

# TRANSPLAN Committee Meeting

Thursday, August 14, 2014 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

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

## AGENDA

*Items may be taken out of order based on the business of the day and preferences of the Committee.*

- 1. OPEN** the meeting.
- 2. ACCEPT** public comment on items not listed on agenda.

### Consent Items (see attachments where noted [♦])

- 3. ADOPT** Minutes from 6/12/14 TRANSPLAN Meetings ♦ **PAGE 2**
- 4. ACCEPT** Correspondence ♦ **PAGE 7**
- 5. ACCEPT** Status Report on Major Projects ♦ **PAGE 12**
- 6. ACCEPT** Calendar of Events ♦ **PAGE 20**
- 7. ACCEPT** Environmental Register ♦ **PAGE 22**

### End of Consent Items

### Open the Public Meeting

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

- 8. RECEIVE** draft 2014 Countywide Transportation Plan (CTP) Update. (Martin Engelmann, Deputy Executive Director, Planning, CCTA) ♦ **PAGE 24**
- 9. ADOPT** policy aligning TRANSPLAN Chair and Vice-Chair appointments with primary East County transportation committees (ECCRFFA and SR4 Bypass Authority). ♦ **PAGE 50**
- 10. ELECT (contingent on action from Item 9)** Chair and Vice-Chair for remainder of 2014 and full calendar year of 2015: Elections of chair and vice chair are done in two separate motions. Both must be elected officials.

- 11. ADJOURN** to next meeting on Thursday, September 11, 2014 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

Salvatore Evola , Chair  
Pittsburg  
City Council

Wade Harper, Vice-Chair  
Antioch  
City Council

Robert Taylor  
Brentwood  
City Council

Mary N. Piepho  
Contra Costa County  
Board of Supervisors

Kevin Romick  
Oakley  
City Council

Kerry Motts  
Antioch  
Planning Commission

Joseph Weber  
Brentwood  
Planning Commission

Duane Steele  
Contra Costa  
Planning Commission

*Vacant*  
Representing the  
Contra Costa County  
Board of Supervisors

Doug Hardcastle  
Oakley  
Planning Commission

Bruce Ohlson  
Pittsburg  
Planning Commission

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**ITEM 3**  
**6/12/14 TRANSPLAN COMMITTEE MEETING MINUTES**

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

MINUTES

June 12, 2014

The regular meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Salvatore (Sal) Evola at 6:31 P.M.

**ROLL CALL**

PRESENT: Doug Hardcastle (Oakley), Kerry Motts (Antioch), Bruce Olson (Pittsburg), Kevin Romick (Oakley), Duane Steele (Contra Costa Planning Commission), Robert (Bob) Taylor (Brentwood), Joe Weber (Brentwood), Wade Harper (Vice Chair, Antioch) and Chair Salvatore (Sal) Evola (Pittsburg)

ABSENT: Mary N. Piepho (Contra Costa County Board of Supervisors)

STAFF: Jamar Stamps, TRANSPLAN Transportation Planner

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

There were no comments from the public.

**CONSENT ITEMS**

On motion by Kevin Romick, seconded by Bob Taylor, TRANSPLAN Committee members adopted the Consent Calendar, as follows:

3. Adopted Minutes from May 8, 2014 TRANSPLAN meeting
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events

The motion carried by the following vote:

Ayes: Hardcastle, Motts, Olson, Romick, Taylor, Evola  
Noes: None  
Abstain: Harper, Steele, Weber (Item 3 only)  
Absent: Piepho

## **ADOPT FISCAL YEAR 2014/15 WORK PROGRAM AND BUDGET**

TRANSPLAN Staff Jamar Stamps presented the staff report dated June 12, 2014 and advised that the TRANSPLAN Technical Advisory Commission (TAC) had reviewed the proposed 2014/15 Budget and Work Program and recommended no changes at this time. He explained that some of the tasks from the previous work program carried over from the prior work program. With respect to the budget, he stated that last year the TRANSPLAN Committee had received total revenue contributions from the member agencies of \$54,395 and total expenditures were expected to be \$18,232.97, leaving a balance of \$36,162.03. As a result, the remaining balance should be sufficient to cover the TRANSPLAN Budget and no dues were expected to be charged the jurisdictions for the 2014/15 budget year.

Mr. Stamps identified the work program activities carried over from last year as State Route 4 Planning Activities/Operational Improvements; the Countywide Transportation Plan (CTP) and the update to the East County Action Plan which would be folded into the CTP; and Ferry Service Planning Coordination. He noted that the Contra Costa Transportation Authority (CCTA) would hear a presentation on ferry service and was expected to adopt the recently completed Ferry Financial Feasibility Study, which had been prepared by the Water Emergency Transportation Authority (WETA) in conjunction with CCTA and the affected jurisdictions of Antioch, Martinez, Hercules, and the Transportation Planners of TRANSPLAN and the West Contra Costa Transportation Advisory Committee (WCCTAC).

Mr. Stamps referred to the Draft Work Program for FY 2014/15 and reported that the TAC had discussed the list of tasks. No changes had been proposed. He listed those tasks as follows:

- Task 1: Participate in project development for the Brentwood-Tracy Expressway ("Tri-Link"/SR 239) Interregional Corridor Study;
- Task 2: Review major land use proposals *within* East County for compliance with East County Action Plan for Routes of Regional Significance (RORS);
- Task 3: Review land use proposals *outside* of East County that meet the Measure J threshold requirements (100 or more new peak-period vehicle trips) for potential traffic impacts on East County Routes of Regional Significance;
- Task 4: Facilitate collaboration between member jurisdictions and the Contra Costa Transportation Authority in the conduct of planning activities requiring sub-regional consultation;
- Task 5: Represent TRANSPLAN at meetings of CCTA as needed, including the monthly CCTA Board meetings and the monthly meetings of its two committees (the Administration and Projects Committee, and the Planning Committee);
- Task 6: Participate as needed in refining the East County portion of the countywide travel demand forecasting model and/or in adapting the model for local application;
- Task 7: Ferry Planning;
- Task 8: Growth Management Program Compliance;

- Task 9: Oversee State Route 4 Bypass Projects.

Mr. Stamps highlighted the remaining items in the budget for the Transportation Planner, secretary, minute-taker, office supplies and services, and contingency, for a total proposed budget of \$20,252 for FY 2014/15. He reiterated that because of the remaining surplus from last year's revenues he would not be requesting agency dues this year, and explained that the dues from last year's budget had been based on the previous fiscal year's activities, which had included the City of Pittsburg/East Contra Costa Regional Fee and Financing Authority (ECCRFFA) situation, and WETA meetings, along with a Measure J Strategic Plan Update. Given the activities at that time and the cost of those activities, there had been a surplus in last year's budget. He added that invoices would be presented to each jurisdiction with a zero balance due.

In response to Wade Harper as to the latest ferry report, Kevin Romick stated that the ferry report was on the CCTA's website (ccta.net) and the CCTA Board would approve it for distribution to stakeholders and members of the public.

Mr. Stamps advised that he would disseminate the report to the TRANSPLAN TAC.

Bob Taylor thanked Mr. Stamps for keeping the TRANSPLAN Committee informed and commented that the TRANSPLAN Committee had a great year.

Mr. Stamps acknowledged that the TAC had been extremely resourceful and helpful and that a lot of credit should go to the individual staff members who had done a lot of work for the TRANSPLAN Committee.

On motion by Kevin Romick, seconded by Wade Harper, TRANSPLAN Committee members adopted the Fiscal Year 2014/15 TRANSPLAN Work Program and Budget and directed staff to deliver invoices to the member agencies. The motion carried by the following vote:

Ayes: Hardcastle, Harper, Motts, Olson, Romick, Steele, Taylor, Weber, Evola  
Noes: None  
Abstain: None  
Absent: Piepho

**DISCUSS POTENTIALLY ALIGNING CHAIR AND VICE CHAIR APPOINTMENTS OF THE PRIMARY EAST COUNTY TRANSPORTATION COMMITTEES (TRANSPLAN, ECCRFFA and SR4 BYPASS AUTHORITY)**

Mr. Stamps advised that the item had been placed on the agenda at the request of the Chair and he was available to receive direction following the discussion.

Chair Evola explained that he had raised the issue of aligning the Chair and Vice Chair with a consistent rotation among the TRANSPLAN Committee, ECCRFFA, and the State

Route 4 Bypass Authority to be more efficient and offer consistent representation regionally.

Chair Evola noted the City of Pittsburg had done that with its representation on the Delta Diablo Sanitation District Board, and the City was fully comfortable with the leadership that aligning the Chair and Vice Chair on the rotation would produce. He suggested the groups had gotten out of alignment because the City of Pittsburg had withdrawn from ECCRFFA and had then rejoined, and he stated the City of Pittsburg would concede to being placed at the bottom of the rotation. He asked that the proposal to align the Chair and Vice Chair be considered, and proposed for the sake of consistency, and for lobbying purposes as far as regional funding was concerned, that jurisdictions would be best served with a cohesive leadership and representation that would also save money.

On the discussion, members referenced other situations that had changed the alignment of Chair and Vice Chair and suggested that while the rotation might start in alignment, because of one thing or another it could be out of alignment again. Members concurred with the need for cohesiveness and consistency, especially when dealing with other transportation organizations, and for funding. It was clarified that the city and not the representative would rotate so that if an individual member was not re-elected, for example, that would not affect the rotation. A rotation policy was also recommended.

On motion by Chair Evola, seconded by Wade Harper, TRANSPLAN Committee members requested that the Chair and Vice Chair of the TRANSPLAN Committee, the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), and the State Route 4 Bypass Authority be aligned through a rotation starting with Antioch, Brentwood, Oakley, Contra Costa County, and Pittsburg, and that a rotation policy be crafted for consideration by the TRANSPLAN Committee. The motion carried by the following vote:

Ayes: Hardcastle, Harper, Motts, Olson, Romick, Steele, Taylor, Weber, Evola  
Noes: None  
Abstain: None  
Absent: Piepho

### **ADJOURNMENT**

Chair Evola adjourned the TRANSPLAN Committee meeting at 6:51 P.M. to Thursday, July 17, 2014 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk

**ITEM 4  
CORRESPONDENCE**



COMMISSIONERS

Kevin Romick,  
Chair

Julie Pierce,  
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

David Durant

Federal Glover

Dave Hudson

Mike Metcalf

Karen Mitchoff

Robert Taylor

# MEMORANDUM

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

From:  Randell H. Iwasaki, Executive Director

Date: June 24, 2014

Re: Items approved by the Authority on June 18, 2014, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its June 18, 2014 meeting, the Authority discussed the following items which may be of interest to the Regional Transportation Planning Committees:

- 1. Overall Schedule and Public Education Plan in Support of the 2014 CTP Update and Possible Measure J Renewal Expenditure Plan, and Update on the Status of the 2014 CTP and Proposed Public Education and Outreach Plan.** Authority staff is working towards release of the draft 2014 CTP Update in July 2014. As part of the update, the RTPCs have recently completed drafts of the five subregional Action Plans for Routes of Regional Significance. In June, staff presented an update to both the APC and PC on the status of the Draft Action Plans and the 2014 CTP, and reviewed a preliminary scope, schedule and budget for a comprehensive public education and outreach plan that would accompany the release of the 2014 Countywide Transportation Plan (CTP) Update, and subsequent activities leading up to development of a Measure J renewal Transportation Expenditure Plan (TEP). *The Authority approved "in concept" the outreach plan and proposed budget for outreach activities to be completed through December 2014. As recommended by both the PC and APC, the Authority's FY 2014-15 Budget was revised to include proposed education and outreach activities that extend beyond the adoption of the CTP in December, through the end of the fiscal year.*

Randell H. Iwasaki,  
Executive Director

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- 2. FY 2014-15 Proposed Budget for the Contra Costa Transportation Authority and Congestion Management Agency.** The FY 2014-15 Proposed Budget was submitted to the APC for recommendation for Authority approval following a noticed public hearing on June 18, 2014. The Proposed Budget calls for funding appropriations totaling \$278.1 million for projects, congestion management, planning, programs, administration and debt service necessary for Authority operations, capital improvements and programmed activities planned from July 1, 2014 through June 30, 2015. **Resolution 14-32-A.** *Following a Public Hearing, the Authority adopted Resolution 14-32-A approving the FY 2014-15 Budget, which was revised to include proposed CTP stakeholder outreach and consultant support activities through the end of the fiscal year.*
- 3. Release of the Draft Final Financial Feasibility of Contra Costa County Ferry Service, 2015-2024.** Over the past year, a working group of Contra Costa ferry service stakeholders has been meeting to discuss issues related to Water Emergency Transportation Authority (WETA) expansion into Contra Costa. A financial feasibility study was developed and presented to the Authority Board for approval to distribute to ferry stakeholders and the general public. *The Authority approved release of the study, which is available for download on CCTA's website at <http://www.ccta.net/resources/detail/45/1>.*



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# MEMORANDUM

To: Barbara Neustadter, TRANSPAC  
 Andy Dillard, SWAT  
 Jamar Stamps, TRANSPLAN, TVTC  
 John Nemeth, WCCTAC  
 Leah Greenblat, LPMC

From:   
 Randell H. Iwasaki, Executive Director

Date: July 17, 2014

Re: Item approved by the Authority on July 16, 2014 for circulation to the  
 Regional Transportation Planning Committees (RTPCs)

At its July 16, 2014 meeting, the Authority discussed the following items which may be of interest to the Regional Transportation Planning Committees:

- 1. Approval to Release the Draft 2014 CTP Update for Public Review.** Authority staff and consultants have prepared the draft 2014 Countywide Transportation Plan (CTP) Update for public review and comment. The 2014 CTP consists of three volumes: Volume 1 is the main body of the plan. It includes the outlook for transportation to the 2040 horizon year, the Authority's Vision, Goals, and Strategies, and an evaluation of the cost and available funding for transportation improvements expected to be implemented during the life of the Plan; Volume 2 contains the five subregional Action Plans for Routes of Regional Significance. As part of the update, the five Regional Transportation Planning Committees (RTPCs) have each completed draft Action Plans and forwarded them to the Authority for inclusion in the Draft CTP. Volume 3 contains the CTPL – the Authority's Comprehensive Transportation Project List – containing over 1,200 individual projects totaling over \$11 billion. Staff seeks Authority approval to release the Draft 2014 CTP for a 60-day public review period. Staff also requests approval to release the Draft Supplemental EIR on the Draft 2014 CTP for a 45-day review. *The Authority approved release of the Draft 2014 CTP Update to all interested parties, stakeholders, and the general public for review and comment by September 30, 2014. The Authority also*

*reviewed and approved proposed language to address a policy issue related to the designation by SWAT of the Iron Horse Trail and BART as Routes of Regional Significance. The Authority will re-visit this issue following discussion by the Regional Transportation Planning Committees. (Attachment)*

**ITEM 5**  
**MAJOR PROJECTS STATUS REPORT**

# TRANSPLAN: Major East County Transportation Projects

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

## Monthly Status Report: August 2014

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

### STATE ROUTE 4 WIDENING

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

**Lead Agency:** CCTA

**Project Description:** The project widened the existing highway from two to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately ¾ mile west of Loveridge Road and provided a median for future transit.

**Current Project Phase:** Highway Landscaping – Plant Establishment Period - Complete.

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

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

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

**Lead Agency:** CCTA

**Project Description:** The project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) between Loveridge Road and Somersville Road. The project provides a median for future mass transit. The environmental document also addresses future widening to SR 160.

**Current Project Phase:** SR4 mainline construction.

**Project Status:** *Work on punchlist items continued into June 2014. Remaining punchlist work included striping changes and fencing changes. Construction trailers at Crow Ct. were removed. All lanes of westbound SR4 were opened from just west of Contra Loma undercrossing to Harbor Street overcrossing on December 17, 2013. All lanes of the new eastbound SR4 roadway were opened on*

November 6, 2013. Contract acceptance was expected by June 15, 2014.

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

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

**Lead Agency:** CCTA

**Project Description:** This project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) from Somersville Road to Hillcrest Avenue and then six lanes to SR 160, including a wide median for transit. The project also includes the reconstruction of the Somersville Road Interchange, Contra Loma/L Street Interchange, G Street Overcrossing, Lone Tree Way/A Street Interchange, Cavallo Undercrossing and the Hillcrest Avenue Interchange.

**Current Project Phase:** Construction.

**Project Status:** The project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160.

**Segment 1:** Somersville Interchange

The contractor's exceptions to the Proposed Final Estimate have been received and are being reviewed by the project team.

Segment 1 construction is 100% complete.

**Segment 2:** Contra Loma Interchange and G Street Overcrossing

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

*Hot Mix Asphalt paving is continuing along the Route 4 shoulder and ramps. Sewer siphons for the City of Antioch are being constructed at Contra Loma Boulevard underneath SR4. Along the west side of Contra Loma Boulevard to St. Francis Drive, construction of retaining wall footings and walls is continuing. On SR4 mainline roadway, Jointed Plain Concrete Pavement (JPCP) construction is in progress.*

Segment 2 construction is approximately 70% complete, through June 2014.

**Segment 3A:** A Street Interchange and Cavallo Undercrossing

Construction of Segment 3A started in August 2012 and is anticipated to be complete in Fall 2015.

*Jointed Plain Concrete Pavement (JPCP) at the Route 4 mainline outside westbound lanes and "A" Street ramps, work is in progress. The westbound shoulders are being paved with Hot Mix Asphalt (HMA). In the eBart median, barrier rail footing and wall construction is in progress. Approach slabs are being constructed at the Cavallo Road undercrossing and the A Street undercrossing bridges.*

*A traffic switch onto the new JPCP at North side of the westbound lanes is expected to occur in late June or early July.*

Segment 3A construction is approximately 51% complete through June 2014.

**Segment 3B: Hillcrest Avenue to SR160**

Construction of Segment 3B began in March 2013. Construction is anticipated to be complete in Fall 2015.

*Traffic has been switched onto the new temporary SR4 eastbound Hillcrest on-ramp. Mainline pavement work is continuing between the ramps and underneath Hillcrest Avenue overcrossing. Lean Concrete Base (LCB) and JPCP work is in progress at the outside lanes of eastbound SR4; and construction of temporary HMA lanes underneath the bridge is in progress. Retaining wall construction at the north abutment and steel casings installation on the columns in the median is in progress. Earthwork at the eastbound on-ramp is in progress; excavated material is being transported to the north side of SR-4. Work at the existing eBART parking lot includes demolition of the existing parking lot and construction of the embankment on the north side of SR4. Relocation of utilities and widening of Hillcrest Avenue and Sunset Drive is under construction; temporary pedestrian access is being provided.*

*A traffic switch onto the new JPCP at North side of the eastbound lanes is expected to occur in late June.*

Segment 3B construction is approximately 33% complete through June 2014.

**Issues/Areas of Concern:**

Segment 1 - Somersville Interchange

The contractor has submitted their exceptions to the Proposed Final Estimate (PFE); project staff is reviewing the Contractors' submittal.

The project trailers at Crow Court are being demobilized.

Segment 2 - Contra Loma Interchange and G Street Overcrossing

*Somersville Road will be closed between James Donlon Boulevard and Creekside Drive (located 850' south of Buchanan Road) for the City of Antioch Somersville Road Widening Project. The closure will last until September 1, 2014. This closure / detour may affect traffic through the Contra Loma and A Street projects. Construction work potentially affect by this closure includes the retaining wall construction and sanitary sewer line on Contra Loma Boulevard.*

The City of Antioch is considering redesign of the sewer line at Contra Loma Boulevard / Fitzuren Road due to potential impacts to adjacent gas and water utilities during construction; *work necessary for redesign and construction is being identified and planned.* The sewer line replacement was added to the project at the request of the City of Antioch. Antioch will cover all costs associated with this work.

Segment 3A - A Street Interchange and Cavallo Undercrossing

None.

Segment 3B - Hillcrest Avenue to SR160

*Burrowing Owls are nesting along the north side of SR-4. Earthwork within a 250 foot radius cannot be performed until after the nesting season ends. The work exclusion zone blocks the planned access for equipment to perform earthwork activities along the north side of SR-4.*

*A pair of Rough-Winged Swallows with four chicks were discovered nesting at the new retaining wall underneath the north abutment of Hillcrest Overcrossing. There was an incidental take of two of the four swallow chicks. The appropriate permitting agencies have been notified.*

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

Caltrans is working with the contractors for each segment to obtain sign-off of BART requested Certificate of Conformance requirements.

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

**Project Fund Source:** Bridge Toll Funds

**Lead Agency:** CCTA

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

**Current Phase:** Construction.

**Project Status:** *Structure excavation and placing of large diameter, cast-in-drilled-hole foundations have begun for all three bridges. Earthwork, drainage and electrical work continue on southbound SR160.*

**Issues/Areas of Concern:** The potential for birds to nest near the construction site remains as a possible impact to the project schedule.

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

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

**Lead Agency:** BART/CCTA

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

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

**Current Project Phase:** Final Design and Construction.



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

The work is complete for the parking lot area for Contract 120. The existing park and ride lot at Hillcrest has been vacated and switched to the new eBART parking lot. Work continues on the maintenance building with roofing, siding and framing installation as well as electrical and plumbing.

Contract 130, stations and maintenance facility finishes, track work and systems, was advertised in mid-January with bids due in April. BART awarded the contract to Stacy & Whitbeck at its Board meeting on May 21, 2014.

Coordination between BART and CCTA is ongoing because the construction is directly north and adjacent to the Segment 3B construction area. A master integrated schedule has been developed for the eBART and SR4 construction contracts.

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

*To augment funding for Pittsburg Station at Railroad, to be named Civic Center, the City held a special election for establishment of a special tax district for property owners in the vicinity of the station site. It passed June 16th with the required two-thirds approval by property owners. It is estimated that this will generate about \$1.5 million towards the station estimated at a range of \$12.7 million - \$14.5 million.*

## STATE ROUTE 4 BYPASS PROJECT

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

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

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

**Current Phase:** Construction.

**Project Status:** Substantial bridgework on the four bridges of the project; the Lone Tree Way Undercrossing, the Sand Creek Bridge, the Sand Creek Road Undercrossing, and the San Jose Avenue Undercrossing has been completed. In late October, traffic was switched to the new eastbound and westbound alignments. This traffic switch alleviated significant congestion on eastbound SR4 at Lone Tree Way. SR4 is now a full freeway between Lone Tree Way and Sand Creek. Change order work is continuing for the construction of the new westbound Sand Creek Road Undercrossing (Left), Sand

Creek Bridge (Left) widening and additional roadway improvements.

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

**G. SR4 Bypass: Balfour Road Interchange – Phase 1 (5005) No Changes From Last Month**

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

**Lead Agency:** CCTA

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

**Current Phase:** Design.

**Project Status:** Project Development Team (PDT) meetings with Caltrans are occurring on a monthly basis. A Longitudinal Utility Exception Request from Caltrans for Contra Costa Water District (CCWD) to leave a 90-inch water line within the project limits in place has been tentatively approved, saving taxpayers an estimated \$18 million. The 95% design will be submitted in June 2014. Final design is anticipated to be complete in late 2014.

**Issues/Areas of Concern:** Additional funding was identified with the approval of the 2013 Measure J Strategic Plan Update, however the project estimate was in error and project elements have been revised resulting in a funding shortfall. An alternative to the original Kinder Morgan relocation plan has been identified, which if feasible, may provide some project cost savings.

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

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

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

**Current Phase:** Design.

**Project Status:** After initial review and comments from Caltrans, the 35% complete plans were resubmitted to Caltrans on March 4, 2014 for approval. BART announced that the recommended new station location for a future eBART extension should be at a location adjacent to the pedestrian overcrossing. Impacts of this decision will need to be considered.

**Issues/Areas of Concern:** Construction funding for the project has not yet been identified. The Authority is considering submitting an application for Active Transportation Program (ATP) funding.

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

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

## **May 2014 Update – No Changes From Last Month**

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

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

## **eBART Next Segment Study**

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

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

Staff will provide updates as needed.

G:\Transportation\Committees\Transplan\TPLAN\_Year\2013-14\Standing Items\major projects status\Major Projects Report.doc

**ITEM 6  
CALENDAR OF EVENTS**

**Calendar of Upcoming Events\***

<b>Spring 2014</b>	<b>Location</b>	<b>Event</b>
Spring 2014 - Date TBD	Antioch/Oakley	Groundbreaking - SR4/160 Connector Ramps
<b>Fall 2014</b>	<b>Location</b>	<b>Event</b>
Fall 2014 - Date TBD	Brentwood	Ribbon Cutting - SR4 Widening and Sand Creek Interchange

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

**ITEM 7  
ENVIRONMENTAL REGISTER**

ENVIRONMENTAL REGISTER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Pittsburg	Southwest Pittsburg	Notice of Public Hearing	James Donlon Boulevard Extension Contact: Leigha Schmidt, Associate Planner 925-252-4920 <a href="mailto:lschmidt@ci.pittsburg.ca.us">lschmidt@ci.pittsburg.ca.us</a>	Public hearing to certify Final EIR for James Donlon Boulevard Extension.	4/7/14 (hearing date)	No comments
City of Pittsburg	Southwest Pittsburg	Notice of Availability of Final Environmental Impact Report	James Donlon Boulevard Extension Contact: Leigha Schmidt, Associate Planner 925-252-4920 <a href="mailto:lschmidt@ci.pittsburg.ca.us">lschmidt@ci.pittsburg.ca.us</a>	Public hearing to consider findings of Draft and Final EIR for James Donlon Boulevard Extension.	4/7/14 (hearing date)	No comments
City of Oakley	3410 Empire Avenue APN034-030-005	Notice of Public Hearing	Celebration Christian Preschool Conditional Use Permit (CUP 02-13) Contact: Josh McMurray, Senior Planner <a href="mailto:mcmurray@ci.oakley.ca.us">mcmurray@ci.oakley.ca.us</a>	Request for approval of a CUP to operate and Design Review (DR 06-13) to construct a new 14,351 sq. ft. preschool and associated site development.	4/25/14 (hearing date)	No comments
City of Pittsburg	Southwest Pittsburg (607 acre area) APN097-180-006 et. al.	Notice of Preparation of an Environmental Impact Report	Faria Annexation Project Contact: Kristin Pollot, Project Planner 925-252-6941 <a href="mailto:kpollot@ci.pittsburg.ca.us">kpollot@ci.pittsburg.ca.us</a>	Annexation of 607 acres into City from Contra Costa Water District service area and Delta Diablo Sanitary District service area. Pre-zoning from Hillside Planned Development and Open Space to same district with "interim study overlay" districts for the purpose of evaluating a potential 1,500 residential development.	4/8/14	Yes
City of Brentwood	Central Blvd/Griffith Lane APN017-131-026 et. al.	Notice of Availability of a Mitigated Negative Declaration	Palmilla (GPA 13-001/RZ 13-002/VTSM 9332) Contact: Jeff Zilm, Senior Planner 925-516-5136 <a href="mailto:jzilm@brentwoodca.gov">jzilm@brentwoodca.gov</a>	General Plan Amendment, Low/Medium/High Density Residential to Medium Density Residential.  Rezone 20 acres from R-1-6 to PD-44.  Vesting tentative subdivision map to create 296 single-family residential lots.	4/7/14	Yes

**ITEM 8**  
**DRAFT 2014 CTP**





COMMISSIONERS

August 7, 2014

Kevin Romick, Chair

Julie Pierce,  
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

David Durant

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Dave Hudson

Mike Metcalf

Karen Mitchoff

Robert Taylor

Randell H. Iwasaki,  
Executive Director

**DRAFT 2014 COUNTYWIDE TRANSPORTATION PLAN AVAILABLE FOR PUBLIC REVIEW**

Dear Transportation Partners,

As our agency embarks on its 25th year, we are eager to build on the success and legacy of Measures C and J, the half-cent transportation sales tax approved by Contra Costa voters in 1988 and renewed in 2004. These measures have helped fund important improvements in Contra Costa including the Caldecott Tunnel's fourth bore, improvements on I-680 and State Route 4, the I-80 Integrated Corridor Management project, expanded transit service, new bikeways and trails, and maintenance of local streets and roads. As we plan for the future, we hope you will continue to share your opinions and stay involved in shaping Contra Costa's transportation future.

Every five years, the Contra Costa Transportation Authority (CCTA) evaluates and updates its *Countywide Comprehensive Transportation Plan*, or CTP, our 25-year blueprint for the county's transportation future. As part of the CTP process, CCTA wants to know what transportation issues you think are important so we can prioritize where to spend valuable time and resources. With feedback from stakeholders throughout the county, updating the CTP helps ensure that we accurately plan, fund, and implement your transportation vision for Contra Costa.

The Draft 2014 CTP Update is now available for public review and comment on CCTA's website at: [http://www.ccta.net/funding/our\\_future](http://www.ccta.net/funding/our_future). The CTP lays out a vision for our transportation future, the goals and strategies for achieving that vision, and the future transportation investments needed to promote a growing economy, advance technological changes, protect the environment, and improve our quality of life.

Your input is crucial for informing whether the path we're on is the right one, or whether we need to chart a new course in addressing the issues and challenges facing our current transportation network. There are several ways to become involved in the 2014 CTP update process:

- Our staff would be happy to make a presentation to your agency or organization. Please contact Martin Engelmann at [mre@ccta.net](mailto:mre@ccta.net) if you are interested in scheduling a presentation.

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

- Attend a public workshop to hear more about the CTP process and give your feedback. (Dates and times to be announced on [www.ccta.net](http://www.ccta.net) soon!)
- Weigh in using CCTA's online public engagement tool at [www.KeepContraCostaMoving.net](http://www.KeepContraCostaMoving.net) to tell us your priorities, share your ideas, and see what other ideas have been submitted.
- Call 925.256.4720 to request that a paper copy of CCTA's public engagement survey be mailed to you. We are also able to provide multiple copies of the survey to you for distribution at community meetings.
- Submit your written comments on the Draft CTP to [2014ctp@ccta.net](mailto:2014ctp@ccta.net) by September 30, 2014. Please include your name, affiliation, and contact information in the text of your e-mail.

I look forward to working with you to create this new vision for Contra Costa's transportation future.

Sincerely,

  
Randell H. Iwasaki  
Executive Director

# 2014 Countywide Comprehensive Transportation Plan

## Volume I Executive Summary

August 1, 2014

**PUBLIC  
REVIEW  
DRAFT**



CONTRA COSTA  
transportation  
authority  
1989 – 2014

Keeping Contra Costa Moving

TURN ON  
HEADLIGHTS

TRANSPLAN Packet Page: 27



CONTRA COSTA  
**transportation  
authority**  
1989 – 2014

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## Keeping Contra Costa Moving

### Commissioners

Kevin Romick, Chair, East County  
City of Oakley  
Julie Pierce, Vice Chair, East County,  
City of Clayton  
Janet Abelson, Mayor, West County,  
City of El Cerrito  
Newell Arnerich, Southwest  
County, Town of Danville  
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Federal Glover,  
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City of San Ramon

Mike Metcalf, Southwest County,  
Town of Moraga  
Karen Mitchoff,  
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### Ex-Officio Members

Amy Worth, MTC  
Myrna De Vera, Public Transit Bus  
Operators  
Gail Murray, BART

### Executive Director

Randell H. Iwasaki, P.E

The preparation of this report has been financed through a grant from the U.S. Department of Transportation and the Federal Highway Administration. The content of this report does not necessarily reflect the official views or policy of the U.S. Department of Transportation.

# Executive Summary

## OVERVIEW

*The Contra Costa Countywide Transportation Plan, or CTP, is the blueprint for Contra Costa's transportation system over the next 25 years. This long-range vision for transportation identifies the projects, programs, and policies that the Authority Board hopes to pursue. The CTP identifies goals for bringing together all modes of travel, networks and operators, to meet the diverse needs of Contra Costa.*

*By improving the transportation system, we can help to address the challenges that a growing population, more jobs, and more traffic will bring. The CTP lays out a vision for our transportation future, the goals and strategies for achieving that vision, and the future transportation investments needed to promote a growing economy, advance technological changes, protect the environment, and improve our quality of life.*

## **CHALLENGES AHEAD**

Census data shows that the population of Contra Costa grew from 804,000 in 1990 to just over one million residents in 2010, an increase of 30 percent over twenty years. New forecasts for the region indicate that, while yearly population growth is slowing slightly, Contra Costa will still add another 289,000 residents by 2040, a 27 percent increase.

Unlike population, job growth is expected to speed up. Between 1990 and 2010, the number of jobs in Contra Costa grew by only 17 percent. We're expecting the growth in jobs to more than double to 35 percent, resulting in nearly half a million jobs by 2040.

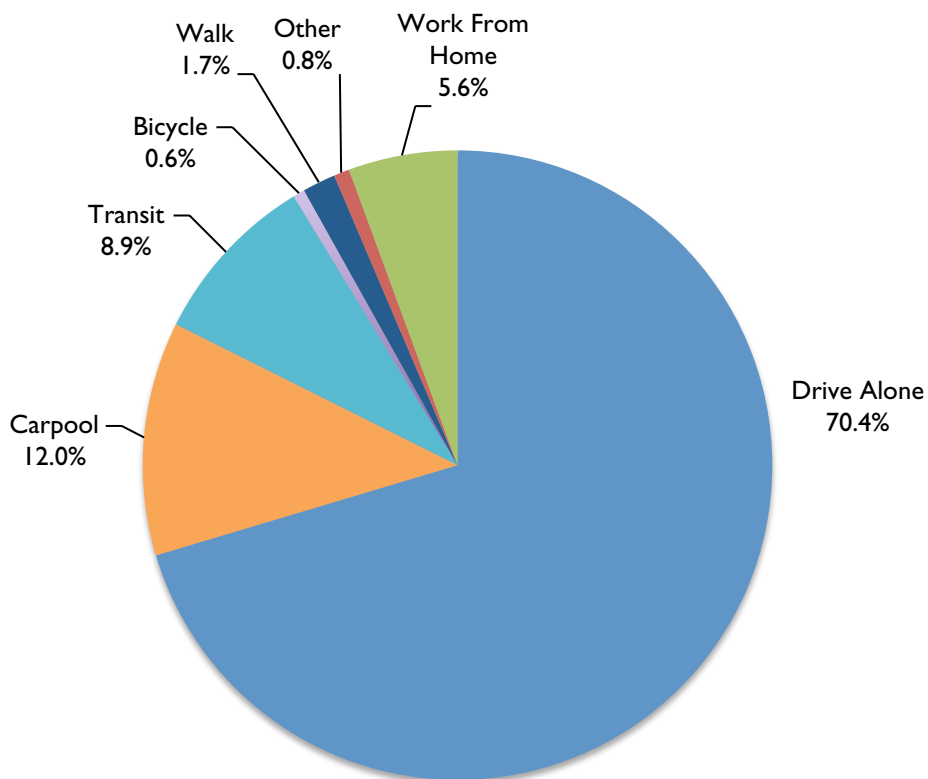
While both jobs and population will increase throughout Contra Costa, some areas of the county will grow faster than others. Population growth in West County, Central County and East County is expected to be the highest, at 29 percent each, followed by the Southwest subarea at 16 percent by 2040. Job growth in East County and Central County is expected to outpace other areas with increases of 40 percent and 37 percent, respectively, with the slowest rate of job growth found in Lamorinda, with an expected increase of 25 percent by 2040.

### **How We Get to Work**

Commuters have a variety of options for getting to work: driving alone, carpooling, taking transit, walking, or biking. Alternatively, in recent years many companies have begun to allow employees to telecommute from home.

Since 1980, the percentage of commuters who drive alone has remained steady at about 70 percent. Similarly, transit ridership has also held steady, at approximately 9 percent. Figure E-1 below shows the percentages of use by different modes for work trips in Contra Costa.

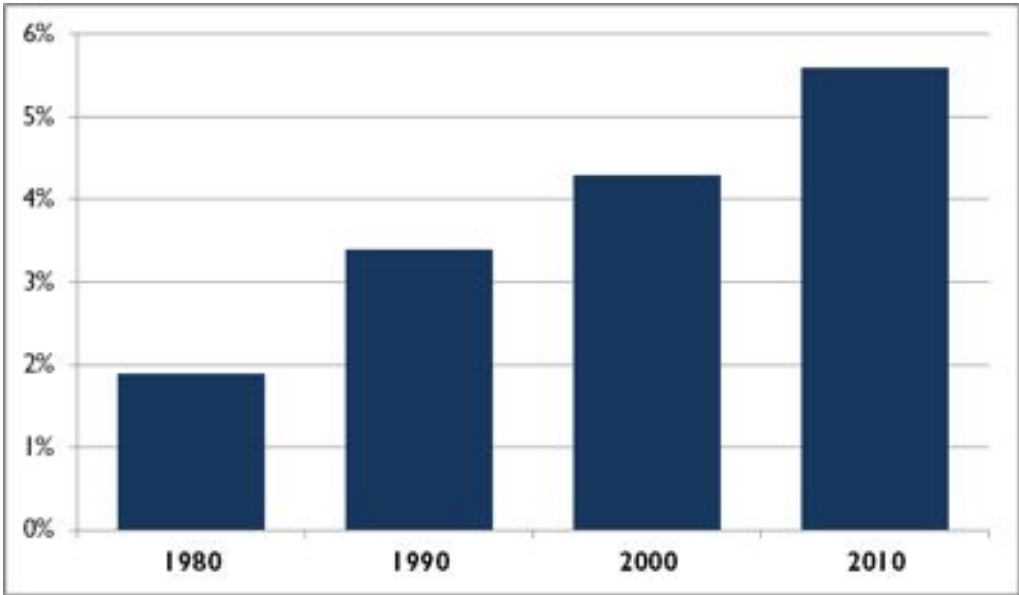
**Figure E-1: Travel Modes, Share of Commute Trips, 2010**



Source: CCTA, 2013.

What has changed most dramatically over the 30 years between 1980 and 2010 is the number of people who now indicate they work from home: the percentage of people who work from home has more than doubled, from 1.9 percent in 1980 to 5.6 percent in 2010, as shown in Figure E-2. Will that percentage continue to increase through 2040? And if so, could telecommuting reach levels of 10 to 20 percent? Higher participation rates for telecommuting will help alleviate future traffic congestion.

**Figure E-2: Work From Home, Share of Commute Trips, 1980-2010**



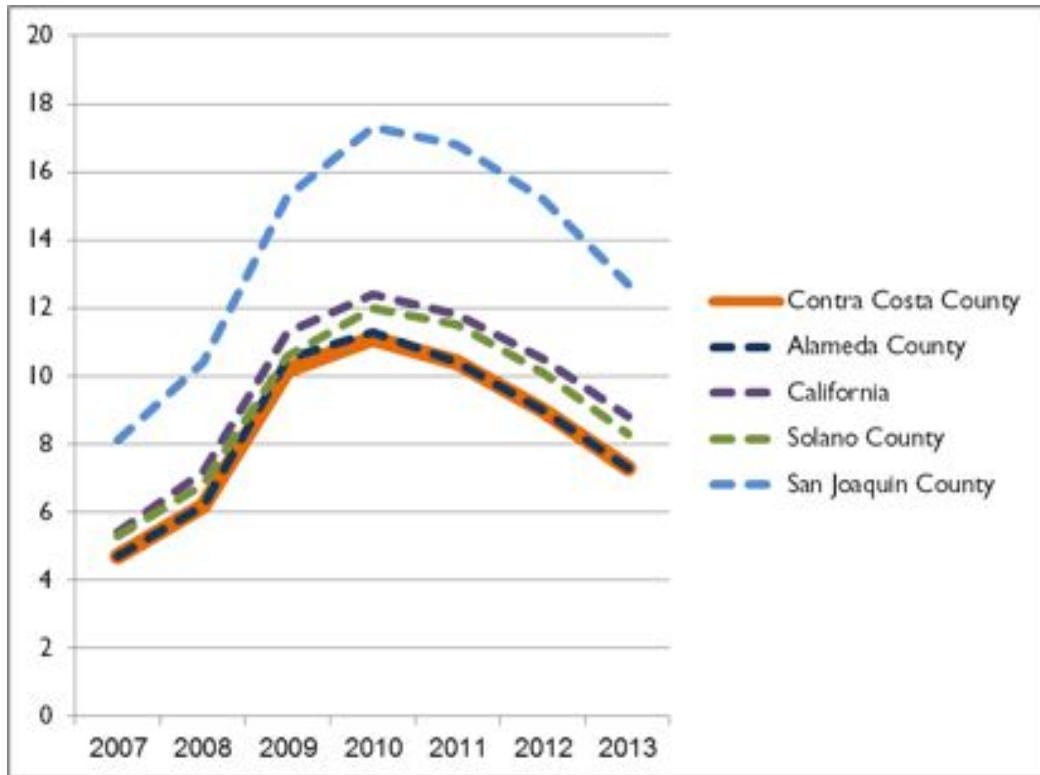
Source: CCTA, 2013.

**The Economic Recovery**

The so-called “Great Recession,” which began in 2007, resulted in higher unemployment rates, which in turn meant that fewer people were driving to work. Consequently, between 2007 and 2010, traffic growth in the Bay Region remained flat, and in Contra Costa even decreased somewhat. Measurements taken in 2010 indicated that traffic levels in many areas of Contra Costa had dropped to below the levels previously seen in 2000. At present, the economy is recovering from the recent recession. As shown in Figure E-3, since 2010, unemployment levels have been steadily dropping towards pre-recession levels.



**Figure E-3: Unemployment Rate, 2007-2013**

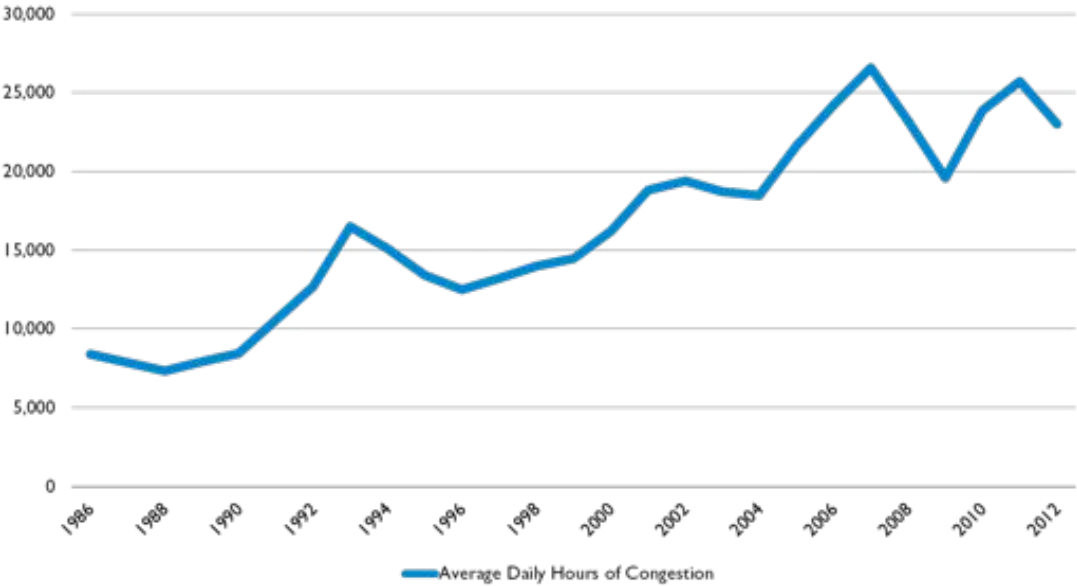


Source: CCTA, 2013.

### **What Does This Mean for traffic?**

The end of the Great Recession comes as welcome news for the economy and residents of the Bay Area. This may mean, however, more people on the road and on BART and buses, making for heavier traffic and more crowded commutes. Although more residents may work from home, traffic congestion will remain a growing problem. People will continue to travel from home to work, school, and other destinations. As a result, we can expect past trends (shown in Figure E-4) to continue, with further increases in roadway traffic, and more hours spent on congested roadways.

**Figure E-4: Average Daily Hours of Congestion, 1986-2012**



Source: 1986-2008 Hi-Comp Report; 2009-2012 Mobility Performance Report.

According to our forecasts, by 2040, traffic between East County and Central County will increase by 70 percent. Other corridors will experience significant traffic growth as well.

The good news is that we also expect more people to take transit such as BART or a bus, or switch to walking or bicycling. The total number of miles driven has been dropping over the last decade, a trend that pre-dates the Great Recession. And there is more good news. California has always been a front-runner in low-emissions vehicle technology. As progress continues and more hybrid and electric cars join the fleet, harmful emissions from tomorrow's vehicles will be reduced to a small fraction of what they are today.

We also need to look no farther than our own backyard to see what further innovations lie ahead. In Mountain View, the autonomous Google® car is being perfected, and here in Contra Costa we have volunteered to have our streets and

roads serve as a test-bed for a federally-funded pilot program intended to accelerate the deployment of connected-autonomous vehicles (CAVs).

## **CCTA'S VISION, GOALS, AND STRATEGIES**

The following vision encapsulates the role the transportation system will play in supporting the people, economy, and environment of Contra Costa:

*Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit all people and areas of Contra Costa, through (1) a balanced, safe, and efficient transportation network, (2) cooperative planning, and (3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.*

To achieve this vision, the Authority has also identified five goals and corresponding strategies for the 2014 CTP.

### **Goals**

1. Support the efficient, safe, and reliable movement of people and goods using all available travel modes;
2. Manage growth to sustain Contra Costa's economy, preserve its environment and support its communities;
3. Expand safe, convenient and affordable alternatives to the single-occupant vehicle;
4. Maintain the transportation system; and
5. Continue to invest wisely to maximize the benefits of available funding.

### **Issues & Opportunities**

The purpose of the 2014 CTP is to identify and implement specific actions and strategies that support our shared goal of safe, strong, and efficient transportation networks that improve the quality of life of Contra Costa residents. As we work together to develop solutions for our county, we also need to be mindful of new challenges and opportunities that may affect the CTP's goals.

### ***Funding***

Funding is critical to meeting the stated goals of the CTP and helping Contra Costa remain one of the most desirable places to live and work in the Bay Area. In addition to examining how we can most responsibly and efficiently use existing funding sources — such as traditional State and federal funds, Cap and Trade funds, OneBayArea Grants, and voter-approved Measure J funds — we also need to consider new sources of revenue. Open road tolling, congestion pricing at gateways or in central business districts, and pricing based on parking demand are a few potential sources.

### ***Changing Travel Choices***

As noted earlier, the number of vehicle miles traveled (VMT) per capita has been decreasing over the last decade. This drop is driven primarily by the changing habits of the “millennials,” the generation born after 1982. Millennials are driving, and even getting a license to drive, less frequently. Partly, they are responding to the high cost of owning and operating a vehicle, especially with the significant student debt many millennials carry. And partly it results from changes in where millennials — and many retiring Baby Boomers — are choosing to live, namely in close-in, walkable neighborhoods. This change does not, however, seem related to unemployment. Both states with higher and lower unemployment rates have seen drops in VMT.

If this recent trend continues, it would mean that forecasts of increased congestion may be excessively dire. But even so, we expect that, in many locations, we will see more delays on our roads, especially where people must go farther to get to work.

### ***Improving Mobility for the Next Generation***

The Authority has long been concerned with how we can continue to maintain and improve our roads, freeways, transit, and pedestrian and bicycle facilities in ways that sustain our economy, our environment and our quality of life.

Making new improvements, while maintaining what we have, is a prominent issue for the 2014 CTP as the Authority addresses new State legislation such as SB 375. This legislation, and the Sustainable Communities Strategies required by it, supports the development of job centers and neighborhoods that are easier to get to by transit and safe and convenient to walk or bicycle in, changes that will reduce the need for long commutes to work, shopping and other destinations.

We also need to ensure that our roads and transit systems are resilient: can we continue to get around after an earthquake? Will increased frequency of storm surges harm our rail lines and roadways?

### *Using Technology*

Over the last two centuries, technology has revolutionized how we move people and goods. From carriages to trains to bicycles and then cars and trucks, we have used technology to get where we want to go more quickly. That process is continuing. We are finding new technologies to help make travel safer, more efficient and more cost-effective while minimizing the impacts of travel on the environment.



*As technology advances, it is shifting the ways that people access and use the transportation system; for example, real-time ridesharing is facilitated in Contra Costa by companies such as Carma, pictured above.  
Source: Noah Berger, CCTA.*

Improvements to automobiles, from shatterproof glass and anti-lock brakes to seat belts and air bags, have made them safer and safer over the years. Several new technologies are on the horizon that have the potential to significantly improve auto safety. Collision warning and automatic braking, for example, which are already being incorporated into new cars, warn drivers if they approach oth-

er cars too closely and automatically slow the vehicle if the driver doesn't respond.

Another potential new improvement that could have a significant impact, not just on safety but also the efficiency of our roadways, is vehicle automation and communication. If we can get cars to talk to each other and eliminate the driver, we can improve fuel efficiency and reduce congestion and collisions. Connected automated vehicles can also have environmental benefits by making travel more efficient. Many issues remain to be overcome, from setting up the protocols for communicating among cars to ensuring that their use doesn't worsen the environment for bicyclists, pedestrians, and transit users.

Technology has been used to reduce the negative effects of our modern transportation network. Catalytic converters, more efficient engines, and other improvements have helped reduce emissions of air pollutants and the increased use of electric or hybrid-electric vehicles promise to reduce greenhouse gas emissions in our urban areas even further. (This may be offset by the need to increase electricity generation and the increased use of electric vehicles will increase the need for charging infrastructure.)

Other technologies focusing on the roadway will also play a role. Intelligent transportation systems, or ITS, can benefit our transportation network by improving safety and efficiency, benefiting the environment by limiting the waste of fuel and reducing greenhouse gas emissions. ITS encompasses many techniques, including electronic toll collection (such as FasTrak in the Bay Area), ramp metering, traffic signal coordination, and traveler information systems, for freeways, arterials and transit systems. The I-80 Integrated Corridor Mobility (ICM) project, which incorporates these and other improvements, is expected to lead to significant increases in capacity on the freeway.

The 2014 CTP considers how this evolving transportation technology should be incorporated into our transportation system.



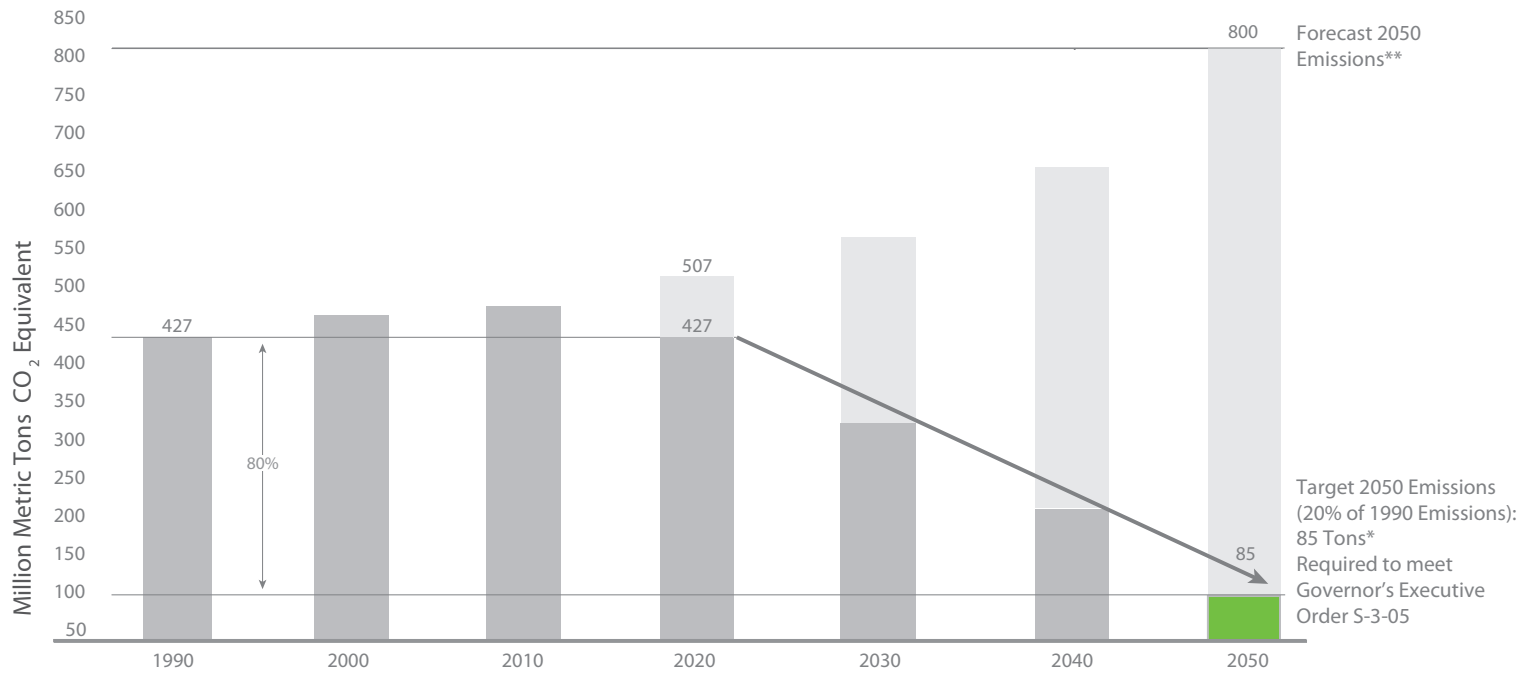
*Technology advancements sometimes require changes to our infrastructure; for example, as electric vehicles are increasingly used across Contra Costa, more electric vehicle charging stations are needed to support them.*

*Source: Noah Berger, CCTA.*

### ***Managing the Effects of Greenhouse Gases***

Climate change will have to be considered in our growth management plan due to the California Governor's order mandating an 80 percent reduction of greenhouse gases below 1990 levels by 2050, as shown in Figure E-5. Any efforts to increase the resiliency of our transportation system in light of future sea level rise will also need to take into account future vulnerabilities, such as bay-lands and access points near San Francisco Bay and the implications for infrastructure and land use.

**Figure E-5: Reaching Statewide AB 32 GHG Reduction Targets**



\*Million Metric Tons CO<sub>2</sub> Equivalent

\*\*Estimate based on California Council on Science and Technology Report, 2011

Source: Plan Bay Area



## **SENATE BILL 375**

Senate Bill (SB) 375, approved in 2008 as part of California’s efforts to reduce greenhouse gas (GHG) emissions from motor vehicle trips, made three significant changes to State law:

1. It required the Metropolitan Transportation Commission (MTC) and other regional planning agencies to adopt a Sustainable Communities Strategy, or SCS, as part of its Regional Transportation Plan.
2. It linked the regional housing needs allocation, or RHNA, process to the regional transportation process while maintaining local authority over land use decisions.
3. It exempted transit priority projects and other residential or mixed-use projects from some of CEQA’s requirements.

### **The Sustainable Communities Strategy (SCS)**

The SCS must identify an integrated land use and transportation system that together will meet the greenhouse gas emission reduction targets approved by the California Air Resources Board (CARB). This pattern of land uses and transportation facilities must also include enough development to accommodate the expected future population over both the next eight and the next 20 years as well as serve the transportation needs of the region. If the SCS falls short of these greenhouse gas targets, regional agencies must develop an “alternative planning strategy” (APS) that meets the targets. The APS can include bolder ideas that may require additional funds or changes in law. MTC and the Association of Bay Area Governments (ABAG) adopted their first SCS in 2013 as part of Plan Bay Area, the 2013 Bay Area Regional Transportation Plan (RTP). The SCS was able to meet the greenhouse gas reduction targets without requiring the preparation of an APS.

Neither the SCS nor the APS will supersede a city’s or county’s general plan or other planning policies or authorities. Nor must a local agency’s planning policies be consistent with either strategy.

### **Housing Needs**

SB 375 requires that the allocations of regional housing needs that ABAG prepares must be consistent with the development pattern adopted in the SCS and

the schedule of the RTP process. Local governments will now need to update their housing elements within three years of the adoption of the SCS to be consistent with ABAG housing needs allocations.

### **California Environmental Quality Act (CEQA) Exemptions**

SB 375 streamlines CEQA review for two types of projects: residential or mixed-use projects, and “transit priority projects.” If a residential or mixed-use project conforms to the SCS, its CEQA review does not have to cover growth-inducing impacts or cover either project-specific or cumulative impacts dealing with climate change. Transit priority projects that meet certain criteria can qualify for either a full CEQA exemption or a streamlined environmental assessment.

## **COOPERATIVE PLANNING**

The 2014 CTP relies on collaboration with and between our partners, both at the countywide and regional levels. As a critical component of the countywide transportation planning process, each of the county’s five Regional Transportation Planning Committees (RTPCs) creates an Action Plan, which identifies a complete list of actions to be completed as a result of the Action Plan. The 2014 Action Plans are unique in the sense that they focus on additional consideration of multimodal transit options including pedestrian and bicycling facility improvements and changes.

The 2014 updates of the Action Plans also demonstrate an increased concern for intra-regional routes and the impact of traffic diverting from inter-regional routes, increased support for freeway management strategies, and recognition of BART and freeway management as important inter-regional strategies. The Growth Management Program (GMP), which is Contra Costa’s program to enforce collaborative transportation and land use planning, began a new stage when Measure J passed in 2009. With the implementation of Measure J, the GMP remains in effect through 2034.

### **Role of Action Plans in Identifying and Evaluating New Projects**

As part of the Action Plan planning process, each RTPC identified projects and programs in the form of actions to be included in the Action Plan for the Routes of Regional Significance. The 2014 Action Plans used the 2009 Action Plans as a base, with new actions and Regional Routes of Significance identified through discussion, collaboration, and review by each committee. Each Action Plan states

its vision, goals, and policies; designates Routes of Regional Significance; sets objectives for these routes; and presents specific actions to achieve these objectives. The actions are listed on both a route-by-route and a regional scale, and aim to support the transportation objectives as specified by each RTPC. Figure E-7 shows the Action Plan approval process.

### The Growth Management Program (GMP)

The GMP will continue to provide cooperative planning on a countywide basis, as mandated by Measure J. So far, the GMP has vastly improved interjurisdictional communications regarding transportation and land use issues. By working with the cities and towns to manage growth, the Authority has facilitated creation of a regional mitigation program that has generated more than \$250 million in new revenues for regional transportation projects. The GMP will continue to be implemented in accordance with the requirements of Measure J through 2034. As shown in Figure E-6, the Measure J GMP has seven components that local jurisdictions must implement to maintain compliance with the GMP, and receive funding for local streets and roads in return.

**Figure E-6: The Measure J Growth Management Program**



### **Implementing Plan Bay Area**

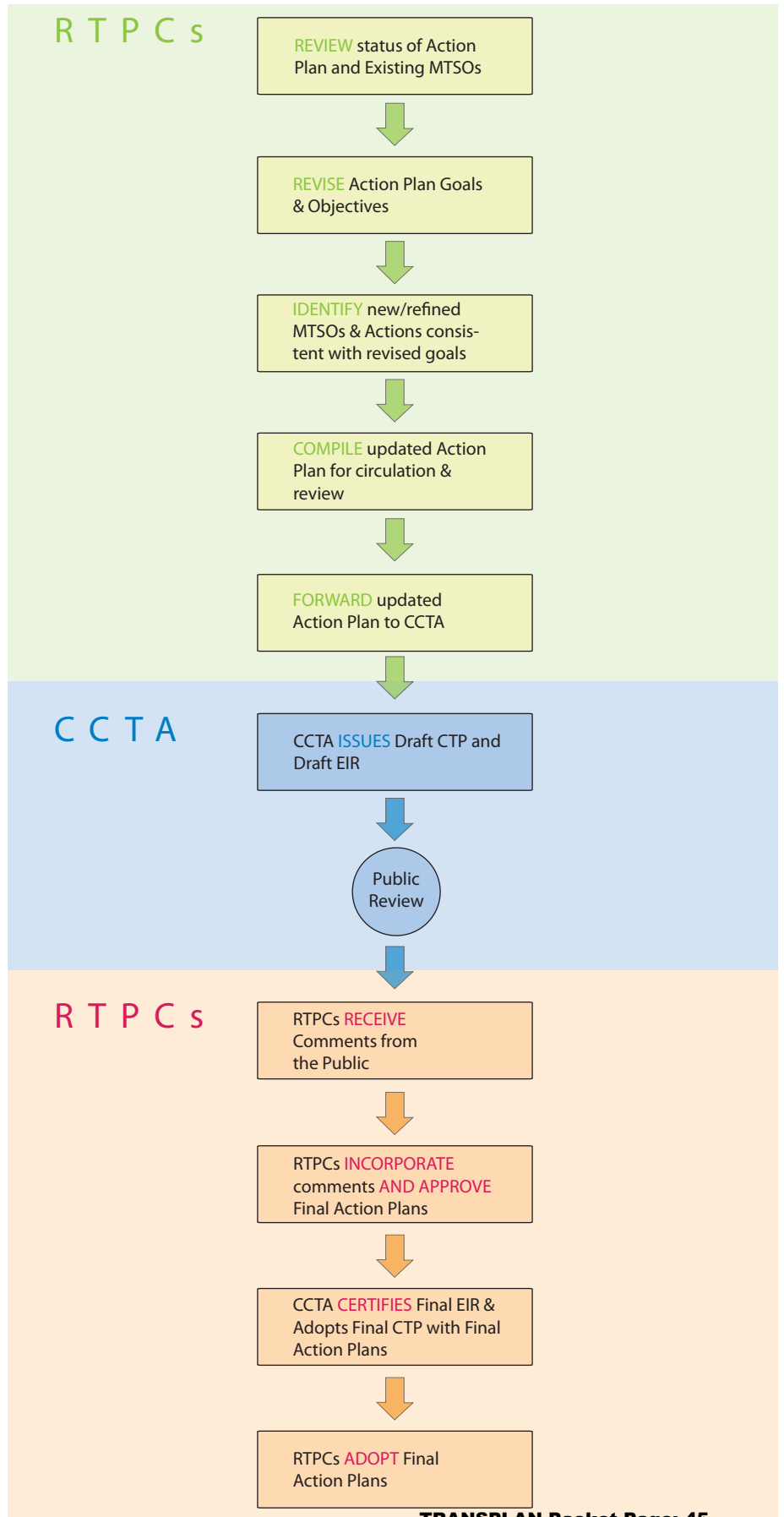
As discussed earlier, Plan Bay Area is the Bay Area's long-term transportation, land use, and housing strategy through the year 2040. Adopted in 2013, it includes the Bay Area's Regional Transportation Plan and Sustainable Communities Strategy. Plan Bay Area was created by MTC and ABAG in response to SB 375. Plan Bay Area envisioned that implementation details would be taken up in partnership with transportation planning agencies and local jurisdictions. As such, the 2014 CTP addresses how elements included in Plan Bay Area fit into our vision for Contra Costa.

Elements of Plan Bay Area that are reflected in this CTP include:

- Priority Development Areas (PDAs);
- Use of California Cap and Trade funds;
- Other initiatives, including those for freeway performance, carpooling and vanpooling, smart driving strategies, streamlining the environmental review process, goods movement, and industrial lands inventories;
- The draft framework for MTC's Economic Prosperity Plan (publication forthcoming), which removes barriers for the disadvantaged and discusses the unresolved regional issues of mobility and equity;
- Complete Streets, which serve all modes, and reasonable accommodations for all modes; and
- Incorporation of Plan Bay Area's land use forecasts (*Projections 2013*) for the Authority's travel demand forecasting model.

Figure E-7: Action Plan Development and Approval Process

Action Plan Process Update



## **IMPLEMENTING THE PLAN**

The 2014 CTP will play an important role in shaping our transportation policy and investment decisions. But how will the Plan be carried out? The Authority will need to work with many agencies to fund and prioritize the programs and projects that will work towards achieving its goals. The CTP outlines the strategies, the partnerships and the guidelines essential for a smooth transition from concept to reality, building on lessons learned since the first CTP was prepared in 1995.

Detailed implementation tasks fall under the following seven broad categories:

- Implement Measure J funding programs
- Plan for Contra Costa's transportation future
- Support growth management
- Develop transportation improvements
- Improve systems management
- Build and maintain partnerships
- Fund transportation improvements

The 2014 CTP represents the Authority's long-term plan for achieving a healthy environment and a strong economy that benefits all people and areas of Contra Costa through investment in our transportation system, cooperative planning and growth management. Working with its partner agencies, the Authority will apply these strategies outlined in the 2014 CTP to achieve the vision for Contra Costa's future.

## **FUNDING OVERVIEW**

Over the life of Measure J, the Authority anticipates total revenues of \$2.7 billion (escalated dollars) from the one-half percent sales tax. Of these, about 58 percent, or \$1.56 billion, is dedicated to programs such as local streets and roads, bus operations, and Transportation for Livable Communities. The remaining 42 percent, or \$1.14 billion, goes to specific transportation projects.

Measure C (1988-2004) had a different project/program split. Of the \$1.1 billion generated by Measure C, specific transportation projects received 60 percent of total revenues, while programs received 40 percent.

Measures C and J have made a substantial dent in funding needed for projects and programs, not only from the revenues they generated, but also the funding they attracted from other sources. As shown in the table below, total past and future project expenditures, including State and federal funds leveraged by Measures C and J, total \$6.5 billion.

**TABLE E-1: MEASURES C AND J PAST AND FUTURE PROJECT EXPENDITURES**

<b>MEASURE C AND MEASURE J (X \$1,000)</b>	<b>PAST</b>	<b>FUTURE</b>	<b>TOTAL</b>
Roadway (highways, arterials and maintenance)	\$754,989	\$1,030,733	\$1,785,722
Transit (bus, ferry, express bus, paratransit, commute alternatives)	\$433,548	\$737,643	\$1,171,192
Pedestrian & Bicycle (TLC, trails, safe transport for children, subregional needs)	\$11,152	\$322,812	\$333,964
Other	\$143,915	\$372,998	\$516,913
<b>Subtotal</b>	<b>\$1,343,605</b>	<b>\$2,464,187</b>	<b>\$3,807,792</b>
Leveraged funds on Measure C & J projects	\$1,721,000	\$970,000	\$2,691,000
<b>TOTAL FUNDS</b>	<b>\$2,064,605</b>	<b>\$3,434,187</b>	<b>\$6,498,792</b>

Volume 3 of the CTP contains a detailed listing of projects covering all modes of transport. Some of the major projects recently completed, under construction or planned for the future, are shown in Figure E-8. As shown in the table below, the total cost of proposed future projects is estimated at \$11.6 billion, of which only \$4.8 billion is funded through local, regional, State, and federal sources.

In addition to the projects, there are a number of transportation programs that are needed to preserve, protect, and operate our investments and to serve our travelers. The CTP estimates that approximately \$14.6 billion would be required to carry these programs through to 2040. This estimate may change depending upon the way that regional program needs are allocated to each county. Furthermore, the shortfall amount for programs is more difficult to estimate, given that in many cases, the program cost is already dictated by the availability of

funding for each program. The following table summarizes the cost by program type.

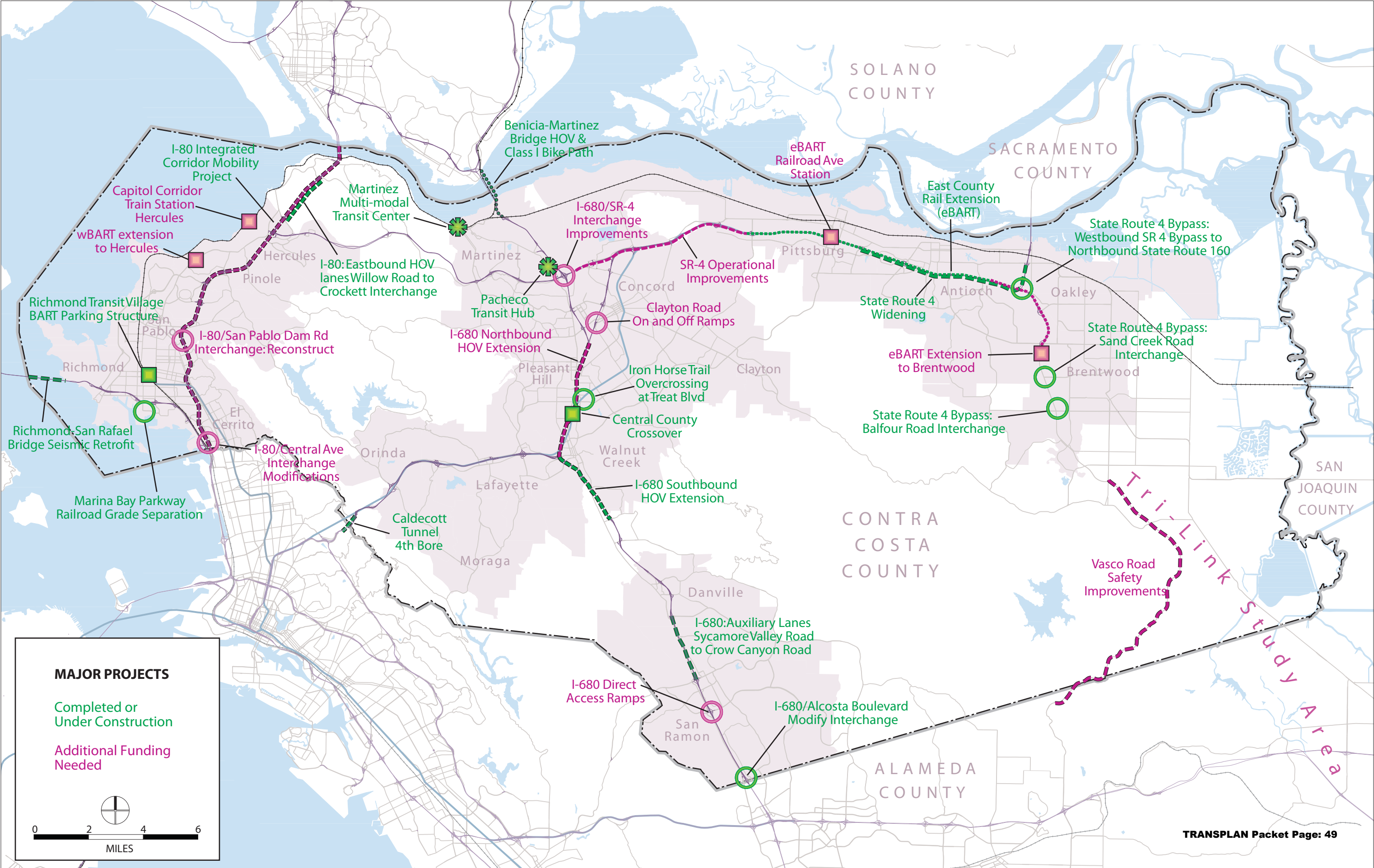
<b>TABLE E-2: TOTAL COSTS OF PROPOSED FUTURE PROJECTS</b>		
<b>PROJECT TYPE</b>	<b>TOTAL COST (X \$1,000)</b>	<b>SHARE OF TOTAL</b>
Arterial/Roadway	\$1,954,075	16.8%
Bicycle/Pedestrian/SR2S/TLC	\$579,159	5.0%
Transit	\$5,072,089	43.7%
Freeway/Expressway/Interchanges	\$3,875,997	33.4%
Intermodal/Park-and-Ride	\$131,854	1.1%
<b>TOTAL COST</b>	<b>\$11,613,174</b>	<b>100.0%</b>

A major challenge facing the Authority is to prioritize this \$26 billion in projects and programs and determine which should receive highest priority over the next 30 years. In addition, the Authority must seek new sources of funding to bridge an approximate \$6.8 billion funding gap for projects, and a potentially similar gap for programs. Through renewal of the sales tax measure, and by keeping a close eye on other funding opportunities that may present themselves, the Authority will continue working diligently to achieve Contra Costa's transportation vision for 2040.

<b>TABLE E-3: TOTAL COSTS OF PROPOSED PROGRAMS</b>		
<b>PROGRAM TYPE</b>	<b>TOTAL COST (X \$1,000)</b>	<b>SHARE OF TOTAL</b>
Arterial/Roadway	\$5,978,000	41.1%
Bicycle/Pedestrian	\$232,000	1.6%
Bus	\$1,419,000	9.7%
Freeway/Expressway/Interchanges	\$935,000	6.4%
Green Programs	\$500,000	3.4%
Innovation	\$100,000	0.7%
Paratransit	\$114,000	0.8%
Rail/Rapid Transit	\$5,229,000	35.9%
Safe Routes to Schools	\$23,000	0.2%
TDM	\$27,000	0.2%
<b>TOTAL COST</b>	<b>\$14,557,000</b>	<b>100.0%</b>



Figure E-8: Major Projects Funded Through Measure C and Measure J



**ITEM 9**  
**TRANSPLAN CHAIR/VICE-CHAIR ROTATION POLICY**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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**TO:** TRANSPLAN Committee  
**FROM:** TRANSPLAN Technical Advisory Committee (TAC)  
**DATE:** August 14, 2014  
**SUBJECT:** **Alignment of Chair and Vice-Chair Appointments of the Primary East County Transportation Committees.**

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### Recommendation

**ADOPT** staff recommendation for TRANSPLAN Chair and Vice-Chair rotation policy.

### Background

At the June 12, 2014 TRANSPLAN Committee meeting, the Committee concluded that the Chair and Vice Chair of the TRANSPLAN Committee, the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), and the State Route 4 Bypass Authority should be aligned through a consistent rotation and directed staff to draft a rotation policy for consideration by the TRANSPLAN Committee. As recommended by the Committee, the TRANSPLAN Chair and Vice-Chair seats would rotate annually based on jurisdiction in the following order:

1. Antioch (Chair)

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2. Brentwood (Vice-Chair)

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3. Oakley

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4. Contra Costa County

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5. Pittsburg

### Rotation Policy

This rotation could take effect in one of two ways:

1. Immediately following the Committee's adoption of the new rotation policy, and formal actions to elect the new Chair and Vice-Chair (separate actions); or
2. New rotation policy could take effect at the beginning of next calendar year (January 2015).

Staff would recommend Option 2, which maintains consistency with the natural transition of the Committee Chair and Vice-Chair seats. However, if the Committee chooses Option 1, staff would recommend the newly elected Chair and Vice-Chair serve their new term for the remainder of the current calendar year and continue through 2015. The TRANSPLAN Administrative Procedures may also be amended to include the rotation policy.

c: TRANSPLAN TAC