
- 10. RECEIVE** 511 Contra Costa Street Smarts Program (“Diablo Region”) and Infrastructure Project Spring 2015 update. ♦ **Page 29**
- 11. ADOPT** proposed Fiscal Year (FY) 2015/16 Work Plan and Budget and DIRECT staff to deliver invoices to the member agencies. ♦ **Page 50**
- 12. APPROVE** the proposed amendments to the East County Action Plan for Routes of Regional Significance and DIRECT staff to forward the proposed amendments to the Contra Costa Transportation Authority (CCTA). ♦ **Page 55**
- 13. ADJOURN** to next meeting on Thursday, May 14, 2015 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
3/12/15 TRANSPLAN COMMITTEE MEETING MINUTES

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

MINUTES

March 12, 2015

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

ROLL CALL / CALL TO ORDER

PRESENT: Salvatore (Sal) Evola (Pittsburg), Doug Hardcastle (Oakley), Kerry Motts (Antioch), Bruce Ohlson (Pittsburg), Mary N. Piepho (Contra Costa County Board of Supervisors), Duane Steele (Contra Costa Planning Commission), Tony Tiscareno (Antioch), Joe Weber (Brentwood), Steve Barr, Alternate for Robert (Bob) Taylor (Vice Chair, Brentwood), and Chair Pro Tem Kevin Romick (Oakley)

ABSENT: None

STAFF: Jamar Stamps, Transportation Planner, TRANSPLAN Staff

PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA

There were no comments from the public.

CONSENT ITEMS

On motion by Sal Evola, seconded by Joe Weber, TRANSPLAN Committee members adopted the Consent Calendar, with the removal of Items 3 and 8, as follows:

3. Adopt Minutes from 12/11/14 TRANSPLAN Meeting [REMOVED FROM CONSENT]
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register
8. Approve Request for 2015 Contra Costa Transportation Authority (CCTA) Safe Routes to School (SR2S) Technical Assistance (Cities of Oakley and Pittsburg)
[REMOVED FROM CONSENT]

The motion carried by the following vote:

Ayes: Evola, Hardcastle, Motts, Olson, Piepho, Romick, Steele, Weber, Barr,
Tiscareno
Noes: None
Abstain: None
Absent: None

ADOPT MINUTES FROM DECEMBER 11, 2014 TRANSPLAN MEETING

On motion by Sal Evola, seconded by Joe Weber, TRANSPLAN Committee members adopted the Minutes of the December 11, 2014 TRANSPLAN Meeting, as submitted. The motion carried by the following vote:

Ayes: Evola, Motts, Olson, Piepho, Romick, Weber
Noes: None
Abstain: Barr, Hardcastle, Steele, Tiscareno
Absent: None

APPROVE REQUEST FOR 2015 CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) SAFE ROUTES TO SCHOOL (SR2S) TECHNICAL ASSISTANCE (Cities of Oakley and Pittsburg)

Jamar Stamps, TRANSPLAN staff, explained that the CCTA had a budget of \$120,000 to allocate to the Regional Transportation Planning Committees (RTPCs) to identify barriers to walking and bicycling to school with funding based on school enrollment. East County's allocation of those funds had been identified at \$37,200. He reported that one proposal had been submitted by the City of Oakley and two by the City of Pittsburg, at a combined cost of \$12,000, and the fund allocation would be able to fund the proposals with no prioritization required. He recommended that the proposals be approved and forwarded to the CCTA.

Joe Weber commented that after reviewing the TRANSPLAN packet, he had visited the Oakley site, had met with the administration, and had spent some time learning about the situation. He had been shocked by the unsafe conditions for children accessing the school given that busing was not available. He supported any assistance possible.

On motion by Joe Weber, seconded by Sal Evola, TRANSPLAN Committee members approved the request for 2015 Contra Costa Transportation Authority Safe Routes to School Technical Assistance for the City of Oakley and the City of Pittsburg. The motion carried by the following vote:

Ayes: Evola, Hardcastle, Motts, Olson, Piepho, Romick, Steele, Weber, Barr,
Tiscareno
Noes: None
Abstain: None
Absent: None

ELECT NEW CHAIR AND VICE CHAIR FOR 2015

Mr. Stamps advised that the TRANSPLAN Committee elected its officers at the beginning of each calendar year; however, given the recent departure of Chair Wade Harper, a new Chair would have to be elected. He clarified the recently approved policy for a consistent rotation of Chair and Vice Chair for the TRANSPLAN Committee, the East Contra Costa Regional Fee and Financing Authority, and the State Route 4 Bypass Authority, and advised that in order to remain consistent with that policy, the City of Brentwood representative would be in line to serve as Chair and the City of Oakley representative would serve as Vice Chair.

Chair

Sal Evola nominated Robert (Bob) Taylor to serve as the Chair of the TRANSPLAN Committee. Tony Tiscareno seconded the nomination. There were no other nominations, and the nominations were closed. **Robert (Bob) Taylor was** elected to serve as the Chair of the TRANSPLAN Committee for 2015, by the following vote:

Ayes: Evola, Hardcastle, Motts, Olson, Piepho, Romick, Steele, Weber, Barr,
Tiscareno
Noes: None
Abstain: None
Absent: None

Vice Chair

Sal Evola nominated Doug Hardcastle to serve as the Vice Chair of the TRANSPLAN Committee. Tony Tiscareno seconded the nomination. There were no other nominations, and the nominations were closed. **Doug Hardcastle** was elected to serve as the Vice Chair of the TRANSPLAN Committee for 2015, by the following vote:

Ayes: Evola, Hardcastle, Motts, Olson, Piepho, Romick, Steele, Weber, Barr,
Tiscareno
Noes: None
Abstain: None
Absent: None

ADOPT THE CONFLICT OF INTEREST CODE OF THE REGIONAL TRANSPORTATION PLANNING COMMITTEE FOR EASTERN CONTRA COSTA COUNTY

Mr. Stamps reported that in accordance with State law, the CCTA had reviewed its Conflict of Interest Code and had included an expanded list of designated positions governed by the Code to include a wide range of CCTA staff and members of committees, including the RTPCs.

Mr. Stamps presented a Conflict of Interest Code that had been prepared by Contra Costa County staff in conformance with the new law and explained that once adopted by the TRANSPLAN Committee; it would be forwarded to the County Board of Supervisors for adoption and would take effect 30 days after that time.

On motion by Mary Piepho, seconded by Joe Weber, TRANSPLAN Committee members adopted the Conflict of Interest Code of the Regional Transportation Planning Committee for Eastern Contra Costa County ("TRANSPLAN Committee"). The motion carried by the following vote:

Ayes: Evola, Hardcastle, Motts, Olson, Piepho, Romick, Steele, Weber, Barr,
Tiscareno
Noes: None
Abstain: None
Absent: None

ADJOURNMENT

Chair Pro Tem Romick adjourned the meeting of the TRANSPLAN Committee at 6:42 P.M. to Thursday, April 9, 2015 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

Meeting Handout: SR2S Technical Assistance (City of Pittsburg Proposal)

**ITEM 4
CORRESPONDENCE**

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

March 12, 2015

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

Re: Status Letter for TRANSPAC Meeting – March 12, 2015

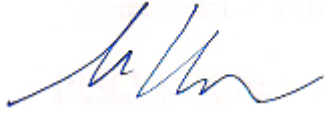
Dear Mr. Iwasaki:

At its meeting on March 12, 2015, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Selected Loella Haskew of Walnut Creek as the new TRANSPAC Chair, and Ron Leone of Concord as the new TRANSPAC Vice Chair.
2. As an urgency item, reappointed Eric Hu, Jeremy Lochirco, and Tim Tucker to the Technical Coordinating Committee for the two-year period ending March 31, 2017; and pre-approved the TAC's appointment of an alternate scheduled for the next TAC meeting on March 26, 2015.
3. Received a presentation from Matt Kelly, CCTA Transportation Planner, and Bill McCullough, System Metrics Group, Inc., on the I-680 Corridor System Management Plan (CSMP) Operations Modeling Results.
4. Appointed David Durant to serve on the I-680 Transit Investment/Congestion Relief Options Study Oversight Committee, and pre-approved the TAC's appointment of a representative and alternate scheduled for the next TAC meeting on March 26, 2015.
5. Received an update from Allyn Amsk, Caltrans District 4, regarding the closure of the southbound I-680 Marina Boulevard Off-ramp in Martinez.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Mark Ross
TRANSPAC Chair

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Candace Andersen, Chair – SWAT
Sal Evola, Chair – TRANSPLAN
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
John Nemeth – WCCTAC
Janet Abelson – WCCTAC
Jamar I. Stamps – TRANSPLAN
Andy Dillard – SWAT
Danice Rosenbohm, CCTA
June Catalano, Diana Vavrek, Diane Bentley – City of Pleasant Hill



SWAT

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

March 16, 2015

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 2015

Dear Mr. Iwasaki:

At the **March 2nd, 2015** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

Received presentation on the Draft Final I-680 Corridor System Management Plan (CSMP): Matt Kelly, CCTA; Tarek Hatata, System Metrics Group; and Erik Alm, Caltrans provided an in-depth presentation and facilitated an engaged discussion on the Draft Final CSMP.

The next SWAT meeting is scheduled for Monday, April 6th, 2015, at Supervisor Andersen's Lamorinda Office, 3338 Mt. Diablo Boulevard, Lafayette. Please contact me at (925) 314-3384, or adillard@danville.ca.gov, if you should have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Andy Dillard". The signature is fluid and cursive, with a large loop at the end of the last name.

Andy Dillard
Town of Danville/SWAT Administrative Staff

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPAN; John Nemeth, WCCTAC; Anita Tucci-Smith, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA

TRANSPAN Packet Page: 10



COMMISSIONERS

Julie Pierce,
Chair

Dave Hudson,
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

David Durant

Federal Glover

Karen Mitchoff

Kevin Romick

Don Tatzin


Robert Taylor

Randell H. Iwasaki,
Executive Director

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
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MEMORANDUM

To: Anita Tucci-Smith, TRANSPAC
Andy Dillard, SWAT
Jamar Stamps, TRANSPLAN, TVTC
John Nemeth, WCCTAC
Tony Coe, LPMC (Interim)

From: 
Randell H. Iwasaki, Executive Director

Date: March 24, 2015

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

At its March 18, 2015 meeting, the Authority discussed the following items which may be of interest to the Regional Transportation Planning Committees:

- 1. Development of a Transportation Expenditure Plan (TEP).** Over the past several months, the Authority, its partners and other stakeholders have been working on the 2014 Countywide Comprehensive Transportation Plan (CTP). Through that planning process, over \$32 billion of projects and programs were identified to improve our transportation system. The projected revenue from federal, state and regional sources is insufficient to fully fund the needs identified in the CTP. Over the last two decades, local funds from Measures C & J have become a major factor in the funding and delivery of transportation improvements, however, a significant funding gap still exists. Development and approval of a new Transportation Expenditure Plan (TEP) and an associated countywide transportation sales tax measure is one method to begin to address the funding gap. *The Authority directed staff to move forward with the development of a TEP, formation of appropriate advisory committees, drafting of TEP principles, and schedule for adoption for future consideration by the Authority.*
- 2. Approval of Ten Cooperative Agreements and Four Consultant Contracts for the Priority Development Area (PDA) Planning Grants.** In September 2014,

the Authority approved \$2.7 million in PDA Planning Grants for ten sponsors and a list of five on-call consultant teams. Following that approval, sponsors reviewed the consultant statements of qualification and selected the teams to provide planning services for the PDA projects. Working with Authority staff and contract managers, the sponsors have selected a consultant team to work with and, together with the selected consultant teams, have developed summary work scopes. The work scopes will be included in the cooperative agreements between the Authority and each sponsor, and in the contracts with the consultant teams. *The Authority approved the work scopes for the PDA Planning Grants, Cooperative Agreements PDA.1.OAK, PDA.2.CCC, PDA.3.MTZ, PDA.4.MOR, PDA.5.SANP, PDA.6.CONC, PDA.7.LAF, PDA.8.EC, PDA.9.SANR, and PDA.10.WC, and Consultant Agreements 422, 423, 424, and 425.*

**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 2015

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 - Complete.

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

Issues/Areas of Concern: None.

B. SR4 Widening: Loveridge Road to Somersville Road No Changes From Last Month

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: Close-out

Project Status: Administrative close-out work continues. Caltrans is reviewing the contractor's exceptions to the Proposed Final Estimate (PFE). Drafting of the as-built plans continues.

Issues/Areas of Concern: Contractor has submitted an exception to the PFE; the claim is \$3.4 million. Caltrans and Authority staffs are assessing the merits of the claim.

C. SR4 Widening: Somersville Road to SR 160 **No Changes From Last Month**

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: Somersville Interchange

The final pay estimate has been issued. *Work on as-built drawings and ROW closeout is in progress.*

Segment 1 construction is 100% complete.

Segment 2: Contra Loma Interchange and G Street Overcrossing

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

On SR4 mainline, drainage, roadway subgrade work, Lean Concrete Base (LCB) and eBART median construction is in progress. At Contra Loma Boulevard undercrossing, abutment, bent cap and girder construction is in progress. At Contra Loma Boulevard, drainage, utility and roadway construction is in progress.

Segment 2 construction is approximately 81% complete, through February 2015.

Segment 3A: A Street Interchange and Cavallo Undercrossing

Construction of Segment 3A started in August 2012 and is anticipated to be complete in spring 2016.

On SR4 mainline inside WB lanes, rough grading, drainage installation, and eBART median work is in progress. Bridge falsework, soffit and deck construction is in progress at five bridges.

Segment 3A construction is approximately 61% complete through February 2015.

Segment 3B: Hillcrest Avenue to SR160

Construction of Segment 3B began in March 2013. Construction is anticipated to be complete in spring 2016.

The WB traffic has been switched to the newly constructed inside EB lanes and will utilize the temporary median crossovers. A temporary Hillcrest WB off-ramp to detour the remaining ramp traffic off of the WB lanes is under construction. SR4 mainline WB construction is in progress, including existing pavement demolition, rough grading and drainage construction. At the eBART Entry House and POC, the elevator pit, utility installation work, footing and wall construction is in progress. Roadway and electrical construction is continuing at Slatten Ranch Road and the WB ramps.

Segment 3B construction is approximately 47% complete through February 2015.

Issues/Areas of Concern:

Segment 1 - Somersville Interchange

None.

Segment 2 - Contra Loma Interchange and G Street Overcrossing

The City of Antioch sewer line at Contra Loma Boulevard/Fitzuren Road has been redesigned. Pricing has been provided by the contractor and provided to the City of Antioch for their approval.

Segment 3A - A Street Interchange and Cavallo Undercrossing

Additional modifications to the construction staging are being implemented by the project team to reduce delays to the project schedule.

Segment 3B - Hillcrest Avenue to SR160

CCTA is working with the contractor, Caltrans and BART to implement modification of traffic staging for Segment 3B to allow earlier completion of WB mainline work.

Segments 0, 1 ,2, 3A, and 3B

Adverse weather affecting JPCP construction continues to impact progress throughout the corridor and the following eBART construction work. Authority staff, Caltrans, and BART continue to identify and implement steps, such as the crossover relocation, to minimize costs and schedule impacts.

D. SR4 Bypass: SR4/SR160 Connector Ramps

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: Construction.

Project Status: *Falsework erection is complete for the SR160/SR4 Separation Bridge. The contractor has begun placing forms and rebar for the superstructure. Falsework erection continues at the NB 160 Viaduct. Construction of columns continues at the SB 160 Viaduct.*

Discussions continue regarding winterization of the construction site which may reduce the impact of wet grade. However, since the project is half-way through the rain season, winterization may not be necessary.

Issues/Areas of Concern: *The contractor's schedule has been slipping. To recover, the contractor will add resources in February and will begin accelerating their work.*

The resident engineer has been in discussions with the East Contra Costa County Habitat Conservancy (HCP) regarding bird protection of the falsework construction. A protection plan is in development.

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

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.

Project Status: BART is the lead agency for this phase. The overall construction of the Transfer Platform and eBART Facilities (Contract 110) in the median to Railroad Avenue is complete.

The work is complete for the parking lot area for Contract 120. The existing park and ride lot at Hillcrest has been vacated and switched to the new eBART parking lot. *Remaining work on the maintenance building consists of "punch-list" items.*

Contract 130, consisting of stations and maintenance facility finishes, track work and systems is underway. Rail has been delivered to the project site and the contractor will mobilize soon to begin laying rail.

Coordination between BART and CCTA is ongoing because the construction 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 *and is updated and reviewed on a regular basis.*

Issues/Areas of Concern: Coordination of SR4 highway construction contracts and eBART contracts continues. *See discussion regarding potential delays due to schedule slippage of SR4 contracts.*

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

CCTA Fund Source: Measure J

Lead Agency: City of Concord

Project Description: The project will evaluate various operational improvements along SR4 between I-680 and Bailey Road, including the addition of mixed flow lanes, high occupancy vehicle (HOV) lanes and auxiliary lanes.

Current Project Phase: Project Initiation Document (PID) Phase.

Project Status: *PDT meetings began in October 2014. At the completion of the PID Phase, project packages and phasing will be identified to proceed to separate PA/ED clearance.*

Issues/Areas of Concern: None.

STATE ROUTE 4 BYPASS PROJECT

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

CCTA Fund Source: Measure J

Lead Agency: 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: *Traffic has been staged to the final alignment for both the EB and WB directions.*

Punchlist and change order work is continuing with installation of miscellaneous drainage, permanent erosion control, electrical, Lone Tree Way hardscape and landscaping, and conform grading to the adjacent development.

Construction is approximately 98% complete through *February 2015*.

Issues/Areas of Concern: None.

H. 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: *A Longitudinal Utility Exception Request from Caltrans for Contra Costa Water District (CCWD) to leave a 90-inch water line within the project limits in place was approved on February 5, 2015, saving taxpayers an estimated \$18 million. ROW acquisition is underway by the SR4 Bypass Authority. The 95% design was submitted in July 2014 and comments are being addressed. Final design is anticipated to be complete in March 2015. Utility agreements were completed for the PG&E joint trench in Balfour Road, the relocation of two PG&E transmission towers and the agreement with Kinder Morgan for the pumping plant relocation is being developed. An environmental addendum was completed to address changes to the project, including the utility relocations, and the findings were adopted in December 2014.*

Issues/Areas of Concern: *The project estimate has risen and project elements have been revised resulting in a funding shortfall of between \$7.5 and \$10 million. Utility relocation plans are currently behind schedule, which may affect the ROW certification process.*

I. SR4 Bypass: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project 5002) No Changes From Last Month

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at SR4. The overcrossing will include a multi-span bridge with columns in the SR4 median. Bridge approaches will be constructed on earthen embankments. The path width is assumed to be 12 feet wide. This project is required as a condition of approval under the SR-4 Bypass project.

Current Phase: Design.

Project Status: *Caltrans has provided comments on the 65% complete plans. BART announced that the recommended new station location for a future eBART extension should be at a location adjacent to the POC. Impacts of this decision will need to be considered.*

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

March 2015 Update – No Changes From Last Month

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

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

eBART Next Segment Study

eBART Next Segment Study Contact: Ellen Smith: esmith1@bart.gov

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

Staff will provide updates as needed.

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ITEM 6
CALENDAR OF EVENTS

Calendar of Upcoming Events*

2015	Location	Event
2015/2016	East County	Planning for Integrated Corridor Management (ICM) program on Highway 4.

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

**ITEM 7
ENVIRONMENTAL REGISTER**

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Pittsburg	APN097-550-208/030	Request for Comments/Conditions	San Marco Villas II Extension Contact: Hector Rojas (925) 252-4043 hrojas@ci.pittsburg.ca.us	Request for design review approval of plans to construct 132-unit extension of San Marco Villas apartments, within an existing "Planned Development District."	3/25/15	No Comments
City of Oakley	Cypress Grove APN037-192-024	Notice of Public Hearing	Subdivision 9391 at Cypress Grove Contact: Ken Streelo, Senior Planner strelo@ci.oakley.ca.us	Request approval of a vesting tentative map (TM 9391) to subdivide approximately 3.52 acres into 14 single family residential lots.	3/10/15 (hearing date)	No Comments
City of Oakley	4300 Railroad Ave. APN089-010-016	Request for Comments	4300 Railroad Apartments – The Reserve at Woodland Hills Contact: Ken Streelo, Senior Planner strelo@ci.oakley.ca.us	Request for general plan amendment from business/commercial/office to medium density residential and design review to convert office building into apartments.	3/2/15	n/a
City of Oakley	3351 Doyle Road APN033-080-017	Notice of Public Hearing	3351 Doyle Road Minor Subdivision (TPM 02-14) Contact: Ken Streelo, Senior Planner strelo@ci.oakley.ca.us	Request for approval of a tentative parcel map (MS 14-977) to split on 2.64-acre lot into two lots of 0.98-acres and 1.18-acres.	2/24/15 (hearing date)	No Comments
City of Oakley	Cedar Glenn Drive in Live Oak Ranch APN034-250-008	Notice of Public Hearing	Cedar Glenn Estates Design Review (DR 09-14) Contact: Ken Streelo, Senior Planner strelo@ci.oakley.ca.us	Request for design review approval of house plans and architecture, and development plan for 20 entitled lots located w/in proposed final map (SD9104).	2/24/15 (meeting date)	No Comments
City of Oakley	Emmerson Ranch APN037-192-026	Request for Agency Review	Emmerson Ranch Neighborhood 6 Contact: Ken Streelo, Senior Planner strelo@ci.oakley.ca.us	General Plan Amendment to designate approximately 16 acres of an existing 25 acre undeveloped commercial site from "Commercial" to "Multi-Family Low, rezoning, development plan and vesting tentative map for 109 single family lots.	2/12/15	Emailed Comments (1/20/15)
City of Oakley	Citywide	Notice of Availability	Draft Housing Element Contact: Joshua McMurray mcmurray@ci.oakley.ca.us	Public Review Draft Housing Element.	12/18/14	n/a

ITEM 8
TECHNICAL COORDINATING COMMITTEE APPOINTMENTS

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee

FROM: TRANSPLAN TAC

DATE: April 9, 2015

SUBJECT: Technical Coordinating Committee (TCC) Appointments

Recommendation

APPROVE TRANSPLAN TAC recommendation to appoint Ahmed Abu-aly (Antioch), Kevin Rohani (Oakley) and Paul Reinders (Pittsburg) to the TCC, with Steve Kersevan (Brentwood) and Lynne Filson (Antioch) 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 up to three alternates to the TCC. The current 2-year terms for the TCC members is set to expire March 31, 2017.

At the March 17, 2015 TRANSPLAN TAC meeting, the TAC unanimously selected the TCC representatives stated in the above recommendation.

att: CCTA letter 3/3/2015

cc: TRANSPLAN TAC



COMMISSIONERS

Julie Pierce, Chair

Dave Hudson,
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

David Durant

Federal Glover

Karen Mitchoff

Kevin Romick

Don Tatzin

Robert Taylor

Randell H. Iwasaki,
Executive Director

March 3, 2015

Jamar Stamps
TRANSPLAN
30 Muir Road, 2nd Floor
Martinez, CA 94553-4601

**Subject: Expiration of Technical Coordinating Committee Member's Term and
Appointment of Representative for the April 1, 2015 through March 31, 2017
Period**

Dear Mr. Stamps:

Jamar

Presently TRANSPLAN appoints three representatives and one or multiple alternates to the Authority's Technical Coordinating Committee (TCC). Your current appointees are Ahmed Abu-Aly, Paul Reinders and Steve Kersevan as members and Leigha Schmidt as an alternate. In accordance with the provisions of the TCC Chapter, the current two-year term will expire on March 31, 2015. According to our records, we have not received notification of your appointees for the upcoming term. Accordingly, I am requesting that TRANSPLAN either re-appoint or make a new appointment to the Authority for the two-year period ending March 31, 2017.

Appointees should be made aware that the Authority's Conflict of Interest Code requires advisory committee members to submit FPPC Form 700s to the Authority, due within 30 days of assuming office.

Please notify the Authority in writing of your appointments. We would also appreciate if you would provide us contact information for any new appointees. If any changes occur during the two-year terms, we ask that you please advise us in writing.

Thank you for your attention to this matter. Please feel free to contact me at 925-256-4724, or Christina Broadfoot at 925-256-4734 if you have any questions.

Sincerely,

Randell H. Iwasaki

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

CC: Ahmed Abu-Aly
Paul Reinders
Steve Kersevan
Leigha Schmidt
Martin Engelmann
Christina Broadfoot

ITEM 10
STREET SMARTS DIABLO SAFE ROUTES TO SCHOOL

511 Contra Costa's Street Smarts Diablo School Education Programs and Infrastructure Improvements TRANSPAC and TRANSPLAN Spring 2015 Update

With more national attention and funding available to encourage children to bicycle and walk to school, both TRANSPAC and TRANSPLAN allocated funding to support bicycle and pedestrian safety programs and infrastructure for local schools. Programs were developed with local funding sources as well as a 2012 Federal SR2S Cycle 1 grant. As of March 2015, all of the TRANSPAC and TRANSPLAN allocations of Federal SR2S funds have been expended on the Street Smart Diablo programs. Street Smarts Diablo staff have engaged school administrators, school districts, City/County staff, elected officials, and local police departments to create safer conditions in drop-off and pick-up zones at schools and to encourage more bicycling and walking among K-12 students.

The 511 Contra Costa SR2S programs are branded as Street Smarts Diablo, in keeping with other Street Smarts programs in the Bay Area. In Central and East County, all elementary schools (77), middle schools (26) and most high schools (11 of 15) have participated in the Street Smarts Diablo program at least once in the last two years, which includes over 70,000 students. Many schools have received the program several times. These successful Street Smarts Diablo programs include:

- “Mr. Beeps”, which is a bike and pedestrian safety assembly for grades K-3. This 30 minute assembly features a robotic talking car (“Mr. Beeps”) and Street Smarts Diablo staff. It includes bicycle and pedestrian safety education and encouragement. Each student receives a bilingual “Mr. Beeps” safety activity book to reinforce the basic concepts presented at the assembly.
- International Walk to School Day—Held annually in October, the International Walk to School Day is a single-day event to increase awareness of walking and bicycling as safe, healthy, and fun modes of transportation to get to and from school.
- SchoolPool Transit Ticket Program —This Fall introductory program provides students with a free, limited-ride public bus pass. This program allows students to try transit rather than a parent driving students to school. Each year this program provides thousands of bus passes, reducing over one million vehicle miles traveled, resulting in a reduction of both traffic congestion and greenhouse gas emissions.
- Head’s Up! is a program for children in grades 4 and 5, emphasizing the importance of helmets for bicyclists, skateboarders and scooter riders.
- The Middle School program has been revamped to engage more students, with professional BMX presentations, emphasizing safe bicycling skills and helmet use.
- *Start Smart* is the very popular high school program that is a partnership with the California Highway Patrol. These two-hour presentations are offered to students and their parents/guardians to demonstrate the dangers of distracted driving and the need to share the road with bicyclists.

- Street Smart II has conducted site assessments and coordinated infrastructure improvements at 64 schools to date. These include paving, bike/walk paths, installation of bicycle/skateboard/scooter racks, signage and striping, cones and safety vests that provide safer access to schools.

East County Bike/Ped Safety Education Programs Delivered

Grade Level	Total East County Schools	Total Schools Served
Elementary School	44	44 (100%)
Middle School	16	16 (100%)
High School	7	7 (100%)
ALL SCHOOLS	67*	67 (100%)

**Knightsen Elementary and Orchard Park School served with both elementary and middle school programs*

Central County Bike/Ped Safety Education Programs Delivered

Grade Level	Total Central County Schools	Total Schools Served
Elementary School	33	33 (100%)
Middle School	10	10 (100%)
High School	8	4 (50%)
ALL SCHOOLS	51	46 (90%)

Bicycle/Pedestrian Infrastructure Program

EAST	Total Eligible Schools (East County)	67	\$106,881
	Total Unique Schools Served*	31	
CENTRAL	Total Eligible Schools (Central County)	51	\$193,014
	Total Unique Schools Served*	33	
TOTAL	Total Eligible Schools	116	\$299,895
	Total Unique Schools Served*	64	

**Each school counted once regardless of number of projects per school site*

East County Notes:

- Education Programs Funded By: SR2S Cycle 1 Federal Funds; Infrastructure Funded By: Measure J and TFCA (BAAQMD)
- Street Smarts II Program has installed **38** bicycle/scooter/skateboard racks, increasing capacity by a total of **376** spaces in **16** East County schools
- Street Smarts II staff coordinated projects with City/County staff

Central County Notes:

- Education Programs Funded By: SR2S Cycle 1 Federal Funds; Infrastructure Funded By: Measure J 21a and TFCA (BAAQMD)
- Street Smarts II Program has installed **28** bicycle/scooter/skateboard racks, increasing capacity by a total of **264** spaces in **15** Central County schools

Street Smarts Diablo Bicycle/Pedestrian Safety Program Photos

Grades K-3 “Mr. Beeps” Assembly at Knightsen Elementary



Grades 3 & 4 “Head’s Up!” Helmet Safety Assembly



Belshaw Elementary “Head’s Up!” Assembly



Middle School Bicycle/Pedestrian Safety Training Programs Martin Luther King Jr. Junior High School Road Simulation Training



Riverview Middle School Road Simulation Training



Antioch Middle School Bike Challenge Day



O'Hara Park Middle School Road Simulation Day Participation!



High School Programs featuring Bike Blender Challenge Events and Start Smarts CHP Parent-Student Presentation

Freedom High School Bike Blender Challenge Event



Supervisor Piepho at Liberty High School Start Smart Assembly



Liberty High School Start Smart Program



Street Smarts Diablo Infrastructure Projects, Example #1

East County Measure J Line 17 Commute Alternative Funds

Park Middle School Update (AUSD, Antioch)

Park Middle School Site Access Improvement Project

Stakeholders: Park Middle School Administration (PMS), Antioch Unified School District (AUSD), City of Antioch

Background: Park Middle School participated in the *Street Smarts* Middle School 3-Day Traffic Safety Event from May 20th, 2013 to May 22nd, 2013. Prior to participating in the 3-Day/Bike to School Day event, the Park Middle School Office 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 the *Street Smarts II* program's agreement to purchase a rack for the campus, the school administration amended this policy to once more allow students to skateboard/scooter to school starting in the 2013-2014 academic year. The rack provided storage of either 14 skateboards or 10 skateboards and 4 scooters. The *Street Smarts II* program agreed to fund the purchase/delivery of the rack and the AUSD Maintenance Manager agreed to install the rack at no-cost in September 2013.

Timeline: May 2013 – September 2013

PARK MIDDLE SCHOOL SITE ACCESS IMPROVEMENTS: TOTAL COSTS	
Improvement	Cost
1. Purchase/delivery of (1) 14-capacity skateboard/scooter rack	\$1,183.00
TOTAL Costs: \$1,183.00	



Park Middle School Site Access Improvement Project

PARK MIDDLE SCHOOL SITE ACCESS IMPROVEMENTS: MAP LEGEND

1. Purchase/delivery of (1) 14-capacity skateboard/scooter rack



Street Smarts Diablo Infrastructure Projects, Example #2

East County Measure J Line 17 Commute Alternate Funds

R. Paul Krey Elementary School Update (BUSD, Brentwood)

R. Paul Krey Elementary School Site Access Improvement Project

Stakeholders: R. Paul Krey Elementary School Administration (RPKES), Brentwood Unified School District (BUSD), City of Brentwood

Background: R. Paul Krey Elementary School participated in the *Street Smarts* Mr. Beeps Traffic Safety Assembly on October 28th, 2013. In late August 2014, *Street Smarts* staff met with the BUSD Superintendent, Chief Business Officer, and Director of Maintenance to sign up all 10 schools in the District thus far unserved by the Site Improvement Program. The BUSD Director of Maintenance, RPKES Vice Principal, and *Street Smarts* staff performed a site assessment on September 8th, 2014 to retrieve a wish list of needs that would improve traffic safety for all modes. Based on the observations made at the September 8th meeting, it was determined that the City of Brentwood should be included in order to discuss on-street improvements that might help the school campus. A follow-up site assessment with City staff was performed on September 10th, 2014. The RPKES campus experiences unusually heavy vehicle *and* pedestrian traffic during drop-off and pick-up hours, creating unsafe conditions for the community as they enter and exit the school site. The second site assessment with City staff revealed previous improvements provided by the City needed to be reinforced by performing ground striping that would create 2 distinct lanes and the installation of semi-permanent lane delineators to restrict unsafe passing activity. In addition, (4) large-sized traffic cones were identified as a means of blocking vehicles from incorrectly lining up for drop-off and pick-up in the school's parking lot in an effort to prevent an additional line of vehicles attempting to merge into exiting traffic. Finally, the RPKES Vice Principal requested the repainting of (2) pedestrian crosswalks to improve the visibility of pedestrians crossing vehicular traffic. The *Street Smarts* program agreed to fund the (5) requests on October 16th, 2014, and the work was completed in March 2015.

Timeline: August 2013 – March 2015

R. PAUL KREY ELEMENTARY SCHOOL SITE ACCESS IMPROVEMENTS: TOTAL COSTS	
Improvement	Cost
1. Repainting of (2) pedestrian crosswalks in main drop-off and pick-up lot	\$3,500.00
2. Ground striping of white line to create (2) lanes and arrows upon entrance and exit	
3. Purchase/delivery/installation of "Do Not Enter" sign (18" x 24") at entrance into main drop-off and pick-up lot	\$126.25
4. Purchase/installation of (10) semi-permanent lane delineators spaced 20' apart to be installed at exit lanes from main drop-off and pick-up lot	\$701.00
5. Purchase/delivery of (4) large-sized traffic cones	\$76.43
TOTAL Costs: \$4,403.68	

R. Paul Krey Elementary School (BUSD)
190 Crawford Drive
Brentwood, CA 94513



R. PAUL KREY ELEMENTARY SCHOOL SITE ACCESS IMPROVEMENTS: MAP LEGEND

1. Repainting of (2) pedestrian crosswalks in main drop-off and pick-up lot

2. Ground striping of white line to create (2) lanes and arrows upon entrance and exit

3. Purchase/delivery/installation of "Do Not Enter" sign (18" x 24") at entrance into main drop-off and pick-up lot

4. Purchase/installation of (10) semi-permanent lane delineators spaced 20' apart to be installed at exit lanes from main drop-off and pick-up lot

5. Purchase/delivery of (4) large-sized traffic cones

R. Paul Krey Elementary School Update (BUSD, Brentwood)
Completed Project Photos

ITEM 1. Repainting of (2) pedestrian crosswalks in main drop-off and pick-up lot



ITEM 2. Ground striping of white line to create (2) lanes and arrows upon entrance and exit



ITEM 3. Purchase/delivery/installation of "Do Not Enter" sign (18" x 24") at entrance into main drop-off and pick-up lot



ITEM 4. Purchase/installation of (10) semi-permanent lane delineators spaced 20' apart to be installed at exit lanes from main drop-off and pick-up lot



ITEM 5. Purchase/delivery of (4) large-sized traffic cones



Street Smarts Diablo Infrastructure Projects, Example #3
 East County Measure J Line 17 Commute Alternate Funds
 J. Douglas Adams Middle School & Heritage High School Update
 (BUSD & LUHSD, Brentwood)

J. Douglas Adams Middle School & Heritage High School Site Access Improvement Project

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

Background: J. Douglas Adams Middle school participated in the Pilot Middle School program in 2011 and multiple follow-up Bike and Walk to School Day event activities with the *Street Smarts* program. Both J. Douglas Adams Middle School and Heritage High School are located on the same, school-only access road (American Avenue) and contacted the *Street Smarts II* program in October 2012 for help with a potential blocking of their main pedestrian access onto both school campuses. J. Douglas Adams Middle School and Heritage High School student pedestrians had 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. In response, both school principals, Superintendents from both the Brentwood Union School District and Liberty Union High School District, and City of Brentwood staff created a stakeholders group with the *Street Smarts II* program 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 the *Street Smarts II* program agreed to fund the development and fencing of the property necessary to reopen it to the pedestrian population. Funding agreements were signed in October 2012 and the project was completed in November 2012.

Timeline: October 2012 – November 2012

J. DOUGLAS ADAMS MIDDLE SCHOOL & HERITAGE HIGH SCHOOL SITE ACCESS IMPROVEMENTS: TOTAL COSTS	
Improvement	Costs
1. Engineering survey of access easement	\$1,765
2. Installation of 45' double drive gate and bollards	\$3,268
3. Installation of 3' chain link fence along 45' pathway	\$9,339
TOTAL Costs: \$14,372.00	

J. Douglas Adams Middle School & Heritage High School
401 & 101 American Avenue
Brentwood, CA 94513



J. DOUGLAS ADAMS MIDDLE SCHOOL & HERITAGE HIGH SCHOOL SITE ACCESS IMPROVEMENTS: MAP LEGEND

1. Engineering survey of access easement

2. Installation of 45' double drive gate and bollards

3. Installation of 3' chain link fence along 45' pathway

J. Douglas Adams Middle School & Heritage High School
(BUSD & LUHSD, Brentwood)
Completed Project Photos

ITEMS 1-3. Installation of 45' double drive gate, bollards, and 3' chain link fence



Street Smarts Diablo Infrastructure Projects, Example #4

East County Measure J Line 17 Commute Alternate Funds

Delta Vista Middle School Update (OUESD, Oakley)

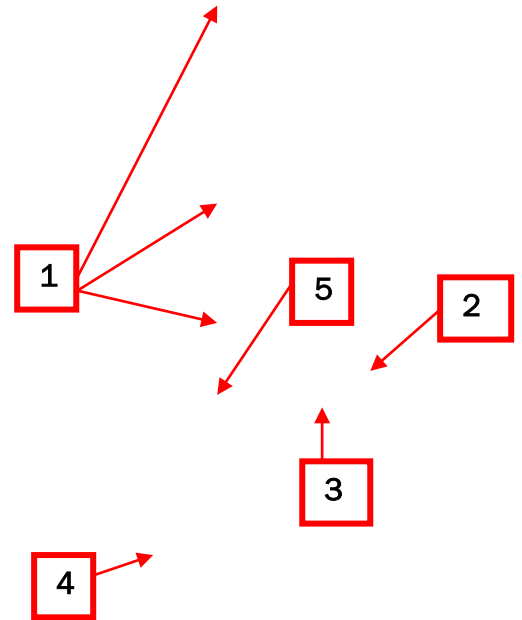
Delta Vista Middle School Site Access Improvement Project

Stakeholders: Delta Vista Middle School Administration (DVMS), Oakley Union Elementary School District (OUESD), City of Oakley

Background: Delta Vista Middle School participated in the *Street Smarts* Middle School 3-Day Traffic Safety Event from March 11th, 2014 to March 13th, 2014. On October 10th, 2013 the OUESD Superintendent, OUESD Chief Business Officer, and *Street Smarts II* Lead Staff agreed to proceed with site improvement projects at all 7 OUESD schools simultaneously by signing up the 4 remaining schools that were not already scheduled in the *Street Smarts* education component. On November 5th, 2013 the DVMS Principal, OUESD Director of Facilities and Construction, and *Street Smarts II* staff performed a site access assessment to identify small site improvement projects that would help to improve access safety for all modes. In addition to repainting the school's existing pedestrian crosswalks and replacing faded directional signage to improve visibility and reduce confusion, the Principal also requested a painted extension of the main crosswalk to safely accommodate more pedestrians. A 4' tall by 50' wide fence was also requested to be installed as a method of staging students away from vehicular traffic. The *Street Smarts II* program agreed to fund the entirety of this project and it was completed in December 2013.

Timeline: October 2013 – December 2013

DELTA VISTA MIDDLE SCHOOL SITE ACCESS IMPROVEMENTS: TOTAL COSTS	
Improvement	Cost
1. Repainting of (3) pedestrian crosswalks	\$1,000.00
2. Painting of extended crosswalk area	
3. Purchase and installation of "Do Not Enter" signage	\$110.67
4. Purchase and installation of "Do Not Enter" signage	\$110.67
5. Installation of 4' tall x 50' wide fence across the school entrance for a pedestrian staging area	\$2,944.00
TOTAL Costs: \$4,165.34	



DELTA VISTA MIDDLE SCHOOL SITE ACCESS IMPROVEMENTS: MAP LEGEND	
1.	Repainting of (3) pedestrian crosswalks
2.	Painting of extended crosswalk area
3.	Purchase and installation of "Do Not Enter" signage
4.	Purchase and installation of "Do Not Enter" signage
5.	Installation of 4' tall x 50' wide fence across the school entrance for a pedestrian staging area

Delta Vista Middle School Update (OUESD, Oakley)
Completed Project Photos

ITEM 1. Repainting of (3) pedestrian crosswalks



ITEM 2. Painting of extended crosswalk area



ITEM 3. Purchase and installation of "Do Not Enter" Signage



ITEM 4. Purchase and installation of “Do Not Enter” Signage



ITEM 5. Installation of 4' tall x 50' wide fence across the school entrance for a pedestrian staging area to keep students safe from vehicular traffic



ITME 11
FISCAL YEAR 2015/16 WORK PLAN AND BUDGET

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee

FROM: TRANSPLAN TAC

DATE: April 9, 2015

SUBJECT: FY 2015/2016 Proposed TRANSPLAN Work Program and Budget

Recommendation

ADOPT the Fiscal Year 2015/2016 (FY 2015/16) TRANSPLAN Work Program and Budget and **DIRECT** staff to deliver invoices to the member agencies.

Background

The TRANSPLAN Committee adopts a budget and work program annually. Some of the tasks from the previous work program will carry over. Current budget and proposed budget and work plan activities for the impending fiscal year are detailed in the following discussion.

Discussion

For FY 2014/15, each TRANSPLAN member agency was not required to remit dues payments to cover projected budget expenditures due to residual revenues from the prior fiscal year totaling \$34,810.62.

Total expenditures through mid-year FY 2014/15 (July '14 – December '14) are \$18,283.63. Through the end of FY 2014/15 (third and fourth quarter; January '15 – June '15) expenditures are projected to be approximately \$16,273.73. Therefore, the total projected end of FY 2014/15 budget expenditures are projected to be approximately \$34,557.36 (conservative projection based on 12 hours staff time per month). Revenue less expenditures results in a remaining balance of approximately \$253.26. ($\$34,810.62 - \$34,557.36 = \253.26)

FY 2015/16's projected budget (Table 1) is approximately \$35,944.74 (including FY 2014/15's remaining balance). That amounts to contributions (dues) of \$7,188.95 from each of the five member jurisdictions.

Activities

The attached work program proposes the set of tasks to be undertaken during the 2015/16 fiscal year. As is typical, some of the items are continuing items with a few modifications noted below:

- **State Route 4 Planning Activities/Operational Improvements:** Because of the prominence of the State Route 4 Corridor in the region there is an ongoing need for inter-agency collaboration in managing the facility. Ongoing collaborative activities such as this are defined in Task 4.
- **Strategic Expenditure Plan Update:** TRANSPLAN staff, with Contra Costa Transportation Authority (CCTA) staff, will be facilitating the update to the East County Strategic Expenditure Plan. The Strategic Plan regulates the expenditure of sales tax funds generated by Measure J. (See Task 4)

Proposed FY 2015/2016 Budget

This budget includes twelve hours of a Transportation Planner per month, two hours of secretarial time per month, and eight hours of the minutes-taker's time per month. The budget also includes a small amount for office supplies and mailing costs, and a reserve for contingencies.

Individual TAC members assume liaison duties for various CCTA committees (e.g. Technical Coordinating Committee, Technical Model Working Group and Priority Development Area Working (PDA) Group) and report any relevant activities to the full TAC. Essentially, the TAC's participation also helps to minimize TRANSPLAN's budget. Consistent with Committee direction from past years, staff will bill the jurisdictions for the difference in this year's actual cost (any overrun will be added to the 2015/16 invoice, or surplus will be deducted).

The proposed FY 2014/15 TRANSPLAN budget was \$20,252.00. The Actual FY 2014/15 budget is projected to total \$34,593.33. The approximately \$14,341.33 overrun on the FY 2014/15 budget primarily has to do with staff time devoted to the Countywide Transportation Plan and East County Action Plan update. In addition, this mid-year budget report accounts for only the actual expenditures of the first half of FY 2014/15. The projected second half of the FY 2014/15 budget is based on a conservative estimate of total personnel expenses. The \$34,810.62 revenue balance is enough to cover the projected budget overrun and the projected surplus (\$253.26) has been carried-over and applied to the proposed FY 2015/16 budget.

FY 2014/2015 Preliminary Budget Report

A complete report for this year's budget will not be available until September when the last quarter reports are available. Based on current projections, TRANSPLAN should be under budget at the conclusion of FY 2014/15.

att: Work Plan
Table 1

cc: TRANSPLAN TAC

Draft Work Program for FY 2015/2016

Task 1: Participate in project implementation of the Brentwood-Tracy Expressway ("Tri-Link"/SR 239) Interregional Corridor Study. The Contra Costa Transportation Authority (CCTA) has taken over project administration duties and identified TRANSPLAN as a primary stakeholder. The public/external planning process for this effort began in 2011/12 and is now complete. CCTA now has an agreement with Caltrans to prepare a Project Study Report (PSR).

Task 2: Review major land use proposals *within* East County for compliance with East County Action Plan for Routes of Regional Significance. This task will continue as an ongoing activity, required by Measure J and by TRANSPLAN's own procedures. It is part of the Measure J Growth Management Program.

Task 3: Review land use proposals *outside* of East County that meet the Measure J threshold requirements (100 or more new peak-period vehicle trips) for potential traffic impacts on East County routes of regional significance. This task will continue as an ongoing activity, similar to Task 2 above. It is part of the Measure J Growth Management Program.

Task 4: Facilitate collaboration between member jurisdictions and the Contra Costa Transportation Authority in the conduct planning activities requiring sub-regional consultation. TRANSPLAN will provide ongoing assistance and local facilitation with CCTA, at a minimum for the State Route 4 Operational Improvements, the Congestion Management Program, the Measure J Strategic Plan, Measure J Growth Management Program (GMP), the Countywide Bicycle and Pedestrian Plan, and various federal, state, regional and local funding programs. These efforts, while administered primarily by other agencies, require and benefit from local facilitation.

Task 5: Represent TRANSPLAN at meetings of CCTA as needed, including the monthly CCTA Board meetings and the monthly meetings of its two committees (the Administration and Projects Committee, and the Planning Committee). This task will continue.

Task 6: Participate as needed in refining the East County portion of the countywide travel demand forecasting model and/or in adapting the model for local application. CCTA completed the model update and combined the four sub-regional models into one countywide version in '10. Ongoing refinements or consultation may be needed. The Measure J GMP requires local jurisdictions to consult with the TAC when they use or adapt the model for local general plan amendments or CEQA review of large development proposals.

Task 7: Ferry Planning: Coordinate ferry service planning activities with member agencies, the Contra Costa Transportation Authority, the Water Emergency Transportation Authority, and other affected entities.

Task 8: Growth Management Program Compliance: Assist in administering the resolution of growth management compliance issues between member jurisdictions in cooperation with Contra Costa Transportation Authority staff per *TRANSPLAN Committee Administrative Procedures, Article III*.

Task 9: Oversee State Route 4 Bypass Projects: With CCTA taking on responsibility for certain State Route 4 Bypass Authority projects, TRANSPLAN has agreed to take on additional obligations. These obligations will be defined in memoranda of understandings on a project by project basis. This will require oversight and involvement of TRANSPLAN staff.

Table 1: Proposed TRANSPLAN Budget for FY 2015/16

Item	FY 2015/16 Budget	% of Total Budget
Transportation Planner (12 hours/month)	\$24,168	67%
Secretary (2 hours/month)	\$2,000.00	6%
Minutes Taking (8 hours/month)	\$6,240.00	17%
Subtotal for Personnel Costs	\$32,408.00	
Office Supplies and Services	\$500	3%
Contingency	\$3,290	4%
Total Budget	\$36,198.00	
FY 2014/15 Surplus Carryover	\$253.26	
Proposed FY 2015/16 Budget	\$35,944.74	
Per Jurisdiction Contribution:	\$7,188.95	100%

ITEM 12
EAST COUNTY ACTION PLAN AMENDMENTS

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee
FROM: TRANSPLAN Technical Advisory Committee (TAC)
DATE: April 9, 2015
SUBJECT: **Proposed Amendments to the East County Action Plan for Routes of Regional Significance.**

Recommendation

APPROVE the proposed amendments to the East County Action Plan for Routes of Regional Significance and **DIRECT** staff to forward the proposed amendments to the Contra Costa Transportation Authority (CCTA).

Background

In January 2015, CCTA adopted the Final Financial Feasibility Study (“study”) for Ferry Service in Contra Costa County. CCTA developed this study in coordination with the Water Emergency Transportation Authority (“WETA”), the Regional Transportation Planning Committees (“RTPC”) and their member agencies. The study provided a full analysis of the financial feasibility of ferry service for the City of Antioch, including projected capital and operating costs.

CCTA initiated an update to the Countywide Transportation Plan (CTP) and Action Plans for Routes of Regional Significance (“action plan”) in 2013. TRANSPLAN Technical Advisory Committee (TAC) updated the action plan and the final draft was adopted by the TRANSPLAN Committee in December 2014. The Action Plan contains goals and policies for implementation of transportation projects and programs in East County, as well as actions for delivering said projects and programs. Based on the recent analysis of the financial feasibility of ferry service in East County, the TAC feels it’s appropriate to include action plan policies that acknowledge the sub-region’s desire to implement ferry service. The City of Antioch has proposed the following amendments to Chapter 5, Sections B.2 and B.3 of the East County Action Plan for Routes of Regional Significance:

- *2h) Encourage the development and funding of ferry service to and from Antioch and other East County shoreline agencies to improve air quality and commute alternatives from East and Central County. (Local Jurisdictions and WETA)*
- *(Amended 3c) Continue to work on the feasibility and development of ferry service to and from Antioch and/or other East County shoreline agencies. (TRANSPLAN, CCTA and WETA)*

The TRANSPLAN TAC met on March 17, 2015 to discuss the proposed action plan language. The TAC supports Antioch’s proposal and agrees that Antioch should be acknowledged as a leader in implementation of ferry service in East County. The proposed actions would emphasize this point while remaining regionally inclusive of all of East County’s shoreline agencies with potential ferry interests.

Following approval by the TRANSPLAN Committee, staff will forward the proposed language to CCTA for consideration and inclusion in the action plan. The proposed amendments may be implemented relatively quickly due to the recent postponement of adoption of the CTP.

c: TRANSPLAN TAC



Chapter 5

Proposed Regional

Actions

This chapter outlines specific projects, programs, actions and measures intended to achieve the MTSOs presented in Chapter 4. Additional actions not listed in this Chapter may be implemented as well to achieve the Goals of this Action Plan. Each action is numbered below, and identifies the jurisdiction(s) or entities responsible for implementing that action.

A. Maintain or Improve Efficiency of Freeway and Arterial Operations

I. Regional Highway Transportation Facility Improvements

Since the last update of the Action Plan, there has been significant progress on improvements along the SR 4 corridor, including widening of SR 4 through Antioch and completion of several elements of the facility formerly known as the SR 4 Bypass (now designated as SR 4) through Antioch, Oakley and Brentwood.

1a) **Current SR 4 Freeway Projects:** For projects currently under construction, TRANSPLAN and the local jurisdictions should continue to work with the Contra Costa Transportation Authority (CCTA) and Caltrans to ensure successful completion of the new facilities. The following projects are currently under construction, with estimated completion dates ranging from late 2013 to late 2015:

- SR 4 widening and interchange reconstruction from Loveridge Road to Hillcrest Avenue, including median to accommodate eBART
- SR 4 widening from Laurel Road to Sand Creek Road, and construction of the Sand Creek Road interchange

1b) **Future SR 4 Freeway Projects:** For projects not yet under construction, TRANSPLAN and the local jurisdictions should work in cooperation with CCTA and Caltrans to complete studies and design, and initiate construction. Anticipated projects include:

- SR 160/SR 4 Connector Ramps
- Balfour Road interchange
- Marsh Creek Road interchange
- Vasco Road interchange
- Widening of SR 4 from Balfour Road to Vasco Road (Segment III)

1c) **TriLink (also referred to as SR 239):** Work with CCTA and Caltrans on the ongoing TriLink feasibility study. Tasks include public workshops, committee meetings, board presentations, and Project Study Report (PSR). Estimated study completion in 2014. (TRANSPLAN, Brentwood, Contra Costa County)

- 1d) **SR 84:** Work with Alameda County jurisdictions to determine the feasibility of a Route 84 extension into East County. (TRANSPLAN, Contra Costa County)
- 1e) **James Donlon Boulevard Extension (previously known as Buchanan Road Bypass):** Pursue completion of project. (City of Pittsburg, ECCRFFA)
- 1f) **Main Street/Brentwood Boulevard:** Pursue the widening of Main Street/Brentwood Boulevard through Oakley and Brentwood to Discovery Bay. Specific elements include:
- Improve Interchange at SR 160 and Main Street. (CCTA, Caltrans, Oakley)
 - Improve and widen Main Street from SR 160 to Delta Road. (Oakley, ECCRFFA)
 - Widen Brentwood Boulevard from Delta Road to Sellers Avenue (Brentwood, ECCRFFA)
 - Improve California Delta Highway from Sellers Avenue to Marsh Creek Road (where State Route 4 rejoins). (Contra Costa County)
- 1g) **Byron Highway – Vasco Road Connector (also known as Armstrong Road Connector):** Pursue project to connect Vasco Road with Byron Highway; note that a Byron Airport Connector element is included in the current TriLink (SR 239) feasibility study. (Contra Costa County)
- 1h) **Southern Parallel Arterial Improvements:** Pursue projects to provide additional vehicle capacity on arterial routes parallel to and south of SR 4 in Antioch, Pittsburg, and Contra Costa County, including the extension of West Leland Road to Willow Pass Road. (Antioch, Pittsburg, Contra Costa County)
- 1i) **Northern Parallel Arterial Improvements:** Pursue projects to provide additional vehicle capacity on arterial routes parallel to and north of SR 4 in Antioch, Pittsburg, and Contra Costa County. This includes widening Pittsburg-Antioch Highway to four lanes. (Antioch, Pittsburg, Oakley)
- 1j) **Vasco Road:** Improve safety along Vasco Road with widened pavement and median barrier; coordinate with the Tri-Valley Transportation Council (TVTC) and be consistent with the TVTC Gateway Constraint Policy. Also seek opportunities to work with TVTC to advance a Vasco Road Corridor project into the Countywide Comprehensive Transportation Plan and Bay Area Regional Transportation Plan,

subject to the conditions of the “East County Corridors (Vasco Rd, SR 4, and Byron Highway)” Project in the Measure J Expenditure Plan. (Contra Costa County, TRANSPLAN)

- 1k) **SR 160:** Study future needs along this route including potential interchange improvements at SR 160 and Wilbur Avenue. (TRANSPLAN, Oakley, CCTA)



2. Construct Targeted Traffic Engineering Improvements

- 2a) Monitor conditions on the regional route system and construct improvements as necessary to alleviate conditions that exceed traffic service objectives. Improvements will be listed in the Countywide Transportation Project List (CTPL) maintained by CCTA. (CCTA, Local jurisdictions)

3. Make Operational Improvements to Freeways and Arterials

Operational improvements are important for smoothing traffic flow and making optimal use of the investments in freeways and major arterials. Such improvements ~~may~~ include ramp metering, freeway service patrols, vehicle detectors and closed-circuit TV for real-time traffic monitoring, ~~and~~ or changeable message signs or other traveler information systems. In addition, new technologies are rapidly being developed that will further improve travel safety and efficiency, and reduce environmental impacts of vehicular travel.

- 3a) Review and implement appropriate operational strategies originally recommended in the East Central Commute Corridor Traffic Management Plan, such as selective

- control point metering, to maximize traffic flow without creating excessive localized air pollution and reducing parallel street capacity. (TRANSPLAN, Pittsburg)
- 3b) Coordinate with Caltrans and local jurisdictions for ongoing cooperation regarding ramp metering operations at freeway interchanges. (Local jurisdictions, CCTA, Caltrans, MTC)
 - 3c) Identify and plan for future rail grade separations where feasible. (Local jurisdictions, CCTA)
 - 3d) Encourage coordination with the California Highway Patrol to promote safer traffic operations, including facilitating enforcement. (Local jurisdictions, CCTA, Caltrans)
 - 3e) In cooperation with CCTA, encourage the ongoing investigation of new transportation-related technologies that have the potential to improve traveler safety, smooth traffic flow and reduce delay, and/or reduce the environmental or quality-of-life impacts associated with current travel modes. (Local jurisdictions, CCTA)

B. Support an Efficient and Effective Transit System

I. Support Rail Transit Operations

- 1a) Support construction of eBART from the current BART terminus at Pittsburg/Bay Point to a new station at Hillcrest Avenue and support on-going study of the next eBART segment to the future Mokelumne Trail station. (Local jurisdictions, TRANSPLAN)
- 1b) Participate in any future studies regarding rail options for East County that may be conducted by the Capitol Corridor Joint Powers Authority, Caltrans, Altamont Commuter Express (ACE) and/or AMTRAK, and the San Joaquin Joint Powers Authority. (Local jurisdictions, TRANSPLAN, CCTA)



2. Expand Transit Service

Public transit is an important element of the East County transportation system, serving the mobility needs of the population and providing alternatives to driving. In particular, bus services can readily complement BART service by allowing East County residents to access the BART system without using their cars. Expansion of bus transit, both within East County and between East County and other regions, should be emphasized. Planning for expansion of transit service at the regional or corridor level should also consider other modes, including possible ferry and rail service.

- 2a) Work with Tri-Delta Transit to provide bus-oriented improvements along local routes, and to improve and expand service. (Local jurisdictions)
- 2b) If a community is considering transit-oriented development, encourage adoption of development guidelines that would incorporate transit-oriented design, where feasible, to be determined by each local jurisdiction. (Local jurisdictions)
- 2c) Continue working with TRANSPLAN and CCTA to pursue funding opportunities for expanded bus service. (Local jurisdictions, Tri-Delta Transit)
- 2d) Consider traffic signal management / bus prioritization technology on major arterials in Antioch, Oakley and Pittsburg as described in the State Route 4 Corridor Management Plan. (Local jurisdictions, Tri-Delta Transit)
- 2e) Encourage the funding and provision of alternative-fueled vehicles and related fueling stations for transit operators to improve air quality, as they expand their bus fleets. (Tri Delta Transit, Contra Costa Transportation Authority, Local jurisdictions)
- 2f) Encourage the region's bus transit operators to increase and improve coordination where possible, particularly in linking East and Central County bus services. (Tri Delta Transit, County Connection)
- 2g) Encourage local jurisdictions to design safety treatments (such as crosswalks, bus bulbs, bus pullouts and Americans with Disabilities Act improvements) at transit stops where appropriate, and to seek regional funding when possible. (Tri Delta Transit, Local jurisdictions)

3. Provide Intermodal Transit Centers

Significant East County transit stations can function as intermodal transit centers, allowing travelers to efficiently transfer between different transit services.



- 3a) Develop BART, eBART and other rail stations as major transportation and business hubs for East County. (BART, CCTA, Tri-Delta Transit, Local jurisdictions)
- 3b) Consider the adoption of station-area specific plans to guide development and transportation infrastructure around intermodal transit centers. (Local jurisdictions)
- 3c) Explore the feasibility and development of ferry service to East County. (TRANSPLAN, CCTA)
- 3d) Continue exploring development of new rail station sites as appropriate with rail corridor proposals. (Local jurisdictions)

4. Expand Park-and-Ride Lots

Park-and-ride lots allow East County commuters to significantly shorten their driving trips and make use of the public transit services that connect East County with other regions. Park-and-ride lots should be considered at strategic locations across East County.

- 4a) Continue to pursue development of additional park-and-ride lots along the SR 4 corridor and at other appropriate locations, including potential shared-use agreements at shopping centers which have unused spaces. (Tri-Delta Transit, Local jurisdictions, Caltrans)
- 4b) Maintain and improve park-and-ride lots in East County. (511CC, TRANSPLAN, BART, Tri-Delta Transit, Local jurisdictions)

- 4c) Promote greater awareness of East County park-and-ride lots for transit and ridesharing where capacity is available. (511CC, TRANSPLAN, Local jurisdictions, BART)

C. Improve Multi-modal Mobility and Decrease Single-Occupant Vehicle Travel

I. Offer Transportation Demand Management Programs

Transportation demand management (TDM) strategies can benefit the region by promoting the use of travel modes that are more efficient and environmentally friendly, and by providing information so that travelers can make the most informed choices about their travel options.

- 1a) Continue to provide and promote express commuter bus service to major employment centers. (511CC, Tri-Delta Transit)
- 1b) Monitor and report on the effectiveness of East County TDM programs. (511CC)
- 1c) Promote alternatives to the single occupant vehicle through public outreach, working with employers and residents. (511CC, Tri-Delta Transit)
- 1d) Promote transit, carpooling, bicycle use, and walking to students, employees and residents at K-12 schools, technical schools and college sites. (511CC)
- 1e) Promote and deliver Safe Routes to School programs. (511CC)
- 1f) Encourage tele-work, compressed work week and other alternative work location strategies to reduce traffic congestion at peak hours. (511CC)

2. Encourage Active Transportation

Active transportation (walking and bicycling) provides dual benefits: environmentally friendly travel that also achieves public health goals for higher levels of physical activity. The East County region is committed to supporting active transportation, through provision of



appropriate infrastructure and elimination of physical barriers to bicycle and pedestrian travel.

- 2a) Continue to update and implement local and regional bicycle plans.
(TRANSPLAN, Local jurisdictions, East Bay Regional Park District)
- 2b) Maintain existing regional multipurpose trails such as the Delta de Anza Trail through Oakley, Antioch, Pittsburg and Bay Point, the American Discovery Trail through Antioch to the summit of Mount Diablo, and the Marsh Creek Regional Trail through Brentwood, Oakley, and north to the Delta. (TRANSPLAN, Local jurisdictions, East Bay Regional Park District)
- 2c) Complete unbuilt segments of regional multipurpose trails such as the Mokelumne Coast-to-Crest Trail, Delta de Anza Trail, Union Pacific Rail Trail, Big Break Regional Trail, and the Marsh Creek Trail. (TRANSPLAN, Local jurisdictions, EBRPD)
- 2d) Emphasize the construction of unbuilt segments of Class II and Class III bikeways on the Countywide Bikeway Network, as identified in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan. (Local jurisdictions)
- 2e) Facilitate planning and design of the Great California Delta Trail, linking the Delta shoreline in Contra Costa County to the Bay Trail and to San Joaquin, Solano, Sacramento, and Yolo counties. (Local jurisdictions)
- 2f) Support improvements to the Delta-De Anza Trail, particularly in addressing the gap along Bailey Road; this is the subject of a current study through the SR 4/Bailey Road Interchange improvement project. (East Bay Regional Park District, Caltrans, Contra Costa County)
- 2g) Complete the East Bay Municipal Utility District (EBMUD) Trail, linking Los Medanos College in Pittsburg to Brentwood. (Local jurisdictions)
- 2h) Study bikeway connections parallel to SR 4 such as improvements on Kirker Pass Road and Marsh Creek Road. (Local jurisdictions)
- 2i) Study bikeway and pedestrian needs at school areas, including participation in Safe Routes to School and Safe Routes to Transit programs, to help plan, fund and construct future facilities in these areas. Projects should support the Countywide Safe Routes to School Master Plan. (511CC)

- 2j) Provide bike racks, lockers and other secure bike parking options at key locations and activity centers throughout the county. (511CC)
- 2k) Encourage consideration of bicycle and pedestrian use in neighborhood planning and design, to ensure that infrastructure such as soundwalls do not create barriers to travel through neighborhoods on bicycle or on foot. (Local jurisdictions)
- 2l) Maintain existing and provide new shoulders, bicycle lanes, and sidewalks on all streets and rural roads to provide for better bicycle and pedestrian connectivity and safety where feasible. (Local jurisdictions)
- 2m) Support and deliver education programs for students and others to learn how to bicycle and walk safely. (511CC, Local jurisdictions)
- 2n) Improve trail crossings at arterials. (Local jurisdictions)



3. Continue the Growth Mitigation and Monitoring Program

The Contra Costa County growth management strategy reduces the traffic impacts of future development proposals in eastern Contra Costa County. Applying appropriate

mitigation to development projects can result in development that minimizes impacts on regional routes and provides amenities that facilitate and encourage the use of active transportation.

- 3a) Traffic studies are required for any development project or General Plan amendment that generates 100 or more net new peak hour vehicle trips, in order to achieve compliance with the Measure J Growth Management program. Results of traffic studies for projects and General Plan amendments that generate 100 or more net new peak hour vehicle trips should be shared with other jurisdictions, consistent with TRANSPLAN procedures, to allow for collaboration and comment. General Plan amendments that generate 500 or more net new peak hour vehicle trips must undergo the CCTA General Plan Amendment Review Procedure, outlined in Chapter 4 of the Contra Costa *Growth Management Program Implementation Guide*. (Local jurisdictions)

D. Maintain Existing Transportation Network to Support Safety and Efficiency

I. Encourage Adequate Maintenance

East County jurisdictions should work towards ensuring adequate funds and systems to properly maintain the transportation system. This applies to Routes of Regional Significance, public transit vehicles and facilities, bike and pedestrian facilities and park-and-ride lots.

- 1a) Maintain and enhance local pavement management systems. (Local jurisdictions)
- 1b) Continue to explore ways to increase revenue to maintain roads and provide arterial street improvements countywide (such as through gasoline taxes and toll bridge revenues). (Local jurisdictions)
- 1c) Work with MTC to provide funding to maintain and enhance local transit facilities and to purchase replacement of rolling stock. (MTC, CCTA, Transit operators)

E. Manage the Effects of New Growth on the Transportation System

I. Monitor and Update the East County Sub-Regional Transportation Mitigation Fee

The East Contra Costa Regional Fee and Finance Authority (ECCRFFA) administers a sub-regional transportation impact fee that is designed to use revenues generated by new growth to improve the regional transportation system to serve the travel demands of that growth.

- 1a) Periodically update the fee structure to ensure it will produce sufficient funds in light of current and anticipated growth rates and construction costs in East County. (ECCRFFA)
- 1b) Continue to update its Strategic Plan to reflect new trends or growth assumptions. (ECCRFFA)
- 1c) Continue to participate in the fee program through the East Contra Costa Regional Fee & Financing Authority. (ECCRFFA, Local jurisdictions)
- 1d) Explore ways to advance revenues from the fee program through the use of bonds or other financial mechanisms, such as tolls, gasoline taxes and other user fees. (TRANSPLAN)

2. Transportation Funding

Funding for adequate transportation systems and services comes from a wide variety of sources, and resources are limited. The East County is committed to advocating for increased transportation funding at the federal, State and regional level.

- 2a) Work with regional and state agencies to obtain a greater local share of gasoline taxes, toll bridge revenues and other sources for major projects. (TRANSPLAN, CCTA, Tri-Delta Transit, BART)
- 2b) Continue to explore ways to increase revenue to maintain roads and provide arterial street improvements countywide, such as through gasoline taxes and toll bridge revenues. (Local jurisdictions)

3. Pursue Balanced Growth in East County

East County jurisdictions have long been focused on growth policies and programs to promote more employment development within East County, in order to support shorter commutes for area residents and to more efficiently use available transportation capacity in what is now the “reverse commute” direction.

- 3a) Coordinate with economic development agencies and non-governmental organizations (NGOs) on a cooperative East County effort to attract new employment development. (Local jurisdictions)
- 3b) Support the study of new transportation facilities (such as TriLink/SR 239) that could attract new business development in East County by improving accessibility between East County and neighboring regions. (Local jurisdictions, TRANSPLAN, CCTA)
- 3c) Work with MTC and other agencies to implement regional initiatives such as OBAG/PDA development strategies. (Local jurisdictions, TRANSPLAN, CCTA)