

Doug Hardcastle, Chair
Oakley
City Council

Mary N. Piepho, Vice-Chair
Contra Costa County
Board of Supervisors

Salvatore Evola
Pittsburg
City Council

Tony Tiscareno
Antioch
City Council

Robert Taylor
Brentwood
City Council

Kerry Motts
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Duane Steele
Contra Costa
Planning Commission

Kevin Romick
Oakley
Planning Commission

James Coniglio
Pittsburg
Planning Commission

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TRANSPLAN Committee Meeting

Thursday, February 11, 2016 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

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

AGENDA

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

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

Consent Items (see attachments where noted [♦])

- 3. ADOPT** Minutes from 1/14/16 TRANSPLAN Meetings ♦ Page 2
- 4. ACCEPT** Correspondence ♦ Page 7 (NOTE: Authority Board Special Meeting summaries contained here)
- 5. ACCEPT** Status Report on Major Projects ♦ Page 24
- 6. ACCEPT** Calendar of Events ♦ Page 31
- 7. ACCEPT** Environmental Register ♦ Page 33

End of Consent Items

Open the Public Meeting

8. APPROVE comment letter to the Contra Costa Transportation Authority (“CCTA”) on revised approach for development of a potential Transportation Expenditure Plan (“TEP”), **AUTHORIZE** TRANSPLAN Chair to sign comment letter and **DIRECT** TRANSPLAN staff to transmit comment letter to CCTA. (Action) ♦ Page 35

9. ADJOURN to next meeting on Thursday, March 10, 2016 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
1/14/16 TRANSPLAN COMMITTEE MEETING MINUTES

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

MINUTES

January 14, 2016

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 Doug Hardcastle at 6:30 P.M.

ROLL CALL / CALL TO ORDER

PRESENT: James Coniglio (Pittsburg), Salvatore (Sal) Evola (Pittsburg), Kerry Motts (Antioch), Kevin Romick (Oakley), Duane Steele (Contra Costa Planning Commission), Robert (Bob) Taylor (Brentwood), Tony Tiscareno (Antioch), Joe Weber (Brentwood), and Doug Hardcastle (Chair, Oakley)

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

STAFF: Jamar Stamps, TRANSPLAN Transportation Planner

PUBLIC COMMENTS

There were no comments from the public.

CONSENT ITEMS

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

3. Adopted Minutes from the December 10, 2015 TRANSPLAN Meeting
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register

The motion carried by the following vote:

Ayes: Coniglio, Evola, Motts, Romick, Steele, Taylor, Tiscareno, Weber, Hardcastle
Noes: None
Abstain: None
Absent: Piepho

RECEIVE PRESENTATION FROM THE CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) ON REVISED APPROACH FOR DEVELOPMENT OF A POTENTIAL TRANSPORTATION EXPENDITURE PLAN (TEP)

Jamar Stamps, Transportation Planner, recommended that the TRANSPLAN Committee receive a presentation from the Contra Costa Transportation Authority on a revised approach for development of a potential Transportation Expenditure Plan (TEP).

Hisham Noeimi, Engineering Manager, CCTA, reported that the CCTA Board of Directors had approved a revised approach for a TEP and possible 2016 ballot measure, and stated that a decision would not be made until July 2016. The revised approach called for special meetings to discuss the TEP after CCTA Planning Committee and Board meetings through March, with the goal to find areas of agreement on policies and programs for a new measure. He explained that the schedule was very compressed; the TEP was to be finalized in May, with approval sought from the city councils and the Board of Supervisors in June and July, prior to submittal to the Board of Supervisors for placement on the 2016 ballot.

Mr. Noeimi identified some of the policies to be discussed and explained that a large coalition of stakeholders and advocates, which included a coalition of labor, environmental justice, and other disciplines serving as members of the Expenditure Plan Advisory Committee (EPAC), had put together a community vision document, *A Community Vision for a New Transportation Sales Tax*, which outlined the proposal and many of the policy documents. He explained that some of the points of the proposal included a change to the return to source formula; proposed new requirements for the Growth Management Program Checklist, such as requiring hearings on housing production requirements and protection of agricultural land; and also asked for significant funding for transit, pedestrian and bike facilities, and investment in Priority Development Areas (PDAs).

Mr. Noeimi advised that the next CCTA Board meeting was scheduled for January 20, 2016. The first special meeting had been held on January 6, and after three hours of presentation, discussion, and comments there had been agreement on three items. He requested that each Regional Transportation Planning Committee (RTPC) take the opportunity to amend or revise its recommendation and provide input on some of the issues. He asked that the item be placed on the TRANSPLAN Committee agenda as a standing item and the city council agendas for regular updates.

Bob Taylor explained that the notes from the special TEP meetings would be distributed the day after the meeting and he requested that those notes be made available to the TRANSPLAN Committee, which would then allow the city councils of East County jurisdictions to be provided a copy.

Mr. Noeimi stated he would work with Mr. Stamps to make those notes available. He advised that the next meeting on January 20 would focus the discussion on the Growth Management Program (GMP), and how to address some of the issues in the community vision related to the GMP. He referred to some of the points related to the ULL, which proposed to prohibit certain projects such as State Route 239 and the James Donlon Extension; ensure agricultural protections; and add to the Checklist the requirement for all kinds of ordinances such as hillside development and ridgeline protection.

Mr. Noeimi explained that those were the kinds of things that would be discussed, and he again requested input.

Sal Evola stated that some of the proposed policies would be a concern to the City of Pittsburg. He explained that Pittsburg was an advocate of established ULLs, and suggested the proposed policies were nothing more than the environmental community's efforts to eliminate local control, and he did not believe that transportation agencies could dictate local control.

Mr. Noeimi verified, when asked, that there would be another polling effort in March 2016, to make sure that whatever was proposed would be able to garner a two-thirds vote of the electorate.

Mr. Evola added that the City of Pittsburg appreciated the support from the cities of Oakley and Brentwood when there had been controversial projects, appreciated being able to rejoin the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), and appreciated regionalism. Given that Pittsburg had relied on Redevelopment funds, which had been eliminated, to provide and maintain its roadways, he noted that Pittsburg had to fund its own BART station, and Pittsburg would be very concerned if additional polling lessened the minimum 30 percent return to source from an approved measure. He emphasized that any new recommendations that could lessen what had initially been proposed and supported by the local cities for a 2016 TEP, would be a serious concern to Pittsburg.

Bob Taylor concurred and stated that those kinds of changes would seriously affect East County jurisdictions with respect to services and roadways.

Kevin Romick agreed and clarified that what may work in West County would not work in East County. He stated they would pursue Routes of Regional Significance (RORS) and those other things that would help traffic flow in East County.

Bob Taylor added with respect to SR-239 that there were issues that had to be addressed, and the feedback would be important. He reiterated his desire that everyone be provided the notes of the special meetings so that if there were issues appropriate letters could be presented to the appropriate people.

Tony Tiscareno recognized that all the cities had priorities and issues and they were asking voters to vote for another tax. He noted the City of Antioch had gone through two tax measures over the last couple of years, and given that each city had certain priorities, such as ferry service for Antioch, he emphasized the importance of communication so that all the information was available prior to making a final decision.

Mr. Evola emphasized that the cities in East County were all different from the cities in other counties, and all the cities had been challenged to address their growth. In the City of Pittsburg, for instance, ridgeline and hillside policies had been determined by a vote of the people.

Mr. Evola reiterated the differences between the different counties and the different jurisdictions in East County, and emphasized the concerns of the jurisdictions.

Mr. Romick noted that the majority of affordable at-cost, at-market rate houses being built in Contra Costa County were being built in East County, and the restrictions that were being proposed would not allow the jurisdictions to meet their individual challenges.

Mr. Taylor commented that the City of Brentwood had an agricultural trust fund to preserve agricultural ground, and was doing its share. He too emphasized the differences in the jurisdictions involved in making a decision on a TEP.

Mr. Evola asked staff to advise TRANSPLAN Committee members if and when their presence was needed to address the issues that had just been discussed.

On motion by Sal Evola, seconded by Tony Tiscareno, the TRANSPLAN Committee received the report on the Transportation Expenditure Plan.

ADJOURNMENT

Chair Hardcastle adjourned the meeting of the TRANSPLAN Committee at 6:55 P.M. to Thursday, February 11, 2016 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**

MEMORANDUM

Date: Monday, January 25, 2016

RE: Consideration of a potential November 2016 ballot measure by the Contra Costa Transportation Authority (CCTA)

The CCTA Board is discussing a potential half-cent transportation sales tax that could raise \$2.3 billion over 25 years to help implement our transportation and general plans. Based on experience, this is money that could be leveraged to secure additional funding.

What the voters approved as Measure C in 1988 and as Measure J in 2004 included both a Transportation Expenditure Plan (TEP) and a Growth Management Program (GMP), and any potential new ballot measure will follow a similar structure to define the use of the potential new sales tax revenue and the associated policies that will govern those expenditures.

Overview of the process

The CCTA Board started this process at its meeting in March 2015 by directing staff to work towards development of a possible TEP to be considered for placement on the ballot in November 2016 or a later general election. The decision on whether a TEP is placed on the November 2016 ballot will not occur until July.

Developing a TEP requires involvement of a number of key stakeholders and the public through a variety of means. The plan approved by the CCTA Board solicits input through the following three primary tracks:

1) **Regional Transportation Planning Committees (RTPCs)**

In June 2015, CCTA requested that each RTPC provide its recommendation for funding for the portion of future sales tax revenue that could be made available to the RTPC region. Each RTPC provided its recommendation on projects and programs to CCTA in August 2015, but no policy changes were brought forward with these recommendations.

2) Contra Costa Residents (Public)

CCTA established a robust and award-winning public engagement program for the Countywide Transportation Plan (CTP) and built upon the participation developed through that process for continued public engagement on the TEP. CCTA also conducted two public opinion polls, one related to the CTP and another to test various scenarios of combined ballot proposals among the CCTA, Contra Costa County and the Bay Area Rapid Transit District (BART).

3) Expenditure Plan Advisory Committee (EPAC)

At its May 2015 meeting, the CCTA Board approved the formation of the EPAC and subsequently appointed individuals to establish membership of the EPAC. The committee membership is intended to represent a balance of stakeholders (defined by stakeholder categories) that reflect the broad range of issues and interests in Contra Costa.

The EPAC has held a number of meetings since June 2015 to receive information about critical funding needs in Contra Costa and to discuss transportation-related matters such as the relationship of transportation and land use, impacts on climate as a result of transportation and greenhouse gas emissions, and other topics. The EPAC is continuing to meet to advise CCTA on these critical issues.

Where we are in the process:

Time is running out for a November 2016 ballot measure. Therefore, CCTA is holding a series of special meetings, which will occur twice a month to create a DRAFT TEP, which could potentially include modifications to the GMP currently in place under Measure J. CCTA is using an approach that hosts multiple conversations with our various stakeholders (RTPCs, Public Managers' Association, EPAC, cities, citizens, etc.) concurrently to provide the CCTA Board with multiple viewpoints for critical decisions.

The CCTA Board held its second special meeting on January 20, 2016 and discussed many important topics to find common ground among all stakeholders.

Following are highlights from the January 20, 2016 CCTA special meeting:

Review and Discussion of Policy Options for Contra Costa County's Growth Management Program (GMP):

At its regular meeting on January 20, 2016, the CCTA Board decided to elect Don Tatzin as Chair for the Special Meetings of the CCTA Board regarding the potential TEP.

Chair Tatzin facilitated the meeting, which included a staff overview of the agency's current Measure J GMP, including baseline measures for evaluation, and revisions to several elements of the GMP proposed by a coalition of environmental, social justice, labor and other key stakeholder groups. The staff report was followed by Public Comments and a discussion by the Board. Attachment A to this document outlines the existing GMP components included in Measure J, options proposed by different stakeholders, and a summary of the discussion among Board members.

Topics that require further discussion:

All items related to the GMP remain open and will be the subject of further discussions with the EPAC. RTPCs and the Public Managers' Association will be allowed to provide input as well.

The following topics are slated for discussion at the next Special Board Meeting for a Transportation Expenditure Plan, scheduled for February 3, 2016 or subsequent meetings:

- Local Streets: Maintenance & Improvements funding (often referred to as "Return to Source" funding)
- "Complete Streets" Funding and Criteria (Complete Streets are roads that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.)
- A summary of key outcomes of the Expenditure Plan Advisory Committee (EPAC) meeting on January 27, 2016
- The Urban Limit Line, pending additional information/presentation by key stakeholders

Additional policy topics will be further developed and considered at future special meetings. A list includes Advance Mitigation Program, incentive for infill development,

Accountability Measures/Taxpayers' Protections, Transit and Mobility Management/Accessible Services, Equity and Social Justice and finally the Expenditure Plan – Funding Categories, Definitions, Amount and Eligibility Requirements.

Next steps:

The Contra Costa Transportation Authority Board will continue to meet semi-monthly for several months with a goal to compile and release a DRAFT TEP in March, with presentations to city councils on the DRAFT plan beginning in April. Feedback will help CCTA craft a final TEP with a goal of having formal approval by cities and the County Board of Supervisors by July 2016.

In the meantime, CCTA will provide monthly updates at the Mayors Conference, to the RTPCs, Public Managers' Association meetings and elsewhere upon request.

CCTA heartily encourages you to report on our progress during your City Council meetings, RTPC meetings, Public Managers or CCEAC meetings, etc. so that all Council members, staff and the public will receive updates and provide feedback to CCTA as we move forward.

Options for the Growth Management Program in a Potential New Transportation Sales Tax Measure

Information Only - Summary Outcome of January 20, 2016 Special CCTA Board Meeting

<i>GMP Component</i>	<i>Option 1 Retain Policies in Existing Measure J</i>	<i>Option 2 Revise / Add Policies included in Community Vision document</i>	<i>Option 3 Additional Policy Options</i>	<i>January 20, 2016 CCTA special meeting outcome</i>
EXISTING COMPONENTS				
1. Adopt a Growth Management Element (GME)	Jurisdictions must adopt a General Plan GME that substantially complies with the Authority's Model GME	Same as Option 1	Same as Option 1	Keep requirement for GME as part of overall GMP checklist as a requirement to receive Local Road Maintenance and Improvement funds (aka Return to Source). However, consider changes to existing components or potentially add components on a case by case basis.
2. Adopt a Development Mitigation Program	Jurisdictions must participate in both a local and a regional mitigation program where the traffic impacts of proposed new development projects are evaluated, and transportation impacts are mitigated through fees and in-kind contributions	Same as Option 1	Add requirement that jurisdictions and RTPCs must consider the effect of fees or other mitigations on the total fee "load" on new development	No consensus to change requirement for local and regional mitigation programs.

<i>GMP Component</i>	<i>Option 1 Retain Policies in Existing Measure J</i>	<i>Option 2 Revise / Add Policies included in Community Vision document</i>	<i>Option 3 Additional Policy Options</i>	<i>January 20, 2016 CCTA special meeting outcome</i>
<p>3. Address Housing Options</p>	<p>Jurisdictions must:</p> <ul style="list-style-type: none"> - Demonstrate reasonable progress towards providing housing opportunities for all income levels - Assess the impacts of their land use decisions on the transportation system <ul style="list-style-type: none"> - Consider the needs of pedestrians, bicyclists and transit in the review of new development 	<p>Split this component into two parts:</p> <ol style="list-style-type: none"> 1. Jurisdictions must maintain a State-approved housing element and demonstrate progress in providing housing for all income groups 2. Jurisdictions must adopt complete streets policies, standards and procedures to ensure that new development and transportation improvements that meet the needs of all users 	<p>Add requirement that jurisdictions must:</p> <ul style="list-style-type: none"> - Maintain a State-approved housing element and demonstrate and monitor progress in providing housing for all income groups 	<p>General discussion that jurisdictions already perform many of the items suggested in the Community Vision document (adopt Complete Streets policies, maintain State-approved housing element, etc.). General discussion that a revised Transportation for Livable Communities program may provide alternatives to incentivize infill (see more discussion below).</p>

<i>GMP Component</i>	<i>Option 1 Retain Policies in Existing Measure J</i>	<i>Option 2 Revise / Add Policies included in Community Vision document</i>	<i>Option 3 Additional Policy Options</i>	<i>January 20, 2016 CCTA special meeting outcome</i>
<p>4. Participate in an On-Going Cooperative, Multi-Jurisdictional Planning Process</p>	<p>Jurisdictions must work with the RTPCs and the Authority to standardize models and evaluation methodology, assess performance of Regional Routes, and develop a CTP.</p> <p>Jurisdictions must also develop Action Plans for Routes of Regional Significance that establish performance measures for Regional Routes, with exemptions for Transit Oriented Development and Priority Development Areas, consistent with Authority guidelines, and assess the impacts of proposed new development projects and General Plan Amendments (GPAs) on achievement of performance measures</p>	<p>Modify the Action Plan requirements to prohibit the use of performance measures that use level of service or vehicle delay, and replace with a vehicle-miles-travelled measure.</p>	<p>Same as Option 1</p>	<p>General discussion that the Authority eliminated LOS from the Growth Management Program in Measure J (previously included in Measure C). Furthermore, the Authority is monitoring the development of guidelines being developed by the State Office of Planning and Research(OPR) and that LOS is being removed from technical procedures relative to Action Plans required to be developed as part of Countywide Transportation Plan (see December 2015 Authority meeting agenda).</p>

GMP Component	Option 1 Retain Policies in Existing Measure J	Option 2 Revise / Add Policies included in Community Vision document	Option 3 Additional Policy Options	January 20, 2016 CCTA special meeting outcome
5. Adopt an Urban Limit Line (ULL)	Each jurisdiction must adopt and continuously comply with an applicable voter-approved ULL	Maintain the current requirement <i>but</i> eliminate or reduce the 30-acre exemption	Same as Option 1	<p>General discussion on the ULL. The Community Vision proposal (modification or elimination of the provision in the County’s ULL that allows 30-acre adjustments without voter approval) will continue to be reviewed with the Expenditure Plan Advisory Committee (EPAC) before any significant discussion with the Authority is conducted. Authority members requested additional information regarding the use or potential use of the 30-acre exemption.</p> <p>Regarding a discussion about limits to development outside the ULL by special districts, it was noted that the Authority does not have the ability to require special districts to conform to CCTA policies and that it could not clarify which public services could be provided outside of any ULL.</p>
6. Develop a Five-Year Capital Improvement Program (CIP)	Jurisdictions must develop and regularly update a CIP	Same as Option 1	Same as Option 1	No discussion

<i>GMP Component</i>	<i>Option 1 Retain Policies in Existing Measure J</i>	<i>Option 2 Revise / Add Policies included in Community Vision document</i>	<i>Option 3 Additional Policy Options</i>	<i>January 20, 2016 CCTA special meeting outcome</i>
7. Adopt a Transportation Systems Management (TSM) Ordinance or Resolution	Jurisdictions must adopt an ordinance or resolution consistent with Authority model	Same as Option 1	Same as Option 1	No discussion
NEW COMPONENTS				
Incorporate "Anti-Displacement" Housing Policies	Not Required	Require local jurisdictions to adopt Anti-Displacement Policies	Same as Option 1	General discussion to consider making anti-displacement policies and eligibility for funding to be a "regional choice" option for the Regional Transportation Planning Committees (RTPCs).
Allocation Formula for Return-To-Source Funding	50% population and 50% road miles	Use MTC's OBAG formula	Maintain the existing formula but provide "bonus" funding to jurisdictions that better achieve their RHNA targets	General discussion leaning towards maintaining current formula based on population / lane miles.

<i>GMP Component</i>	<i>Option 1 Retain Policies in Existing Measure J</i>	<i>Option 2 Revise / Add Policies included in Community Vision document</i>	<i>Option 3 Additional Policy Options</i>	<i>January 20, 2016 CCTA special meeting outcome</i>
Prohibit “Sprawl-Inducing” Projects	Not Required	The Authority would review all transportation improvements using Measure J or grant funding allocated by the Authority to ensure that those investments do not induce sprawl and achieve livable, walkable, and affordable communities	Same as Option 1	Not discussed in detail.
Adopt an Agricultural Protection Ordinance	Not Required	Jurisdictions with prime agricultural soil, important farmland, or designated grazing land within their planning area must adopt an agricultural protection ordinance to mitigate the conversion of, or impacts on, these lands	Same as Option 1	No discussed in detail.

<i>GMP Component</i>	<i>Option 1 Retain Policies in Existing Measure J</i>	<i>Option 2 Revise / Add Policies included in Community Vision document</i>	<i>Option 3 Additional Policy Options</i>	<i>January 20, 2016 CCTA special meeting outcome</i>
Require the adoption of new program standards	Not Required	Jurisdictions must adopt: <ul style="list-style-type: none"> - Hillside development ordinance - Ridgeline protection ordinance - Open space system with major ridgelines defined - Protection of wildlife corridors - Plan to conserve buffers around open space and agriculture - Prohibitions on culverting “blue-line” creeks for anything more than road crossings in the shortest length possible - Prohibitions of development of major subdivisions, urban development, or urban services allowed in non-urban Priority Conservation Areas 	Jurisdictions must adopt: <ul style="list-style-type: none"> - Policies that allow reductions in the required parking - Policies and clear standards and procedures to minimize project review in designated PDAs and other infill sites 	General discussion that many of the proposed policies are often included in adopted General Plans or that many do not apply to all jurisdictions (such as ridgeline ordinances). While good practices, there was no consensus to add to the GMP checklist as a requirement to receive Local Road Maintenance and Improvement funds (aka Return to Source).



COMMISSIONERS

Julie Pierce,
Chair

Dave Hudson,
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

David Durant

Federal Glover

Karen Mitchoff

Kevin Romick

Don Tatzin

Robert Taylor

Randell H. Iwasaki,
Executive Director

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MEMORANDUM

To: Anita Tucci-Smith, TRANSPAC
Lisa Bobadilla, SWAT
Jamar Stamps, TRANSPLAN, TVTC
John Nemeth, WCCTAC
Ellen Clark, LPMC

From:  Randell H. Iwasaki, Executive Director

Date: January 25, 2016

Re: Items of Interest for Circulation to the Regional Transportation Planning Committees (RTPCs)

At its January 20, 2016 meeting, the Authority discussed the following items which may be of interest to the Regional Transportation Planning Committees:

- 1. Approval to Distribute the Final Measure J Calendar Year (CY) 2014 & 2015 Growth Management Program (GMP) Compliance Checklist for Allocation of Fiscal Year (FY) 2015-16 and 2016-17 Local Street Maintenance and Improvement (LSM) Funds.** Staff has prepared the final Measure J CY 2014 & 2015 GMP Compliance Checklist for release to local jurisdictions in January 2016. Jurisdictions will have until June 30, 2017 to submit the checklist, which covers payment of Measure J Local Street Maintenance and Improvement (LSM) Funds for FY 2015-16 after July 1, 2016, and subsequent-year payment on the one-year anniversary of the first payment. *The Authority approved the Calendar Year 2014 and 2015 GMP Checklist for distribution to local jurisdictions.*
- 2. Update on Upcoming One Bay Area Grant (OBAG 2) and Measure J Call for Projects.** The Metropolitan Transportation Commission (MTC) approved Resolution 4202 which established the programming policies for expected federal transportation funding. The resolution includes the policies for the OBAG 2 Program. While it has kept the purposes and broad outline of the OBAG 2 Program, MTC has made several changes and additional requirements will be added over the next several months. At the same time, Authority staff is

beginning to work with a working group of agency staff on the next call for projects for the Measure J Transportation for Livable Communities (TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) Programs, including ways to coordinate the Measure J and OBAG 2 Programs. To publicize the upcoming call for projects for these programs, staff has prepared a package of information for release to the RTPCs, local agencies, community organizations and the general public. *The Authority approved the release of the OBAG 2/Measure J Call for Projects information package with any necessary refinements, clarifications or corrections.*

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

January 25, 2016

Hercules

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

Pinole

RE: WCCTAC Board Meeting Summary

Dear Randy:

Richmond

The WCCTAC Board, at its January 25, 2016 meeting, took the following actions that may be of interest to CCTA:

San Pablo

1. Reappointed CCTA "Even-Year" Representative, Janet Abelson and CCTA Alternate, Sherry McCoy.
2. Re-appointed WCCTAC Chair, Sherry McCoy and WCCTAC Vice-Chair, Janet Abelson.
3. Approved proposed programming for the Measure J Strategic Plan Update.
4. Reviewed draft conceptual alternatives for the West County High Capacity Transit Study and provided input and direction on content and study timing.
5. The TEP agenda item did not get discussed due to time limitations.

Contra Costa
County

AC Transit

BART

Sincerely,



WestCAT

John Nemeth
Executive Director

cc: Danice Rosenbohm, CCTA; Corrine Dutra-Roberts, TRANSPAC; Jamar Stamps, Robert Sarmiento, TRANSPLAN; Lisa Bobadilla, SWAT



SWAT

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

January 29, 2016

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

RE: SWAT Meeting Summary Report for January 11, 2016

Dear Mr. Iwasaki:

At the **January 11, 2016** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed and/or approved that may be of interest to the Authority:

1. **Approved** Dave Hudson (San Ramon) as the SWAT South County Representative to CCTA, and Karen Stepper (Danville) as the alternate SWAT South County Representative;
2. **Approved** James Hinkamp, City of Lafayette as staff alternate to Tony Coe for purposes of SWAT TAC and TCC representative;
3. **Elected** Karen Stepper (Town of Danville) SWAT Chair and Amy Worth (City of Orinda) SWAT Vice Chair for 2016; and
4. **Received** update on Contra Costa Transportation Authority (CCTA) Development of a Potential Transportation Expenditure Plan (TEP).

The next SWAT meeting is scheduled for **Monday, February 1, 2016 at Town of Danville Offices, 510 La Gonda Way, Danville.**

Please contact me at (925) 973-2651 or email at lbobadilla@sanramon.ca.gov, if you should have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa Bobadilla".

Lisa Bobadilla
City of San Ramon
SWAT Administrative Staff



SWAT

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

February 5, 2016

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

RE: SWAT Meeting Summary Report for February 1, 2016

Dear Mr. Iwasaki:

At the **February 1, 2016** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed and/or approved that may be of interest to the Authority:

1. **Approved** the I-680 Transit Congestion Relief Options Study; and
2. **Received**; update on Contra Costa Transportation Authority (CCTA) Development of Potential Transportation Expenditure Plan (TEP), related to the "Options for the Growth Management Program in a New Transportation Sales Tax Measure"

The next SWAT meeting is scheduled for **Tuesday, February 16, 2016 at Town of Danville Offices, 510 La Gonda Way, Danville.**

Please contact me at (925) 973-2651 or email at lbobadilla@sanramon.ca.gov, if you should have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa Bobadilla".

Lisa Bobadilla
City of San Ramon
SWAT Administrative Staff

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

ITEM 5
STATUS REPORT ON MAJOR PROJECTS

TRANSPLAN: Major East County Transportation Projects

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

Monthly Status Report: February 2016

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: Close-out

Project Status: *Caltrans accepted the contract on June 30, 2014. The construction contract is now closed with no outstanding claims. Caltrans approved \$0.79 million (out of \$3.5 million) in submitted exceptions to its Proposed Final Estimate (PFE). Remaining exceptions were rejected. The District Director's Determination of Claims letter was issued on June 24, 2015 and the Final Estimate was processed on June 25, 2015. The 90-day period to submit an arbitration request for unresolved claims*

expired on September 25, 2015. Right of Way close-out activities continue and additional Right of Way engineering work will be needed.

Issues/Areas of Concern: *None.*

C. SR4 Widening: Somersville Road to SR 160

Lead Agency: CCTA

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

Current Project Phase: Construction.

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

Segment 1: Somersville Interchange

Segment was open to traffic in December 2013.

Segment 1 construction is 100% complete.

Segment 2: Contra Loma Blvd. to A St./Lone Tree Way

Construction began in March 2012 and is anticipated to be complete in February 2016.

Segment 2 construction is 94% complete through October 2015. New freeway lanes were opened between Somersville Road and Lone Tree Way in November 2015.

Segment 3A: A Street Interchange and Cavallo Undercrossing

Construction began in August 2012 and is anticipated to be complete in Spring 2016.

Segment 3A construction is 94% complete through October 2015.

Segment 3B: Hillcrest Avenue to SR160

Construction began in March 2013 and is anticipated to be complete in Spring 2016.

Segment 3B construction is 79% complete through October 2015.

Issues/Areas of Concern:

Adverse weather (wind) affecting jointed plain concrete pavement construction continues to impact progress. Additionally, a potential delay due to nesting birds is a concern. Authority staff, Caltrans, and BART continue to identify/implement steps to ensure the eBART median is constructed on time to meet agreed dates to turn over to BART. Due to the drought emergency, the Landscaping project has been put on hold. Also, use of reclaimed water has been implemented for dust control and compaction.

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 is ongoing and is expected to be complete in March 2016.

Project Status: *Completion date is now delayed to March 2016 (from January 2016) due to issue with asphalt supplier. The combination of a Time Impact Analysis (TIA) prepared by the Contractor and the acceleration of a work contract change order resulted in some time savings on the schedule.*

Issues/Areas of Concern: *The Contractor's asphalt supplier has been unable to pass the required sample testing per the contract specifications. This construction activity is on the critical path and will delay the project several weeks. Staff and the Contractor are working to accelerate other items on the critical path to minimize delaying the opening.*

E. East County Rail Extension (eBART)

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

eBART Construction Contact: Mark Dana: mdana@bart.gov

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

Current Project Phase: Construction.

Project Status: *The project is in the construction phase and is being completed under multiple contracts managed by BART. The overall construction of the transfer platform (Contract 110) in the median is complete. The Hillcrest parking lot, maintenance shop building (shell) and improvements to Slatten Ranch Road (Contract 120) are complete. Contract 130, consisting of stations and maintenance facility finishes, track work and systems is underway.*

Contractor is continuing to lay tracks in the median near the Pittsburg Bay Point Station heading east. Work on the fueling station and train washing facility is ongoing.

Issues/Areas of Concern: *Coordination between BART and CCTA is ongoing because the construction is directly north and adjacent to the SR 4 Segment 3B construction area. A master integrated schedule has been developed for the eBART and SR 4 construction contracts and is updated and reviewed on a regular basis. Schedule slippage of SR 4 contracts will impact the completion date.*

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

CCTA Fund Source: Measure J

Lead Agency: City of Concord

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

Current Project Phase: *Preliminary Studies/Planning*

Project Status: *Project initiation studies started in October 2014 to identify project improvements and a phasing plan.*

The Project Study Report-Project Development Support (PSR-PDS) was submitted to Caltrans in October 2015 and the consultant team is currently responding to comments. Schedule for completion of the PSR has slipped. An amendment to Mark Thomas contract 391 was approved in October 2015.

Issues/Areas of Concern: None.

STATE ROUTE 4 BYPASS PROJECT

G. SR4 Bypass: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1
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: Traffic has been staged to the final alignment for both the EB and WB directions.

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

Construction is approximately 98% complete through February 2015.

Issues/Areas of Concern: None.

H. SR4 Bypass: Balfour Road Interchange – Phase 1 (5005)

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

Lead Agency: CCTA

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

Current Phase: Design.

Project Status: *The final design is nearing completion. Right of Way acquisition is underway by the SR 4 Bypass Authority. A Longitudinal Utility Exception Request from Caltrans for the Contra Costa Water District to leave a 90-inch water line in place within the project limits was approved on February 5, 2015, saving taxpayers an estimated \$18 million. The PG&E transmission towers have been relocated. Construction bid advertisement is scheduled for Spring 2016.*

Final design plans were revised to address fuel line facility relocation and Right of Way changes and resubmitted to Caltrans in November 2015. Work on PG&E joint trench shoofly continues. An additional \$8 million in ECCRFFA funds were approved on November 12, 2015. TRANSPLAN recommended programming an additional \$9 million in Measure J funds from East County Corridor Reserve.

Issues/Areas of Concern: *The utility relocation schedule provides limited schedule contingency. The construction bid will include workarounds to minimize delay risk.*

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

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

Current Phase: Design.

Project Status: *Aesthetic treatments requested by the City of Brentwood, would have required additional and complex discussion with Caltrans. The City decided to drop the request.*

Issues/Areas of Concern: *Right of Way and construction funding for the project has not been identified yet. Project costs may escalate as schedule is impacted by funding shortfall. The NEPA clearance, if needed, may be problematic. BART announced that the recommended new station location for a future eBART extension should be at a location adjacent to the point of contact. The impacts of this decision will need to be considered.*

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

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

March 2015 Update – No Changes From Last Month

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

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

eBART Next Segment Study

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

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

Staff will provide updates as needed.

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ITEM 6
CALENDAR OF EVENTS

Calendar of Upcoming Events*

2015	Location	Event
2015/2016	East County	State Route 160/Highway 4 Direct Connector Ramps Ribbon Cutting
2015/2016	East County	Planning for Integrated Corridor Management (ICM) program on Highway 4
Spring 2016	Brentwood	SR-4/Balfour Interchange Groundbreaking
Spring 2016	Antioch/Oakley	OPEN: SR-4 Segments 3A & 3B

Development Alliance Calendar of Events, submissions from interested parties, etc. If you have suggestions please forward to Jamar Stamps at jamar.stamps@dcd.cccounty.us

**ITEM 7
ENVIRONMENTAL REGISTER**

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Pittsburg	APNs: 089-010-010 089-020-009; -011; -014; -015	Notice of Public Hearing and Avail. of FEIR	Montreux Residential Subdivision Contact: Kristin Pollot, Project Planner (925) 252-6941 kpollot@ci.pittsburg.ca.us	Rezoning ("Hillside Planned Development" to Single Family Residential/6k sq. ft. lots), annexation and subdivision of 148.3 acres into 351 SFR lots	8/17/15 (meeting date)	No Comments
City of Pittsburg	APN096-100-034	Notice of Preparation	WesPac Pittsburg Infrastructure Project Contact: Kristin Pollot, Project Planner (925) 252-6941 kpollot@ci.pittsburg.ca.us	Modernization and reactivation of existing fuel storage and distribution systems	7/31/15	No Comments
City of Oakley	APN032-050-003	Notice of Public Hearing	Dal Porto South Subdivision Contact: Ken Streelo, Senior Planner strelo@ci.oakley.ca.us	Vesting tentative map w/ approx. 403 residential lots (183 acres)	7/14/15 (hearing date)	No Comments
City of Oakley	APN033-240-004	Notice of Public Hearing	Retail and Self-Storage Contact: Joshua McMurray, Planning Manager mcmurray@ci.oakley.ca.us	Use Permit and Design Review for a new retail (5,120 sq. ft.) and self-storage (approx. 97,000 sq. ft.) project.	6/9/15 (hearing date)	No Comments
City of Pittsburg	APN089-010-016	Notice of Intent (mitigated neg. declaration)	The Reserve at Woodland Hills Contact: Jordan Davis, Associate Planner (925) 252-4015	General Plan Amendment: Business Commercial to Medium Density Residential Rezoning: Office Commercial to Medium Density Residential Design Review: Existing office building conversion into 18 apartment units	6/12/15 6/9/15 (hearing date)	No Comments
City of Pittsburg	APN073-200-013	Notice of Public Hearing	Mt. Diablo Resource Recovery Park Contact: Kristin Pollot, Project Planner (925) 252-6941 kpollot@ci.pittsburg.ca.us	Use permit for expansion of Mt. Diablo Recycling Facility and design review for new 18,000 square foot building/maintenance facility	5/26/15 (hearing date)	No Comments

ITEM 8
TRANSPORTATION EXPENDITURE PLAN

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

February 11, 2016

Mr. Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority (“CCTA”)
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: Transportation Expenditure Plan (“TEP”)

Dear Mr. Iwasaki:

TRANSPLAN has reviewed CCTA’s revised approach for development of a TEP which includes special meetings of the CCTA Board, a revised strategy to re-engage the EPAC, and continuing engagement with the RTPCs, cities and the County, other stakeholders and members of the public. TRANSPLAN considered new polling information from November 2014, and a document developed by the EPAC titled “A Community Vision for a New Transportation Tax” (“Community Vision”) to inform the TEP process, policies and investment goals. After review and discussion of the revised TEP process and new information, TRANSPLAN would like to provide the following comments for the Authority’s consideration:

1. The James Donlon Extension and State Route 239 are priority projects for East County. These projects are essential for transportation circulation and goods movement for the County and Bay Area region. TRANSPLAN will not support policies that prohibit East County’s priority capital improvements.
2. TRANSPLAN jurisdictions have taken actions to protect natural and agricultural lands. A few examples include: City of Antioch preserving 2,000-acre Roddy Ranch as open space; member jurisdictions establishing a voter-approved Urban Limit Line; member jurisdictions participating in the East Contra Costa County Habitat Conservation Plan / Natural Community Conservation Plan. The James Donlon Extension and State Route 239 are specifically listed as covered projects in the HCP/NCCP¹.
3. A new expenditure plan should embrace technology. TRANSPLAN recently authorized a Measure J strategic plan amendment to support development of the State Route 4 Integrated Corridor Mobility (“ICM”) study and implementation of potential future ICM improvements.

¹ HCP/NCCP Section 2.3- Covered Activities and Projects: Activities and projects within the inventory area for which the HCP/NCCP will provide compensation, avoidance, and minimization of impacts for covered species.

4. TRANSPLAN strongly recommends a 30% return-to-source allocation for local streets and road maintenance, but will keep an open mind about a lesser allocation (not below current 18%).
5. TRANSPLAN supports BART's expansion into East County. In order to assess BART's financial need to support and maintain said expansion, TRANSPLAN requests funding estimates from BART that are specific to Contra Costa County and East County's share of services.
6. TRANSPLAN will amend the draft East County TEP to include "Complete Streets."

Thank you for the opportunity to provide input on the subject item. Should you have any questions, please do not hesitate to contact TRANSPLAN staff, Jamar Stamps at (925) 674-7832 or email at jamar.stamps@dcd.cccounty.us.

Sincerely,

Doug Hardcastle
TRANSPLAN Chair