

Robert Taylor, Chair  
Brentwood  
City Council

Kevin Romick, Vice-Chair  
Oakley  
City Council

Juan Banales  
Pittsburg  
City Council

Diane Burgis  
Contra Costa County  
Board of Supervisors

Kerry Motts  
Antioch  
Planning Commission

Anita Roberts  
Brentwood  
Planning Commission

Michael Krieg  
Oakley City Council

Sarah Foster  
Pittsburg  
Planning Commission

Duane Steele  
Contra Costa  
Planning Commission

Sean Wright  
Antioch  
City Council

**Staff Contact:**  
Colin Piethe  
TRANSPLAN  
30 Muir Road  
Martinez CA 94553  
Phone  
(925) 674-7755  
Email  
colin.piethe@  
dcd.cccounty.us  
Website  
www.transplan.us

# TRANSPLAN Committee Meeting

Thursday, August 13, 2020 – 6:30 PM

Please join this meeting from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/844788477>

You can also dial in using your phone.  
United States: +1 (872) 240-3212  
Access Code: 844-788-477  
One-touch: <tel:+18722403212,844788477#>

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 Colin Piethe at colin.piethe@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 7/8/20 TRANSPLAN Meeting ♦ Page 2
4. **ACCEPT** Correspondence ♦ Page 5
5. **ACCEPT** Status Report on Major Projects ♦ Page 16
6. **ACCEPT** Calendar of Events ♦ Page 25
7. **ACCEPT** Environmental Register ♦ Page 27

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

8. **RECEIVE** informational update from BART staff regarding the release of “A Technical Guide to Zoning for AB 2923 Conformance.” ♦ **PAGE 31**

**Attachments:**

- 1) AB2923 and TOD Work Plan Update – Page 32

9. **RECEIVE** informational update from CCTA staff regarding COVID-19 impacts to Measure J Revenue **PAGE 49**

**Attachments:**

- 2) Proposed Interim Measure to Prepare for COVID-19 impacts on Measure J Revenue – Page 50

10. **ADJOURN** to next meeting on Thursday, September 10, 2020 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

**ITEM 3**  
**7/8/20 MEETING MINUTES**

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

**MINUTES**

July 8, 2020

The regular meeting of the TRANSPLAN Committee was convened via a web-based platform in locations not open to the public to provide the safest environment for staff and the public consistent with Contra Costa County Health Officer's most recent order of March 31, 2020, continuing to prevent public gatherings. In lieu of a public gathering, the Board of Directors was accessible via GoToMeeting to all members of the public as permitted by the Governor's Executive Order 29-20. Members of the public were allowed to participate in the meeting online, or by telephone.

TRANSPLAN Committee members were available to start the meeting at 5:00 P.M. At 5:15 P.M. with no quorum, Chair Pro Tem Kevin Romick cancelled the July 8, 2020 meeting and continued the agenda to the regular meeting on August 13, 2020.

**ROLL CALL / CALL TO ORDER**

PRESENT: Diane Burgis (Contra Costa County), Kevin Romick (Oakley), and Sean Wright (Antioch)

ABSENT: Juan Banales (Pittsburg), James Coniglio (Pittsburg), Emily Cross (Brentwood), Michael Kriug (Oakley), Kerry Motts (Antioch), Duane Steele (Contra Costa Planning Commission), and Robert (Bob) Taylor (Chair, Brentwood)

STAFF: Colin Piethe, Contra Costa County Department of Conservation and Development

**PUBLIC COMMENTS**

**CONSENT ITEMS**

- Adopt Minutes from May 14, 2020 TRANSPLAN Meeting
- Accept Correspondence
- Accept Status Report on Major Projects
- Accept Calendar of Events
- Accept Environmental Register

**RECEIVE INFORMATIONAL UPDATE REGARDING THE MEASURE J GROWTH MANAGEMENT PROGRAM (GMP) TASK FORCE**

Mr. Piethe advised that he would provide TRANSPLAN Committee members with the electronic version of Matt Kelly's presentation of the Contra Costa Transportation Authority's (CCTA's) GMP policies.

**RECEIVE INFORMATIONAL UPDATE FROM BART STAFF REGARDING THE RELEASE OF "A TECHNICAL GUIDE TO ZONING FOR AB 2923 CONFORMANCE"**

The item was continued to the meeting of August 13, 2020.

**AUTHORIZE TRANSPLAN STAFF TO SEND A COMMENT LETTER TO VALLEY LINK STAFF REGARDING REGIONAL COORDINATION BETWEEN EAST COUNTY AND ALAMEDA COUNTY**

The item was continued to the meeting of August 13, 2020.

**AUTHORIZE TRANSPLAN STAFF TO SEND A COMMENT LETTER TO CITY OF BRENTWOOD PLANNING STAFF REGARDING THE BRIDLE GATE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)**

The item was continued to the meeting of August 13, 2020.

Respectfully submitted,


Anita L. Tucci-Smith  
Minutes Clerk

**ITEM 4**  
**CORRESPONDENCE**

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# MEMORANDUM

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To: Matt Todd, TRANSPAC  
Lisa Bobadilla, SWAT  
Colin Piethe, TRANSPLAN  
Cedric Novenario, TVTC  
John Nemeth, WCCTAC  
Mike Moran, LPMC 

From: Randell H. Iwasaki, Executive Director

Date: July 23, 2020

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

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At its July 15, 2020 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

1. **Quarterly Project Status Report (QPSR).** This report outlined the status of current Measure projects and listed all completed projects. *The Authority Board received an informational report on the status of the current Measure projects.*
2. **State Route 4 (SR4) Mokelumne Bike Trail/Pedestrian Overcrossing (POC) (Project 5002b) – Authorization to Execute Joint Exercise of Powers Agreement (JEPA) No. 05E.15 with the State Route 4 Bypass Authority (SR4BA), East Contra Costa Regional Fee and Financing Authority (ECCRFFA), and City of Brentwood (City) for Project Roles and Responsibilities.** Staff sought authorization for the Chair to execute JEPA No. 05E.15 with the SR4BA, ECCRFFA, and City for project roles and responsibilities, and allow the Executive Director or designee to make any non- substantive changes to the language. *The Authority Board*

*approved authorization for the Chair to execute JEPA No. 05E.15 with the SR4BA, ECCRFFA, and the City for project roles and responsibilities, and allow the Executive Director or designee to make any non-substantive changes to the language.*

3. **Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the Countywide Bus Services Program (Program 14).** Staff sought Authority Board approval of Resolution 20-10-G to allocate Measure J Program 14 funds for the first six months of FY 2020-21 in the amount of \$2,177,516. *The Authority Board approved Resolution 20-10-G to allocate Measure J Program 14 funds for the first six months of FY 2020-21 in the amount of \$2,177,516.*
4. **Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the Countywide Transportation for Seniors and People with Disabilities Program (Program 15).** Staff sought Authority Board approval of Resolution 20-11-G to allocate Measure J Program 15 funds for the first six months of FY 2020-21 in the amount of \$1,999,653. *The Authority Board approved Resolution 20-11-G to allocate Measure J Program 15 funds for the first six months of FY 2020-21 in the amount of \$1,999,653.*
5. **Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the Countywide Express Bus Program (Program 16).** Staff sought Authority Board approval of Resolution 20-12-G to allocate Measure J Program 16 funds for the first six months of FY 2020-21 in the amount of \$1,858,736. *The Authority Board approved Resolution 20-12-G to allocate Measure J Program 16 funds for the first six months of FY 2020-21 in the amount of \$1,858,736.*
6. **Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the Sub-Regional Southwest County Safe Transportation for Children: School Bus Program (Program 21c).** Staff sought Authority Board approval of Resolution 20-16-G to allocate Measure J Sub-Regional Southwest County Safe Transportation for Children: School Bus Program funds for FY 2020-21 in the amount of \$1,451,119. *The Authority Board approved*

*Resolution 20-16-G to allocate Measure J Sub-Regional Southwest County Safe Transportation for Children: School Bus Program funds for FY 2020-21 in the amount of \$1,451,119.*

- 7. Approval of Fiscal Year (FY) 2020-21 Transportation Demand Management (TDM) Program Funding – Measure J Commute Alternatives Program Allocation (Program 17) and Transportation Fund for Clean Air (TFCA).** Staff sought Authority Board approval of Resolution 20-13-G to allocate TFCA and Measure J Program 17 funds for FY 2020-21 in the amount of \$2,533,589, as well as authorize the Authority’s Executive Director to execute Cooperative Agreements with the City of San Ramon and the West Contra Costa Transportation Advisory Committee (WCCTAC) for the Measure J funding approved under Resolution 20-13-G. *The Authority Board approved Resolution 20-13-G to allocate TFCA and Measure J Program 17 funds for FY 2020-21 in the amount of \$2,533,589, as well as authorize the Authority’s Executive Director to execute Cooperative Agreements with the City of San Ramon and WCCTAC for the Measure J funding approved under Resolution 20-13-G.*
- 8. Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the Central County Additional Bus Service Enhancements Program (Sub-Regional Program 19a).** Staff sought Authority Board approval of Resolution 20-14-G to allocate Program 19a funds for the first six months of FY 2020-21 in the amount of \$544,000. *The Authority Board approved Resolution 20-14-G to allocate Program 19a funds for the first six months of FY 2020-21 in the amount of \$544,000.*
- 9. Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the West County Additional Bus Service Enhancements Program (Sub-Regional Program 19b).** Staff sought Authority Board approval of Resolution 20-18-G to allocate Measure J Program 19b funds for FY 2020-21 in the amount of \$944,102. *The Authority Board approved Resolution 20-18-G to allocate Measure J Program 19b funds for FY 2020-21 in the amount of \$944,102.*



10. **Quarterly Project Status Report (QPSR) for Transportation for Livable Communities (TLC) and Pedestrian, Bicycle, and Trail Facilities (PBTF) Projects.** This report outlined the status of current Measure projects and listed all completed projects. *The Authority Board received an informational report on the status of the current Measure projects.*
11. **Approval of Fiscal Year (FY) 2020-21 Measure J Allocation for the West County Ferry Service Program (Sub-Regional Program 22b) to the Water Emergency Transportation Authority (WETA) for Richmond – San Francisco Ferry Service.** Staff sought Authority Board approval of Resolution 20-20-G to allocate Measure J Program 22b funds for FY 2020-21 in the amount of \$3,588,500 to the WETA for Richmond to San Francisco Ferry Service. *The Authority Board approved Resolution 20-20-G to allocate Measure J Program 22b funds for FY 2020-21 in the amount of \$3,588,500 to the WETA for Richmond to San Francisco Ferry Service.*
12. **Approval of Fiscal Year (FY) 2020-21 Measure J Funding Allocation from Sub- Regional Central County Additional Transportation Services for Seniors and People with Disabilities Program (Program 20a).** Staff sought Authority Board approval of Resolution 20-15-G to allocate Program 20a funds in the amount of \$447,190 and to authorize the Chair to enter into cooperative agreements and amendments as necessary with agencies identified to receive funds listed in Exhibit 1 of Resolution 20-15-G. *The Authority Board approved Resolution 20-15-G to allocate Program 20a funds in the amount of \$447,190 and to authorize the Chair to enter into cooperative agreements and amendments as necessary with agencies identified to receive funds listed in Exhibit 1 of Resolution 20-15-G.*
13. **Interstate 680 (I-680) Contra Costa Managed Lanes.** Additional High Occupancy Vehicle (HOV)-2 lane capacity will open on I-680 in late August. When the new lane opens, it will create a continuous 25-mile facility for carpoolers on southbound (SB) 680 from Marina Vista Avenue to Alcosta Boulevard. From Marina Vista Avenue to Rudgear

Road, the lane will function as a 2-person HOV lane. From Rudgear Road to Alcosta Blvd, the lane is an express lane that is free for carpoolers and offers solo drivers the option to pay tolls to use the lanes. Tolling will begin on the northern section in early 2021. Staff from the Authority and Metropolitan Transportation Commission (MTC) explained how the HOV-2 portion will function and how it will transition to an express lane. Staff also explained public information plans for the new lane and changes to Clean Air Vehicle toll policy on the express lanes between Rudgear Road/Livorna Road to Alcosta Boulevard (northbound and SB) that will go into effect in September 2020. *The Authority Board heard an informational report from Authority and MTC staff on the Interstate 680 Contra Costa Managed Lanes.*

- 14. Plan Bay Area 2050 Project Performance Assessment Findings for the Regional Express Lanes Network.** Staff recommended supporting actions outlined in the proposed “commitment letter” to overcome performance shortcomings of the Regional Express Lane Network. *The Authority Board approved staff’s recommendation to support the actions outlined in the proposed “commitment letter” to overcome performance shortcomings of the Regional Express Lane Network. The “commitment letter” is attached to this Memorandum as Attachment A.*
- 15. Approval of Letter of No Prejudice (LONP) to Advance Two Measure J Projects in the City of Walnut Creek (City) Using Other Funds.** Staff sought Authority Board approval of Resolution 20-26-P, which will allow the City to advance two Measure J projects using other funds and preserving the City’s ability to be reimbursed at a later date based on the availability of Measure J funds, as determined in the Allocation Plan and future Strategic Plans. *The Authority Board approved Resolution 20-26-P, which will allow the City to advance two Measure J projects using other funds and preserving the City’s ability to be reimbursed at a later date based on the availability of Measure J funds, as determined in the Allocation Plan and future Strategic Plans.*

**16. Approval of the Vehicle Miles Traveled (VMT) Analysis Methodology for Land Use Projects in the Growth Management Program (GMP).**

Staff sought approval of proposed changes to the GMP to address the transition from LOS to VMT as the required metric for transportation analysis in the California Environmental Quality Act (CEQA). *The Authority Board approved the proposed changes to the GMP to address the transition from LOS to VMT as the required metric for transportation analysis in CEQA.*

August 1, 2020

Therese W. McMillan  
Executive Director  
Metropolitan Transportation Commission  
375 Beale Street Suite 700  
San Francisco, CA 94105

RE: Bay Area Express Lanes Project Performance in Plan Bay Area 2050

Dear Ms. McMillan:

This letter is in response to the Plan Bay Area 2050 Project Performance Assessment (PPA) findings for the Regional Express Lanes Network. The PPA indicated a few performance shortcomings for the Regional Express Lanes Network, including underperforming benefit-cost ratios, equity and GHG scores. We are writing to convey the regional plan to address these underperformance issues.

For the last year, a working group consisting of Bay Area Express Lanes partners has met to develop an Express Lanes Strategic Plan. This group is collaborating to shape the future of the Express Lanes Network, consistent with the vision and goals of Plan Bay Area 2050. We believe it shows promising benefits if integrated cost-effectively with transit, affordability, and other Plan Bay Area programs. The working group recently developed network scenarios that integrate Plan Bay Area goals and presented them to the MTC Operations Committee in May for Commissioner feedback. Having implemented the recommended changes and presented to the MTC Operations Committee in June, the working group will soon submit a revised Regional Express Lane Network for inclusion into Plan Bay Area 2050.

This letter demonstrates the working group's commitment to improving the network's cost effectiveness, equity and GHG reduction performance while meeting Federal and State operational requirements by: prioritizing segments that support transit/carpooling and provide seamless travel, incorporating projects that utilize conversion of existing right of way over expansion where possible, committing to a means-based toll discount pilot, and implementing public engagement best practices. In addition to revising the Network for Plan Bay Area 2050, the group plans to develop a series of white papers over the summer of 2020 to inform policies and future project development. The outcomes of these white papers along with the revised Regional Express Lanes Network will be documented in a final Regional Express Lanes Strategic Plan at the end of 2020. Some highlights of work to date and upcoming work include:

**Increasing Benefits; Decreasing Costs**

The working group is revising the Regional Express Lanes Network to reflect:

- Segments that can more realistically be built in the next 15 years as well as the next 30 years based on available funds, including local funding commitments to project development and construction, and financing. For example, the costly 580/680 and 680/80 direct connectors most likely will not fit within the funding envelope for this period.
- Segments that support existing and potential future public transit services that advance the equity and GHG goals outlined in the Strategic Plan.

- Prioritization of HOV lane and general-purpose lane conversions (pending changes in legislation and traffic impact analysis) over construction of new lanes to reduce per-mile capital cost and the risk of induced demand/GHG. For example, Ala-580, SF-101/280, SCL 680/280 and SM-101 will evaluate take-a-lane and/or shoulder lane strategies as potential alternatives during the environmental process to evaluate impacts on GHG emissions and operations. Where new lanes are added, it may be possible to use paved right of way to reduce costs.

### **Local Funding**

Express lanes bring considerable resources to the table to fund their construction, operations and maintenance. This sets them apart from other transportation management strategies.

- The express lanes operating and maintenance costs are covered by express lanes toll revenue and require no regional funds to keep the express lanes in a state of good repair.
- There is \$300 million in capital funding set aside for the express lanes network in Regional Measure 3. MTC is proposing a framework for local RM3 express lane funding to leverage state and federal funding to the greatest extent possible.
- The county transportation agencies plan to leverage over \$80 million in local funds to build the Regional Express Lanes Network.
- Express lane toll revenue can be used to finance the buildout of the network. The financial analysis used in Plan Bay Area 2040 demonstrated the ability to finance up to 60% of the total capital cost. In addition, several projects already in operation and under construction have financed a share of their capital costs with future toll revenue.

### **Green House Gas**

To decrease GHG emissions, the working group is focusing on projects and programs that increase mode shift and average vehicle occupancy, including:

- Focusing on early delivery of projects with a high potential for express bus ridership and identifying policies that support future express bus service.
- Exploring the use of express lane revenues to support investments in express buses, mobility hubs and other investments to increase bus ridership and carpooling.
- Prioritizing projects that convert existing travel lanes (general-purpose and HOV lanes) to mitigate induced vehicles miles traveled and achieve GHG reduction goals. A white paper will be developed that looks in more detail on the impacts of interregional express lanes segments and dual express lane segments on VMT/GHG.

### **Equity**

The working group recognizes that equity is a key objective for the Express Lanes Network and is supportive of means-based tolling as one of various strategies in Plan Bay Area 2050 that could address equity. In the near-term, the working group supports a BAIFA-led pilot of means-based tolling on BAIFA's express lanes. At the same time, San Mateo and SFCTA are undertaking studies to better understand and advance equity. These studies may result in additional pilots that complement BAIFA's pilot.

**Plan Bay Area Concepts**

In addition, the express lane partner agencies support high-performing policies and projects in the Plan Bay Area 2050 Draft Blueprint:

- Eventual transition to congestion pricing on all freeway lanes in corridors with robust transit options. Express lanes can be a stepping stone to more extensive congestion pricing strategies. Prior to such implementation, further investigation is needed to better understand how congestion pricing on freeways may be implemented and the potential impacts on express lane operations as well as local roadways and transit.
- Lowering the speed limit to 55 miles per hour on freeways to improve safety. During congested periods the general-purpose lanes typically flow well below that speed, and so the express lanes could still offer a travel time and reliability advantage.
- Expansion of local bus services and non-motorized modes that serve shorter trips of all types and thus complement express lanes and express bus service, which tend to serve longer, largely commute trips.
- Integrated transit fares and payment platforms, which can help implement affordability policies and provide incentives for using transit, ridesharing and first and last mile services.

As a region, we are committed to implementing an Express Lane Network that serves the community and the surrounding environment equitably, cost-effectively and sustainably in order to advance the goals of Plan Bay Area 2050. We look forward to hearing your thoughts and discussing this further. If you have any questions about this format, please contact Jim Macrae at [jmacrae@bayareametro.gov](mailto:jmacrae@bayareametro.gov).

Sincerely,

ALAMEDA COUNTY TRANSPORTATION  
COMMISSION

BAY AREA INFRASTRUCTURE FINANCE AUTHORITY

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Tess Lengyel, Executive Director

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Andrew B. Fremier, Deputy Executive Director,  
Operations

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Date:

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Date:

SAN FRANCISCO COUNTY TRANSPORTATION  
AUTHORITY

SAN MATEO COUNTY EXPRESS LANES JOINT  
POWERS AUTHORITY (SMCEL-JPA)

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Tilly Chang, Executive Director

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Sandy Wong, Executive Council

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Date:

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Date:

SAN MATEO COUNTY EXPRESS LANES JOINT  
POWERS AUTHORITY (SMCEL-JPA)

SANTA CLARA VALLEY TRANSPORTATION  
AUTHORITY (VTA)

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Jim Hartnett, Executive Council

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Deborah Dagang, Director of Planning and  
Programming

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Date:

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Date:

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



# **TRANSPLAN: Major East County Transportation Projects**

- **State Route 4 Widening** • **State Route 4 (former) “Bypass”**
- **State Route 239** • **eBART**

## **Quarterly Status Report: January – March 2020**

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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 **COMPLETED****

**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:** Completed.

**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 **COMPLETED****

**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:** Completed.

**Project Status:** Caltrans accepted the contract on June 30, 2014. The construction contract is now closed with no outstanding claims.

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

## C. SR4 Widening: Somersville Road to SR 160

**Lead Agency:** CCTA

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

**Current Project Phase:** *Construction (landscape).*

**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

Segment was open to traffic in December 2013.

### **Segment 2:** Contra Loma Interchange & G St. Overcrossing

Construction began in March 2012 and was completed in February 2016.

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

Construction began in August 2012 and was accepted as complete in May 2017.

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

*Construction began in March 2013 and was substantially completed in September 2016 and closeout activities are ongoing. Bike safety improvements have been implemented.*

### **Corridor-wide:**

Ribbon cutting ceremony held on July 20, 2016.

### **Corridor Landscaping:**

- *Contract 1 (Loveridge to Century) bids were opened in December 2017. Construction started in early 2018 with project completion, inclusive of the plant establishment period, in 2021.*
- *Contract 2 (Somersville to Cavallo) was advertised on March 12, 2018 and construction has started. Completion, inclusive of plant establishment, is anticipated to be in 2022/23.*
- *Contract 3 (Hillcrest to Laurel Rd. and on SR 160) design was completed and construction bid opened in December 2018. The contract was awarded in February 2019 and completion, inclusive of plant establishment, is anticipated to be in 2022/23.*

### **Issues/Areas of Concern:**

The project ROW closeout process is complex. Closeout for the Railroad, Loveridge and Somersville Interchange is complete. The current effort focuses on the Contra Loma Interchange. Additional ROW engineering work is needed to address BART expansion projects and easements for irrigation lines to reduce construction costs. This may require amending the Caltrans Cooperative Agreement ROW engineering budget.

#### **Update from Previous Quarterly Report**

- The last landscape contract is approaching completion.
- As part of the ROW process, excess ROW at Tregallas Road and Lindberg Street will be sold in spring of 2020.

#### **C. SR4 Bypass: SR4/SR160 Connector Ramps **COMPLETED****

**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:** Completed.

#### **Project Status:**

- The project opened to traffic on February 29, 2016.
- Final paving is complete and a ribbon cutting was held on February 29, 2016.

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

#### **D. 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:** Extend rail service eastward from the Pittsburg/Bay Point BART Station to Hillcrest Avenue within the median of SR 4 (Project 1). In addition, the parking lot at Antioch BART station at Hillcrest Avenue will be expanded by 800 spaces (Project 2).

**Current Project Phase:** Post Construction.

#### **Project Status:**

- *Project #1: Complete.*

*Project #2: Notice to Proceed issued to O.C. Jones on January 24, 2020, with mobilization anticipated in March 2020. The project is expected to be completed in early 2021*

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

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

**CCTA Fund Source:** Measure J

**Lead Agency:** Contra Costa Transportation Authority/City of Concord

**Project Description:** Improve SR4 between (b/w) I-680 & Bailey Road. Improvements to be evaluated include:

*Eastbound:*

*B/w Port Chicago Hwy Interchange (I/C) and Willow Pass Rd I/C*

- 1) Add Aux lane b/w PCH on ramp & Willow Pass Rd off ramp. B/w Willow Pass Rd I/C and San Marco Blvd I/C*
- 2) Add Aux lane b/w Willow Pass Rd on ramp & San Marco Blvd off ramp. At San Marco I/C*
- 3) Add new mixed flow lane from San Marco Blvd off ramp to San Marco Blvd on ramp.*

*B/w San Marco Blvd I/C and Bailey Rd I/C*

- 4) Add Aux lane from San Marco Blvd loop on ramp to existing deceleration lane at Bailey Rd off ramp.*

*From SR 242 off ramp to Port Chicago Highway off ramp*

- 5) Extend existing mixed flow lane from I-680 on ramp to PCH off ramp.*

*Westbound:*

*At SR242/SR4 I/C*

- 6) Modify one of the existing mandatory exit lanes to SR242 to an optional exit lane, allowing 3 lanes to both SR242 exit and WB SR4.*

*From Port Chicago Hwy I/C to Willow Pass Rd I/C*

- 7) Add mixed flow lane from Willow Pass Rd on ramp to existing mainline lane just east of Port Chicago Hwy (PCH) off ramp.*
- 8) Add second exit lane at Port Chicago Highway off ramp.*
- 9) Add Aux lane from Willow Pass Road on ramp to second exit to PCH.*

*At Willow Pass Rd I/C*

- 10) Add mixed flow lane b/w Willow Pass off ramp & Willow Pass on ramp. B/w Willow Pass Rd I/C and San Marco Blvd I/C*
- 11) Add Aux lane b/w San Marco Blvd on ramp and Willow Pass off ramp. At San Marco Blvd I/C & b/w San Marco Blvd I/C and Bailey Rd I/C*
- 12) Extend existing acceleration lane at Bailey Rd on ramp to existing Aux lane b/w San Marco on ramp & Willow Pass off ramp.*

**Current Project Phase:** *Initial Phase (Eastbound): 1) Replace the existing acceleration lanes at Port Chicago Highway (PCH) on ramp with an auxiliary (Aux) lane from PCH on ramp to Willow Pass Road off ramp. 2) Extend this Aux lane from Willow Pass Road off ramp to Willow Pass Road on ramp. 3) Add second exit lane San Marco Blvd off ramp.*

**Project Status:**

- PSR-PDS was approved in May 2017.
- The Initial Phase of the project is in the Project Approval/Environmental Document (PA/ED) Phase.

**Issues/Areas of Concern:** The Overall Project has significant funding shortfall.

**Update from Previous Quarterly Report**

- The design team continues to address Caltrans comments for the draft Traffic Operations Analysis Report (TOAR).
- Environmental consultants have submitted work plans for various environmental studies to Caltrans for approval. The team has also met with the East Contra Costa County Habitat Conservancy regarding mitigation plan for the project.
- At its March 2020 meeting, the CTC approved programming of \$3M in 2020 STIP funds to complete the environmental document for the next phase in the WB direction.

## **STATE ROUTE 4 (FORMER “BYPASS” PROJECT)**

**F. SR-4: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1**

**COMPLETED**

**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:** Completed.

**Project Status:** Construction completed 2015.

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

**G. SR-4: Balfour Road Interchange – Phase 1 (5005)**

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

**Lead Agency:** CCTA

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

**Current Phase:** Construction.

**Project Status:**

- *Project is in the construction closeout phase.*
- *The notice-to-proceed (NTP) for the construction contract was issued on February 6, 2017.*
- *PG&E, Kinder Morgan, and AT&T utility relocation activities are complete.*
- *Ribbon cutting was held on December 10, 2018.*
- *All interchange paving work was completed in January 2019.*

**Issues/Areas of Concern:**

*None*

**Update from Previous Quarterly Report**

- PG&E utility relocation agreement is being closed out. Final accounting is delayed as PG&E staff resources have been diverted to wildfire responses.
- Amendment No. 4 to contract 430 with Quincy Engineering was approved by the Authority Board on February 15, 2020 in the amount of \$34,500 for additional Design Services During Construction (DSDC) services to facilitate the efforts to rework the configuration of the eastbound off ramp at Balfour Road.
- Cost and funding information updated based on latest information resulting in anticipated ECCRFFA savings of \$3 million.

**H. SR-4: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project 5002)**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

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

**Current Phase:** Design, Right of Way and Utilities.

**Project Status:**

- *The CEQA clearance is complete.*
- *Right of Way appraisals are underway.*

**Issues/Areas of Concern:**

- Construction funding for the project has not been secured.
- Project costs may escalate as schedule is impacted by funding shortfall.
- The NEPA clearance, if needed, may be problematic.
- BART's eBART Next Segment Study identifies a potential future station in the vicinity of the Mokelumne Trail POC.

#### **Update from Previous Quarterly Report**

- The design team continues with the preparation of final PS&E.
- Development of a Joint Exercise Powers Agreement (JEPA) between SR4 Bypass Authority (SR4BA), ECCRFFA, City of Brentwood and CCTA to define and establish the roles and responsibilities for the project is underway. The JEPA will be taken to the Authority Board for approval, before PS&E is complete. SR4BA approved the Right of Way acquisitions needed for the project in November 2019. SR4BA staff continues with subsequent activities associated with the eminent domain process for one of the properties.

### **STATE ROUTE 239 (# 5007)**

#### **Study Status: Scope**

State Route 239 (SR239) was first legislated in 1959 as a possible roadway linking SR4 in Brentwood to I-205 or I-580 west of Tracy. A Feasibility Study and a Project Initiation Document were completed in 2015. The current scope is to complete the preliminary engineering and environmental document (PAED) for SR239 to determine its alignment, complete the State Route Adoption process, and to identify and obtain environmentally approval for an initial segment to proceed with design and construction.

**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.

#### **Status**

- Feasibility Study and Project Initiation Document (PID) have been completed.

#### **Issues/Areas of Concern**

- Significant funding is needed to complete project.
- The proposed hybrid programmatic and project level PAED is new to Caltrans District 4. Staff is working with Caltrans to develop process for this unique approach aimed to fast track PAED completion and reduce costs.

#### **Update from Previous Quarterly Report**

- This is a new report.
- Consultant selection and negotiation for Preliminary Engineering and Environmental Document (PAED) have been completed and awaits Caltrans audit.
- Staff will seek Board approval of the consultant contract upon satisfactory completion of the Caltrans audit.

### **EAST COUNTY RAIL EXTENSION (eBART) (# 2001/2101)**

#### **Scope**

Extend rail service eastward from the Pittsburg/Bay Point BART Station to Hillcrest Avenue within the median of SR 4 (Project 1). In addition, the parking lot at Antioch BART station at Hillcrest Avenue will be expanded by 800 spaces (Project 2).

**Status**

- Project #1: Revenue service started in May 2018.
- Project #2: Currently in the construction phase.

**Issues/Areas of Concern**

- None

**Update from Previous Quarterly Report**

- Project #1: Complete.
- Project #2: Notice to Proceed issued to O.C. Jones on January 24, 2020, with mobilization anticipated in March 2020. The project is expected to be completed in early 2021.

Staff will provide updates as needed.

G:\Transportation\Committees\TRANSPLAN\TPLAN\_Year\2020-21\standing items\major projects status\Major Projects Report.doc



**ITEM 6**  
**CALENDAR OF EVENTS**

**Calendar of Upcoming Events\***

Date	Location	Event
		(none)

\*"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 Colin Piethe at [colin.piethe@dcd.cccounty.us](mailto:colin.piethe@dcd.cccounty.us)

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

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE
City of Brentwood	South of Continente Avenue, west of Walnut Boulevard, and north of the ECCID Main Canal	Initial Study / Mitigated Negative Declaration	<b>Walnut Villas</b>	The project includes a rezone to PD-47 to establish uses and development standards specific to the site; a vesting tentative subdivision map to subdivide approximately 25.59 acres into 77 single-family residential parcels and related improvements; and a design review for four house plans to be constructed on the 77 parcels.	7/20/20	No
City of Brentwood	The project site is located at the western terminus of Sand Creek Road and to the west of State Route (SR) 4	Notice Of Availability: Draft Environmental Impact Report	<b>Bridle Gate Project</b>	A Vesting Tentative Subdivision Map to subdivide the approximately 137.3 project site into 4.3 acres for public parks; 13.98 acres for up to 258 multi-family units, approximately 28.35 acres for permanent open space, 252 single-family units, an 11.35-acre elementary school site (or, alternatively, a residential overlay that could accommodate an additional 63 single-family units if development of the school does not occur), and 19.59 acres for future commercial development	7/15/20	Yes

City of Oakley	2480 Oakley Road	Notice Of Public Hearing	<b>2480 Oakley Road Residential Development Subdivision 9537</b>	1. General Plan Amendment to re-designate apx. 4.6 acres from Light Industrial (LI) to Single Family Residential, High Density (SH); 2. Rezone from LI (Light Industrial) District to R-6 (Single Family Residential) District; 3. Tentative Map to subdivide apx. 4.6 acres into 22 single family residential lots with a looped, private road access from Oakley Road, storm water treatment bio-retention areas, and right of way dedication and frontage improvements along Oakley Road; and 4. Design Review for the project, including home designs consisting of four floor plans (1 single-story and 3 two-stories) ranging from 1,289 sf. to 2,399 sf	6/23/20	No
City of Oakley	Southeast and southwest corners of Carpenter Road/Simoni Ranch Road and Rose Avenue and zoned P-1	Notice Of Public Hearing	<b>Stonewood 3 Subdivision 9183 Tentative Map Extension</b>	The approved Vesting Tentative Map consists of approximately 11.3 acres subdivided into thirty one (31) detached single family residential lots.	6/23/20	No
City of Oakley	North side of Brownstone Rd. apx. 600' west of Main St	Notice Of Public Hearing	Brownstone Subdivision 8803 Tentative Map Extension	The approved Vesting Tentative Map consists of approximately 11 acres subdivided into 50 detached single family residential lots.	5/12/20	No

City of Oakley	east of the Wilbur Avenue and Bridgehead Road intersection	Notice of Preparation	<b>Oakley Logistics Center</b> Contact: Joshua McMurray, Planning Manager <a href="mailto:mcmurray@ci.oakley.ca.us">mcmurray@ci.oakley.ca.us</a>	1) Development Agreement (DA 01-18); 2) General Plan Amendment to remove the Utility Energy and Business Park land use designations from the project site 3) Rezone (RZ 08-18) to rezone the property from Specific Plan (SP-3 pending) to the Planned Development (P-1) District; 4) A Tentative Map to create 7 industrial parcels and 4 open space lots; and 5) Design Review for the site development and building design of an approximately 2,249,544 square foot light industrial logistic center.	3/21/19	Yes
City of Concord	Multiple	Notice of Preparation	Concord Reuse Project Specific Plan Contact: Joan Ryan, AICP (925) 671-3370 <a href="mailto:joan.ryan@cityofconcord.org">joan.ryan@cityofconcord.org</a>	Notice of Preparation of a Draft Environmental Impact Report Concord Reuse Specific Plan	12/20/18	Yes
City of Oakley	APN037-100-048, 037-100-049, 037-100-13, 19 and 23	Request for Comments/Conditions of Approval	<b>The Village at Main</b>	1) General Plan Amendment from Commercial (CO) to Multi-Family, Low Density (ML); 2) Rezone from the General Commercial (C) District to Multi-Family Residential (M-9) District; 3) a Tentative Map to subdivide the 21.3-acre site consisting of 5 parcels into 153 single family lots; and 4) Design Review for the home designs, site landscaping, fence plans and site design.	10/16/18	No Comments
City of Brentwood	APN007-380-002 007-380-003	Request for Comments/Conditions	Cowell Ranch	140 unit subdivision	9/22/2017	No Comments
City of Brentwood	APN019-020-071	Request for Comments/Conditions	Lone Tree Way Commercial Contact: <a href="mailto:Planning@brentwoodca.gov">Planning@brentwoodca.gov</a>	Commercial/retail center	9/8/2017	No Comments
City of Brentwood	APN007-100-130 007-100-131 019-120-038	General Plan Amendment/Rezone	SHADOW LAKES/ DEER RIDGE REINVESTMENT PROJECT Contact: <a href="mailto:Planning@brentwoodca.gov">Planning@brentwoodca.gov</a>	proposes two (2) new senior living villages, combining the Deer Ridge and Shadow Lakes Golf Club into one combined 18-hole course, as well as a proposed golf cart bridge over Balfour Road	N/A	No Comments

**ITEM 8**  
**AB2923 AND TOD WORK PLAN UPDATE**



# AB 2923 and TOD Work Plan Update

*TRANSPLAN Committee Meeting  
August 13, 2020*



# AB 2923 Overview

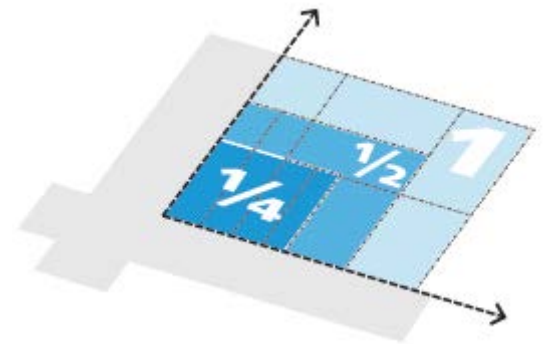
- State law as of September 30, 2018
- Transit-oriented development (TOD) zoning on much of BART property
- Addresses the lack of housing in an environmentally responsible way



*BART-owned property located in Alameda, Contra Costa, or San Francisco counties (areas that elect BART Board representatives);*

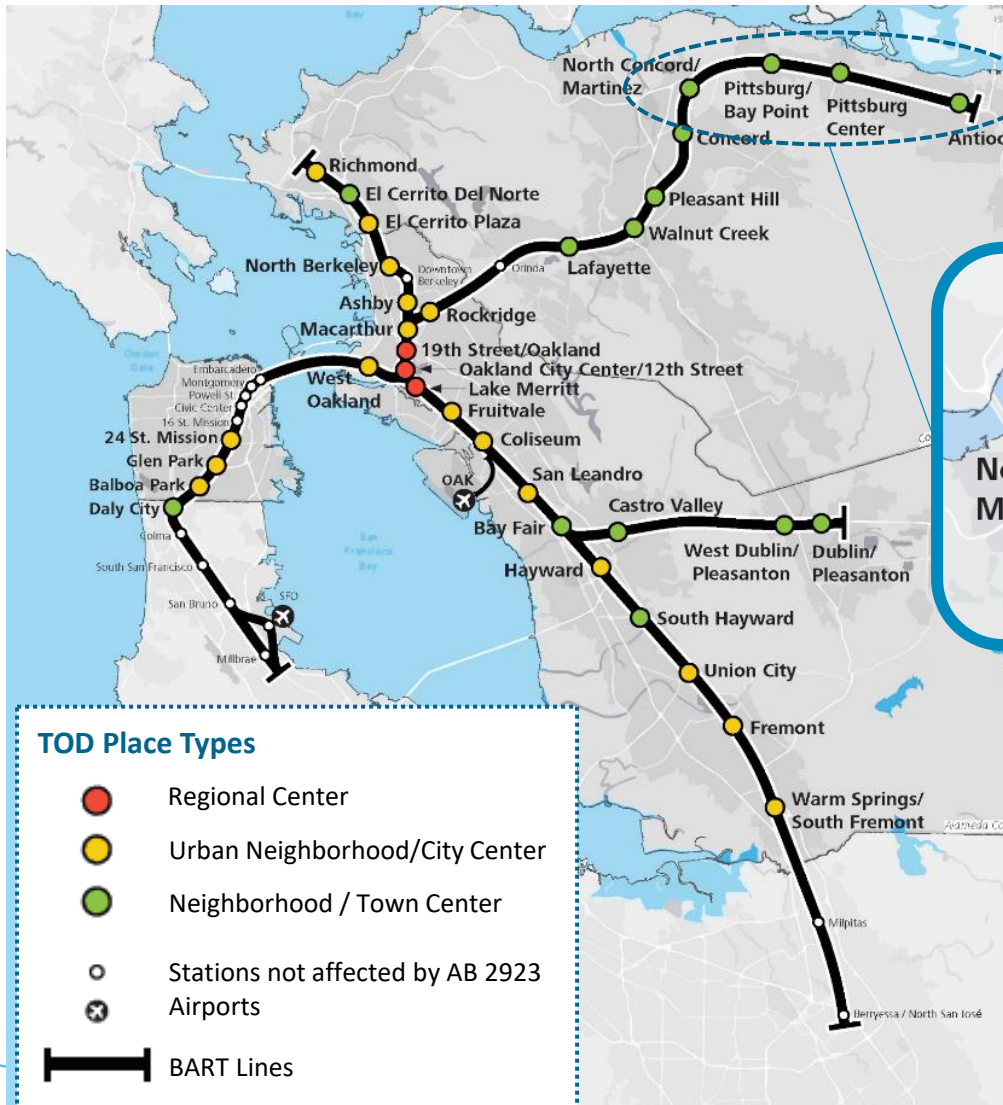


*Within a half a mile of a BART station entrance. Parcels must contain at least 75 percent of their total land area within the half-mile radius; and*






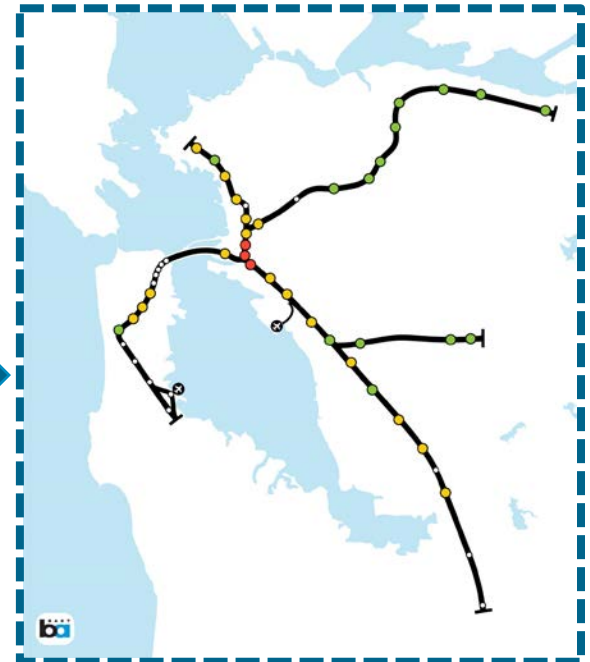
*Single or contiguous parcels of at least one-quarter acre in size.*

# AB 2923 Overview: Baseline Zoning Standards



# Baseline Zoning Standards by TOD Place Type

 Neighborhood/ Town Center	 Urban Neighborhood/ City Center	 Regional Center
Allowable Residential Density		
75 dwelling units per acre or higher		
Allowable Height		
5 stories or higher	7 stories or higher	12 stories or higher
Allowable Floor Area Ratio (FAR)		
3.0 FAR or higher	4.2 FAR or higher	7.2 FAR or higher
Minimum Vehicle Parking		
Zero (no minimum requirement allowed)		
Maximum Residential Vehicle Parking		
1.0 spaces per unit or lower	0.5 spaces per unit or lower	0.375 spaces per unit or lower
Maximum Office Vehicle Parking		
2.5 per 1,000 square feet or lower	1.6 per 1,000 square feet or lower	0 per 1,000 square feet or lower
Shared Or Unbundled Vehicle Parking		
Allowed (neither prohibited nor required)		
Minimum Secure Bike Parking		
1 space per residential unit or higher		



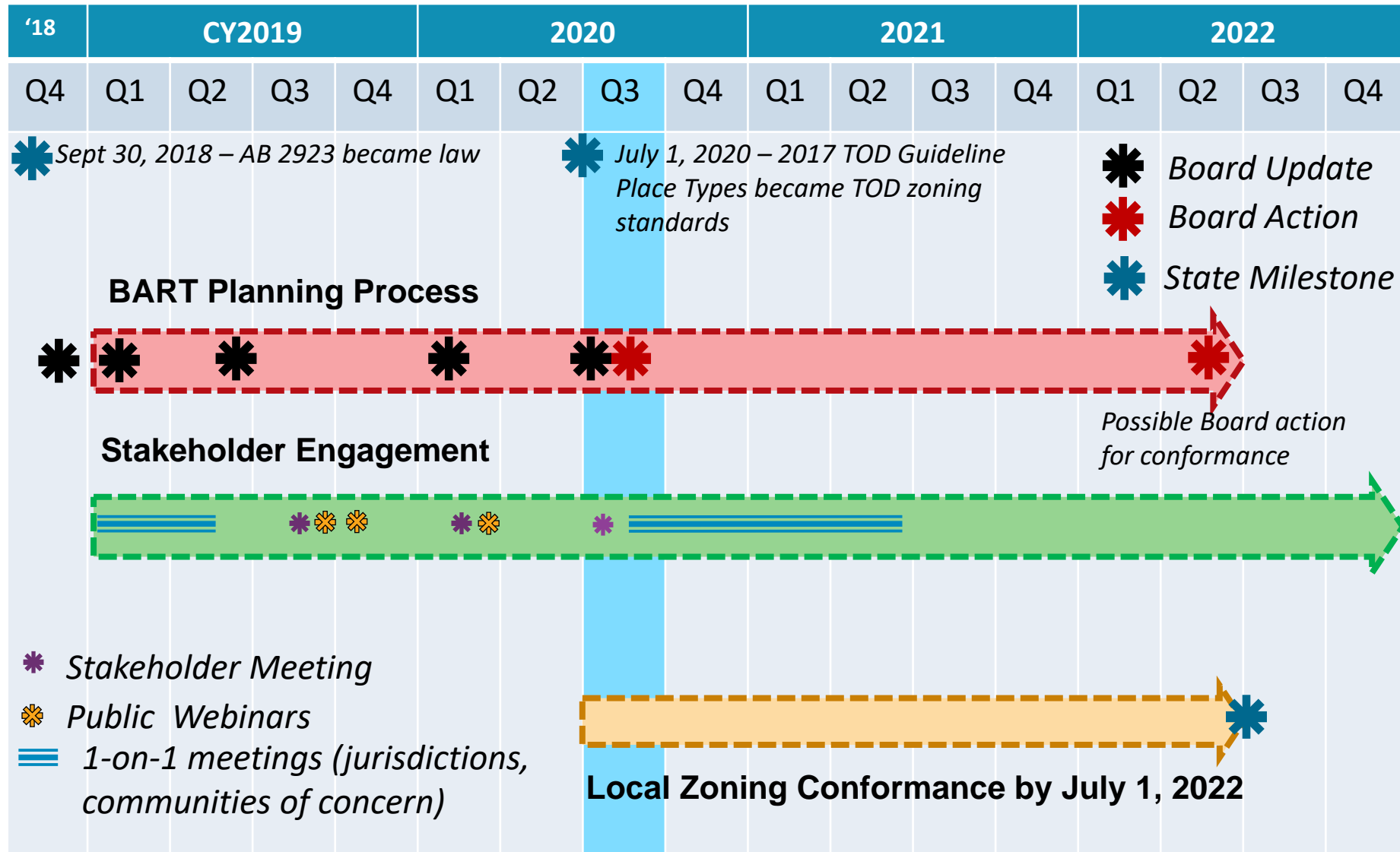
# Eastern Contra Costa AB 2923 Baseline Standards

## Neighborhood/ Town Center TOD Place Type for:

- Antioch
- Pittsburg Center
- Pittsburg/ Bay Point
- North Concord/ Martinez

Category	Standard
Residential density	Allow 75 dwelling units per acre
Building height	Allow 5 stories
Floor area ratio	Allow 3.0 FAR
Vehicle parking	Allow shared and unbundled parking No minimum requirement
Residential vehicle parking	1.0 spaces per unit maximum
Office vehicle parking	2.5 spaces per 1,000 square feet maximum
Residential bike parking	1.0 secure space per unit

# AB 2923 Timeline



# Critical Milestones & Public Documents

Milestone	Required by Law	Timeframe
<b>AB 2923 Technical Guide</b>		June 2020
<b>Online mapping and database of affected properties (AB 2923 and TOD Work Plan)</b>		June 2020
<b>TOD Work Plan</b>		August 2020
Travel demand management (TDM) requirements	X	August 2020
Model zoning and conformance checklist		Fall 2020
Parking replacement framework	X	Fall 2020
Future stakeholder & community engagement	X	Summer/Fall 2020
Anti-displacement strategy	X	Fall 2020
Bi-annual report to State's Department of Housing and Community Development	X	Fall 2020

# AB 2923 Technical Guide

## Purpose

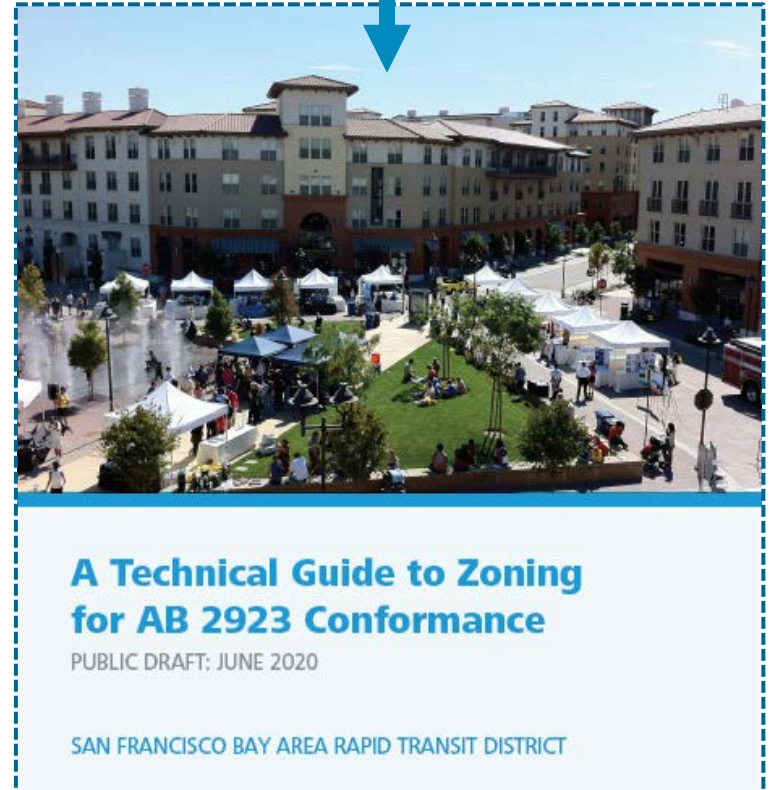
- Guide local jurisdictions on reviewing and amending local zoning ordinances

## Zoning Envelope

- Allowable residential density, building height, and floor area ratio
- Requirements for vehicle and bicycle parking

All materials available at  
[www.bart.gov/AB2923](http://www.bart.gov/AB2923)

Public draft released June 24  
**Comments were due August 7**





# AB 2923 Technical Guide: General Approach

- 1 Clarifications about the authority that state law provides to BART
- 2 Defer to local definitions when there is interpretation
  - **Building height**: conversion of stories to feet
  - **Residential density**: definition of units per acre
  - **Floor area ratio**: definition
- 3 BART conformance process
  - **Local jurisdictions** demonstrate AB 2923 **conformance** by July 1, 2022
  - **BART** makes conformance **determinations**
  - **Cross-check** if/when a developer makes a proposal



# AB 2923 Technical Guide: Key Chapters



## **A Technical Guide to Zoning for AB 2923 Conformance**

PUBLIC DRAFT: JUNE 2020

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

**Chapter 3: Residential Density**

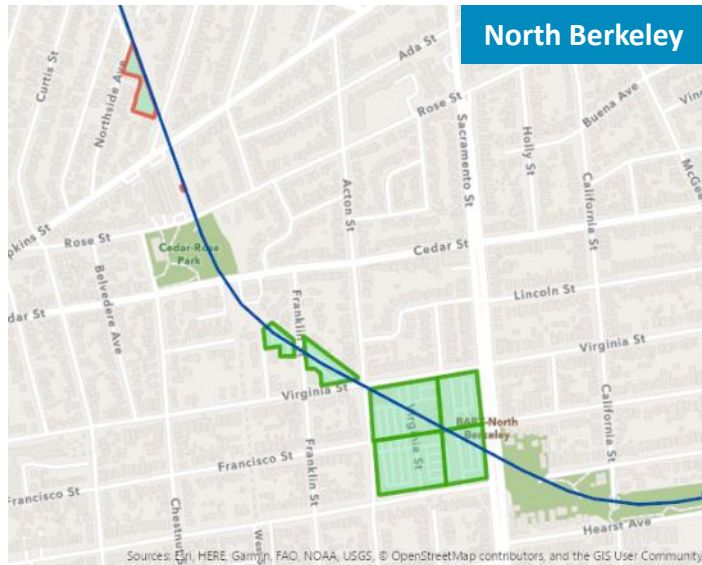
**Chapter 4: Building Height**

**Chapter 5: Floor Area Ratio (FAR)**

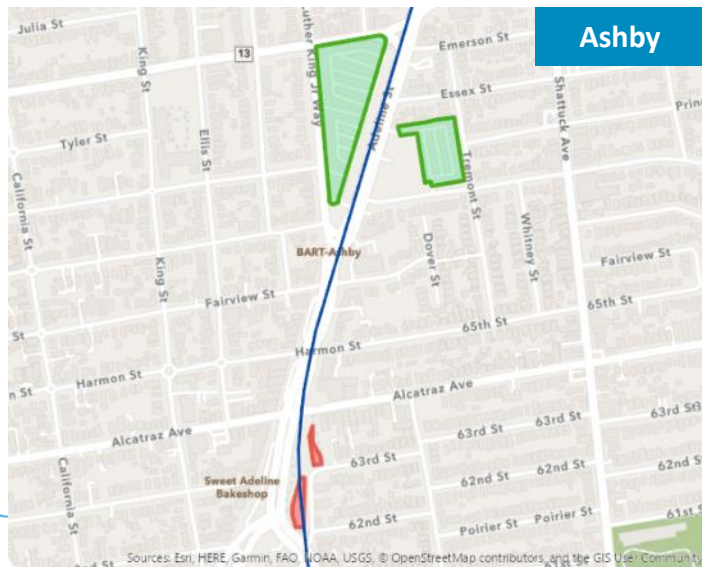
**Chapter 6: Parking**

**Chapter 7: General Zoning and  
Conformance**

# AB 2923 Technical Guide: Supporting Materials



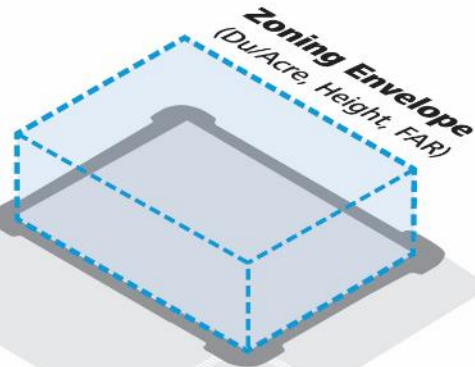
- Station Area Fact Sheets (*Appendix II*)
- **Online GIS mapping of AB 2923-eligible property** and the universe of parcels BART owns that could support TOD



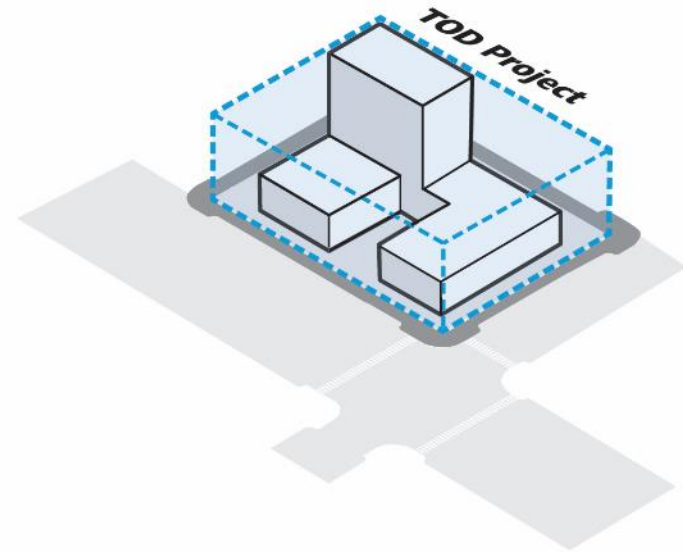
- Glossary and Acronyms (*Appendix I*)
- Found at [www.bart.gov/ab2923](http://www.bart.gov/ab2923)

# AB 2923 Technical Guide: Zoning, not Development

Zoning represents the parcel's envelope



TOD Project can be developed at any level up to and including the maximum allowed by the site's zoning



# TOD Work Plan

- Articulates BART's approach to prioritizing **development** on its property
- Public draft released the week of August 17
- August 27 BART Board Meeting
  - Action to adopt AB 2923 Development Principles, including TDM requirements for TOD projects
- Engagement and outreach in fall, especially to Communities of Concern

# AB 2923 Development Principles

- **A: Prioritize** TOD projects that cost-effectively implement BART's TOD-related policies
- **B:** Meet **regional** goals while respecting **local** planning
- **C:** Work with jurisdictions to incorporate **local design standards** in order to create vibrant, safe, well-designed TOD projects
- **D:** Encourage **sustainable mobility** for residents, works, visitors, and BART customers

# Discussion

- Suggestions for community outreach
  - Upcoming local events or efforts
  - Engaging communities of concern
  - Language needs
- AB 2923 Development Principles

# Contact and Website Information

- Staff contact
  - Abby Thorne-Lyman, TOD Program Group Manager [athorne@bart.gov](mailto:athorne@bart.gov)
  - Tim Chan, Station Planner Group Manager [tchan1@bart.gov](mailto:tchan1@bart.gov)
  - Kamala Parks, Senior Station Planner [kparks2@bart.gov](mailto:kparks2@bart.gov)
  - Nicole Franklin, Principal Property Development Officer [nfrankl@bart.gov](mailto:nfrankl@bart.gov)
- Draft of *A Technical Guide to Zoning for AB 2923 Conformance*, its associated appendices and the online GIS map found at [www.bart.gov/ab2923](http://www.bart.gov/ab2923)
- Information on BART's TOD Program found at [www.bart.gov/tod](http://www.bart.gov/tod)
- Keep up-to-date on AB 2923 and BART's TOD Program by signing up for alerts by going to [www.bart.gov/news/alerts](http://www.bart.gov/news/alerts) and selecting Transit-Oriented Development Projects

# Thank You



**ITEM 9**  
**PROPOSED INTERIM MEASURE TO PREPARE FOR COVID-19 IMPACTS**  
**ON MEASURE J REVENUE**

# *PROPOSED INTERIM MEASURES TO PREPARE FOR COVID-19 IMPACTS ON MEASURE J REVENUES*

**Hisham Noeimi, P.E.**

**Director, Programming**

Presentation to TRANSPLAN TAC

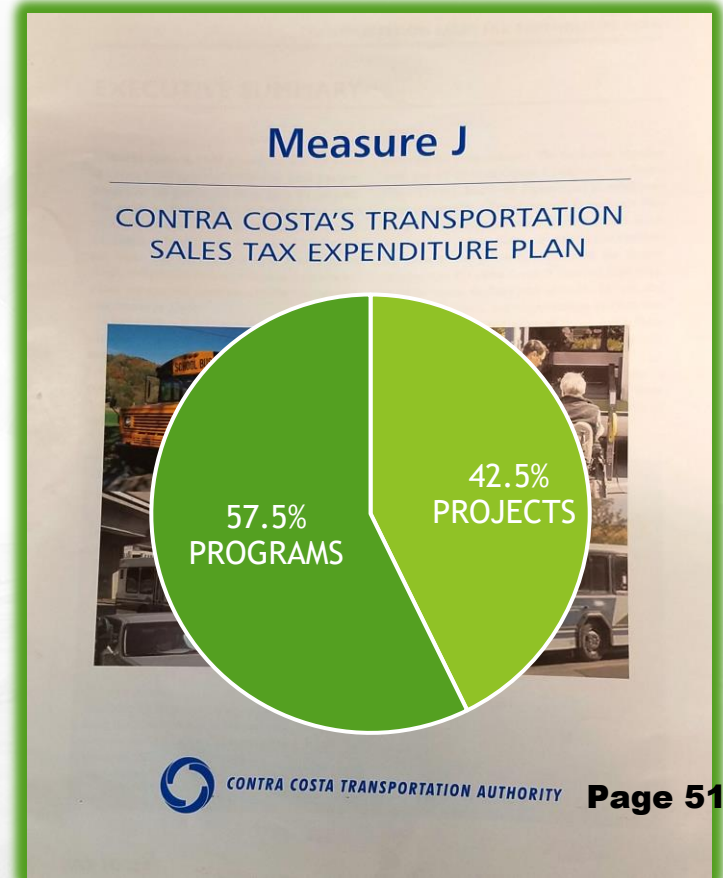
July 21, 2020



CONTRA COSTA  
**transportation  
authority**

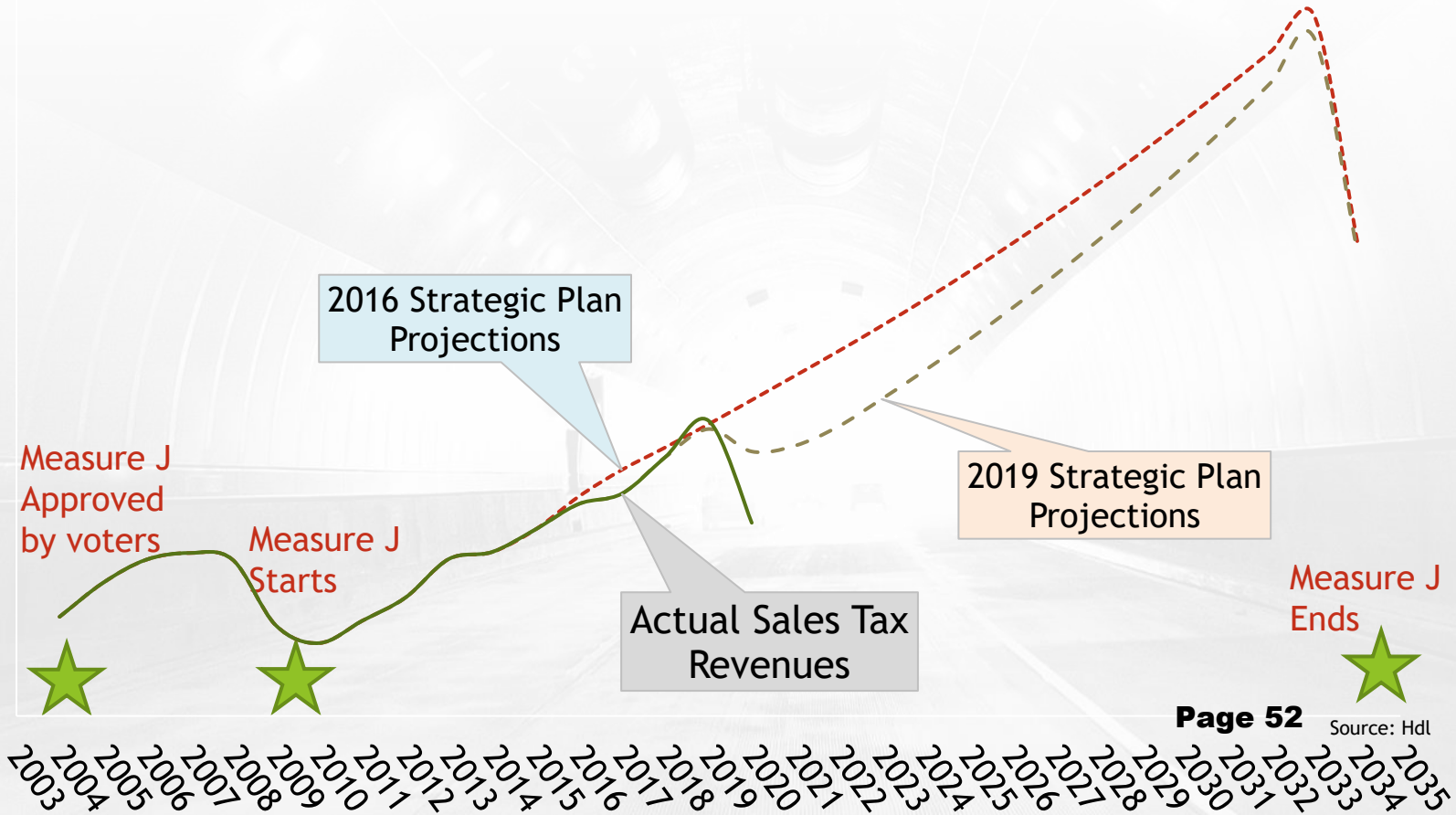
# Measure J Expenditure Plan

- Projects v. Programs
- No line item for project financing or contingency for revenue reductions
- Does not set priority

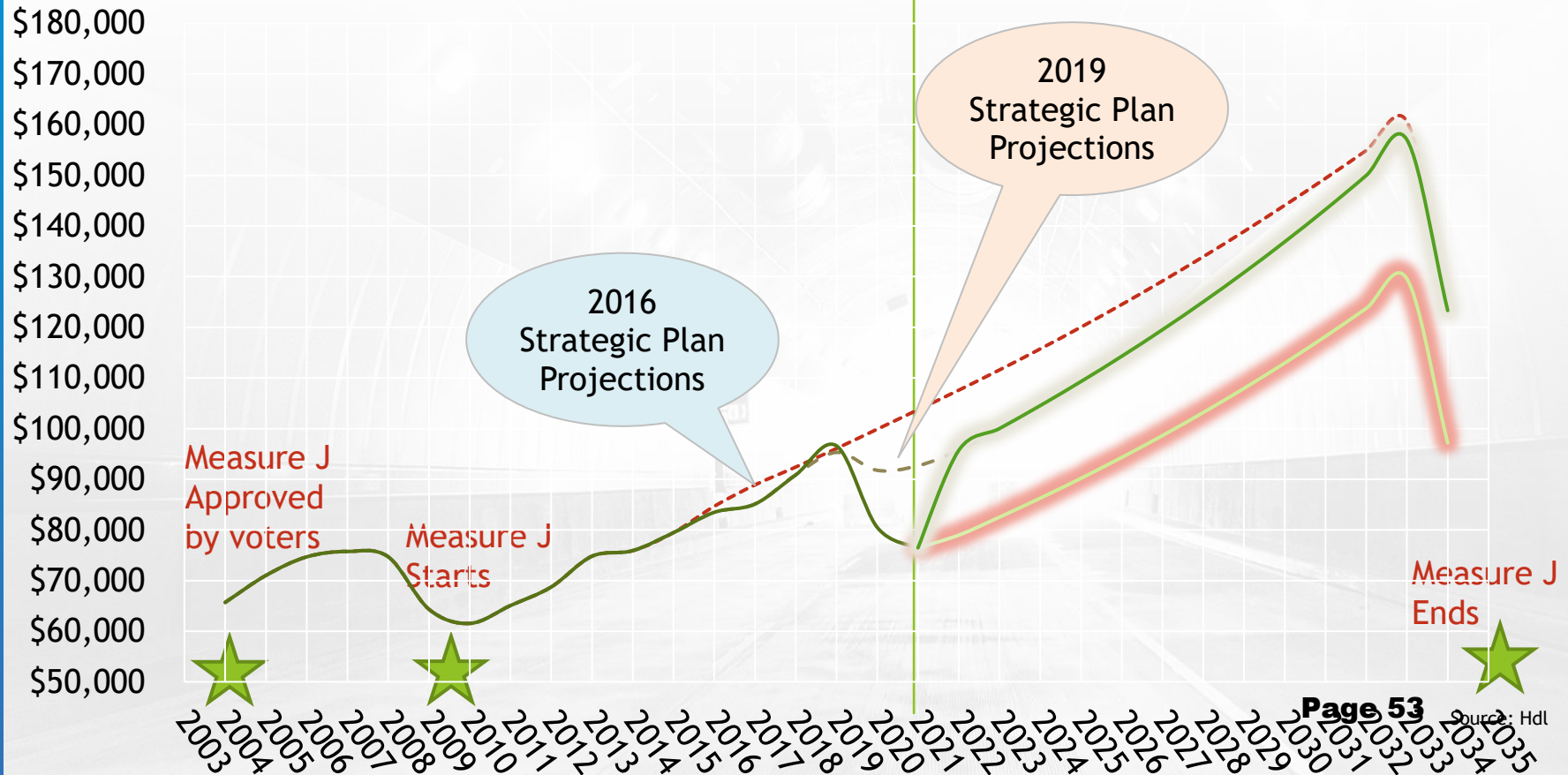


# Annual Sales Tax Revenues (x 1,000)

\$180,000  
\$170,000  
\$160,000  
\$150,000  
\$140,000  
\$130,000  
\$120,000  
\$110,000  
\$100,000  
\$90,000  
\$80,000  
\$70,000  
\$60,000  
\$50,000

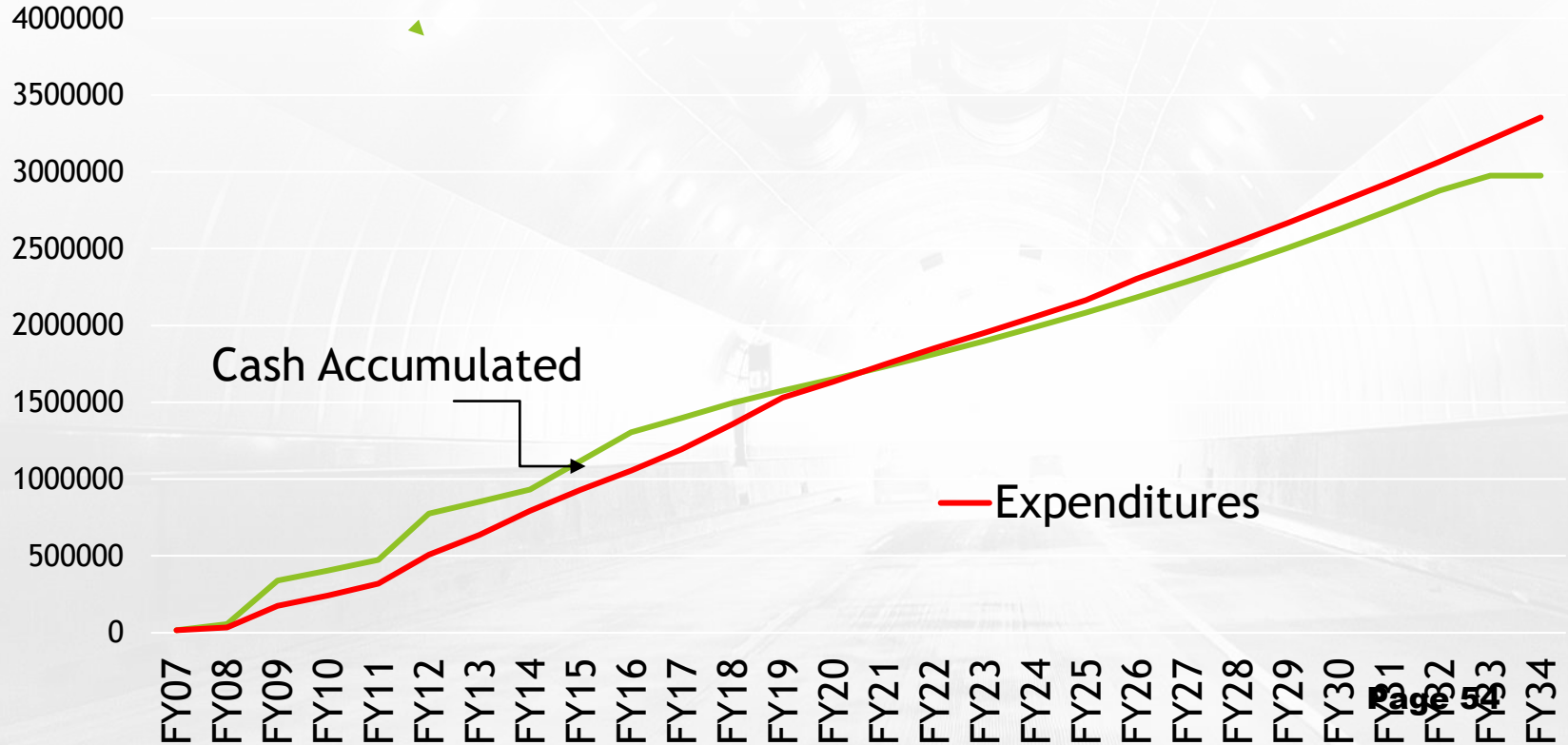


# Annual Sales Tax Revenues (x 1,000)



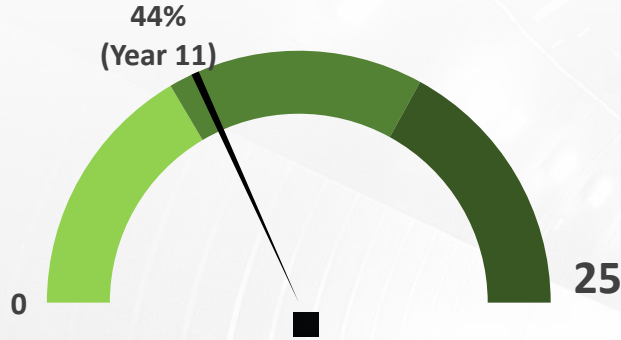
# Cumulative Sources and Uses

Worse Case Scenario



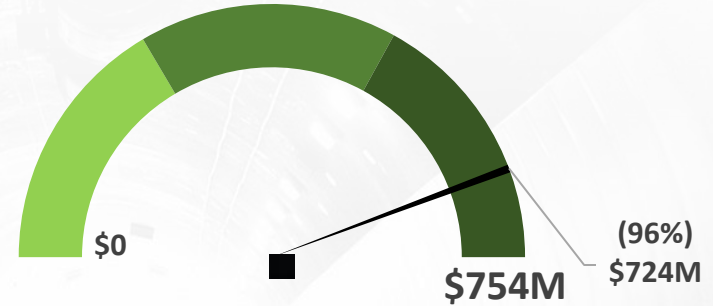
# Measure J Capital Project Delivery

Elapsed Time (in Years)



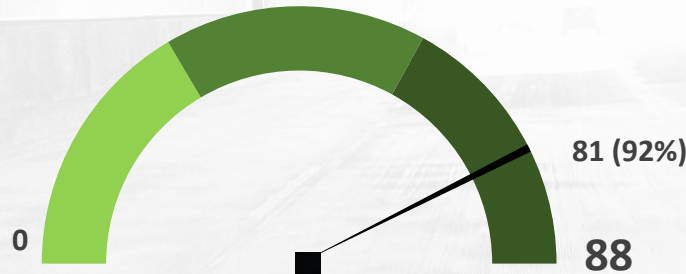
Years Elapsed

Measure J Programmed



Amount Spent

Measure J Projects



Projects Completed or Underway



# Resolution 20-09-P

- Suspend Measure J appropriations to capital projects
- Retain all Measure J savings in reserve to soften the impact of revenue reductions
- Manage allocations per the TEP for operating programs based on revised revenue estimates
- Continue to delay programming next cycle of TLC and PBTF
- Increase frequency of reimbursement requests for State and Federal funds to help with cashflow



# Add'l Actions

- Request Federal Highway Administration (FHWA) to waive and/or reduce the local match requirement
- Request pre-award costs be eligible for reimbursement
- Monitor opportunities to refinance issued bonds or obtain zero-interest bridge loans to help with cashflow
- Identify grant opportunities to supplant Measure J funds programmed for projects and programs.
- Advocate for Federal and State stimulus funding

# Allocation Plan Principles

- Applies to projects programmed in 2019 Measure J Strategic Plan before FY26 and/or TLC/PBTF Programming Documents that need future Measure J appropriation.
- Prioritize allocations to projects using the following criteria:
  - Projects that will leverage state or federal funds that may be lost due to timely use of funds requirements
  - Projects where Measure J is required match for other funds
  - Projects that are seeking construction funds
  - Projects that are a component of larger projects where the larger project would be at risk if Measure J not allocated

# Local-Sponsored Projects

Index	CCTA Project No.	Sponsor	Project Title	Measure J Un- Appropriated Balance (000s)	Programmed State/Federal (Un-Allocated) Funds (000s)
1	100026	BART	Hercules Transit Center	\$ 200	
2	100033/ 100035/ 120056/ 130022	BART/Lafayette	Lafayette Town Center Pathway and BART Bike Station	\$ 1,825	
3	100018	BART	Walnut Creek BART TOD Access Improvements	\$ 2,000	\$ 5,300
4	24024	CC County	Danville Blvd/Orchard Court Complete Streets	\$ 910	\$ 2,233
5	120055	CC County	Fred Jackson Way First Mile/Last Mile Connection Project	\$ 244	\$ 3,137
6	24023	CC County	Norris Canyon Rd Safety Improvements	\$ 763	
7	24003	CC County	Pacheco Blvd Widening	\$ 6,617	
8	24032	Clayton	Clayton Major Streets Improvements	\$ 400	
9	120040	Clayton	Clayton Town Center Pedestrian Safety Improvements	\$ 252	
10	120049	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	\$ 1,846	<b>Page 59</b>
11	120050	Concord	Willow Pass Road Repaving/Safe Routes to Transit Improvements	\$ 715	

# Local-Sponsored Projects

Index	CCTA Project No.	Sponsor	Project Title	Measure J Un-Appropriated Balance (000s)	Programmed State/Federal (Un-Allocated) Funds (000s)
12	24034	Danville	Camino Ramon Improvements	\$ 696	\$ 1,357
13	24035	Danville	Diablo Road Trail	\$ 1,211	
14	24033	Danville	San Ramon Valley Blvd (North) and Danville Blvd Improvements	\$ 1,336	
15	24019	Danville	San Ramon Valley Blvd Lane Additions and Overlay (South)	\$ 987	
16	120052	Danville	Sycamore Valley Park & Ride Expansion	\$ 1,500	
17	120061	El Cerrito	El Cerrito del Norte TOD Complete Streets Improvement	\$ 2,312	\$ 4,840
18	120036	Hercules	Willow Avenue/Palm Avenue Pedestrian Improvements	\$ 1,058	
19	24016	Moraga	Canyon Road Bridge Replacement	\$ 362	
20	24014	Moraga	St. Mary's Road–Rheem Boulevard and Bollinger Canyon Road Roundabouts	\$ 27	
21	120060	Orinda	Camino Pablo Bicycle Route Corridor Improvements	\$ 400	

# Local-Sponsored Projects

Index	CCTA Project No.	Sponsor	Project Title	Measure J Un-Appropriated Balance (000s)	Programmed State/Federal (Un-Allocated) Funds (000s)
22	120033	Pinole	High Intensity Activated Crosswalk Beacon (HAWK)	\$ 120	
23	130021	Pittsburg	BART Pedestrian Bicycle Connectivity Project	\$ 600	\$ 3,870
24	24025	Pittsburg	James Donlon Extension	\$ 6,709	
25	120054/130026	Pleasant Hill	Contra Costa Boulevard Improvement Project (Viking Drive to Harriett Drive)	\$ 4,792	
26	120059/250002	Richmond	13th Street Complete Streets	\$ 2,821	
27	7003	Richmond	I-80/Central Avenue - Phase 2	\$ 1,442	\$ 7,773
28	120062	Richmond	Lincoln Elementary SRTS Pedestrian Enhancements	\$ 63	
29	130027	San Pablo	Rumrill Boulevard Complete Streets (Phase II)	\$ 1,000	\$ 7,510
30	24037	Walnut Creek	Traffic Operations Center Communications Upgrade	\$ 239	
31	120046	Walnut Creek	Walker Avenue Sidewalk Improvements	\$ 98	
32	120034	Walnut Creek/CCTA	Walnut Creek Bus Stop Access and Safety Improvements	\$ 852	

# Fund Exchange

- Better utilization of limited Measure J Funds
- Consolidate programmed STIP or other funds to get one or more Measure J projects shovel-ready
- Exchange STIP funds for flexible local funds
- Build a shelf of shovel-ready projects for potential Stimulus funds or grant funding
- Identify grant opportunities to replace Measure J funding for projects and programs

## I-80/San Pablo Dam Road

- STIP: \$9.2m

## SR-4 Operational Improvements

- STIP: \$10.5m
- STP: \$1.1m

# Next Steps

- Consult with Local Sponsors
- Temporarily Suspend/Reduce Contracts Managed by Authority
- Upcoming Authority Board Meeting in September/October 2020
  - ▶ Allocation Plan
  - ▶ Long Term Revenue Forecast
  - ▶ Fund Exchange Opportunities
- Develop 2020 Strategic Plan



# Questions

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# Authority-Sponsored Projects

Project	Contract No.	Consultant	Contract Amount	Recommended Action
State Route 4 Operational Improvement Project (6006)	CT499	Mark Thomas	\$1,603,529	Suspend
East County Infrastructure Investment Study (28007)	CT500	HDR	\$400,000	Suspend
Innovate 680 - Strategic Development (8009.01)	CT535	AMG	\$850,000	Reduce
	CT536	GPA	\$750,000	Reduce
	CT530	WSP	\$5,000,000	Reduce
Innovate 680 - Express Lane Completion (8009.02)	CT500	HDR	\$250,000	Suspend
Innovate 680 - Part Time Transit Lane (8009.03)	CT517	KHA	\$2,300,000	Reduce
Administration/Project Management	CT526	AMG	\$18,060,487	Reduce