

Federal D. Glover,
Chair
*Contra Costa County
Board of Supervisors*

Bob Taylor,
Vice-Chair
*Brentwood
City Council*

Brian Kalinowski
*Antioch
City Council*

Jim Frazier
*Oakley
City Council*

Michael Kee
*Pittsburg
City Council*

Gil Azevedo
*Antioch
Planning Commission*

Joseph Weber
*Brentwood
Planning Commission*

Carmen Gaddis
*Representing the
Contra Costa County
Board of Supervisors*

Jack Hanna
*East Contra Costa
Regional Planning
Commission*

Kevin Romick
*Oakley
Planning Commission*

Bruce Ohlson
*Pittsburg
Planning Commission*

Staff Contact:
John Cunningham
TRANSPLAN
651 Pine Street
N. Wing—4th Floor
Martinez CA 94553
Phone
(925) 335-1243
Facsimile
(925) 335-1300
www.transplan.us
jcunn@cd.cccounty.us

TRANSPLAN Committee Meeting

Thursday, August 13, 2009, at 6:50 PM

NOTE CHANGE IN START TIME

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact John Cunningham at (925) 335-1243 or jcunn@cd.cccounty.us

AGENDA

1. Open the meeting.

2. Accept public comment on items not listed on agenda.

Consent Items (see attachments where noted [♦])

3. Adopt Minutes from June 11, 2009 TRANSPLAN meeting. ♦ PAGE 3

4. Accept Correspondence. ♦ PAGE 8

5. Accept Recent News Articles. ♦ PAGE 26

6. Accept Status Report on Major Projects. ♦ PAGE 32

7. Accept Environmental Register. ♦ PAGE 53

End of Consent Items

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

8: Strategic Plan Update ♦ PAGE 55

The Contra Costa Transportation Authority (CCTA) is in the process of updating the seven-year *Measure J Strategic Plan*. TRANSPLAN will need to provide input to CCTA on funding options and priorities for East County projects over the next several months. Information only, the TAC will return with a recommendation in September.

9. Adopt Final East County Action Plan for Routes of Regional Significance ♦ PAGE 58

CCTA has certified the Final Environmental Impact Report and adopted the *Countywide Comprehensive Transportation Plan* at its June 17, 2009 meeting (see attachments).

This action by CCTA allows TRANSPLAN to now adopt the subject document. The TRANSPLAN Technical Advisory Committee (TAC) and TRANSPLAN Board

have reviewed and provided comment on the *East County Action Plan* beginning in 2007, culminating with final comments transmitted at the June 11, 2009 TRANSPLAN meeting. The TAC now recommends approval.

10. TCC Appointment ♦ PAGE 68

11: Accept staff or Committee Members' Reports.

End of Action/Discussion Items – Adjournment

12: Adjourn to next meeting on Thursday, September 10, at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
ADOPT MINUTES FROM JUNE 2009 MEETING

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

MINUTES
June 11, 2009

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

ROLL CALL

PRESENT: Gil Azevedo (Antioch), Brian Kalinowski (Antioch), Jack Hanna (East Contra Costa Regional Planning Commission), Bruce Ohlson (Pittsburg), Bob Taylor (Brentwood), Joe Weber (Brentwood) and Chair Federal Glover (Contra Costa County)

ABSENT: Jim Frazier (Oakley), Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors), Michael Kee (Pittsburg), and Kevin Romick (Oakley)

STAFF: John Cunningham, TRANSPLAN Staff

PUBLIC COMMENT

There was no public comment.

CONSENT ITEMS

John Cunningham requested a correction to the second sentence of the third paragraph on Page 3 of the May 14, 2009 minutes, as follows:

He [Mr. Noeimi] emphasized that the collapse of the housing market in East County and the impacts on the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) would make it difficult to be able to come up with a commitment of \$80 million on Highway 4.

On motion by Brian Kalinowski, seconded by Joe Weber, TRANSPLAN Committee members unanimously adopted the Consent Calendar, as follows:

3. Adopted Minutes from May 14, 2009 TRANSPLAN Meeting, as amended.
4. Accepted Correspondence.
5. Accepted Recent News Articles.
6. Accepted Status Report on Major Projects.
7. Accepted Environmental Register.

8. Approved Reallocation of TFCA [*Transportation Fund for Clean Air*] Funds

RECOGNIZE THE CONTRIBUTION OF ED FRANZEN and VICTOR CARNIGLIA

Brian Kalinowski presented Ed Franzen with a plaque of appreciation for his contributions and hard work related to addressing transportation issues in East County as a representative of the City of Antioch.

Federal Glover expressed his appreciation to Mr. Franzen for his hard work and dedication through his many years representing East County transportation.

Ed Franzen thanked the TRANSPLAN Committee for the recognition and highlighted his work in the transportation field over the last fifty years. He took this opportunity to commend the TRANSPLAN Committee for what it had accomplished over the last ten years.

As a former Planning Commissioner in the City of Antioch, Joe Weber recognized Mr. Franzen's work, dedication and experience over many years.

Victor Carniglia was not available at this time.

FORWARD COMMENTS TO THE CONTRA COSTA TRANSPORTATION AUTHORITY ON THE COUNTYWIDE COMPREHENSIVE TRANSPORTATION PLAN AND EAST COUNTY ACTION PLAN FOR ROUTES OF REGIONAL SIGNIFICANCE

Mr. Cunningham requested comments on the *Countywide Comprehensive Transportation Plan* and *East County Action Plan for Routes of Regional Significance*. He noted that this was the end of the process. The Contra Costa Transportation Authority (CCTA) would be adopting the documents next week.

Mr. Cunningham referred to the staff report and the recommendations related to two remaining issues regarding how Vasco Road and Bailey Road had been addressed in the Action Plan. He explained that the TRANSPLAN Technical Advisory Committee (TAC) had reviewed the proposed language in that regard and had recommended that the language be forwarded to the CCTA.

In response to Joe Weber as to the timeline of the Action Plan, Martin Engelmann of the CCTA reported that the horizon year for both documents was 2030.

Mr. Weber referred to the item related to the Buchanan Road Bypass and noted that the Bypass was part of TRANSPLAN's Action Plan. He did not believe that Bailey Road should be deferred from inclusion in the Action Plan.

Mr. Engelmann explained that Bailey Road, which joined East County and Central County, had not been designated as a route of regional significance. If designated as such, joint planning with the City of Pittsburg, City of Concord, TRANSPLAN and TRANSPAC would be required through the Measure J cooperative planning process to identify the objectives for Bailey Road. He stated that the designation of a route could happen at any time through an amendment to the Countywide Plan. As such, in a few years a designation of regional significance, if there was agreement with all involved, could be made when an Action Plan would be jointly prepared. At this point, since the Environmental Impact Report (EIR) for the Concord Naval Weapons Station (CNWS) had not been prepared, that designation was not appropriate. He noted, however, that Bailey Road had been shown as a future route of regional significance in the Countywide Plan.

Gil Azevedo noted the uncertainty of what would occur on the CNWS. Without an objective as to how it would impact the CNWS, he was uncertain how to address that situation although he recognized that it had been shown as a route of regional significance for the future.

Joe Weber referred to the Buchanan Road Bypass and referenced the uncertainties in that situation. He suggested that the build out for the CNWS would require the designation of Bailey Road as a placeholder.

In response to Jack Hanna, Mr. Cunningham highlighted the stated position of the County of Alameda with respect to Vasco Road as indicated in a previous staff report.

Bruce Ohlson referred to Bailey Road and suggested there be a network of routes of regional importance. He supported some redundancy in routing and supported the inclusion of Bailey Road.

On motion by Bob Taylor, seconded by Gil Azevedo, TRANSPLAN Committee members unanimously approved the edits on the *East County Action Plan for Routes of Regional Significance*, as included in the staff report dated June 1, 2009, to the CCTA Board for consideration at its June 17, 2009 meeting.

ADOPT 2009/2010 WORK PROGRAM AND BUDGET AND RECEIVE PRELIMINARY REPORT ON 2008/2009 BUDGET

Mr. Cunningham referred to the work program and budget for the next fiscal year along with the work plan and budget to be closed out. He highlighted the tasks associated with the work plan. For the budget report, he reported that last year the TRANSPLAN Committee had been over budget primarily related to a change in staff. This year the budget was expected to be on track.

On motion by Brian Kalinowski, seconded by Bob Taylor, TRANSPLAN Committee members unanimously adopted the Work Program and Budget for 2009/2010 and received the Preliminary Report on the 2008/2009 Budget.

ACCEPT STAFF OR COMMITTEE MEMBERS' REPORTS

With respect to the CNWS, Mr. Cunningham advised that the next publicly available draft of the EIR would be distributed in mid to late July 2009.

ADJOURNMENT

With no further business to come before the TRANSPLAN Committee, Chair Glover adjourned the meeting at 6:52 P.M. to July 9, 2009 at 6:30 P.M. or other day/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

ITEM 4

ACCEPT CORRESPONDENCE



SWAT

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

June 8, 2009

Robert K. McCleary
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

RE: SWAT Meeting Summary Report for May 2009

Dear Mr. McCleary:

At the **May 4, 2009** Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

Review and Comment on Measure J School Bus Allocations for Fourth Quarter of FY 2008-09 and for FY 2009-10:

The SWAT Committee received a report on, and was unanimously in support of, the Measure J School Bus Allocations reported for Fourth Quarter of FY 2008-09 and for FY 2009-10.

Status Update on Caldecott Tunnel Fourth Bore Project:

The Committee received a detailed presentation from Ms. Christina Ferraz, P.E., Caltrans District 4 Regional Manager, on the Caldecott Tunnel Fourth Bore Project.

Update on 2009 Measure J Strategic Plan Program of Projects:

This agenda item was continued from the April 6, 2009 SWAT meeting for further discussion. Authority staff readdressed the anticipated reduction of Measure J revenues for the 2009-2015 period, and the estimated \$204 million reduction in revenues. It was reported that the Authority will consider delaying the adoption of the Measure J Strategic Plan for at least another six months, and as such it was suggested that the SWAT Committee delay any potential actions of recommending Measure J Project or Program category funding deferrals within the SWAT region, as economic conditions may change over this time period. As such, the Committee agreed not to take action at this time, and will reconsider this item when appropriate.

The SWAT meeting scheduled for June 1, 2009 was cancelled. The next SWAT meeting is scheduled for July 6, 2009 at the Lafayette City Offices, Conference Room 240, 3675 Mt. Diablo Boulevard, Lafayette. Please contact me at (925) 314-3384 if you have any questions.

DEPARTMENT OF DEVELOPMENT
AND COMMUNITY SERVICES

2009 JUN 16 PM 1:29

CONTRA COSTA

Sincerely,

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

Andy Dillard
SWAT Administrative Staff

Cc: SWAT and SWAT TAC
✓TRANSPLAN, c/o John Cunningham, 651 Pine St, 4th Floor - North Wing, Martinez, CA 94553
WCCTAC, Christina Atienza, 13831 San Pablo Avenue, CA 94806
TRANSPAC, Barbara Neustadter, 2300 Contra Costa Blvd. Suite 360, Pleasant Hill, CA 94523
CCTA, Danice Rosenbohm, 3478 Buskirk Avenue, Suite 100, Pleasant Hill, CA 94523
CCTA, Martin Engelmann, 3478 Buskirk Avenue, Suite 100, Pleasant Hill, CA 94523



Congress of the United States
House of Representatives
Washington, DC 20515

June 15, 2009

Mr. Steve Heminger
 Executive Director
 Metropolitan Transportation Commission
 101 Eighth Street
 Oakland, CA 94607-4700

Dear Steve:

We write today in support of MTC's continued efforts to further the Route 4 and eBART projects in Contra Costa County. We are concerned that because the economic downturn has dramatically reduced income to all levels of government and the impact on sales tax revenues has been substantial, the Route 4 and eBART project may be at risk.

It is our understanding that two projects of great importance to our constituents in East Contra Costa, the Route 4 widening and the integrated preparations for eBART, including structures, may face funding shortfalls because of the decline in local sales tax revenues, the drop in East Contra Costa fee revenues, and the likelihood that state revenues may also not be provided in the time frame originally envisioned. These projects are inextricably intertwined, and need to proceed together to provide maximum benefit to East Contra Costa and the region. It is very important that BART has an opportunity for extension in the corridor, notwithstanding the revenue challenges that currently exist.

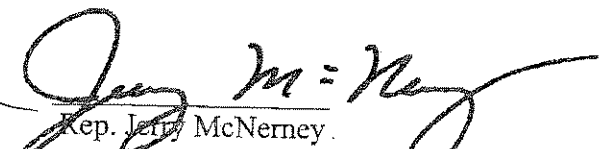
We ask that MTC/BATA's sustain its commitment of regional measures 1 and 2, and AB 1176 toll bridge funds to the projects, so that Caltrans, the Contra Costa Transportation Authority and BART can move forward to construct the Route 4 widening with its median for transit, and at the same time build the infrastructure for BART in order to minimize the costs associated with the future transit services. Construction of these critical infrastructure improvements is scheduled to commence between now and 2012, and will leverage \$85 million in State CMIA funds, presuming the schedules can be maintained. In addition to the CMIA funds, we understand that constructing the BART infrastructure now will save tens of millions of dollars compared to doing the work after the highway is built. Consequently, it is our desire that MTC/BATA work in partnership and take every step possible to make the bridge toll funds available in a timely way to the CCTA and BART for these critical improvements.

Again, these projects are very important to us, and we appreciate your past commitments to them and willingness to work collaboratively with the CCTA and Caltrans to continue to move them forward in today's difficult funding environment.

Sincerely,


 Rep. George Miller


 Rep. Ellen O. Tauscher


 Rep. Jerry McNerney

PRINTED ON RECYCLED PAPER

TRANSPLAN PACKET PAGE #: 11



CONTRA COSTA
transportation
authority

COMMISSIONERS: *Maria Viramontes, Chair* *Robert Taylor, Vice Chair* *Janet Abelson* *Newell Arnerich* *Ed Balico*
Susan Bonilla *David Durant* *Federal Glover* *Michael Kee* *Mike Metcalf* *Julie Pierce*

TO: Barbara Neustadter, TRANSPAC Christina Atienza, WCCTAC
 Andy Dillard, SWAT Lisa Bobadilla, TVTC
 John Cunningham, TRANSPLAN Calvin Wong, LPMC/SWAT (TAC)

FROM: Robert K. McCleary, Executive Director

DATE: June 19, 2009

SUBJECT: **Items approved by the Authority on June 17, 2009, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **June 17, 2009** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **e-BART: Completion of Environmental Impact Report (EIR) and filing of a Notice of Determination by Authority. (Project 2001).** The Environmental Impact Report (EIR) for this project has been completed. *The Authority approved the EIR and filing of the related Notice of Determination. Resolution 09-31-P.*

2. **Authority Approval of Resolution 09-34-G Regarding Early Payment of FY 2008-09 Local Street Maintenance and Improvement "Off-Year" Funds to Local Jurisdictions Found to be in Compliance with Measure C Growth Management Program (GMP).** At its April 15, 2009 meeting, the Authority approved an exception to existing policy, allowing early payment of FY 2008-09 Local Street Maintenance & Improvement (LSM) funds to local jurisdictions that have submitted a Calendar Year 2006 & 2007 Checklist and been found by the Authority to be in compliance with the Growth Management Program (GMP). *The Authority approved the advanced pay-out schedule for FY 2008-09 LSM funds. Resolution 09-34-G.*

3. **Approval of Cooperative Agreement with BART to Receive Measure J Program Funding.** The Measure J Expenditure Plan names several bus operators, paratransit operators and other agencies that are eligible to receive Measure J funding from one or more of the measure's program categories. BART is a partner with AC Transit in the operation of the East Bay Paratransit Consortium. *The Authority approved the Cooperative Agreement with BART for their share of Measure J funds for operating the EBPC. Cooperative Agreement No. 60.00.01*

4. **The First Allocations of Measure J Transit Funds for Operating Programs were made:**
 - Approval of FY 2009-10 Measure J Allocation for the Countywide Bus Services Program (Program 14);
 - Approval of FY 2009-10 Measure J Allocation for the Central County Additional Bus Service Enhancements Program (Sub-Regional Program 19a);
 - Approval of FY 2009-10 Measure J Allocation for Countywide Transportation For Seniors and People with Disabilities (Program 15).

Additional Measure J Allocations:

- Approval of FY 2009-10 Measure J Allocation for the Express Bus Program (Program 16);
- Approval of FY 2009-10 Measure J Commute Alternatives Program Allocation (Program 17).

5. Legislation.

- **AB 1175 (Torlakson) Bay Area Toll Bridges.** *The Authority took a "support if amended" position, seeking a strategic planning process involving the CMAs, and assurances that the plan would provide funds to each county's projects and programs based on the tolls paid by its residents (approximately 14% for Contra Costa).*
- **AB 744 (Torrico) Bay Area HOT Lane Network.** *The Authority took a "support if amended as specified; otherwise oppose" position on this bill. The amendments include a provision requested by West Contra Costa to provide assurances that "net benefits" will accrue to residents along a corridor from a HOT lane. (Attachment)*

- 6. Certification of the Final Environmental Impact Report (FEIR) for the 2009 Countywide Comprehensive Transportation Plan by Adoption of Resolution 09-29-G, Including Approval of Responses to Comments on the Draft Environmental Impact Report for the Countywide Comprehensive Transportation Plan.** Staff has prepared responses to comments received on the Draft EIR that was released on February 18, 2009 for a 45-day review period. The comment period closed on April 6, 2009. CEQA requires that responses to comments be transmitted to commentors on the Draft EIR ten days prior to EIR certification. In adopting Resolution 09-29-G, the Authority certifies that: 1) the Final EIR has been completed in compliance with CEQA; 2) that the Authority reviewed and considered the information provided; and 3) that the FEIR reflects the independent judgment and analysis of the Authority. *The Authority approved Resolution 09-29-G certifying the FEIR.* **Resolution 09-29-G**



CONTRA COSTA
**transportation
 authority**

19 June 2009

COMMISSIONERS:

Maria Viramontes,
 Chair

Robert Taylor,
 Vice Chair

Janet Abelson

Newell Americh

Ed Balico

Susan Bonilla

David Durant

Federal Glover

Michael Kee

Mike Metcalf

Julie Pierce

Robert K. McCleary
 Executive Director

3478 Buskirk Ave.
 Suite 100

Pleasant Hill
 CA 94523

PHONE:
 925/256-4700

FAX:
 925/256-4701

<http://www.ccta.net>

Hon. Alan Lowenthal, Chairman
 Transportation Committee
 California State Senate
 10th and L Streets
 Sacramento, CA 95814

RE: AB 744 (Torrice): Support if Amended as Specified; Otherwise Oppose

Dear Senator Lowenthal:

At its meeting of June 17th, 2009, the Contra Costa Transportation Authority reviewed its position on AB 744, and determined that it does not support the bill in its current form. The Authority remains concerned that the process in the bill is not sufficient to assure the proposed HOT Lane network (or various potential segments of it) will meet the tests of efficacy, safety, operational feasibility, financial soundness, and benefits claimed for it.

Nonetheless, in the interests of trying to work cooperatively with other parties in the region, the Authority is prepared to offer its support if the attached amendments are incorporated into the bill in advance of the Transportation Committee hearing and approved therein, and if no other substantive changes are made that would contravene or conflict with the provisions previously agreed-upon between the Authority and MTC staff in May 2009. Unfortunately, those changes were abrogated in the June 1 version of the bill. We are not opposed to HOT Lanes, but do strongly believe that our recommended changes are needed to ensure both the viability of the transportation network as a whole and that HOT Lanes are not imposed on areas where there is simply no reasonable basis to believe that they would be effective, safe, feasible, or otherwise beneficial. Absent the positive steps requested in the attached amendment, the Authority is opposed to this legislation and would urge your committee to not advance the bill.

Our proposed amendments are to Streets & Highways Code Section 30914.7 (d), and are shown on the attachment.

Thank you in advance for your consideration of our views.

Sincerely,

Robert Taylor
 Vice-Chairman

c.c. Senator Mark DeSaulnier
 Senator Loni Hancock
 Assemblyman Tom Torlakson
 Assemblyman Albert Torrico

Assemblywoman Nancy Skinner
 Assemblywoman Joan Buchanan
 Hon. Scott Haggerty, Chairman, MTC
 Steve Heminger, Rebecca Long, MTC

(d) The authority shall develop and implement in a collaborative manner with the department, the Department of the California Highway Patrol, and Bay Area congestion management agencies the express lane development plan accepted by it pursuant to subdivision (b) of Section 30914.6, except any elements or features of the plan that the authority determines are impracticable or infeasible or do not provide a significant net benefit to the travelers residing along a corridor or that will unduly delay commencement of operation of the resulting network or that may ~~or will~~ materially ~~or and~~ adversely affect the financial condition of the network or the authority or its credit rating. ~~In addition, the authority may change or add elements or features of the plan that it determines, in its sole discretion, to be necessary or advisable to protect or improve the financial condition of the network or its results of operation or to protect the credit rating of the authority.~~

TRANSPAC Transportation Partnership and Cooperation

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

June 19, 2009

The Honorable Maria Viramontes, Chair
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, California 94523

Dear Chair Viramontes:

At its meeting on June 11, 2009, TRANSPAC took the following actions that may be of interest to the Transportation Authority.

1. Received a presentation on the Regional Measure 2 (RM2) Policy Advisory Committee (PAC) Investment Recommendation from the I-680 HOV Express Bus Access Study by Deborah Dagang, Principal Project Engineer with CH2M Hill. TRANSPAC approved the recommendation to adopt the southbound extension of the I-680 High-Occupancy Vehicle Lane as the preferred alternative for receipt of the remaining RM2 funds and will notify County Connection of this recommendation.
2. Approved the draft letter to the City of Lafayette in response to its comments on the Draft TRANSPAC Action Plan. The letter emphasized that development of a Traffic Management Plan for the Pleasant Hill Road corridor could address many of the issues that were raised.

TRANSPAC hopes that this information is useful to you.

Sincerely,

Mark Ross

Mark Ross *MR*
TRANSPAC Chair

cc: TRANSPAC Representatives
TRANSPAC TAC and staff
Don Tatzin, Chair, SWAT
Federal Glover, Chair, TRANSPLAN
Maria Viramontes, Chair, WCCTAC
Robert McCleary, Paul Maxwell, Martin Engelmann, Arielle Bourgart,
Hisham Noeimi, Danice Rosenbohm, CCTA
Christina Atienza, WCCTAC
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
Steve Wallace, City of Pleasant Hill

RECEIVED
TRANSPAC
JUN 23 9 18 AM
CONTRA COSTA

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

June 12, 2009

John Greitzer
State Route 239/
Brentwood-Tracy Expressway Project Manager
Department of Conservation and Development
Transportation Planning Section
651 Pine Street, 4th Floor, North Wing
Martinez, CA 94553

RE: State Route 239

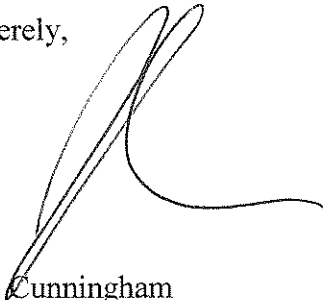
Dear Mr. Greitzer:

As you may be aware, TRANSPLAN is the Regional Transportation Planning Committee in East Contra Costa County and the primary forum for addressing transportation related issues in the region. I am writing to request that, as your project moves ahead, you distribute to TRANSPLAN any significant information related to your State Route 239 Project.

As well, I am requesting that TRANSPLAN have a seat on any technical and/or policy body that may be created support and guide the development of the project.

Thank you very much for your assistance with this matter.

Sincerely,



John Cunningham
TRANSPLAN Staff

C: TRANSPLAN
TRANSPLAN TAC

G:\Transportation\Committees\Transplan\2009\letters\SR239 TAC Request.doc

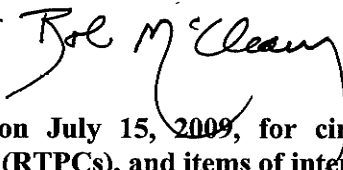


CONTRA COSTA
**transportation
 authority**

COMMISSIONERS: *Maria Viramontes, Chair* *Robert Taylor, Vice Chair* *Janet Abelson* *Newell Arnerich* *Ed Balico*
Susan Bonilla *David Durant* *Federal Glover* *Michael Kee* *Mike Metcalf* *Julie Pierce*

TO: Barbara Neustadter, TRANSPAC Christina Atienza, WCCTAC
 Andy Dillard, SWAT Lisa Bobadilla, TVTC
 John Cunningham, TRANSPLAN Calvin Wong, LPMC/SWAT (TAC)

FROM: Robert K. McCleary, Executive Director



DATE: July 16, 2009

SUBJECT: **Items approved by the Authority on July 15, 2009, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **July 15, 2009** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Presentation by Caltrans regarding monitoring and managing the HOV lanes in the Bay Area (District 4).** Caltrans is proposing to extend the evening HOV hours for the I-680 segment between Livorna Road and Alcosta Boulevard to 7 p.m. instead of 6 p.m. In addition, the morning HOV hours along the entire I-680 corridor is proposed to begin at 5 a.m. instead of 6 a.m. *Caltrans staff briefed the APC on this proposal.*

2. **Release of Draft 2009 Contra Costa Congestion Management Program.** As the Congestion Management Agency (CMA) for Contra Costa, the Authority must prepare a Congestion Management Program (CMP) and update it every other year. Authority staff is in the process of preparing the draft 2009 CMP for public review. The 2009 CMP will update the required seven-year capital improvement program, revise the performance measures, and outline the relationship of the CMP to the goals of MTC's recently adopted Regional Transportation Plan, T-2035. *A number of changes are in process and will be incorporated prior to the next review in September.*

3. **Legislation.** Staff provided a status report on:
 - Developments concerning the state budget and potential impacts on transportation;
 - AB 744 (Torricco) Bay Area HOT Lane Network. (See attached summary of changes.) *The bill passed out of Senate Transportation on July 16th.*
 - AB 1175 (Torlakson) Bay Area Toll Bridges. *The bill was revised in Senate Transportation Committee and now deals solely with adding the Antioch and Dumbarton bridges to the Bay Area Bridge Seismic retrofit program and related matters. Authorization for MTC to place future bridge toll increases on the ballot without returning to the legislature was deleted from the bill.*

In addition, staff reviewed the provisions of SB 406 (DeSaulnier) Vehicle Registration Fee Increase to fund regional blueprints/sustainable communities strategies/alternative planning strategies and recommended a 'support if amended' position. *The Authority approved a "support if amended" position on SB 406.*

4. **Measure J Expenditure Plan Amendment - Ordinance 09-03.** This amendment was proposed to make SR4 East widening from Loveridge to Somersville eligible for funding from the "SR4 East Widening in East County" Measure J funding category. Staff recommended approval of Ordinance 09-03 following the public hearing which was held at the July 15, 2009 Authority meeting. *The Authority approved the amendment.*

AB 744 (Torrico)
Bay Area HOT Lanes
Report to the Contra Costa Transportation Authority
July 15, 2009

This bill has been amended significantly since the Authority's June meeting, when the members took an 'oppose unless amended' position. Staff has reviewed the amendments contained in the draft mockup of the bill dated July 14, 2009 and considers them to adequately address the concerns communicated to the author.

Language has been added to:

- Provide that no component can be added to the HOT lanes network plan that would not result in a 'significant net benefit' to travelers residing along a given corridor;
- Acknowledge that if a determination is made that a component of the network is impracticable or infeasible or does not provide a significant net benefit, a gap in the network may exist
- Preclude the conversion of general purpose lanes to HOT lanes .
- Provide that priority for the use of net corridor revenue will be the funding of transit capital and operations in the corridor.
- Provide that toll bridge revenues used to fund HOT lanes are to be treated as loans that will have to be repaid.
- Require that each corridor investment plan must include a proposal for improving public transit services in the corridor.
- Establish the goal of the network as 'higher person throughput' and to reduce delays for all travelers, especially those on transit or using ridesharing.
- Limit MTC's authorization to increase the vehicle occupancy required to use an express lane to one passenger above the level required on January 1, 2010.

Language was removed giving BATA the option to change or add components to the plan at its sole discretion.

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

July 31, 2009

Hercules

Mr. Robert McCleary, Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Pinole

RE: WCCTAC Meeting Summary

Dear Mr. ~~McCleary~~ ^{Bob}:

Richmond

At its July 31, 2009 meeting, the WCCTAC Board took the following actions that may be of interest to the Authority:

San Pablo

- 1) Approved, as part of the consent calendar:
 - a. WCCTAC Resolution 09-04, which adopts the 2009 Update of the West County Action Plan for Routes of Regional Significance; and
 - b. Cooperative agreement with West County Unified School District for administration and compensation associated with the Measure J Low-Income Student Bus Pass Program.
- 2) Discussed recent positive developments in AB 744 (Torrico) provisions, and authorized the Chair to prepare and transmit a letter of support for the bill in time for consideration at the Senate Appropriations Committee hearing.
- 3) Discussed and approved comments on the Draft 2009 Countywide Bicycle and Pedestrian Plan for submittal to the Authority.
- 4) Received an overview presentation on Point Molate Resort and Casino project alternatives and anticipated traffic impacts.

Contra Costa
County

AC Transit

Sincerely,



Christina M. Atienza
Executive Director

BART

WestCAT

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

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

August 5, 2009

Mr. Brad Beck, Senior Transportation Planner
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

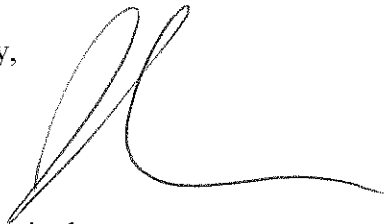
Dear Mr. Beck:

As you are aware the TRANSPLAN Technical Advisory Committee (TAC) met and discussed with you the *2009 Countywide Bicycle and Pedestrian Plan*. At that time then TAC expressed it's satisfaction with the progress of the document and thanked you for your efforts and for taking the time to meet with us. I have since re-read the plan and heard some the thoughts of TRANSPLAN members on the document. I have a few additional comments for your consideration:

- Please provide, as an appendix or transmittal memo, a description of the administrative path that local jurisdictions will need to follow to be eligible for Bicycle Transportation Account funds. Please include relevant dates that are unique to East County given their adopted Bikeway Plan.
- It would be helpful to local jurisdictions if the 2009 plan included documentation of the achievements of the previous versions of the plan.
- As a more detailed extension of the facility documentation in the plan (Class I, II, III) the plan should also document all facilities where bicycles are prohibited and also cite state law regarding bicyclist's general rights in regard to access on roadways.
- Facilities with temporal restrictions should be highlighted. Ideally this information would be embedded in the Geographic Information System (GIS) attribute table to facilitate online use in the future.
- All BART stations, including planned stations, should be highlighted in the document's maps.
- The Contra Costa Transportation Authority should work with regional agencies such as MTC, ABAG, and the Bay Area Open Space Council to advocate for, and establish a comprehensive, navigable/routable online bicycle mapping and routing system in the Bay Area. This would maximize the existing investment of Contra Costa jurisdictions and make the information much more useful to the taxpaying public.

Thank you for your consideration and the opportunity to comment on the document.

Sincerely,



John Cunningham
TRANSPLAN Staff

c: TRANSPLAN Technical Advisory Committee
TRANSPLAN

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

August 5, 2009

Mr. Wayne Reeves, Director of Project Development
Liberty Union High School District
20 Oak Street
Brentwood, California 94513

Dear Mr. Reeves:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Proposed Fourth High School Campus. The following are TRANSPLAN comments:

The Liberty Union High School District (LUSHD) is required, under the California Environmental Quality Act (CEQA), to present a “reasonable plan” for mitigation¹. This would include establishing the cost of mitigations and a complete funding plan which identifies other funding sources, responsible agencies and the project proponent’s fair share cost contribution to the mitigation. Please include this information in the next steps of the environmental review. In addition to complying with CEQA this would be consistent with good planning practice and the collaborative transportation planning protocols which all TRANSPLAN member jurisdictions operate under.

That any mitigation measure, “...does not depend solely on the LUHSD...” does not free the LUHSD from the responsibility under CEQA of participating in the implementation of any identified mitigation².

The mitigation measures identified in the DEIR must be *in place before the opening of the school* in order to preserve the safety and quality of life of east county residents.

In addition to the lack of consistency with CEQA described above, the suggestion in the *Summary of Impacts and Mitigation Measures*, that the school district may not mitigate the traffic impacts of the project, runs counter to the proactive approach to transportation funding and planning found in Contra Costa County. All county jurisdictions operate under a Growth Management Program, have an adopted Urban Limit Line and have adopted technical procedures that address the analysis and mitigation of the traffic impacts of projects such as this. That the LUHSD would consider compromising this arrangement with a proposal to construct a project with substantial traffic impacts without adequate mitigation is inappropriate.

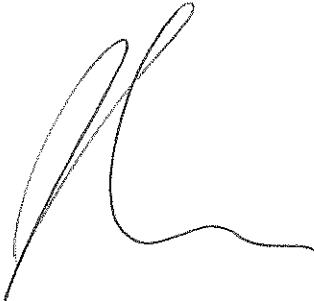
¹ *Save Our Peninsula Committee v. Monterey County Board of Supervisors (2001)*

² *City of Marina v. Board of Trustees of the California State University (2006)*

August 5, 2009
Page Two

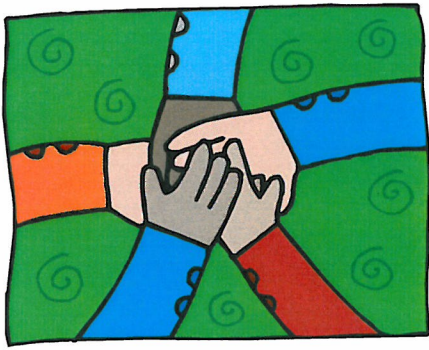
Thank you for the opportunity to comment. Please let me know if you have any questions on this letter.

Sincerely,

A handwritten signature in black ink, appearing to be 'John Cunningham', written in a cursive style.

John Cunningham
TRANSPLAN staff

c: TRANSPLAN Technical Advisory Committee
TRANSPLAN



Contra Costa County Consortium

Cities of Antioch, Concord, Pittsburg, Richmond, and Walnut Creek
and the County of Contra Costa

Help Plan for the Future of Your Community!

TO ALL OUR VALUED AGENCY RECIPIENTS OF CDBG FUNDS IN FY 2010/15

The cities of Antioch, Concord, Pittsburg, Richmond, and Walnut Creek and the County of Contra Costa (on behalf of all other towns and cities within the County) receive federal funding for affordable housing, home rehabilitation, homeless services, public facilities improvement and to support social services programs.

We want to hear from you what types of activities are important to you, where these activities should take place and how you and your neighbors envision your community. Please take a few moments to complete an online survey by going to www.ccreach.org and clicking "Take the Community Needs Survey."

And make sure you attend one of several public meetings that will be held in your area (see below). Your feedback is part of the process to create the Consortium's 2010-2015 Consolidated Plan for the use of funds received from the federal Department of Housing and Urban Development (HUD). This includes Community Development Block Grant (CDBG), Home Investment Partnerships (HOME), and Emergency Shelter Grant (ESG).

Come help to create the future of your community!

West County
Wednesday, August 26, 2009 6:00p
Pinole Library
2935 Pinole Valley Rd, Pinole
For more information, please call Kristin Sherk at (925) 335-7234

East County
Tuesday, September 08, 2009 7:00p
Community Annex
204 Second Street, Oakley
For more information, please call Sharon Cohen at (925) 779-7013

Central County
Tuesday, September 15, 2009 10:00a
St. Paul's Episcopal Church
1924 Trinity Ave, Walnut Creek
For more information, please call Margot Ernst at (925) 943-5899 x2208

For more information on the five year planning process and other opportunities to participate, please contact the Contra Costa County Department of Conservation and Development at (925) 335-7234 or visit us on the web at www.ccreach.org

The Consortium will provide reasonable accommodations for persons with disabilities planning to attend these meetings who contact the above contacts at least 24 hours before the meeting.



City of Antioch
Janet Kennedy – 779-7013
Sharon Cohen – 779-7013



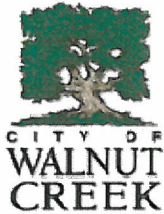
City of Concord
Teri House – 671-3283



City of Pittsburg
Annette Washington – 252-4060



City of Richmond
Ana Cortez – (510) 231-3079



City of Walnut Creek
Laura Simpson – 943-5899 x2236
Margot Ernst – 943-5899 x2208



Contra Costa County
Bob Calkins – 335-7220

ITEM 5

ACCEPT RECENT NEWS ARTICLES

Impacts of Pittsburg transit village plans at center of discussion

By Paul Bugarino
East County Times

Posted: 07/06/2009 12:00:00 AM PDT

Pittsburg residents will get a chance today to weigh in on plans to complement a future BART station with transit-oriented development.

Pittsburg leaders will consider certifying an environmental report for the Railroad Avenue Specific Plan at today's City Council meeting.

The city's goal is to create high-density housing, shops, parks and public space around the station in an area currently used for light-industrial business. The plan would also improve pedestrian, bus, bicycle and other transportation links between the station and surrounding community, said Leigha Schmidt, a city planner.

The Metropolitan Transportation Commission requires 2,200 housing units be built within a half-mile of the eBART station, which will use diesel-powered trains to connect riders to the Pittsburg/Bay Point station. Guidelines set by the current draft plan would exceed that amount.

Currently, there are about 1,600 units in the Pittsburg study area.

Although the Railroad Avenue plan covers about 97 acres, development standards would change only by the transit village area near Bliss Avenue, the Civic Center area and some areas near the high school. Future projects might require further specific

environmental study.

Environmental issues addressed in the report include air quality, transportation, housing density and the need for more public services such as schools and police to address growth.

The document found 15 potentially significant effects where mitigation measures could be added to the plan.

One of the concerns identified by both the public and reports is air quality for housing built close to the freeway and near the Civic Center.

The council will be presented options to implement the plan as is; reduce the planned residential density by 25 percent; remove housing units from being located within 500 feet of the freeway and away from City Hall; or not implement the project at all.

Although air quality effects are unavoidable, the plan is consistent with regionwide policies to support clustered development near transit hubs, Schmidt said. Her staff report said because of changing energy efficiency relating to emissions, "it is likely (the report) is conservative in the air quality estimates of impacts."

A transit village could also reduce traffic congestion and idling cars on Highway 4, the report said.

Although pleased with some elements of the plan, Chris Schildt, of the transportation advocacy group TransForm, is concerned about pedestrian safety. Parts of sidewalks where people walk to the station platform on Railroad Avenue are too narrow, poorly lit and not designed to scale, she said.

Schildt suggests the plan look at wider sidewalks

Advertisement

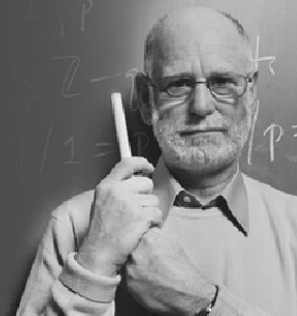


Florida Tech
UNIVERSITY ONLINE



APPLY TODAY!

FloridaTechOnline.com/FD | 1-888-253-5946



Print Powered By FormatDynamics™

and better lighting and design. The eBART station would have stairs and elevators on both sides of Railroad Avenue.

"There's still some room for improvement," Schildt said.

The city has held several public meetings on the plan since 2006. Concerns raised included traffic flow during commute hours, parking and relocation of some older existing businesses.

In late 2006, Pittsburg offered to fund the eBART station using redevelopment funds. The city and BART are still negotiating terms for a possible agreement, City Manager Marc Grisham said. The station's cost is estimated at around \$21 million, said Ellen Smith, an eBART project manager.

The eBART project will happen in conjunction with widening Highway 4, and is expected to be completed by 2015.

IF YOU GO WHAT: Pittsburg City Council Meeting WHEN: 7 p.m. today WHERE: Pittsburg City Hall, 65 Civic Ave. MAJOR TOPIC: Public hearing on Railroad Avenue Specific Plan MORE INFORMATION: Call 925-252-4850 or visit the city's Web site at www.ci.pittsburg.ca.us. The plan and its environmental documents are also available on the city Web site by selecting the "Railroad Avenue BART Specific Plan Workshops" link under City News

Advertisement



Florida Tech
UNIVERSITY ONLINE

**Bring the Classroom to Your Home
With a Degree Online From Florida Tech**

APPLY TODAY!
FloridaTechOnline.com/FD | 1-888-253-5946



Print Powered By  FormatDynamics™

Bay Area universal transit card stalls

By Janis Mara
Staff Writer

Posted: 06/11/2009 03:54:52 PM PDT

Updated: 06/12/2009 08:08:50 AM PDT

Related Link

- [Blog: Find out the latest on transportation issues at the Capricious Commuter](#)

For nearly 20 years, Bay Area commuters have been tantalized by the prospect of hopping on BART in Pleasant Hill, jumping off at the Embarcadero station and onto Muni, then transferring to Caltrain and zooming to work in San Jose, all on the same prepaid card.

But TransLink, a regional transit smart card that was proposed about 17 years ago, has lurched along more slowly than a broken-down bus, suffering cost increases and delays. It was supposed to be available on most of the Bay Area's 28 transit systems by 2001; currently, it is only available on AC Transit, Golden Gate buses and ferries and San Francisco's Muni.

The TransLink card has many advantages for Bay Area transit riders, who make about 67.4 million trips per year that involve transfers between different operators out of a total of 496 million estimated trips.

With TransLink, riders can transfer between systems without fumbling for change or an additional card.

The money for each individual ride is subtracted from the owner's bank account or credit card, so if you lose your card, you don't lose your money.

Despite the potential benefits, it's been a bumpy road for the smart card, and many wonder whether it will ever become a reality. A ray of hope seemed to appear in late April when transportation officials announced that the card would become available to BART riders in the summer.

BART's participation is critical to TransLink. The rail system operates in four counties, connecting riders to Caltrain on the peninsula, AC Transit and County Connection in the East Bay and San Francisco's Muni, among others. About 15 percent of BART customers take a different form of transit to get to BART and 17 percent use transit after getting off the train (though the numbers are declining).

But BART doesn't seem to want to jump aboard the TransLink train.

"Last year, BART said TransLink would be in operation on their system on Sept. 25," said AC Transit rider Rebecca Saltzman, of Oakland, "and it didn't happen."

Sure enough, just weeks later, BART director James Fang announced that he was researching using cell phones instead, telling the media, "And when our project hits, I guess it will show TransLink was a disaster."

TransLink was first incarnated in 1993, using about \$4 million in grant money, and sputtered to a halt two years later. When next initiated, the costs zoomed to about \$26 million to buy the equipment and maintain it, then to an estimated \$133 million to cover all the Bay Area's transit districts.

Meanwhile, in Washington, D.C., riders have been

Advertisement



Bring the Classroom to Your Home
With a Degree Online From Florida Tech



APPLY TODAY!
FloridaTechOnline.com/FD | 1-888-253-5946

Print Powered By  FormatDynamics™

merrily whipping out their SmarTrip cards and hopping every transit system in the area since 1999. Similar cards exist in Seattle, Boston, London, Hong Kong and other locations worldwide.

So what's the holdup?

"There are institutional and human capacity barriers to adoption. The institutional barriers are how long it takes for transit agencies to agree with one another on the terms of sharing a smart card," said Genevieve Giuliano, a professor of urban planning at the University of Southern California who has been researching such systems since the mid-1990s.

"A powerful lead agency can expedite the process, which is the case in Washington, D.C., Giuliano said. "Washington Metro is all one big system, and they only had to fight among each other as to how to split the fares. With multiple agencies, we have very few success stories, even today," she said.

"At issue is this very fragmented transit delivery system we have," said Randy Rentschler of the Metropolitan Transportation Commission, the Bay Area's transit planning agency steering the project.

"The Bay Area has 28 transit agencies. Chicago has three, Washington (D.C.) has one, Seattle has seven. There are thousands of fare schedules in the Bay Area and competing demands by every transit district," Rentschler said.

BART has had a checkered history with TransLink since it teamed up with central Contra Costa County's County Connection in 1993 to offer the service. In 1995, BART scrapped the program, saying the magnetic code-reading fare boxes kept breaking down.

Other factors slowed the progress of TransLink. San

Diego-based Cubic Corp., a regional electronic fare systems firm that designed BART's fare gates, waged a legal battle with the MTC over the awarding of the TransLink contract to a rival company, ERG Ltd. Cubic filed a complaint in San Francisco Superior Court in 2003 accusing the MTC of not following its own procedural rules by "prematurely" giving ERG \$8.1 million for equipment and software.

ERG recently sold a portion of its businesses including TransLink to Cubic, ending the battle.

"It is not uncommon for public agencies to find themselves caught in the middle of a corporate competitive fight," Rentschler said. "Lawsuits are never helpful and often slow things down." Another BART concern was "the float," said Tom Radulovich, a member of BART's board of directors. This is the money that BART and other agencies have in their bank accounts between the time a rider buys a ticket and when the rider uses it up. The funds draw interest and hence are a revenue source.

BART was concerned that it would lose its float with TransLink, with the money instead being held by the MTC, Radulovich said.

A solution was reached. When BART riders pay with a TransLink card, their fares will immediately be electronically transferred into an account designated specifically for BART, known as an "e-purse." BART is the only transit agency that will have such an account.

With these problems resolved, might BART finally put the pedal to the metal with TransLink?

BART spokesman Linton Johnson said BART is testing out TransLink now with a group of customers who use EZRider, the agency's existing smart card. He estimated that the card might be available to all BART riders in six months to a year.

Advertisement




Florida Tech
UNIVERSITY ONLINE

**Bring the Classroom to Your Home
With a Degree Online From Florida Tech**

 **APPLY TODAY!**
FloridaTechOnline.com/FD | 1-888-253-5946

Print Powered By  FormatDynamics™

As far as director Fang's remark, "Remember, we have nine directors. His opinion does count, but that's not the sentiment of all on the board. We want to make sure we can provide as many options for people to access BART as possible."

Regarding the delays, Johnson said, "We were never supposed to be the first customer of TransLink. Golden Gate was, then AC Transit, then Muni and then BART."

"TransLink is coming to BART and it's coming to stay," he said.

Or is it?

"Unless they're (BART) forced or unless somebody can offer them a sweet deal, I'm going to say no," Giuliano said.

Reach Janis Mara at 925-952-2671 or jmara@bayareanewsgroup.com.

TransLink

Proposed pass that would work on any Bay Area bus, train or ferry Web site: www.translink.org

First initiated: 1993

Currently available on AC Transit, Golden Gate buses, Golden Gate ferries and San Francisco's Muni Average weekday boardings, week ending May 8, 2009: 26,975 Average weekday boardings, week ending May 9, 2008: 13,600 (not yet fully implemented on Muni)

Advertisement



Florida Tech
UNIVERSITY ONLINE

**Bring the Classroom to Your Home
With a Degree Online From Florida Tech**

 **APPLY TODAY!**
FloridaTechOnline.com/FD | 1-888-253-5946



Print Powered By  FormatDynamics™

ITEM 6

ACCEPT MAJOR PROJECTS STATUS REPORT

TRANSPLAN: Major East County Transportation Projects Monthly Status Report: August 2009

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

A. SR4 Widening: Railroad Avenue to Loveridge Road

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: Landscaping.

Project Status: All highway and local road construction is complete. The City of Pittsburg's portion of the landscaping was completed in October 2007. The City of Pittsburg's local street portion of the landscaping was completed in October 2007. Revised landscaping plans and specifications have been resubmitted to Caltrans and staff anticipates issuance of the encroachment permit in early July 2009. Advertisement for bids is anticipated to start in mid-July with construction beginning in fall 2009.

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: Construction of Team Track, Utility Relocation and preparation of final bid package.

Project Status: Comments from Caltrans Headquarters on the PS&E package have been addressed and the bid package has been resubmitted to Headquarters. As soon as the State Water Resources Control Board permit (401) is received and the final US Army Corps permit (404) is issued, the project will be ready to list for advertisement. The 404 permit can be changed from a provisional to final within two to three days after the 401 permit is received. Staff is working with the State Board to obtain the 401 as quickly as possible. Both permits will be for the whole corridor from Loveridge to SR-160.

The relocation of the PG&E gas line continues and is going well. The construction is expected to take a total of three to four months depending on weather. The electrical transmission line relocation will follow the gas line work and is expected to take most of the summer. Electrical distribution line relocation will occur concurrent with the electrical transmission lines.

Monthly meetings are ongoing for all right of way activities. The team track construction contract is now underway. The contractor started work at the Loveridge interchange location on a few minor items associated with the mainline work.

Issues/Areas of Concern: In June, the CTC granted the request for an extension on the allocation vote of STIP construction funds because the 401 permit has not yet been received. However, due to the State's difficulty in selling bonds, it is apparent that STIP funds will not be available for the next two to three months or potentially longer. Staff is proceeding with the required paperwork to move the STIP funds to the SR-4 Corridor project from Somersville to SR-160 and advance Measure J funds to Loveridge in order to not delay the advertisement of the project. RM-2 funds for construction were approved by MTC in June.

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: Right of Way Acquisition & Final Design.

Project Status: The final design (PS&E) for this 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. Monthly design coordination meetings are on-going with Caltrans, City of Antioch and PG&E.

Segment 1 is furthest along in design, with 95% PS&E documents being prepared. Right of way acquisition is on-going for Segment 1 and PG&E is preparing to start utility relocations in this segment, which is needed prior to construction.

Segment 3A 65% PS&E documents were submitted to Caltrans for review in January and similar to Segment 1, 95% PS&E documents are being prepared. Right of way acquisition is on-going for Segment 1 and PG&E is preparing to start utility relocations needed prior to construction.

Segment 2 right of way sufficiency plans were submitted to Caltrans in January. 65% PS&E documents were submitted in April. This segment continues to pose the most challenges, particularly given the significant utility relocations required and construction work near West Antioch Creek.

Segment 3B, the Hillcrest Interchange area, was delayed pending resolution of issues related to the future transit station. Most of those issues have been resolved and the design team has begun working on the 35% PS&E documents.

Public information meetings were held in December to inform adjacent residents of the planned noise walls. Final decisions on the location of all noise walls were completed in April. Additional notification to residents at the east end of the project on Larkspur Drive and Bluebell Circle who commented on the noise wall study is anticipated to occur by early June.

Issues/Areas of Concern: Based on the latest project construction cost estimate, it is estimated that there will be a funding shortfall of approximately \$37 M that may require phasing some of the interchange improvements, specifically at the Hillcrest Avenue Interchange. Furthermore, if receipt of

the \$80 M in ECCRFFA funds earmarked for this project is delayed, further phasing of the project will be required which may jeopardize construction of the freeway widening and transit median to SR 160 by the current goal of 2015.

STATE ROUTE 4 BYPASS PROJECT

Segment 1

Right-of-way acquisition is essentially complete. The only remaining parcel to acquire is the parcel at that is being leased from the Contra Costa County Flood Control Department, with a final payment due by November 30, 2009. Construction has been completed and closed out.

Segment 2

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

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

The project has been completed and closed out.

Sand Creek Interchange Phase I, Stage 2 - Final Design

Design is well underway and the schedule is presented below. Final Design is being completed. The project could be advertised anytime at this point, subject to available funding. Based on recent discussions with Brentwood staff and the Bridal Gate developer, there appears to be an opportunity to save approximately 10-15% (\$3-4 million) on construction of this project if it can be successfully delivered prior to or in conjunction with the extension of Sand Creek Road to the west of the SR4 Bypass. The estimated savings, provided by the Authority's construction manager, is based on the fact that if construction of the project were to occur after the extension of Sand Creek Road was completed, the contractor would need to construct the bridge over live traffic. In addition, the contractor would not have free access to move through the project limits (Sand Creek to south of San Jose).

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

(A) – Actual Date

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

Right of way acquisition and utility relocation is underway.

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

Design is well underway and the schedule is presented below. Final Design is being completed. The project could be advertised anytime at this point, subject to available funding.

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

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

Right of way acquisition is complete and utility relocation is underway.

Segment 3

Right-of-way acquisition is essentially complete. Construction was substantially completed in October 2008.

STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY)

See attached update information on this project. Outreach tasks were suspended during state budget negotiations (gas tax was the local match for the earmark funds)

Contra Costa County is developing a work plan for the \$14 million in federal earmarks received for the project, after attempting to clarify some of the earmark language with Caltrans. The County requested the funds for planning, environmental clearance and route selection, but the earmark language also specifies "construction." County staff has been working with Caltrans to clarify that a new highway cannot be built for \$14 million. One of the early tasks in the pending work plan will be to create a multi-jurisdictional steering group to oversee the route study, since the alignment will involve at least two counties (Contra Costa and San Joaquin) and could also include Alameda County, depending on the route that is selected. Staff has begun the outreach effort necessary to form the multi-jurisdictional steering group.

eBART

Funding plan for the eBART project will be addressed as a part of the Strategic Plan Update (See Agenda Item #8)

The BART Board of Directors certified the environmental impact report for the eBART project.

Vasco Road Task Force Meeting: Planning for State Route 239 (Brentwood-Tracy Expressway)

Prepared by Contra Costa County:

- Department of Conservation and Development
- Public Works Department

Prepared for the Vasco Road Task Force,
March 6, 2009

Federal appropriations
("earmarks")
for State Route 239 -- \$14 million

- What is SR 239 and why do we need it?
- What do the earmarks say?
- What will we do with the funds?
- How can the community, including the Vasco Road Task Force, be involved?

What is SR 239 and why do we need it?

- It's a highway from SR 4 (Brentwood area) to I-205/580 (Tracy area)
 - The state “lists” it but no planning has yet been done
- We need the new highway to:
 - Handle growth in truck traffic between the Central Valley and East Contra Costa County
 - Improve traffic circulation in southeast Contra Costa
 - Relieve some I-580 traffic
 - Help long-term economic development in East Contra Costa County

What do the earmarks say?

- “Conduct study and construct CA State Route 239 from State Route 4 in Brentwood area to I-205 in Tracy Area -- \$4,000,000”
- “Construction of and improvements to State Route 239 from State Route 4 in Brentwood area to I-205 in the area of Tracy -- \$10,000,000”

What will we do with the funds?

- We requested authorization to use the funds for a 3-phase process:
- **Phase 1 – Planning**
 - Join with San Joaquin, Alameda Co's
 - Stakeholder ID and outreach
 - Technical analysis of potential routes
 - Consensus on preferred route
 - Documentation
- **Phase 2 – Environmental impact analysis (per state and federal law)**
- **Phase 3 – Project Development**
 - Engineering & design
 - Right-of-way (purchase land as needed, to extent possible)
 - Construction (to extent possible)

How can the community be involved?

- Help identify additional stakeholders who should be involved (see preliminary list)
 - San Joaquin and Alameda Counties also will help ID stakeholders
- Provide input on potential routes to be studied
- Provide feedback when the routes have been analyzed and the results are presented
- Provide input on the best route

Preliminary List of Stakeholders

- Alameda County
- Alameda County Congestion Management Agency
- Association of Bay Area Governments (ABAG)
- Bay Area Air Quality Management District
- BART
- Brentwood Agricultural Land Trust
- Byron Airport (Contra Costa County Public Works Dept.)
- Byron Municipal Advisory Council
- California Highway Patrol
- Caltrans District 4 and District 10
- Cities of Antioch, Brentwood, and Oakley in Contra Costa County
- City of Livermore in Alameda County
- City of Tracy in San Joaquin County
- Clifton Forebay—California Water Project
- Congressional District 10 and District 11 Offices
- Contra Costa Council
- Contra Costa County
- Contra Costa County Agricultural Task Force
- Contra Costa Transportation Authority (CCTA)
- Discovery Bay Community Services District
- East Contra Costa Fire Protection District
- East Contra Costa County Habitat Conservation Plan Association
- Farm Bureau
- Federal Aviation Administration (FAA)
- Harvest Time (non-profit for agr. tourism based in Brentwood)
- Knightsen community
- Metropolitan Transportation Commission (MTC)
- Mountain House Community Services District
- Port of Stockton
- Property Owners
- Resource agencies (U.S. Fish and Wildlife Service, CA Dept. of Fish and Game)
- San Joaquin Council of Governments (SJCOG)
- San Joaquin County
- San Joaquin Regional Rail Commission (ACE Train—Altamont Commuter Express)
- San Joaquin Valley Air Pollution Control District
- Save Mount Diablo
- State Legislators' Offices
- Tri Delta Transit
- Tribal governments
- TRANSPLAN Committee (transportation coordinating group for East County)
- Trucking industry
- Union Pacific Railroad
- Utility districts

For additional information:

- John Greitzer, Contra Costa County Dept. of Conservation and Development
 - (925) 335-1201
 - jgrei@cd.cccounty.us
- Tomi Van de Brooke, District III Chief of Staff for Supervisor Piepho
 - (925) 820-8683
 - tvand@bos.cccounty.us

**Contra Costa County Federal Earmark Project -- SR 239
(TIP ID: CC-070019)**

January 8, 2009

Objective: The objective of the project is to study development of the State Route (SR) 239 corridor. The corridor is defined in state statute “from Route 580 west of Tracy to Route 4 near Brentwood,” and in the federal earmark language “from State Route 4 in Brentwood area to I-205 in Tracy area.” Determination of the future owner-operator of any constructed corridor facility would be pending completion of the study effort.

Phasing: The project will be divided into three phases: 1) Planning; 2) Project Approval/Environmental Document, and 3) Project Development.

Phase 1 – Planning Phase, including Phases 1A and 1B. **Phase 1A** will include stakeholder identification, outreach, establishing a multi-jurisdictional partnership to oversee the process, and technical analysis and consensus building on a range of alternatives and ultimately consensus on a preferred alignment for SR 239. The analysis will examine different road classifications as well, such as a regional or county-level expressway, and alternative institutional strategies to build, operate and maintain the roadway. Key outcomes of Phase 1A will be the multi-county partnership and a Feasibility Study, which will analyze a range of alternatives and result in a preferred alignment. This will be a planning-level study which will lead into the next phase, which will be a Project Study Report or similar programming document.

Phase 1B will be the development of a Project Study Report (PSR), based on the preferred alignment developed through the Feasibility Study in Phase 1A. This phase will be conducted by the consultant team and will meet Caltrans standards, procedures and formatting for a PSR.

We expect to use \$3.2 million in earmark funds for Phase 1 (*see attached work scope*).

Phase 2 -- Project Approval/Environmental Document (PA/ED) Phase, which will include environmental clearance under the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA). We anticipate using approximately \$3.8 million in earmark funds for Phase 2, although a more precise cost estimate will be developed at the close of Phase 1.

Phase 3 -- the Project Development Phase including design, engineering, and as much right-of-way acquisition and construction as funding will allow. We anticipate using approximately \$7 million of the earmark funds

for Phase 3, although a more precise cost estimate will be developed at the close of Phase 2.

A task-by-task Work Scope beings on the next page.

Work Scope:
Contra Costa County Federal Earmark Project -- SR 239 (TIP ID: CC-070019)

Phase 1 -- Planning

This first phase of the project includes stakeholder identification and outreach, developing an inter-agency structure for the process, extensive background research, technical analyses, production of a Feasibility Study that will examine a broad range of alternatives and result in consensus on a preferred alignment for State Route (SR) 239, and development of a Project Study Report (PSR) based on the preferred alignment identified in the Feasibility Study.

Phase 1A

Task 1. Identify and contact stakeholders for the three-county project area (Contra Costa, San Joaquin and Alameda Counties). Task budget: \$10,000

Potential stakeholders include the cities and counties, Caltrans District 4 and District 10, state and federal resource agencies and transportation agencies, public transit providers, councils of government, community groups, issue-oriented advocacy groups, and others. Attachment 1 lists the potential stakeholders identified to date, but it is anticipated additional stakeholders will be identified as the process moves forward. This task will include expanding and completing the stakeholder list as needed, and identifying any issues or concerns each of the stakeholders has regarding the SR 239 corridor as statutorily defined.

- ◆ Deliverable 1: Final list of stakeholders and initial issues statements.

Task 2. Initiate outreach program and develop an inter-agency institutional structure to serve as a steering group for the project. Task budget: \$60,000

Convene the initial stakeholders group. The stakeholders group will determine the best structure for a project steering group. This could be a formal structure such as a Joint Exercise of Powers Agency similar to the State Route 4 Bypass Authority that was created to oversee construction of the State Route 4 Bypass in eastern Contra Costa County, or it could be a less formal structure such as a steering committee based on a memorandum of understanding. The task budget of \$60,000 assumes the highest-cost structure, which would be the creation of a Joint Exercise of Powers Agency. This alternative will require substantial legal assistance. A technical advisory committee also will be created as part of this task.

- ◆ Deliverable 2: Document creating the institutional structure for a steering group, such as a Joint Exercise of Powers Agreement.

Task 3. Select Project Consultant or team of consultants and initiate consultant work.

Task budget: \$30,000

Phase 1 will require a combination of skills including, but not limited to, general transportation planning, highway engineering, community outreach, technical analysis such as travel demand forecasting and geographic information systems (GIS) capability, knowledge of transportation funding sources, and familiarity with the state's process for developing and adopting new state highways. Given the wide range of skills that will be required, it is expected that a team of consulting firms will be hired rather than one individual firm. The interagency steering group create in Task 2 will be asked to participate in selecting the consultant team. The consultant team will be involved in all remaining tasks shown in this Scope of Work.

One of the consultant's first tasks will be to assist in the development of a Public Participation Program, which will identify how and when input will be received from community groups and individuals who are not part of the interagency steering group or the Technical Advisory Committee. The Public Participation Program will be subject to approval by the interagency steering group. The Public Participation Program must offer adequate opportunity for all interested parties to participate, including individuals who are not members of any organized interested group or public agency.

- ◆ Deliverable 3-1: Consultant contract for Phase 1 including detailed consultant work scope.
- ◆ Deliverable 3-2: Public Participation Program

Task 4. Conduct Feasibility Study on SR 239 in the context of the regional highway network. Task budget: \$1,000,000

This task will involve background research, development of a set of alternative alignments, technical analyses, public outreach, consensus-building on the role that SR 239 should serve in the context of the regional and interregional highway networks, and consensus on a preferred alignment for the route. The preferred alignment will be carried forward for further analysis through a PSR, which is the next task. SR 239 will serve several functions in the interregional network. For example, SR 239 could serve as a new truck route for freight; a stimulus for economic development in the region's industrial areas; a reliever for some I-580 interregional traffic between the Central Valley and Bay Area; a route for commuters in future growth areas such as Mountain House; or a quicker higher-capacity route from existing regional roads to the Central Valley highway network. This task will take into account the adopted general plans and policies of the affected jurisdictions and agencies, and other relevant plans and studies that have been completed. The function and purpose of SR 239 will be evaluated in relation to the surrounding State Highway System including I-5, I-580, SR 4, unconstructed SR 84 (Vasco Road), and other relevant local routes.

A major early part of this task will be the development of a travel demand forecasting model that can be used to develop traffic forecasts for the multi-county region. This model may incorporate aspects of the existing models of the San Joaquin Council of Governments, the Contra Costa Transportation Authority, and the Metropolitan Transportation Commission.

The consultant team will use all of the background information, travel demand model and other data to develop a set of alternative alignments for the highway, and will perform comprehensive analysis, including travel demand forecasting, identifying likely environmental issues (not to CEQA-level detail) and fatal flaws, cost/benefit analysis, and other analysis as necessary to determine the preferred alternative for further study. The Feasibility Study will include information on any already-planned or anticipated improvements to the highway network, and identify funding opportunities for the SR 239 project. Travel forecasts will take into account growth in both freight and non-freight transportation. Opportunities for public-private partnerships and toll financing will be evaluated. Modal factors will be included in the analysis (transit, bicycle, pedestrian, high-occupancy vehicle and park-and-ride considerations).

In addition to potential alignments, alternative design standards will be evaluated, such as whether the facility could be built as a State Highway, County Expressway, or other roadway classification. The advantages and disadvantages of each design will be analyzed and reported in the study, including the capacities, costs, timeframes for design and construction, and right-of-way needs for each type of design.

The travel demand forecasting will include an analysis of the impacts of any proposed new interchanges on existing state routes, in terms of level of service, weaving, and capacity to accommodate high volumes of departing and arriving traffic.

The analysis also will examine different institutional strategies for building, operating and maintaining the facility (including the State Route 4 Bypass model, in which local interests funded and built the facility to Caltrans design standards, and then relinquished the highway to Caltrans).

- ◆ Deliverables 4-1-a through 4-1-x: Travel demand forecasting model and all necessary supporting documentation, to be determined. Typically this documentation includes, at a minimum, a thorough description of how the model was developed and the transportation and land use assumptions on which it is based, a list of all data sources and description of any changes that were made to the data including the reasons and methodology used, description of the model calibration and validation process, and a users' manual.
- ◆ Deliverable 4-2-a through 4-2-x: Feasibility Study and all necessary supporting technical documentation, to be determined by the interagency steering group and the consultant(s).
- ◆ Deliverable 4-3: Report addressing the Route Adoption Process, should the State agree to incorporate the facility into the State Highway System

Phase 1B

Task 5: Prepare Project Study Report for SR 239. Task budget: \$2.6 million

The PSR will be performed on the “build” alignment identified in the Feasibility Study and will be developed to Caltrans’ standards to ensure it can be used for Phase 2 of the Federal Earmark project, which will be the Project Approval/Environment Document (PA/ED) Phase. The PSR will be prepared to meet state requirements as described in the Caltrans Project Development Procedures Manual. The PSR will be based on policy guidance provided by the interagency steering group, thorough technical analysis performed by the consultant team and vetted by the Technical Advisory Committee, and any other relevant information. The PSR will define the project and provide cost estimates and a Funding and Implementation Plan for full buildout of the preferred alternative for SR 239.

- ◆ Deliverables 5-1-a through 5-1-x: Reports and technical memoranda as needed
- ◆ Deliverable 5-2: Project Study Report for the State Route 239 Corridor

Task-by-task schedule and budget

Task	Completion	Estimated task cost	Earmark funding (88.5%)	Local match (11.5%)
1. Stakeholder identification	Jan-09	\$10,000	\$8,850	\$1,150
2. Develop institutional structure *	Sep-09	\$60,000	\$53,100	\$6,900
3. Consultant selection / project initialization	Jan-10	\$30,000	\$26,550	\$3,450
4. Feasibility Study **	Dec-10	\$1,000,000	\$885,000	\$115,000
5. Project Study Report	Dec-11	<u>\$2,600,000</u>	<u>\$2,301,000</u>	<u>\$299,000</u>
<i>Totals</i>	Dec-11	\$3,700,000	\$3,274,500	\$425,500

* -- For Task 2, the timeline for completion and estimated task cost assume the structure will be a Joint Exercise of Powers Agreement, which will require legal assistance and will take longer to formalize than less formal structures because it will require approval by the governing bodies of all participating jurisdictions and agencies, and development of governing procedures, a system for voting and taking actions, and other operating details. If a less complex structure is selected, the time for completion and task cost likely will be less.

** -- Task 4 includes the development of a travel demand forecasting model that will be used for the Feasibility Study and for the Project Study Report in Task 5.

ATTACHMENT 1

List of potential stakeholders identified for SR 239 Federal Earmark Project

One of the early tasks in this project will be the creation of a Public Participation Program, which will enable all interested parties the opportunity to provide input, regardless of whether they are with an organized group or not.

There are many potential stakeholders and participants, some known and some not yet known to us. The list below is only a preliminary list, focusing on government agencies and organized interest groups. It is expected that many more stakeholders will be identified and contacted through the public participation program.

Alameda County

Alameda County Congestion Management Agency

Association of Bay Area Governments (ABAG)

Bay Area Air Quality Management District

BART

Byron Airport (Contra Costa County Public Works Dept.)

Byron Municipal Advisory Council

Caltrans District 4 and District 10

Cities of Antioch, Brentwood, and Oakley in Contra Costa County

City of Livermore in Alameda County

City of Tracy in San Joaquin County

Clifton Forebay—California Water Project

Congressional District 10 and District 11 Offices

Contra Costa County

Contra Costa Transportation Authority (CCTA)

Discovery Bay Community Services District

East Contra Costa County Habitat Conservation Plan Association

Federal Aviation Administration (FAA)

Greenbelt Alliance

Metropolitan Transportation Commission (MTC)

Mountain House Community Services District

Port of Stockton

Property Owners

Resource agencies (U.S. Fish and Wildlife Service, CA Department of Fish and Game)

San Joaquin Council of Governments (SJCOG)

San Joaquin County

San Joaquin Regional Rail Commission (ACE Train—Altamont Commuter Express)

San Joaquin Valley Air Pollution Control District

Sierra Club

State Legislators' Offices

Tri Delta Transit

Tribal governments

TRANSPLAN Committee (transportation coordinating group for eastern Contra Costa jurisdictions)
Trucking industry
Union Pacific Railroad
Utility districts

ITEM 7

ENVIRONMENTAL REGISTER

TRANSPLAN COMMITTEE REGISTER OF ENVIRONMENTAL NOTICES AND DOCUMENTS RECEIVED: December 1 – December 23, 2008						
LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
Liberty Union High School District	East County	DEIR	Fourth High School Campus	Construct and operate the Districts fourth high school campus located at the southwest corner of Delta Road & Sellers Avenue.	August 7 th	TRANSPLAN staff has submitted comments (See <i>Accept Correspondence</i> section)
City of Antioch	East County	NOI: Adopt a Negative Declaration	1) Amendments to the Hillcrest Station Area Plan and 2) Proposed MOU with the City of Oakley re: Hillcrest Station Area Plan	The amendments and the MOU define how future traffic analysis in the Hillcrest Station area will be conducted. The amendment also addresses reclassification of Oakley Road and other minor text amendments.	August 19 th	TRANSPLAN Staff will evaluate the project to determine if a response is warranted.

**ITEM 8
STRATEGIC PLAN UPDATE**

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN,
TRANSPLAN Technical Advisory Committee

FROM: John Cunningham, TRANSPLAN staff

DATE: August 5, 2009

SUBJECT: Measure J Strategic Plan Update

Background

In spring 2009 the Contra Costa Transportation Authority (CCTA) began an update of the seven-year Measure J Strategic Plan (FY2009-FY2015)¹. With this update, the CCTA requested that the Regional Transportation Planning Committees (RTPCs) identify capital projects in their sub-regions that can be delayed beyond fiscal year 2015. The request was necessary because of a significant drop in sales tax revenues and increase in project financing costs.

The CCTA deferred the update to the Strategic Plan until the fall of 2009 to better assess sales tax revenues, validate assumptions on financing costs (especially for the first bond issuance), account for any bid savings from the Caldecott and SR4 East (Liveridge to Somersville), and review latest cost estimates on major projects.

Update

CCTA intends on adopting the Strategic Plan in October 2009, TRANSPLAN will need to weigh in on the status of projects in East County. The revised schedule for the Strategic Plan update can be found further below.

TRANSPLAN members should be aware that given the economic downturn, the Authority and East County will be facing a major challenge in meeting its Measure J funds and ECCRFFA fees commitments to eBART and SR4 East widening. In September/October, CCTA staff and the TAC will be bringing forward a proposal to meet the original commitments for these two projects. However, it is likely that exceptional measures will have to be taken in order to keep the projects on track and fully funded.

Commitments of Measure J funds and ECCRFFA fees at the levels shown in the current Measure J Strategic Plan allowed the Authority and East County to leverage State funds for SR4 East widening (\$85 million in CMIA funds) and eBART (\$40 million in Proposition 1B funds). In addition, in order to receive additional Regional Measure 2, Regional Measure 1 and AB1171 funds for eBART, MTC will likely require demonstrating full funding of the project. Failure to meet Measure J commitments could result in forfeiture of significant matching funds.

¹ The current Strategic Plan can be viewed here:

http://www.ccta.net/assets/documents/Available~Publications/Strategic~Plans~and~Amendments/2007_Measure_J_Strategic_Plan.pdf

CCTA and TRANSPLAN staff have established the following schedule for the update process:

- **TRANSPLAN TAC:** Discussion on Strategic Plan - August 18th
- **CCTA Administration and Projects Committee (APC):** Discussion on revenue assumptions: September 3rd
- **TRANSPLAN Board:** Workshop & Discussion Re: Strategic Plan Options: September 13th
- **TRANSPLAN TAC:** Develop Recommendation to TRANSPLAN: September 15th
- **CCTA Board:** Discussion of revenue assumptions and implications: September 16th
- **CCTA APC:** Discussion: October 1st
- **TRANSPLAN Board:** Make recommendation to CCTA: October 8th
- **CCTA APC/Board:** October/November: (*tentative*): Adopt Final Strategic Plan

Recommendation

None at this time. The Technical Advisory Committee will be reviewing this issue at their August 18th meeting and will provide an update to TRANSPLAN in September.

ITEM 9
ADOPT FINAL EAST COUNTY ACTION PLAN FOR ROUTES OF
REGIONAL SIGNIFICANCE

***EAST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE
(TRANSPLAN)***

Resolution 09-01

RE: Adoption of the Final 2009 East County Action Plan for Routes of Regional Significance

1. **WHEREAS**, pursuant to Public Utilities Code Section 180000 *et seq.*, the Contra Costa Transportation Authority (the Authority) adopted Ordinance 88-01, implementing a 20-year one-half of one percent local retail transactions and use tax for transportation projects and programs in Contra Costa, as approved by the voters on November 8, 1988 (Measure C), effective April 1, 1989 through March 31, 2009; and
2. **WHEREAS**, on November 2, 2004, the voters of Contra Costa approved Measure J, a 25-year extension of the one-half of one percent local retail transactions and use tax, whose revenues are dedicated to the implementation of Contra Costa's Transportation Sales Tax and Expenditure Plan, effective April 1, 2009 through March 31, 2034; and
3. **WHEREAS**, Authority Ordinance 88-01 (as amended) establishes the Regional Transportation Planning Committees (RTPC) to develop transportation plans on a geographic basis for subareas of the County, and
4. **WHEREAS**, the East Contra Costa Transportation Advisory Committee (TRANSPLAN) is the designated RTPC for East County, providing a multi-jurisdictional planning and programming forum for the cities of Pittsburg, Antioch, Brentwood, Oakley, and the unincorporated portions of Contra Costa County; and
5. **WHEREAS**, the Measure J Growth Management Program as described in the Expenditure Plan requires that each local jurisdiction in Contra Costa participate in an ongoing cooperative, multi-jurisdictional planning process; and
6. **WHEREAS**, the Authority's Growth Management *Implementation Documents* specify local participation in the ongoing countywide comprehensive transportation planning process through the preparation of Action Plans for Routes of Regional; and
7. **WHEREAS**, the Measure J Growth Management Program further requires that each local jurisdiction work with its RTPC to identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives (MTSO) for those routes, and actions for achieving those objectives, and

8. **WHEREAS**, TRANSPLAN adopted its first Action Plan in 1995; and
9. **WHEREAS**, TRANSPLAN adopted a major update to its Action Plan in the year 2000, to update the goals, objectives and policies of the Action Plan; and
10. **WHEREAS**, in 2007, TRANSPLAN initiated the second major update to the East County Action Plan with the intent of streamline procedures, simplifying MTSOs, incorporating new local and regional plans, programs and projects as set forth in the adopted General Plans of the East Contra Costa local jurisdictions, and responding to the Authority's Countywide Comprehensive Transportation Plan (CTP), and the Metropolitan Transportation Commission's Regional Transportation Plan (RTP); and
11. **WHEREAS**, in April 2008, TRANSPLAN circulated the Draft 2008 East County Action Plan to all interested parties for review and comment, and
12. **WHEREAS**, TRANSPLAN received comments on the Draft Action Plan, duly addressed those comments, and where appropriate, incorporated comments and revisions into the "Second Draft" Action Plan; and
13. **WHEREAS**, on August 14, 2008, TRANSPLAN forwarded the "Second Draft" Action Plan to the Authority for incorporation into the Final 2009 Countywide Comprehensive Transportation Plan (CTP), and
14. **WHEREAS**, on June 17, 2009, the Authority adopted the Final CTP, which was subject to full and complete environmental review in a Final Environmental Impact Report prepared in accordance with the California Environmental Quality Act ("CEQA"), as described more particularly in Authority Resolution 09-29-G; and
15. **WHEREAS**, the TRANSPLAN "Second Draft" Action Plan dated August 14, 2008 was incorporated as amended by reference into the Final CTP, as described more particularly in Authority Resolution 09-30-G;

NOW, THEREFORE BE IT RESOLVED, that TRANSPLAN hereby adopts *the Final 2009 East County Action Plan for Routes of Regional Significance*, including the goals, objectives, and actions delineated therein; and

BE IT FURTHER RESOLVED, that all Action Plans for Routes of Regional Significance previously adopted by TRANSPLAN are hereby superseded by the *Final 2009 East County Action Plan for Routes of Regional Significance*; and

BE IT FURTHER RESOLVED, that TRANSPLAN will forward the Final Action Plan to its member jurisdictions for implementation; and

BE IT FURTHER RESOLVED, TRANSPLAN will participate in reviewing the routes of regional significance, MTSOs, and associated programs, projects, and actions as appropriate to respond to ongoing local and regional planning initiatives.

Federal D. Glover, Chair

This RESOLUTION was entered into at a meeting of the East Contra Costa Transportation Committee held August 13, 2009 in Antioch, California

Attest: _____
John Cunningham, TRANSPLAN Staff



ORIGINAL

CONTRA COSTA TRANSPORTATION AUTHORITY

Resolution No. 09-29-G

RE: Certification of the Final Environmental Impact Report for the 2009 Contra Costa Countywide Comprehensive Transportation Plan and Proposed Measure C Extension

1. **WHEREAS**, on May 13, 2008, the Contra Costa Transportation Authority ("Authority"), as Lead Agency, released a Notice of Preparation ("NOP") of a Draft Environmental Impact Report ("Draft EIR") for the 2009 Countywide Comprehensive Transportation Plan (the "Project"); and
2. **WHEREAS**, on May 30, 2008, the Authority held a scoping session to provide an additional opportunity for concerned private and public entities to provide comments on the scope of the Draft EIR; and
3. **WHEREAS**, on February 18, 2009, the Authority made available to the public a Draft EIR for the Project;
4. **WHEREAS**, the Authority received written comments on the Draft EIR during the public review period, which began on February 18, 2009 and concluded on April 6, 2009, and has reproduced and responded to these comments in the Final EIR; and
5. **WHEREAS**, the Final EIR consists of the Draft EIR; comments and recommendations received on the Draft EIR either verbatim or in summary; a list of persons, organizations, public agencies commenting on the Draft EIR; the responses of the Lead Agency to significant environmental points raised in the review and consultation process; and any other information added by the Lead Agency; and
6. **WHEREAS**, the Authority now determines it appropriate to certify the Final EIR based on its review of the Final EIR;

NOW, THEREFORE BE IT RESOLVED, that the Authority hereby certifies that the Final EIR has been completed in compliance with CEQA; and

BE IT FURTHER RESOLVED that the Final EIR has been presented to the Authority, which has reviewed and considered the information and analysis contained therein; and

BE IT FURTHER RESOLVED that the Authority certifies that the Final EIR reflects the independent judgment and analysis of the Authority.

Resolution 09-29-G

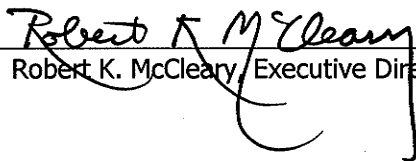
June 17, 2009

Page 2



Maria T. Viramontes, Chair

This RESOLUTION was entered into at a meeting of
the Contra Costa Transportation Authority held
June 17, 2009 in Pleasant Hill, California

Attest: 

Robert K. McCleary, Executive Director



ORIGINAL

CONTRA COSTA TRANSPORTATION AUTHORITY

Resolution 09-30-G

RE: Adoption of the 2009 Contra Costa Countywide Comprehensive Transportation Plan

1. **WHEREAS**, the Measure J Growth Management Program as described in the Expenditure Plan requires the Authority to support countywide and sub-regional planning efforts, including the Action Plans for Routes of Regional Significance, and prepare a countywide transportation plan (the CTP);(i) and
2. **WHEREAS**, the Measure J Growth Management Program requires local jurisdictional participation in the ongoing countywide comprehensive transportation planning process through the preparation of Action Plans for Routes of Regional;(ii)and
3. **WHEREAS**, the Authority's Growth Management Implementation Documents specify that the goals, objectives and actions delineated in the Actions Plans will form the basis of the countywide Comprehensive Transportation Plan; and
4. **WHEREAS**, the Authority adopted the first CTP on July 19, 1995; and
5. **WHEREAS**, the Authority adopted the first major Update to the CTP in July of 2000, which incorporated certain revisions to the Action Plans; and
6. **WHEREAS**, the Authority adopted the second major update in 2004, to update the visions, goals, policies, and strategies of the Plan and to develop the Measure J Expenditure Plan; and
7. **WHEREAS**, the 2009 Plan will be the third major update and will incorporate new programs and projects included in the Measure J Expenditure Plan and reflect the 2009 Regional Transportation Plan adopted by MTC; and
8. **WHEREAS**, the RTPCs have reviewed their adopted Action Plans and prepared draft Action Plan Updates that respond to changed conditions, and released those drafts in 2008 for review and comment; and
9. **WHEREAS**, the RTPCs have reviewed comments on their draft Action Plan updates and made corrections and changes that respond to those comments, as appropriate, and have prepared Proposal for Adoption Action Plans and forwarded them to the Authority, as described in Exhibit A to this Resolution, for incorporation into the *Final 2009 Update*; and

10. **WHEREAS**, the Authority released the Draft 2009 CTP on February 18, 2009, with comments due by April 6, 2009; and
11. **WHEREAS**, the Authority has reviewed comments received on the Draft 2009 Countywide Comprehensive Transportation Plan, and believes those comments to have been duly addressed and, where appropriate, incorporated; and
12. **WHEREAS**, the Draft 2009 Countywide Comprehensive Transportation Plan was subject to full and complete environmental review in a Final Environmental Impact Report prepared in accordance with the California Environmental Quality Act ("CEQA"), as described more particularly in Resolution 09-29-G; and
13. **WHEREAS**, the EIR for the Draft 2009 Countywide Comprehensive Transportation Plan, consisting of the Final EIR and the Addendum, has been considered and certified as complying fully with CEQA;

NOW, THEREFORE BE IT RESOLVED, that the Authority hereby adopts *Findings, Facts in Support of Findings and Statement of Overriding Considerations* included herein and made a part hereof by reference;

BE IT FURTHER RESOLVED, that the Authority adopts the *Mitigation Monitoring and Reporting Program for the 2009 Update to the Countywide Comprehensive Transportation Plan* included herein and made a part hereof by reference; and

BE IT FURTHER RESOLVED, that the Authority adopts all of the mitigation measures set forth in the *Mitigation Monitoring and Reporting Program*; and

BE IT FURTHER RESOLVED, that the Authority hereby adopts by reference the goals, objectives, and actions delineated in the Action Plans for Routes of Regional Significance, as listed in Exhibit A; and

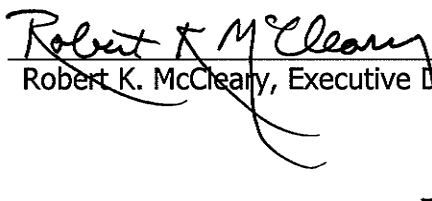
BE IT FURTHER RESOLVED, that the Authority authorizes staff to make further, non-substantive edits, corrections, technical and formatting revisions to the Proposal for Adoption CTP for the purposes of improving the final publication, and

BE IT FURTHER RESOLVED, that the Authority hereby adopts the Final *2009 Countywide Comprehensive Transportation Plan*, which is attached hereto and made a part hereof by reference.



Maria T. Viramontes, Chair

This RESOLUTION was entered into at a meeting of the Contra Costa Transportation Authority held June 17, 2009 in Pleasant Hill, California

Attest: 

Robert K. McCleary, Executive Director

ⁱ Measure J Contra Costa's Transportation Sales Tax Expenditure Plan, Contra Costa Transportation Authority, July 21, 2004, p. 25

ⁱⁱ *ibid*



CONTRA COSTA TRANSPORTATION AUTHORITY

EXHIBIT A

Action Plans for Routes of Regional Significance

WEST COUNTY	2008 WCCTAC Action Plan Update	December 18, 2008
CENTRAL COUNTY	Central County Action Plan Proposal For Adoption	March 12, 2009
EAST COUNTY	East County Action Plan	August 14, 2008
LAMORINDA	Lamorinda Action Plan Update	December 12, 2008
TRI-VALLEY	Tri-Valley Transportation Plan and Action Plan Update	July 30, 2008

ITEM 10
TECHNICAL COORDINATING COMMITTEE APPOINTMENT

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Board Members
FROM: TRANSPLAN TAC
by John Cunningham, TRANSPLAN Staff
DATE: August 3, 2009
SUBJECT: **TRANSPLAN Appointment to the Technical Coordinating Committee**

Background

TRANSPLAN appoints three staff people to the Contra Costa Transportation Authority's (CCTA) Technical Coordinating Committee (TCC). Victor Carniglia's retirement has left an open TRANSPLAN seat on the TCC.

Current appointments are as follows:

- Ahmed Abu-Aly, Antioch
- Paul Reinders, Pittsburg
- Joe Sbranti, Pittsburg (Alternate)

Pittsburg has nominated Leigha Schmidt as the TRANSPLAN TCC appointment. The Technical Advisory Committee has expressed approval of the nomination.

Details on the role of the TCC are attached.

Recommendations

Appoint Leigha Schmidt (Pittsburg) as the TRANSPLAN appointment to the open seat on CCTA's Technical Advisory Committee.

Attachment:

Technical Coordinating Committee Charter

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.