

Robert Taylor  
**Chair**  
Brentwood  
City Council

Brian Kalinowski  
**Vice-Chair**  
Antioch  
City Council

Jim Frazier  
Oakley  
City Council

Ben Johnson  
Pittsburg  
City Council

Federal D. Glover  
Contra Costa County  
Board of Supervisors

Gil Azevedo  
Antioch  
Planning Commission

Joseph Weber  
Brentwood  
Planning Commission

Carmen Gaddis  
Representing the  
Contra Costa County  
Board of Supervisors

Duane Steele  
Contra Costa  
Planning Commission

Kevin Romick  
Oakley  
Planning Commission

Bruce Ohlson  
Pittsburg  
Planning Commission

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# TRANSPLAN Committee Meeting

Thursday, January 13, 2011 – 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 John Cunningham at (925) 335-1243 or john.cunningham@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 December 9, 2010 TRANSPLAN meeting. ♦ PAGE 2

### 4. Accept Correspondence. ♦ PAGE 10

### 5. Accept Status Report on Major Projects. ♦ PAGE 16

### End of Consent Items

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

**6. Elect Chair and Vice-Chair for 2011:** The TRANSPLAN Committee elects its officers each January for the calendar year. Elections of Chair and Vice-Chair are done in two separate motions. Both must be elected officials. It has been TRANSPLAN's custom for the Vice-Chair to become Chair, and for the Vice-Chair's position to rotate among the jurisdictions. The attachment shows the officers of TRANSPLAN for the past nine years.  
♦ PAGE 22

**7. Appoint TRANSPLAN representatives and alternates to the Contra Costa Transportation Authority (CCTA) Board\*:** See attached memo from Staff.  
♦ PAGE 24

**8. State Route 239 Report:** Receive report from Contra Costa County staff on the status of the SR239 Study and Take Action As Appropriate. ♦ PAGE 28

**9. SB375 and Sustainable Communities Strategy Implementation Report:** Receive Report From CCTA Staff and Take Action As Appropriate. ♦ PAGE 42

**10. State Route 4 Integrated Corridor Analysis Report:** Receive Report from CCTA staff, Appoint members to the Policy Advisory Committee, and take other action as appropriate. ♦ PAGE 10

**11. Update on the Technical Advisory Committee's effort to review the consistency of the fee programs of the City of Pittsburg and the East Contra Costa Fee and Financing Authority (ECCRFFA) :** The TRANSPLAN Committee, at

\* Per CCTA Administrative Code only elected officials may vote on appointments to the CCTA Board.

♦ = An attachment has been included for this agenda item.

the December 2010 meeting, directed the TRANSPLAN Technical Advisory Committee to work with TRANSPLAN Staff, and with the assistance of Contra Costa Transportation Authority staff, develop an agreement for the Committee's consideration addressing the consistency of Pittsburg's fee program with that of the East Contra Costa Fee and Financing Authority's. Staff will provide a verbal update on this issue.

**12: Accept Staff or Committee Members' Reports ♦ PAGE 63**

End of Action/Discussion Items – Adjournment

**13:** Adjourn to next meeting on Thursday, February 10, 2011 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

♦ = An attachment has been included for this agenda item.

**ITEM 3**  
**ADOPT MINUTES FROM DECEMBER 2010 MEETING**

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

MINUTES  
December 9, 2010

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

**ROLL CALL**

PRESENT: Jim Frazier (Oakley), Federal Glover (Contra Costa County), Brian Kalinowski (Antioch), Bruce Ohlson (Pittsburg), Nancy Parent (Pittsburg), Kevin Romick (Oakley), Joe Weber (Brentwood), and Chair Robert Taylor (Brentwood)

ABSENT: Gil Azevedo (Antioch), Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors), and Duane Steele (Contra Costa County Planning Commission)

STAFF: John Cunningham, TRANSPLAN Staff

**PUBLIC COMMENT**

There were no comments from the public.

**CONSENT ITEMS**

On motion by Jim Frazier, seconded by Federal Glover, TRANSPLAN Committee members unanimously adopted the following items under the Consent Calendar, with the removal of Item 8.

3. Adopted Minutes from June 10, 2010 TRANSPLAN meeting
4. Accepted Correspondence
5. Accepted Recent News Articles
6. Accepted Status Report on Major Projects
7. Authorized *511 Contra Costa* to Submit Grant Applications to CCTA, MTC, and BAAQMD and execute Agreements and Contracts as necessary to fund TDM Activities in the interest of TRANSPLAN
8. Adopt Calendar of Meetings for 2011 [REMOVED FROM CONSENT]

### **ADOPT CALENDAR OF MEETINGS FOR 2011**

Joe Weber raised a discussion that had been raised some years ago related to whether or not TRANSPLAN Committee members were willing to consider a morning meeting schedule consistent with the morning schedule utilized by the other Regional Transportation Planning Committees (RTPCs).

Federal Glover suggested that a change in meeting pattern at this point would be problematic. He stated that an evening format had worked well for the TRANSPLAN Committee and he saw no reason to change it. He supported consistency.

Brian Kalinowski added that other transportation meetings had routinely occurred at the same time as the TRANSPLAN Committee meetings; i.e. the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), the State Route 4 Bypass Authority, and the eBART Partnership Policy Advisory Committee (ePPAC), when needed. He suggested that a daytime meeting could occur at some point, if needed.

Kevin Romick expressed a preference for an evening format since that was easier for him with his job.

Chair Taylor suggested a 6:00 P.M. start time, although other members commented that with traffic there was sometimes a problem arriving prior to 6:00 P.M.

On motion by Joe Weber, seconded by Federal Glover, TRANSPLAN Committee members unanimously adopted the Calendar of Meetings for 2011 with the evening format to remain as is.

### **DISCUSS THE CITY OF PITTSBURG'S WITHDRAWAL FROM EAST CONTRA COSTA REGIONAL FEE AND FINANCING AUTHORITY AND ADVISE AS APPROPRIATE**

John Cunningham, TRANSPLAN staff, advised that the City of Pittsburg in July had informed ECCRFFA of its withdrawal from the Joint Exercise of Powers Agency (JEPA) effective September 7, 2010. In October, the City had advised that it had adopted a Regional Transportation Mitigation Program (RTMP). He reported that with Measure J required participation in an RTMP and that the RTPC shall develop a RTMP for its respective region. As such, the Contra Costa Transportation Authority (CCTA) would have to make findings regarding the City of Pittsburg's compliance with Measure J and the City would need to approach the TRANSPLAN Committee and advise of its options as to how to address the matter.

Mr. Cunningham reported that last week the City of Pittsburg had submitted a letter to the TRANSPLAN Committee agreeing to work cooperatively without ECCRFFA. The matter had been submitted to the Committee for discussion in anticipation of working with CCTA and TRANSPLAN staff as well as the City of Pittsburg on the matter.

Mr. Cunningham advised that ECCRFFA, CCTA and City of Pittsburg staff were present to respond to comments.

Nancy Parent advised that while the City of Pittsburg was no longer a member of ECCRFFA, it was a member of the TRANSPLAN Committee which had the function of planning the work to be done. She explained that the City, in adopting its own fee, had also adopted a project list for the expenditure of fees collected. She emphasized that every item on the City's project list was also on the TRANSPLAN Committee's list. With a CCTA requirement for an agreement with the TRANSPLAN Committee, the City had suggested that the Committee instruct TRANSPLAN staff to discuss with Pittsburg staff an agreement to satisfy the CCTA. She noted that the funds had been given to the City for the first year.

Federal Glover asked if there had been any investigation of a regional fee by a local jurisdiction, reported by Mr. Cunningham that staff had no policy guidance on that issue and no practical experience as to how to proceed.

Mr. Cunningham referenced the Growth Management Program (GMP) of Measure J which had stipulated that the RTPC shall develop the regional fee program. In this case, the City of Pittsburg had adopted the regional fee program.

Mr. Glover sought assurance by an agreement or language to indicate that the contributions to be made to the various projects had been included in the agreement. He sought legal consistency to make sure that a local jurisdiction had the ability to establish its own regional fee to ensure consistency with CCTA guidelines through the GMP.

Dale Dennis, ECCRFFA staff, stated that a legal opinion could be sought as to the approach taken by the City of Pittsburg. He noted that a local jurisdiction administering a regional transportation fee in the context was unusual. He suggested that a legal opinion as to the sufficiency of the methodology taken by the City would have to be verified.

In response to Joe Weber to clarify the purpose of the discussion by the TRANSPLAN Committee, Mr. Cunningham explained that the question was before the Committee given the language in the GMP which stated that each RTPC shall develop a RTMP. It was the Committee's charge and responsibility to establish that program.

Mr. Weber verified with staff that the items the City of Pittsburg was prepared to commit to were the same that the TRANSPLAN Committee had committed to. He suggested that there were questions to be answered, that the meeting was not the place to do that, and that staff should resolve the questions and return a potential draft agreement to the extent that would be necessary to satisfy the CCTA, after which the TRANSPLAN Committee could determine if it was willing to accept that agreement.

If an agreement between the TRANSPLAN Committee and the City of Pittsburg was not required, he suggested that the CCTA could be notified that the City's proposal would adhere to the TRANSPLAN Committee plan, although given the history of the situation; he added that he would be more comfortable with an agreement.

Chair Taylor stated that the city council of each jurisdiction would have to make comment on the situation to advise of its position.

Brian Kalinowski noted that since the City of Pittsburg had elected to withdraw from ECCRFFA, and the TRANSPLAN Committee was involved with respect to an underfunding potential, the Committee needed to be diligent in monitoring that situation since there was nothing to keep any other member from withdrawing from ECCRFFA. He emphasized the need to ensure the proper funding of projects through ECCRFFA and the responsibility for all member jurisdictions to participate in the process and in the programs.

In response to Mr. Kalinowski as to whether or not there was anything to require the City of Pittsburg to remain a member of the TRANSPLAN Committee, Mr. Cunningham stated there was nothing other than what had earlier been advised, that the RTPC shall develop the fee program. He stated that ECCRFFA was the fee program. There was nothing specific as to membership. As to how to withdraw from the program, he added that the JEPA did not define how parties were to exit the JEPA. He advised, however, that he would check on that situation.

Brian Kalinowski agreed that the TRANSPLAN Committee held the sole discretion on the implementation and decision of the plan submitted to the CCTA. He saw no path that existed where the issue would go directly to the CCTA without a vote from the Committee Board. He agreed that TRANSPLAN staff should follow through on those details. From the City of Antioch's perspective, he stated that Antioch staff would be involved and part of the discussion would be the withdrawal of jurisdictions from the fee program. He sought professional input from each jurisdiction.

Nancy Parent commented that the City of Pittsburg's RTMP fee was almost the same as that being charged elsewhere.

Mr. Cunningham advised that staff would compile and review any material necessary for the TRANSPLAN Committee to come to a decision, which would be through the TRANSPLAN Technical Advisory Commission (TAC), with the assistance of TRANSPLAN and CCTA staff. As a result, each jurisdiction would be directly involved in that discussion.

Jim Frazier wanted to see and be clear about expenditure plan reimbursement for projects outside of the City of Pittsburg and how that would be funded, which was a matter of importance to the Board to know that projects, when in process, could be funded and to ensure that the City of Pittsburg would pay its fair share..

Martin Engelmann, CCTA staff, clarified that unlike ECCRFFA, there was no mechanism for a jurisdiction to withdraw from a RTPC. He noted that the CCTA had eleven members and 20 jurisdictions and there were four RTPCs; west, central, east, and southwest. Each appointed two members to the CCTA Board.

Each RTPC was made up of four or five jurisdictions and while there was a way to add a new jurisdiction there was no mechanism for removing a jurisdiction. Mr. Engelmann explained that RTPCs served as the forum for cooperative planning, and participating in cooperative planning was a requirement of Measure J.

Mr. Engelmann added that Measure J also included language that the intention of cooperative planning was to mitigate the cumulative impacts of regional planning. The RTPC was also to decide how to implement a regional fee with significant flexibility as to how to do that. The way the regional mitigation fee was designed was up to the RTPC which could be a combination of ECCRFFA and a City of Pittsburg program in this case, which could be done through a cooperative agreement. He recommended discussion to see how the programs could be connected to continue the funding of regional projects, which he explained to date had been one of the most successful programs in the Bay Area.

Mr. Engelmann added that the East County fee program had generated the major share of the \$250 million generated to date. He was ready to work with the TRANSPLAN Committee and with staff to look at the proposal offered by the City of Pittsburg to evaluate the proposal and develop language that could work. He stated that he would return to the Committee with findings.

Federal Glover asked about the City of Pittsburg's ability to establish its own fee in cooperation with an agreement with the TRANSPLAN Committee. He noted that a number of issues had been brought up that needed to be addressed in the agreement, an agreement needed to be established to identify the projects and the fees to be collected, and a system had to be put in place to monitor that situation. He wanted to move forward and urged staff to return with something that could be agreed on.

Brian Kalinowski agreed and requested a monthly follow-up related to the TRANSPLAN TAC and other issues. He saw issues related to the existing fee authority and its existence along with the agreements with the City of Pittsburg. He suggested there would be collateral damage as a result of the City of Pittsburg's action.

Chair Taylor noted the consensus to return the item to staff with regular updates to be provided to the Committee. He recognized that the issue was a concern to the City of Pittsburg because of return to source as well as a concern to the TRANSPLAN Committee. He urged a thorough analysis and legal opinion to be returned to the Committee so that the city councils of each jurisdiction could be informed of a regional issue that affected them all.



Jim Frazier emphasized the need for a clear understanding and documentation.

Brian Kalinowski urged clear penalties for any jurisdiction's failure to perform with more immediate responses and with maximum penalties, and he noted that the City of Antioch would not support an agreement without a penalty clause.

Chair Taylor urged that City staff in each jurisdiction be involved to ensure that all would be informed.

Mr. Cunningham clarified the Committee's direction with the TRANSPLAN TAC to be the lead assisted by TRANSPLAN and CCTA staff to ensure that all jurisdictions were represented; to develop an agreement for consideration by the TRANSPLAN Committee regarding the viability and consistency of the City of Pittsburg's fee program, with ECCRFFA to ensure the contribution of fees to certain projects, and with the detail to reflect those questions and comments heard during the TRANSPLAN discussion.

Mr. Engelmann clarified that Measure J was both a local and a regional fee. A local fee was one collected by a city and spent within its locality while a regional fee was collected by a city and expended within a group of cities and regional bodies. He stated that the CCTA would look at that.

Mr. Cunningham referenced a concern raised by Mr. Dennis as to the legality of the City of Pittsburg's fee program in terms of state statutes as they related to the district and the projects along with the legality of the fee program in local policy.

Brian Kalinowski verified with staff that County Counsel would look at that issue.

### **ACCEPT STAFF OR COMMITTEE MEMBERS' REPORTS**

Mr. Cunningham advised that the Concord Naval Weapons Station (CNWS) project had moved to the General Plan Amendment (GPA) phase which was the best opportunity for the TRANSPLAN Committee to weigh in on that project. He would report back on that project as necessary. He added that the project was now known as the Los Medanos Area Plan.

Mr. Cunningham also reported that the TRANSPLAN Committee had few meetings this year and was considerably under budget, currently at 25 percent, although several projects were ramping up. A detailed budget report could be provided at the next meeting.

Joe Weber asked that a presentation on James Donlon Boulevard which had previously been made to the TRANSPAC Committee be made to the TRANSPLAN Committee in January or February 2011.

**ADJOURNMENT**

On motion by Brian Kalinowski, seconded Jim Frazier and carried unanimously to adjourn the TRANSPLAN Committee meeting at 7:12 P.M. to January 13, 2011 at 6:30 P.M. or other day/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk

**ITEM 4**

**ACCEPT CORRESPONDENCE**



COMMISSIONERS

Robert Taylor,  
Chair

David Durant,  
Vice Chair

Janet Abelson

Newell Americh

Ed Balico

Susan Bonilla

Jim Frazier

Federal Glover

Mike Metcalf

Julie Pierce

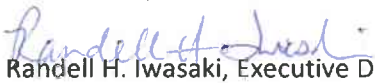
Maria Viramontes

Randell H. Iwasaki,  
Executive Director

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Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

# MEMORANDUM

To: Barbara Neustadter, TRANSPAC  
 Andy Dillard, SWAT, TVTC  
 John Cunningham, TRANSPLAN  
 Christina Atienza, WCCTAC  
 Richard Yee, LPMC

From:   
 Randell H. Iwasaki, Executive Director

Date: December 16, 2010

Re: Items approved by the Authority on December 15, 2010, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its December 15, 2010 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- Approval to Release RFP No. 11-1 to Conduct the 2011 CMP Traffic Monitoring Program.** As the designated Congestion Management Agency for Contra Costa, the Authority is responsible for developing and updating a Congestion Management Program (CMP) every other year. As part of the 2011 CMP, traffic monitoring of freeways and principle arterials is required to determine whether CMP Level of Service Standards and multi-modal performance measures are being met. This RFP would seek qualified engineering firms to conduct the Spring 2011 CMP traffic monitoring program and document the results. *The Authority authorized staff to release the 2011 CMP Traffic Monitoring Program RFP.*
- Modifications to Scope of Work and Budget for Consultant Agreement No. 310 with Parisi Associates for the Development of the Contra Costa Safe Routes to School Program (SR2S).** In November the Authority approved the agreement under the condition that resources previously allocated to Contra Costa Health Services for SR2S outreach and survey assistance be reallocated to Parisi Associates. Accordingly, staff seeks authorization to increase the initial agreement amount for Phase I from \$72,500 to \$100,000 and incorporate revisions to the scope of work for Task 1. *The Authority authorized modifications to Agreement No. 310 with Parisi Associates for an initial amount not to exceed \$100,000 to complete Task 1*
- Authorization of Consultant Agreement No. 312 with Economic & Planning Systems to Provide Ongoing Technical Support Services for Development of the SCS.** In response

to Request for Proposal (RFP) 10-8 released in October 2010, three planning consulting firms responded. A selection committee comprised of city and County staff chose Economic & Planning Systems, Inc. ("EPS") as the most qualified consultant. *The Authority authorized Agreement No. 312 with EPS to provide ongoing technical support for development of the SCS at a cost not to exceed \$100,000.*

4. **Initiation of Regional Dynamic Ridesharing Pilot Project with Sonoma and Marin CMAs.** The Authority is eligible to receive approximately \$500,000 in federal funds for participation in a three-county regional Dynamic Ridesharing Pilot Project made possible through MTC's Climate Initiative grant program. *The Authority authorized staff to proceed with the development of an inter-agency agreement with the Sonoma County Transportation Authority and the Transportation Authority of Marin to participate in the Regional Dynamic Ridesharing Pilot Project.*
  
5. **Congressman John Garamendi's Fiscal Year 2012 Appropriation Requests.** Staff will report on efforts by Congressman Garamendi's office related to Federal Fiscal Year 2012 appropriation requests. Staff will discuss timelines and opportunities for the Authority in submitting requests, developing support and consensus, and coordinating with other elected State and federal officials. *The Authority approved staff's recommendation to continue with the priorities that were established in March 2009.*

# TRANSPAC Transportation Partnership and Cooperation

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

December 15, 2010

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

Dear Mr. Iwasaki:

At its meeting on December 9, 2010, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Recognized City of Concord Councilmember Guy Bjerke for his service to TRANSPAC.
2. Received a presentation by Martin Engelmann on SB 375 Implementation and the development of a Sustainable Communities Strategy (SCS) for the Bay Area.
3. Approved the allocation of 2008-09 Measure J Line 20a "Additional Transportation for Seniors and People with Disabilities" as follows: \$9144 for one year's operating costs to the City of Walnut Creek Senior Club Mini bus program, and a not-to-exceed amount of \$56,000 for the purchase of a replacement van for the City of Pleasant Hill Senior Van program.
4. Discussed the TAC's review of joint contracting for School Crossing Guard Services in Central County and asked the TRANSPAC Manager to continue to work on a sample contract for discussion with the TRANSPAC TAC and jurisdiction staff.
5. Received reports on CCTA activities from CCTA representatives.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter  
TRANSPAC Manager

cc: TRANSPAC Representatives  
TRANSPAC TAC and staff  
Don Tatzin, Chair, SWAT  
Federal Glover, Chair, TRANSPLAN  
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, CCTA  
Christina Atienza, WCCTAC  
WCCTAC Chair  
John Cunningham, TRANSPLAN  
Andy Dillard, SWAT  
June Catalano, City of Pleasant Hill

TRANSPAC  
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# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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December 10, 2010

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

Dear Mr. Iwasaki:

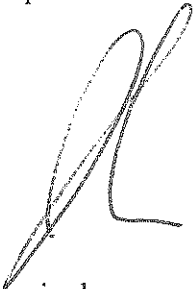
This correspondence reports on the actions and discussions at the TRANSPLAN Committee during their meeting on December 9, 2010.

**Adopt Calendar of Meetings for 2011:** The Committee moved to adopt the 2011 Calendar of Meetings, please see the attached.

**Discuss the City of Pittsburg's Withdrawal From East Contra Costa Regional Fee and Financing Authority and Advise as Appropriate:** The Committee discussed the matter and directed the TRANSPLAN Technical Advisory Committee to work with TRANSPLAN Staff, and with the assistance of Contra Costa Transportation Authority staff, develop an agreement for the Committee's consideration addressing the consistency of Pittsburg's fee program with that of the East Contra Costa Fee and Financing Authority's. The TAC will report back monthly on the progress of the effort and ultimately bring a draft agreement to TRANSPLAN with a detailed report on the same.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, January 13, 2011 at 6:30 p.m.

Sincerely,



John W. Cunningham  
TRANSPLAN Staff

**c:**

TRANSPLAN Committee  
A. Dillard, SWAT  
B. Neustadter, TRANSPAC  
C. Atienza, WCCTAC

T. Williams, TVTC  
D. Rosenbohm CCTA  
E. Smith, BART

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## **TRANSPLAN COMMITTEE**

### **EAST COUNTY TRANSPORTATION PLANNING**

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

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**TO:** TRANSPLAN Committee  
**FROM:** John Cunningham, TRANSPLAN staff  
**DATE:** November 29, 2010  
**SUBJECT:** Meeting Dates for 2011

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#### **Recommendation**

Adopt the calendar of meeting dates for 2011

#### **Discussion**

Following are the scheduled dates for TRANSPLAN Board and TRANSPLAN Technical Advisory Committee meetings in 2011. All of the proposed dates maintain the established schedule.

#### **TRANSPLAN Committee**

Second Thursday starting at 6:30 p.m.  
Tri Delta Transit Board Room: 801 Wilbur Avenue, Antioch, CA 94509

January 13  
February 10  
March 10  
April 14  
May 12  
June 9  
July 14  
August 11  
September 8  
October 13  
November 10  
December 8

#### **TRANSPLAN Technical Advisory Committee**

Third Tuesday starting at 1:30 p.m.  
Antioch City Hall, 3<sup>rd</sup> Floor Conference Room, 200 H Street, Antioch, CA 94509

January 18  
February 15  
March 15  
April 19  
May 17  
June 21  
July 19  
August 16  
September 20  
October 18  
November 15  
December 20

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**TRANSPLAN Packet Page #: 95**  
Staff Contact: John Cunningham: Phone: 925.335.1243 | Fax: 925.335.1300 | [john.cunningham@dcd.cccounty.us](mailto:john.cunningham@dcd.cccounty.us) | [www.transplan.us](http://www.transplan.us)



**ITEM 5**

**ACCEPT MAJOR PROJECTS STATUS REPORT**

# TRANSPLAN: Major East County Transportation Projects

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

## Monthly Status Report: December 2010

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

### STATE ROUTE 4 WIDENING

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

Lead Agency: CCTA

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

**Current Project Phase:** Highway Landscaping – Plant Establishment Period

**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.

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

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

Lead Agency: CCTA

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

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

**Project Status:** Construction of the SR4 mainline and Loveridge Road widening began in June 2010. It is estimated that the project construction will be completed in late 2013 or early 2014 depending on weather and the contractor's approved working schedule. The construction staging and duration is significantly affected by environmental permit restrictions associated with existing creeks and waterways within the project limits.

*Current construction activities include drainage facilities, new waterline crossings, retaining walls, sound wall foundations, temporary eastbound on-ramp, earthwork grading, and base preparation for new freeway pavement. Loveridge Road bridge construction and paving of new freeway lanes will begin in early 2011. The planned two-month closure of Century Boulevard at SR4 for new bridge work is scheduled to start in mid-February 2011. The planned temporary closure and detour operation for the North Park Plaza business access will occur from approximately April 2011 through October 2011.*

The project construction is approximately 15% complete.

**Issues/Areas of Concern:** The contractor successfully completed the current stage of culvert work within the existing creeks and waterways before the seasonal rains began.

**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:** **Segment 1 Somersville Interchange:** Construction Contract Award Phase; **Segments 2, 3A and 3B:** Right of Way Acquisition, Utility Relocation & Final Design Phase

**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. Monthly coordination meetings are on-going with Caltrans, City of Antioch and PG&E.

Segment 1: Design was completed on schedule. The CTC voted on the allocation of STIP and CMIA funds for the project on May 19, 2010. The project was advertised for construction bids on July 19, 2010 and bids were opened on October 5, 2010. Caltrans had 60 days to award the contract but recently extended the award date an additional 30 days. The construction management team has been assembled and is working on pre-construction activities. Advance tree removal activities were administered by the Authority during the month of November under a Caltrans Encroachment Permit.

Segment 2: Final PS&E documents were submitted to Caltrans in early October 2010. Caltrans District 4 and BKF are working on assembling all necessary documents in preparation for sending to Caltrans Headquarters for final review and advertisement. Ready-to-list (RTL) is targeted for March 2011. Construction is targeted to begin in summer or fall 2011 depending on availability of State funds.

Segment 3A: 100% PS&E documents were submitted to Caltrans in May 2010. TY Lin is working on preparation of Final PS&E documents. The RTL date for this segment is targeted for June 2011 with advertisement for construction bids late summer 2011, pending the right of way acquisition schedule and availability of State funds.

Segment 3B: This segment, Hillcrest Interchange area, was originally delayed due to coordination issues related to the future eBART station. Those issues have been resolved, allowing for the freeway design to proceed. 35% PS&E documents were submitted to Caltrans in June 2010, however, Caltrans final review comments were not received until this month. A major delay occurred with Caltrans related to their geometric approval of the Hillcrest Interchange design. TY Lin is now proceeding with the 65% PS&E documents and the team is revising the project delivery schedule for this segment, with a targeted

**Issues/Areas of Concern:** Availability of all fund sources in time to meet the project delivery schedule

continues to be a concern for this corridor project. The delay of the freeway project will affect construction of eBART, which will run in the newly constructed median of SR4.

## **STATE ROUTE 4 BYPASS PROJECT (NO UPDATES FROM DEC 2010)**

### **Segment 1**

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

### **Segment 2**

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

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

The project has been completed and closed out.

#### **Sand Creek Interchange Phase I, Stage 2 - Final Design**

Design is essentially complete and the schedule is presented below. The project could be advertised anytime at this point, subject to available funding. Depending on the timing of the project advertisement, the designer may need to complete a final review of the specifications to ensure they include Caltrans latest specifications. NEPA clearance is underway to position the project to receive federal funding.

Tasks	Completion Date
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	August 2008 (A)
Plans, Specs. & Estimates (PS&E) - 100% Design	January 2009 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	November 2010 (A)
Right-of-Way Activities /Acquisition (R/W)	May 2010 (A)
<u>Utility Relocation</u>	TBD
Advertise Project for Construction – Subject to Availability of Funding	TBD
Award Construction Contract – Subject to Availability of Funding	TBD

(A) – Actual Date

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

Right of way acquisition and utility relocation is underway.

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

Design is essentially complete and the schedule is presented below. the project could be advertised anytime at this point, subject to available funding. Depending on the timing of the project advertisement, the designer may need to complete a final review of the specifications to ensure they include Caltrans latest specifications.

<b>Tasks</b>	<b>Completion Date</b>
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	August 2008 (A)
Plans, Specs. & Estimates (PS&E) - 100% Design	January 2009 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	November 2010 (A)
Right-of-Way Activities /Acquisition (R/W)	May 2010 (A)
Utility Relocations/Protections	TBD
Advertise Project for Construction – Subject to Availability of Funding	TBD
Award Construction Contract – Subject to Availability of Funding	TBD

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

Right of way acquisition is complete and utility relocation is underway. A vault, manhole and air valve have been relocated. In the future, prior to the actually widening to 4-lanes, the EBMUD water line will need to be encased.

**Segment 3**

Right-of-way acquisition is essentially complete. Construction ahs been completed.

**STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY)**

Staff Contact: John Greitzer, (925) 335-1201, [john.greitzer@dcd.cccounty.us](mailto:john.greitzer@dcd.cccounty.us)

Monthly updates are provided by County staff.

**January 2011 Update**

Contra Costa County staff will be present at the January 2011 TRANSPLAN meeting to provide an update to the Committee and to answer any questions.

**December 2010 Update**

See attached Staff Report, *Update on State Route 239 Project*

**September 2010 Update**

Contra Costa County has selected a consultant team headed by Parsons to perform the technical work, economic analysis, public outreach, project delivery and consensus-building for the SR 239 Project, Phase 1 (Planning). The work is expected to take approximately two years and will involve the City of Brentwood, City of Tracy, San Joaquin County, Contra Costa County, San Joaquin Council of Governments, Mountain House Community Services District, Alameda County, Caltrans, and the Contra Costa Transportation Authority, among others. Numerous community and business groups and other stakeholders also will be invited to participate. Along with the technical transportation analysis and highway engineering work, there will be a strong focus on developing new funding sources, since it is unlikely that SR 239 will be able to rely on the traditional funding sources that were used to construct new highways in the past.

## **eBART**

Staff Contact: Ellen Smith: [esmith1@bart.gov](mailto:esmith1@bart.gov), (510) 287-4758

Updates are requested monthly from BART staff. Below is the latest update received.

### **October 2010 Update**

BART has received bids for the first eBART construction contract. This contract is for the construction of the transfer platform and related trackwork, with the work to be located in the Pittsburg/Bay Point BART Station tailtrack area. It also includes median preparation to vicinity of Loveridge. We anticipate the BART Board authorizing award of the contract on October 14th.

Bid amounts range from \$25.255M to \$28.230M. The engineer's estimate was \$31.129 million.

The eBART Groundbreaking Event will be Friday, October 29th! It is at 10 am, at the Pittsburg/Bay Point BART Station, in front of the station. Please join us in celebrating the groundbreaking of the project that will finally bring BART service to East County.

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**ITEM 6**  
**ELECT 2011 TRANSPLAN COMMITTEE OFFICERS**

**TRANSPLAN COMMITTEE OFFICERS  
FOR PRIOR YEARS**

<b>Year</b>	<b>Chair</b>	<b>Vice Chair</b>
<b>2011</b>		
2010	Robert Taylor, Brentwood	Brian Kalinowski, Antioch
2009	Federal D. Glover, Contra Costa County	Robert Taylor, Brentwood
2008	Will Casey, Pittsburg	Mary Piepho, Contra Costa County
2007	Brad Nix, Oakley	Ben Johnson, Pittsburg
2006	Donald P. Freitas, Antioch	Brad Nix, Oakley
2005	Annette Beckstrand, Brentwood	Donald P. Freitas, Antioch
2004	Federal Glover, County	Annette Beckstrand, Brentwood
2003	William Glynn, Pittsburg	Federal Glover, County
2002	Brad Nix, Oakley	Frank Quesada, Pittsburg

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**ITEM 7**  
**APPOINT TRANSPLAN REPRESENTATIVES AND ALTERNATES TO THE**  
**CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) BOARD**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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**TO:** TRANSPLAN Committee  
**FROM:** John Cunningham, TRANSPLAN Staff   
**DATE:** January 5, 2011  
**SUBJECT:** CCTA Appointments

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### Background

Please see the attachment for history and current status of TRANSPLAN appointments to CCTA. Immediately below is a recent history of TRANSPLAN actions regarding appointments to the Contra Costa Transportation Authority (CCTA) Board. Appointments are for a term of two years.

1. January 7, 2009 TRANSPLAN Meeting: Brian Kalinowski APPOINTED as the odd-year alternate (expires 1/30/2011).
2. January 14, 2010 TRANSPLAN Meeting: Robert Taylor APPOINTED to the even-year seat (expires 1/30/2012), Jim Frazier APPOINTED to the odd-year seat (expires 1/30/2011).
3. February 11, 2010 TRANSPLAN Meeting: Brian Kalinowski APPOINTED as the even-year alternate (expires 1/30/12), Will Casey APPOINTED as the odd-year alternate (expires 1/30/2011).
4. March 2, 2010 Letter: Will Casey indicates that due to a standing commitment he cannot serve as a CCTA alternate.
5. May 13, 2010 TRANSPLAN Meeting: Kevin Romick APPOINTED as a second even-year alternate (1/30/12).

### Discussion

The existing even-year appointments are valid until January 2012.

Regarding the odd-year seat:

- The primary appointment is currently held by Jim Frazier and will expire on January 30, 2011. This seat, for the 2/1/2011 to 1/30/2013 term, will need to be filled by appointment in order to continue full TRANSPLAN representation on the CCTA Board.
- The alternate appointment is currently held by Brian Kalinowski and will also expire on January 30, 2011. This alternate appointment, for the 2/1/2011 to 1/30/2013 term, will also need to be filled by appointment in order to ensure full TRANSPLAN representation on the CCTA Board in the event the primary appointment is unable to attend.

The Committee should be aware of CCTA bylaws regarding the appointment of Commissioners to the Board (relevant excerpts below):

- *“For election or recall of Commissioners, only City and County Elected Officials shall vote, and each City and Board of Supervisors shall have one vote for each such action.”* (CCTA Admin. Code Ch. 1, Art. IV, 104.3(b))
- *“An Elected Official may be designated by more than one Commissioner as an alternate, provided that such Elected Official shall not simultaneously serve on behalf of more than one Commissioner.”* (CCTA Admin. Code Ch. 1, Art. III, 103.2(b))
- *“The Board shall consist of the following: (2) Two members from TRANSPLAN, each of whom is an Elected Official.”* (CCTA Admin. Code Ch. 1, Art. III, 103.2)

- *“Each participating Commissioner shall also have a designated alternate and may have a designated second alternate...”*(CCTA Admin. Code Ch. 1, Art. III, 103.2(b))

**Recommendations**

1. **APPOINT** a TRANSPLAN Board member to the odd-year CCTA Representative seat for the 2/1/2011 to 1/30/2013 term.
2. **APPOINT** a TRANSPLAN Board member as the alternate to the odd-year CCTA Representative appointment for the 2/1/2011 to 1/30/2013 term.

c: D. Rosenbohm, CCTA

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## Status/History of TRANSPLAN Appointments to the Contra Costa Transportation Authority

### Odd Year Seat (Feb 1 to Jan 30)

Term	Appointment	Alternate
<b>2/1/2011 to 1/30/2013</b>		
2/1/2009 to 1/30/2011	Jim Frazier (Oakley) ~ ~ ~ Michael Kee (Pittsburg) (2/1/2009 to 12/2009)	Brian Kalinowski (Antioch)
2/1/2007 to 1/30/2009	Michael Kee (Pittsburg) (1/7/2009 to 1/30/2009) ~ ~ ~ Brad Nix, (Oakley) – 2/2007 to 11/2008	Brian Kalinowski (Antioch) ~ ~ ~
2/2005 to 1/2007	Brad Nix (Oakley)	
2/2003 to 1/2005	Brad Nix (Oakley)	
12/2002 to 1/2003	Brad Nix (Oakley)	
12/2000 to 11/2002	Wade Gomes (Brentwood)	
1/1999 to 11/2000	Federal Glover (Pittsburg)	
2/1994 to 11/1998	Allen Payton (Antioch)	
1/1991 to 1/1994	Joel Keller (Antioch)	
2/1989 to 1/1991	Cathryn Freitas (Antioch)	

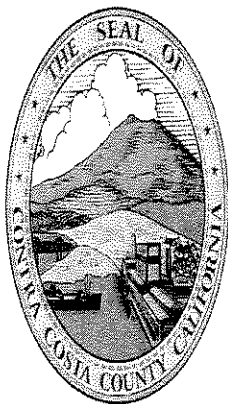
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### Even Year Seat (Feb 1 to Jan 30)

| Term                         | Appointment                                                                                                   | Alternate                                           |
|------------------------------|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|
| <b>2/1/2010 to 1/30/2012</b> | Robert Taylor (Brentwood)                                                                                     | Brian Kalinowski (Antioch)<br>Kevin Romick (Oakley) |
| 2/1/2008 to 1/30/2010        | Robert Taylor (Brentwood)<br>(1/7/2009 to 1/30/2009)<br>~ ~ ~<br>Don Freitas (Antioch)<br>(2/2008 to 11/2008) | Jim Frazier (Oakley)<br>~ ~ ~                       |
| 2/2006 to 1/2008             | Don Freitas (Antioch)                                                                                         |                                                     |
| 2/2004 to 1/2006             | Don Freitas (Antioch)                                                                                         |                                                     |
| 2/2002 to 1/2004             | Don Freitas (Antioch)                                                                                         |                                                     |
| 2/2000 to 1/2002             | Don Freitas (Antioch)                                                                                         |                                                     |
| 12/1998 to 1/2000            | Don Freitas (Antioch)                                                                                         |                                                     |
| 2/1996 to 11/1998            | Barbara Guise (Brentwood)                                                                                     |                                                     |
| 2/1993 to 1/1995             | Taylor Davis (Pittsburg)                                                                                      |                                                     |
| 1/1991 to 1/1993             | Taylor Davis (Pittsburg)                                                                                      |                                                     |
| 2/1989 to 1/1991             | Taylor Davis (Pittsburg)                                                                                      |                                                     |

**ITEM 8**  
**STATE ROUTE 239 PRESENTATION**

# State Route 239



Prepared by Contra Costa County:

- Department of Conservation and Development
- Public Works Department

January 2011

# Topics to be covered

- Background on State Route 239
- Process
- Stakeholders
- Next steps

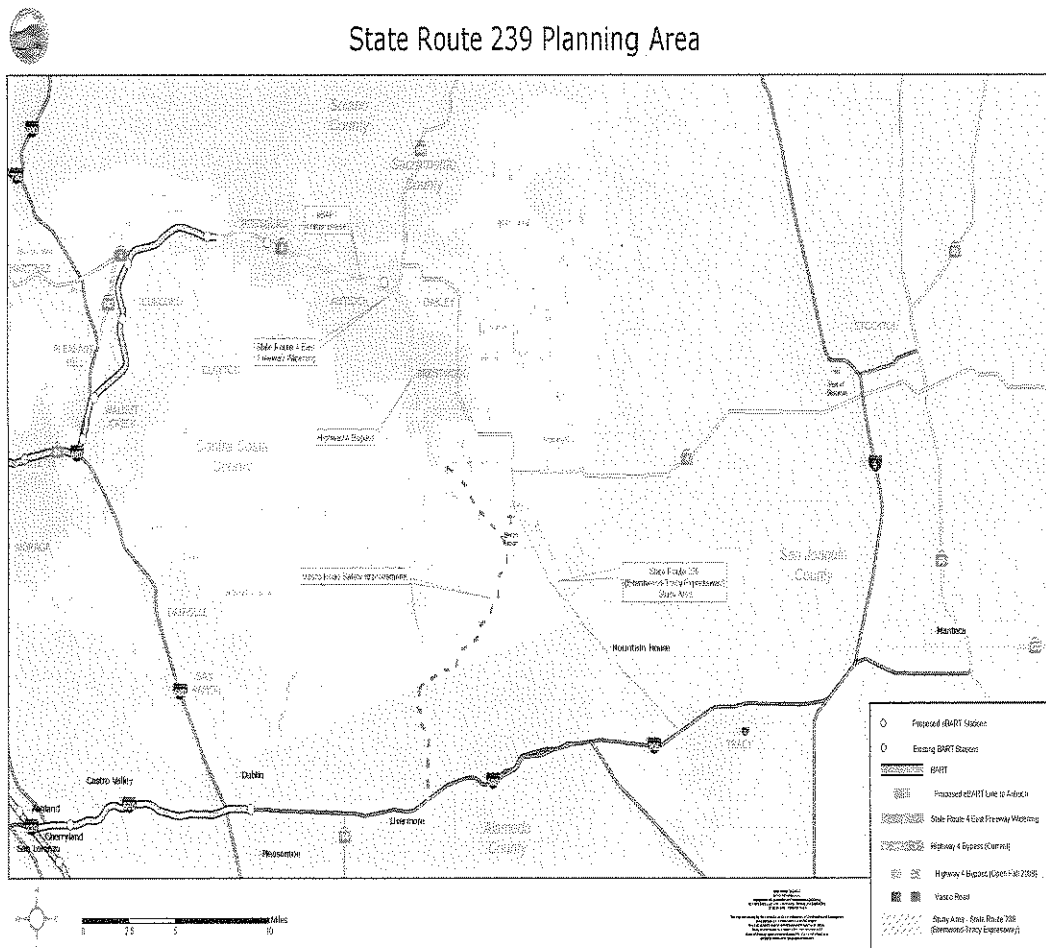
# Background on SR 239

- State highway will connect SR 4 in Brentwood area to I-205/580 in Tracy area
  - The state lists SR 239 as a future highway but no planning has yet been done
- Federal earmarks totaling \$14 million to study/construct the new highway—paid by Caltrans on reimbursement basis
- Potential goals/roles for the new highway:
  - Truck route between the Central Valley and East Contra Costa County
  - Improve traffic circulation in southeastern Contra Costa County and western San Joaquin County
  - Reduce traffic congestion on I-580
  - Support long-term economic development in eastern Contra Costa including Byron Airport Master Plan
  - Emergency route for evacuations or supplies



# Map of 239 Study Area

preliminary; subject to change



Contra Costa County SR 239

4

# Process

## ■ Phase 1 – Planning

- Work with San Joaquin, Alameda Counties, cities, TRANSPLAN, Contra Costa Transportation Authority, Caltrans, MTC, San Joaquin COG, others
- Additional stakeholder ID, public outreach program
- Technical analysis of potential routes, number of lanes, etc.
- Identify preferred route, design features, estimate costs, etc.
- Identify funding strategies for construction and maintenance

## ■ Phase 2 – Project Approval / Environmental Document

- Environmental impact analysis (per state and federal law)

## ■ Phase 3 – Project Development

- Engineering & designing the highway
- Right-of-way (land assembly)
- Construction (as funding permits—more funding will be needed)

## **Process, continued— opportunities for input**

- Help identify additional stakeholders
  - San Joaquin and Alameda Counties will also help ID stakeholders
- Provide input on potential routes to be studied
- Provide feedback on route analysis
- Provide input on the preferred route
- Help advocate for additional funding as needed, especially for construction

Contra Costa County SR 239

6

## **Process, continued— Timeline**

- Planning – 2011 to 2013
- Project Approval/Environmental Document – 2013-2015
- Project Development (including construction) – to be determined, based on outcome of first two phases, availability of funding and project delivery strategy

# **Preliminary List of Stakeholders** (more to be identified)

- Alameda County
- Alameda County Congestion Management Agency
- Association of Bay Area Governments (ABAG)
- Bay Area Air Quality Management District
- BART
- Brentwood Agricultural Land Trust
- Businesses that truck freight in the corridor (i.e. Safeway)
- Byron Airport (Contra Costa County Public Works Dept.)
- Byron Municipal Advisory Council
- California Highway Patrol

Continued....

# Preliminary List of Stakeholders

- Caltrans District 4 and District 10
- Cities of Antioch, Brentwood, and Oakley in Contra Costa County
- City of Livermore in Alameda County
- City of Tracy in San Joaquin County
- Clifton Forebay—California Water Project
- Congressional District 10 and District 11 Offices
- Contra Costa Council
- Contra Costa County
- Contra Costa County Agricultural Task Force
- Contra Costa Transportation Authority (CCTA)
- Harvest Time (non-profit for agr. tourism based in Brentwood)
- Knightsen community

Continued...

# Preliminary List of Stakeholders

- Metropolitan Transportation Commission (MTC)
- Discovery Bay Community Services District
- East Contra Costa Fire Protection District
- East Contra Costa County Habitat Conservation Plan Association
- Farm Bureau
- Federal Aviation Administration (FAA)
- Mountain House Community Services District
- Port of Stockton
- Property Owners
- Resource agencies (U.S. Fish and Wildlife Service, CA Dept. of Fish and Game)
- San Joaquin Council of Governments (SJCOG)

Continued...

# Preliminary List of Stakeholders

- San Joaquin County
- San Joaquin Regional Rail Commission (ACE Train—Altamont Commuter Express)
- San Joaquin Valley Air Pollution Control District
- Save Mount Diablo
- State Legislators' Offices
- Tri Delta Transit
- Tribal governments
- TRANSPLAN Committee (transportation coordinating group for East County)
- Trucking industry
- Union Pacific Railroad
- Utility districts



# Next steps

- Meet with consultant (Parsons Transportation Group) to schedule out dates for first round of meetings
- Background data collection, working with local jurisdictions, transportation agencies, etc.
- Begin work on background reports and potential roles/goals for SR 239

# For additional information:

- John Greitzer, Contra Costa County Dept. of Conservation and Development
  - (925) 335-1201
  - [John.Greitzer@dcd.cccounty.us](mailto:John.Greitzer@dcd.cccounty.us)
  
- Karyn Cornell, District III Field Representative for Supervisor Piepho
  - (925) 240-7260
  - [Karyn.Cornell@bos.cccounty.us](mailto:Karyn.Cornell@bos.cccounty.us)

**ITEM 9**  
**REPORT ON THE SB375 AND SUSTAINABLE COMMUNITIES**  
**STRATEGY IMPLEMENTATION**

This report describes Senate Bill 375, the Sustainable Communities Strategy (SCS) and the effect of the law on local governments as well as the Bay Area as a region. The “template” for this report was initially prepared by staff from the Association of Bay Area Governments (ABAG). The “template” report was revised by CCTA staff to provide the Regional Transportation Planning Committees (RTPCs) and local jurisdictions with an overview of the SCS in relation to subregional and local policy considerations.

The SCS will be developed in partnership among regional agencies, local jurisdictions and Congestion Management Agencies (CMAs) through an iterative process. The regional agencies recognize that input from local jurisdictions with land use authority is essential to create a feasible SCS. The SCS does not alter the authority of jurisdictions over local land use and development decisions.

## **PURPOSE AND APPROACH**

Senate Bill 375 became law in 2008 and is considered landmark legislation for California relative to land use, transportation and environmental planning. It calls for the development of a Sustainable Communities Strategy (SCS) in all metropolitan regions in California. Within the Bay Area, the law gives joint responsibility for the SCS to the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). These agencies will coordinate with the Bay Area Air Quality Management District (Air District) and the Bay Conservation and Development Commission (BCDC).

The SCS integrates several existing planning processes and is required to accomplish the following objectives:

1. Provide a new 25-year land use strategy for the Bay Area that is realistic and identifies areas to accommodate all of the region’s population, including all income groups;
2. Forecast a land use pattern, which when integrated with the transportation system, reduces greenhouse gas emissions from automobiles and light trucks and is measured against the regional target established by the California Air Resources Board (CARB).

The SCS is a land use strategy required to be included as part of the Bay Area’s 25-year Regional Transportation Plan (RTP). By federal law, the RTP must be internally consistent. Therefore, the over \$200 billion dollars of transportation investment typically included in the RTP must align with and support the SCS land-use pattern. SB 375 also requires that an updated eight-year regional housing need allocation (RHNA) prepared by ABAG is consistent with the SCS. The SCS, RTP and RHNA will be adopted simultaneously in early 2013.

The SCS is not just about assigning housing need to places or achieving greenhouse gas targets. The primary goal is to build a Bay Area which continues to thrive and prosper under the changing circumstances of the twenty-first century. By directly confronting the challenges associated with population growth, climate change, a new economic reality and an increasing public-health imperative, the SCS should help us achieve a Bay Area which is both more livable and more economically competitive on the world stage. A successful SCS will:

- Recognize and support compact walkable places where residents and workers have access to services and amenities to meet their day-to-day needs;
- Reduce long commutes and decrease reliance that increases energy independence and decreases the region's carbon consumption;
- Support complete communities which remain livable and affordable for all segments of the population, maintaining the Bay Area as an attractive place to reside, start or continue a business, and create jobs.
- Support a sustainable transportation system and reduce the need for expensive highway and transit expansions, freeing up resources for other more productive public investments;
- Provide increased accessibility and affordability to our most vulnerable populations;
- Conserve water and decrease our dependence on imported food stocks and their high transport costs.

In recognition of the importance of these other goals, ABAG and MTC will adopt performance targets and indicators that will help inform decisions about land use patterns and transportation investments. These targets and indicators will apply to the SCS and the RTP. The targets and indicators are being developed by the Performance Targets and Indicators Ad Hoc Committee of the Regional Advisory Working Group (RAWG), which includes local planning and transportation staff, non-profit organizations, and business and developers' organizations. The targets are scheduled for adoption early 2011 and the indicators will be adopted in spring 2011.

## **BUILDING ON EXISTING EFFORTS**

In many respects the SCS builds upon existing efforts in many Bay Area communities to encourage more focused and compact growth while recognizing the unique characteristics and differences of the region's many varied communities. In Contra Costa, the effort began with "Shaping Our Future," which was completed in 2007 and which laid the groundwork for the designation of FOCUS Priority Development Areas (PDAs) – the locally-identified and regionally adopted infill development opportunity areas near transit. The PDAs provide a strong foundation upon which to structure the region's first Sustainable Communities Strategy. PDAs are only three percent of the region's land area. However, local governments have indicated that based upon existing plans, resources, and incentives the PDAs can collectively accommodate over fifty percent of the Bay Area's housing need through 2035.

PDA's have been supported by planning grants, capital funding and technical assistance grants from MTC. The current RTP allocates an average of \$60 million a year to PDA incentive-related funding. Future RTPs, consistent with the SCS, will be structured to provide policies and funding that is supportive of PDA's and potentially other opportunity areas for sustainable development in the region.

## **PARTNERSHIP**

To be successful, the SCS will require a partnership among regional agencies, local jurisdictions, Congestion Management Agencies (CMAs), transit agencies, and other regional stakeholders. MTC and ABAG are engaged in an intense information exchange with County-Corridor Working Groups throughout the Bay Area. These Groups are organized by county, by sub-regions within counties, and by corridors that span counties. They typically include city and county planning directors, CMA staff, and representatives of other key agencies such as transit agencies and public health departments. Working Group members are responsible for providing updates and information to their locally elected policymakers through regular reports like this one and eventually through recommended council or board resolutions which acknowledge the implications of the SCS for each jurisdiction.

Each county has established an SCS engagement strategy to their needs and ongoing planning efforts. In Contra Costa, our working group includes the RTPCs, the Planning Directors, the Authority's TCC, and an RTP/SCS Task Force. These groups provide an opportunity for all of the region's jurisdictions to be represented in the SCS process and to provide ongoing information to, and input from, local officials through staff reports by working group members (local planning staff) to their city councils and/or boards of supervisors as the SCS process evolves through 2011.

The first County-Corridor Working Group meeting (a.k.a. "the SB 375 Leadership Roundtable") for Contra Costa was held on September 27, 2010 at the CCTA offices in Walnut Creek. The focus of this meeting was to establish an SCS engagement strategy that best suited Contra Costa. At the meeting, it was determined that the most effective channel for communication with the local jurisdictions was through the RTPCs. It was further suggested that from time to time, expanded meetings of the RTPCs should be held to provide an opportunity for all elected officials in each subarea to weigh in at key decision points throughout the SCS-process.

In addition to the County-Corridor Working Groups, a Regional Advisory Working Group (RAWG), composed of local government representatives and key stakeholders provides technical oversight at the regional level.

## **PROCESS – SCS SCENARIOS**

The final SCS will be the product of an iterative process that includes a sequence of growth and supportive transportation scenarios. Starting with an Initial Vision Scenario (February 2011), followed by more detailed SCS scenarios that refine the initial vision scenario (Spring and Fall

2011), and final draft (early 2012). For more information about the timeline, see *SCS Schedule – Attachment A*.

### Initial Vision Scenario

ABAG and MTC will release an Initial Vision Scenario in February 2011 based in large part on input from local jurisdictions through the county/corridor engagement process and information collected by December 2010. The Vision Scenario will encompass an initial identification of places, policies and strategies for long-term, sustainable development in the Bay Area. Local governments will identify places of great potential for sustainable development, including PDAs, transit corridors, employment areas, as well as infill opportunities areas that lack transit services but offer opportunities for increased walkability and reduced driving.

The Initial Vision Scenario will:

- Incorporate the 25-year regional housing need encompassed in the SCS;
- Provide a preliminary set of housing and employment growth numbers at regional, county, jurisdictional, and sub-jurisdictional levels;
- Be evaluated against the greenhouse gas reduction target as well as the additional performance targets adopted for the SCS.

### Detailed Scenarios

By the early spring of 2011 the conversation between local governments and regional agencies will turn to the feasibility of achieving the Initial Vision Scenario by working on the Detailed Scenarios. The Detailed Scenarios will be different than the initial Vision Scenario in that they will take into account constraints that might limit development potential, and will identify the infrastructure and resources that can be identified and/or secured to support the scenario. MTC and ABAG expect to release a first round of Detailed Scenarios by July 2011. Local jurisdictions will provide input, which will then be analyzed for the release of the Preferred Scenario by the end of 2011. The County/Corridor Working Groups as well as the RAWG will facilitate local input into the scenarios through 2011. The analysis of the Detailed Scenarios and Preferred Scenario takes into account the Performance Targets and Indicators.

## **REGIONAL HOUSING NEEDS ALLOCATION**

As described above, the eight-year RHNA must be consistent with the SCS. Planning for affordable housing in the Bay Area is one of the essential tasks of sustainable development. In the SCS, this task becomes integrated with the regional land use strategy, the development of complete communities and a sustainable transportation system. The process to update RHNA will begin in early 2011. The county/corridor engagement process will include discussions of RHNA, since both the SCS and RHNA require consideration of housing needs by income group. Cities will discuss their strategies for the distribution of housing needs at the county level and decide if they want to form a sub-regional RHNA group by March 2011. The distribution of housing needs will inform the Detailed SCS Scenarios. Regional agencies will take input from local jurisdictions for the adoption of the RHNA methodology by September 2011. The final

housing numbers for the region will be issued by the State Department of Housing and Community Development (HCD) by September 2011. The Draft RHNA will be released by spring 2012. ABAG will adopt the Final RHNA by the end of summer 2012. Local governments will address the next round of RHNA in their next Housing Element update.

This is a condensed description of the RHNA process. Additional details about procedural requirements (e.g. appeals, revisions and transfers) and substantive issues (e.g. housing by income category and formation of subregions) will be described in a separate document.

## **REGIONAL TRANSPORTATION PLAN**

The SCS brings an explicit link between the land use choices and the transportation investments. MTC and ABAG's commitment to the reduction of greenhouse gas emissions and provision of housing for all income levels translates into an alignment of the development of places committed to these goals and transportation, infrastructure and housing funding. The regional agencies will work closely with the CMAs, transportation agencies and local jurisdictions to define financially constrained transportation priorities in their response to a call for transportation projects in early 2011 and a detailed project assessment that will be completed by July/August 2011; the project assessment will be an essential part of the development of Detailed SCS Scenarios. The RTP will be analyzed through 2012 and released for review by the end of 2012. ABAG will approve the SCS by March 2013. MTC will adopt the final RTP and SCS by April 2013.

Regional agencies will prepare one Environmental Impact Report (EIR) for both the SCS and the RTP. This EIR might assist local jurisdictions in streamlining the environmental review process for some of the projects that are consistent with the SCS. Local jurisdictions are currently providing input for the potential scope of the EIR. Regional agencies are investigating the scope and strategies for an EIR that could provide the most effective support for local governments.

## **ADDITIONAL REGIONAL TASKS**

MTC, ABAG and the Bay Area Air Quality Management District are coordinating the impacts of CEQA thresholds and guidelines recently approved by the Air District. The Air District is currently developing tools and mitigation measures related to the CEQA thresholds and guidelines to assist with development projects in PDAs. The four regional agencies will be coordinating other key regional planning issues including any adopted climate adaptation-related policy recommendations or best practices encompassed in the Bay Plan update recently released by BCDC.

## **BENEFITS FOR ALL**

The SCS provides an opportunity for the local jurisdictions of Contra Costa to advance local goals as part of a coordinated regional framework. By coordinating programs across multiple



layers of government, the SCS should improve public sector efficiency and create more rational and coordinated regulation and public funding. The SCS connects local neighborhood concerns—such as new housing, jobs, and traffic—to regional objectives and resources. As such, it is a platform for cities and counties to discuss and address a wide spectrum of challenges, including high housing costs, poverty, job access, and public health, and identify local, regional, and state policies to address them. It gives local governments a stronger voice in identifying desired infrastructure improvements and provides a framework for evaluating those investments regionally. In this way, the SCS rewards those cities whose decisions advance local goals and benefit quality of life beyond their borders—whether to create more affordable housing, new jobs, or reduce driving.

Regional agencies are exploring the following support for the SCS:

- Grants for affordable housing close to transit
- Infrastructure bank to support investments that can accommodate housing and jobs close to transit
- Transportation investment in areas that can significantly contribute to the reduction of greenhouse gas emissions through compact development
- Infrastructure investments in small towns that can improve access to services through walking and transit.

## **NEXT STEPS**

- Regional agencies expect to release an initial Vision Scenario in early February 2011.
- City (or County) staff will subsequently provide a report to their Councils/Boards describing the overall approach, regional context, and local implications.
- Local staff will seek Council feedback and response to the initial Vision Scenario to be share with regional agencies. This feedback will serve as a basis for the development of Detailed SCS Scenarios through July 2011.
- Testing and development of SCS Scenarios: Late 2011.
- Develop draft RTP/SCS for analysis 2012.
- MTC adopts final RTP/SCS: 2013.



## *Final*

# **Contra Costa's Principles for Collaborative Development of the SB 375 Sustainable Communities Strategy**

### **PREAMBLE:**

SB 375 (Steinberg) was signed into law by the Governor on September 30th, 2008. The bill changes the regional transportation planning process "to achieve, if there is a feasible way to do so," greenhouse gas (GHG) emission targets set by the California Air Resources Board (CARB). The intent of the bill is to help forestall climate change through the comprehensive integration of land use and transportation planning.

Responsibilities for SB 375 implementation are assigned to state and regional agencies. In the Bay Area, explicit responsibility is assigned to MTC and ABAG to develop a Sustainable Communities Strategy (SCS) as part of the 2013 Regional Transportation Plan (RTP). The SCS, in concert with transportation investments included in the RTP, is intended to achieve the GHG reduction targets set by the CARB for 2020 and 2040. The bill specifies that MTC and ABAG shall conduct outreach efforts to a broad range of stakeholders, including the congestion management agencies (CMAs).

While the statute does not mandate a formal role for Bay Area CMAs, the Authority expects to be fully engaged with the process as it relates to Contra Costa. The following principles have been developed to help guide Contra Costa's elected officials, whose roles at the local, regional, and State level will help shape the SCS.

Building upon the foundation of the Authority's Growth Management Program, and the earlier Shaping Our Future effort, the principles are intended to support collaborative decision-making that will result in a feasible SCS that meets GHG reduction targets while supporting the Authority's mission, vision, and core values.

### **PRINCIPLES:**

The following principles are considered as a living document. The Authority may, from time to time, revisit them to make course corrections that will support a collaborative decision-making process among local, regional, and state agencies as the SCS process evolves:

1. **Forge a Positive Relationship with the Regional Agencies.** At both the elected official and staff level, the Authority intends to work with the regional agencies to support development of an SCS by facilitating a dialogue between the regional agencies and local jurisdictions regarding land use plans in Contra Costa.
2. **Consensus-Based Planning.** The Authority will seek to achieve an SCS as it applies to Contra Costa that reflects agreement between local jurisdictions and the regional agencies regarding land use assumptions, along with a Contra Costa-based plan for supportive transportation investments.

3. **Consideration of General Plans.** The long-range (2040) vision for the SCS will specify where new growth is to occur. This vision may conflict with currently adopted General Plans. Local jurisdictions that are in agreement with the land use assumptions in the SCS would undertake subsequent General Plan Amendments to reflect the agreed-upon SCS, and such action may take place subsequent to adoption of the 2013 RTP. Local jurisdictions that are not in agreement with the proposed land use assumptions in the SCS will be given the opportunity to work at the subregional level in collaboration with the regional agencies to develop an alternative land use proposal that contributes towards achievement of the Bay Area's GHG emissions target. Where mutual agreement on the proposed SCS is not achieved, the role of the Authority will be to acknowledge the conflict and to identify other factors or impacts that may be relevant for the protection of the environment, furtherance of GHG goals by alternative means, or the sustainability of a local jurisdiction.
4. **Local Control of General Plans and Zoning Maps.** Each local jurisdiction shall retain full control of local general plans and zoning within its municipal boundary.
5. **Ensure the Participation of all Local Jurisdictions and Partner Agencies.** Beyond a focus on the priority development areas (PDAs) as the core of the SCS, efforts will also be made to ensure that all cities and towns can successfully participate in the process, so that their land use and transportation needs can also be addressed. Furthermore, the Authority welcomes and encourages participation by other agencies, such as the transit operators.
6. **Facilitative Role.** Working in partnership with local jurisdictions and the regional agencies, the Authority, as a transportation agency, should play a facilitative role by providing resources, information and policy insights to cities, towns and Contra Costa County, while recognizing that local jurisdictions have sole discretion with respect to land use decisions. A working group of Contra Costa planning directors will be established to monitor the development of the SCS and any issues raised during that process.
7. **Urban Limit Line.** The SCS needs to respect the Measure J mandated Urban Limit Line (ULL) for Contra Costa, which represents an agreed upon "urban growth boundary," and shall direct all urban development to areas within the ULL.
8. **Sustainable Transit.** Ensure that the SCS includes feasible transit service that is adequately funded to provide reliable and convenient service for Contra Costa, while encouraging walking and bicycling.
9. **Rural Sustainability Component.** Recognizing SB 375's overall goal of achieving more focused growth, the SCS also needs to consider transportation investments for the safety and preservation of roads serving farm to market and interconnectivity transportation needs.
10. **Public Health.** The Authority recognizes that there are multiple public health benefits to transportation policies that both reduce GHG emissions and increase mode share of walking, cycling, and transit, and will consider these health co-benefits in planning decisions.
11. **Reflect Contra Costa's Continuing Commitment to Growth Management and Resource Conservation.** Development of the SCS shall incorporate Contra Costa's existing efforts and programs that would help reduce GHG emissions. These include the Measure J Growth Management Program (GMP), the establishment of PDAs and PCAs,

and the East Contra Costa Habitat Conservancy. The GMP, in particular, has much in common with the objectives of the SCS, including the ULL provision noted above, local jurisdiction compliance with State Housing and Community Development (HCD) Department requirements, 511 Contra Costa Clean Fuel Infrastructure and transportation demand management programs funded by Measures C and J, and a general plan amendment (GPA) review process to address the impacts of growth and promote appropriate mitigation.

12. **Shaping Our Future.** Continue the collaborative process that began with Shaping Our Future, where Contra Costa jurisdictions collectively developed the Shaping Our Future land use plan, and which provided a springboard to the PDAs and PCAs that are now being incorporated into the SCS and which has significant transportation benefits.
13. **Common Voice.** The Authority in collaboration with the cities, towns and Contra Costa County should provide a unified voice and advocate for all Contra Costa jurisdictions in working work with the regional agencies and adjacent CMAs.
14. **Final SCS.** The Authority will support the final SCS provided it is consistent with each local jurisdiction's mission, vision and sustainability goals.

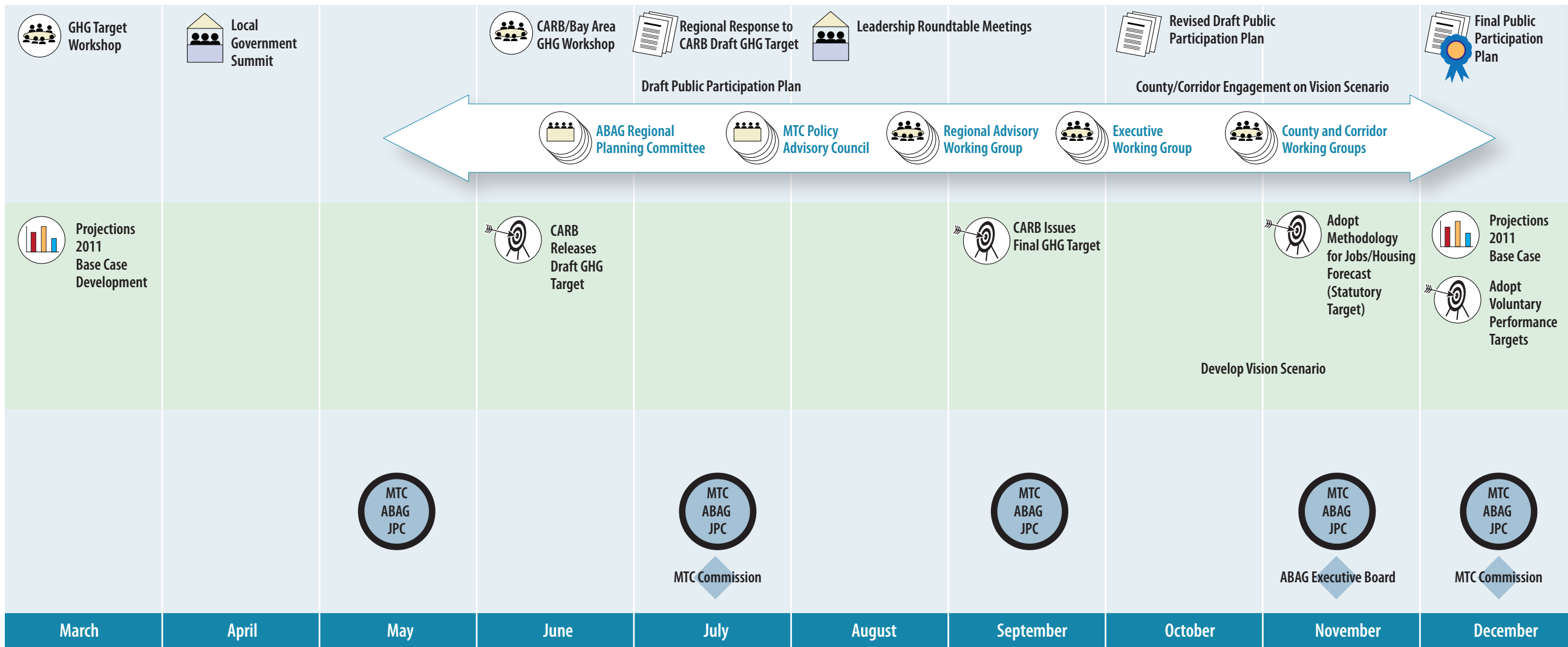
# Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010\*

Phase 1: Performance Targets and Vision Scenario

Local Government and Public Engagement

Milestones

Policy Board Action



**Phase One Decisions:**

- GHG Targets
- Performance Targets
- Public Participation Plan

2010

\*Subject to change

**Policy Board Actions**

- Meeting for Discussion/Public Comment
- JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- Decision
- Document Release

ABAG - ABAG Administrative Committee  
 JPC- Joint Policy Committee  
 MTC- MTC Planning Committee

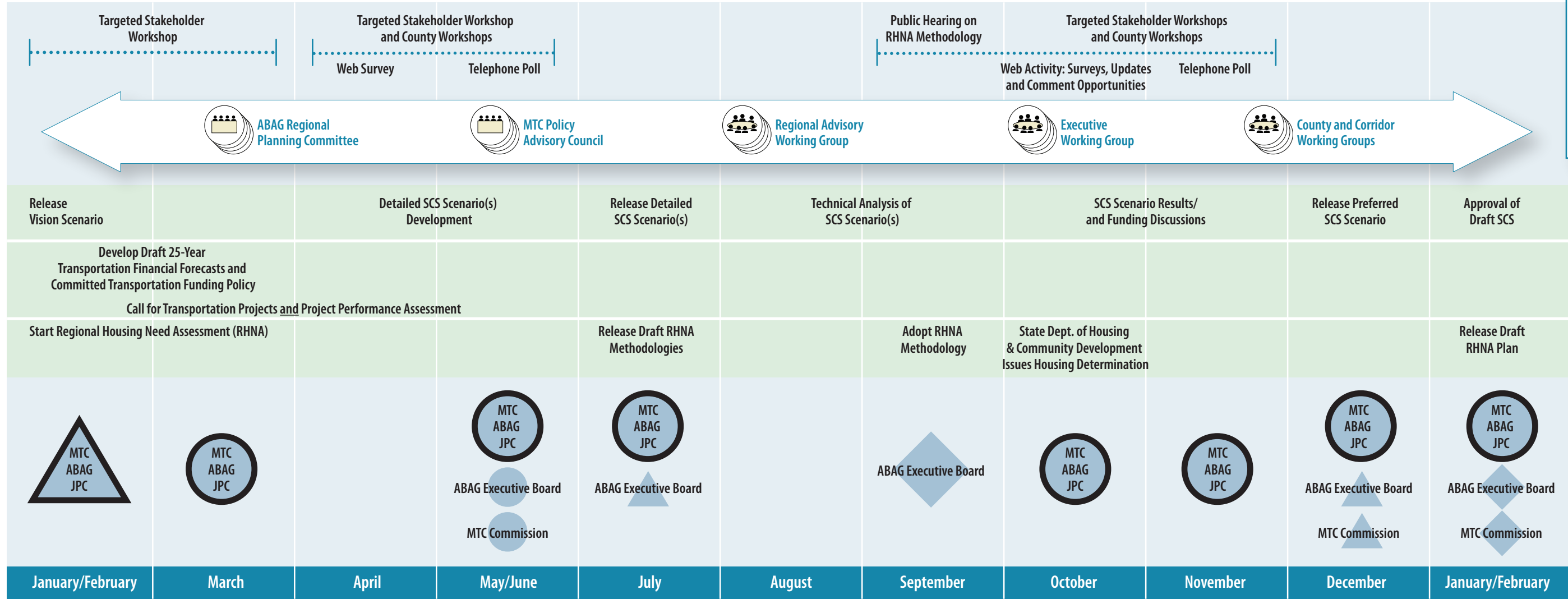
# Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011\*

Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation

Local Government and Public Engagement

Milestones

Policy Board Action



- Phase Two Decisions:**
- Vision Scenarios
  - Financial Forecasts
  - Detailed SCS Scenarios
  - RHNA Methodology
  - Preferred SCS Scenario
  - Draft RHNA Plan

- Scenario Planning
- Transportation Policy and Investment Dialogue
- Regional Housing Need Allocation

2011 ..... 2012

\*Subject to change

**Policy Board Actions**

● Meeting for Discussion/ Public Comment



JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment



JOINT document release by ABAG, JPC and MTC

ABAG - ABAG Administrative Committee  
JPC - Joint Policy Committee  
MTC - MTC Planning Committee

October 2010

# Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012–2013\*

Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

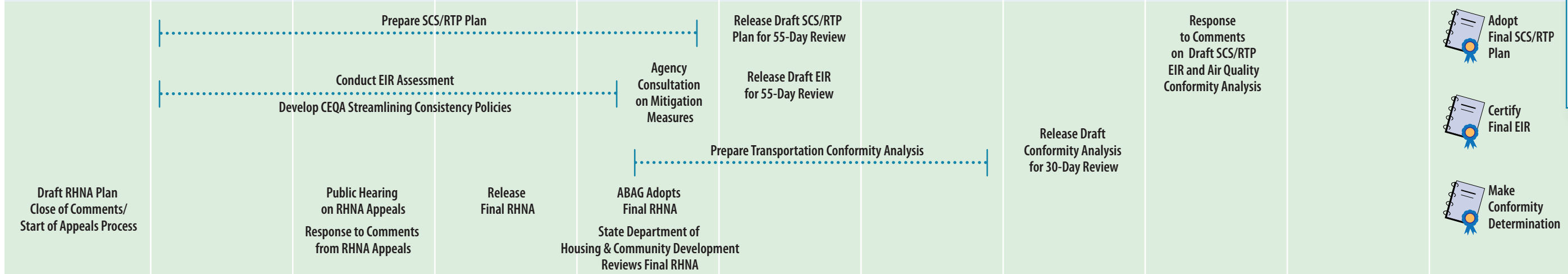
Phase 4: Plan Adoption

Local Government and Public Engagement



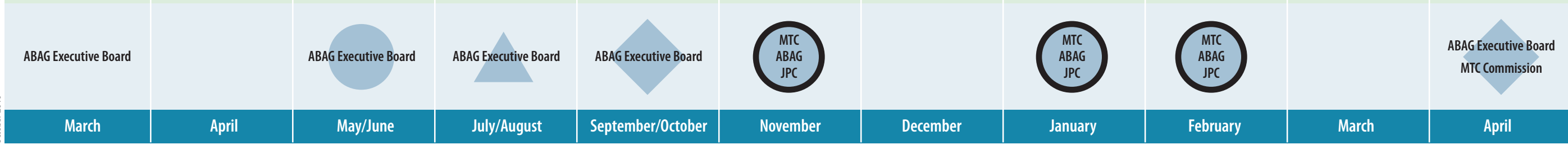
- Phase Three Decisions:**
- Draft SCS/RTP Plan
  - Draft EIR
  - Draft RHNA Plan

Milestones



- Phase Four Decisions:**
- Final SCS/RTP Plan
  - Final EIR
  - Final Conformity
  - Final RHNA

Policy Board Action



October 2010

2012

2013

October 2010

\*Subject to change

**Policy Board Actions**

- Meeting for Discussion/Public Comment
- MTC ABAG JPC JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- ◆ Decision
- ▲ Document Release

ABAG - ABAG Administrative Committee  
 JPC- Joint Policy Committee  
 MTC- MTC Planning Committee  
**TRANSPLAN Packet Page 55**

**ITEM 10**

**RECEIVE REPORT THE STATE ROUTE 4 INTEGRATED CORRIDOR  
ANALYSIS AND APPOINT MEMBERS TO THE SR4 ICA PAC:**





## **SR-4 Integrated Corridor Analysis (I-80 to SR-160) Committee Structure**

Two committees have been proposed for the SR-4 Integrated Corridor Analysis. These committee structures are outlined below.

### **1. Corridor Technical Advisory Committee (C-TAC)**

- **Committee Purpose:** To ensure full local participation in the preparation of the SR-4 Integrated Corridor Analysis.
- **Committee Composition:**
  - At least one transportation planner or engineer from each affected jurisdiction along the corridor:
    - Hercules
    - Martinez
    - Concord
    - Pittsburg
    - Antioch
    - Oakley
    - Brentwood
    - Representative from Contra Cost County
  - Staff member from the Contra Costa Transportation Authority (CCTA)
  - Staff member from Caltrans
  - Staff member from the Metropolitan Transportation Commission (MTC)
  - Representatives from the following Transit Agencies will be invited:
    - Bay Area Rapid Transit (BART)
    - Alameda-Contra Costa Transit (AC Transit)
    - Tri Delta Transit
    - County Connection
    - WestCAT

### C-TAC Coordination Structure and Review

| Coordination                                                  | Planned Date            | Work Product           | Planned Date | Review Cycles |
|---------------------------------------------------------------|-------------------------|------------------------|--------------|---------------|
| Kick-off Meeting                                              | 11/10/2010              | Kick-off meeting notes | 11/18/2010   | 5 days        |
| Draft Corridor Strategies Workshop                            | 1/11/2011<br>2:00 P.M.  | Technical memorandum   | 2/14/2011    | 5 days        |
| Workshop to Review MTSOs and Potential Action Plan Amendments | 4/5/2011<br>2:00 P.M.   | Technical memorandum   | 5/13/2011    | 5 days        |
| Workshop to Review Draft Plan                                 | 10/11/2011<br>2:00 P.M. | Draft Plan             | 1/3/2012     | 10 days       |

### 2. Corridor Policy Advisory Committee (C-PAC)

- **Committee Purpose:** To ensure full local participation of the three Regional Transportation Planning Committees (RTPCs) in the decisions made regarding the SR-4 Integrated Corridor Analysis.
- **Committee Composition:**
  - RTPCs will be asked to appoint two elected officials (and an alternate if necessary) from each of the three RTPCs:
    - West Contra Costa Transportation Advisory Committee (WCCTAC)
    - Transportation Partnership and Cooperation Committee (TRANSPAC)
    - Transportation Planning Committee (TRANSPLAN)

### C-PAC Coordination Structure and Review

| Coordination                                                             | Planned Date           | Work Product         | Planned Date | Review Cycles |
|--------------------------------------------------------------------------|------------------------|----------------------|--------------|---------------|
| C-PAC Presentation on Draft Strategies                                   | 3/22/2011<br>2:00 P.M. | Meeting notes        | 3/28/2011    | 5 days        |
| Presentation of Corridor Strategies and Potential Action Plan Amendments | 7/19/2011<br>2:00 P.M. | Technical Memorandum | 7/19/2011    | 5 days        |

## ATTACHMENT A

### SUMMARY SCOPE OF WORK

#### SR-4 CORRIDOR MANAGEMENT PLAN

Three of the Regional Transportation Planning Committees in Contra Costa adopted an action in their respective Action Plans to develop a Corridor Management Plan for SR4 from I-80 in the City of Hercules to SR 160 in the City of Antioch. The Corridor Management Plan is intended to 1) compile, review, and evaluate previously identified projects<sup>1</sup> along the corridor; 2) consider new projects, including transit facilities, freeway improvements, and arterial improvements; 3) support local community goals for Priority Development Areas (PDAs) along the corridor; and 4) seeks to recommend a Multi-Modal Transportation Service Objective(s) (MTSOs) for SR 4. It is anticipated that this corridor-level plan will be developed through a collaborative, multi-jurisdictional/RTPC planning process.

The study area includes the SR 4 freeway from I-80 in the City of Hercules to SR 160 in the City of Antioch. The study area includes, but is not limited to, the freeway mainline, interchanges, HOV lanes, HOV connectors, ramps, parallel and supporting arterials, and intersections.

As a significant body of work already exists for this corridor, the Consultant shall use, to the greatest extent possible, existing data and reports as resources to provide the background information needed to develop the SR 4 Plan. The collection of new field data is limited to intermittent field observations to confirm existing data. Modeling work involves use of the Authority's Countywide Model, and a FREQ model. The scope of work includes the following:

1. Corridor Plan Initiation
  - a. Study Team Kick-off Meeting
  - b. Preliminary meetings with Corridor Technical Advisory Committee (C-TAC) and Corridor Policy Advisory Committee (C-PAC)
  - c. Information and Data Collection
  - d. Preparation of Detailed Workslope, Schedule, and Budget
2. Review and Synthesize Existing Data, Studies, and Tools
  - a. Recently completed studies
    - i. Corridor Action Plans (West, Central, and East)
    - ii. CSMP/FPI
    - iii. CSNW EIR
    - iv. Related Transit studies and plans
      - I. Hercules Downtown Specific Plan
      - II. Martinez Intermodal Facility Future Phases
      - III. Pacheco Transit Hub (planned construction)
      - IV. Pittsburg BART Station Area Plan
      - V. Antioch e-BART Station Area Plan
  - b. Analysis of Existing Conditions

- i. Causes and impacts of recurrent congestion
    - ii. Review of Incidents and Accidents (non-recurrent congestion)
    - iii. Summary of Existing Conditions
  - c. Analysis of Future Conditions
    - i. Planned or programmed physical infrastructure
    - ii. Future traffic volume data
    - iii. Future recurrent congestion
    - iv. Future non-recurrent congestion
- 3. Review and Analyze Potential Congestion Mitigation Strategies and Proposed Projects
  - a. Review of potential strategies for the SR 4 corridor from I-80 to SR 160
  - b. Review of proposed major improvement projects
    - i. I-80/4 interchange
    - ii. I-680/4 interchange and mainline freeway improvements in Central County
    - iii. SR 4/SR 160
    - iv. SR 4 Bypass
    - v. SR 4 West Freeway
    - vi. Parallel and supporting arterials
  - c. Development of Transit Options for Improving services and facilities along the SR 4 Corridor (Note: Transit options will include consideration of capital and operating costs)
- 4. Evaluate Alternative MTSOs in Combination with Additional Improvements
  - a. Evaluate existing MTSOs
  - b. Develop new alternative MTSOs
  - c. Evaluate proposed MTSOs in combination with additional improvements
- 5. Potential Action Plan Amendments
  - a. Consider projects, programs, actions and measures for achieving the MTSOs for SR 4
  - b. Develop recommended Action Plan amendments
- 6. Develop SR 4 Corridor Management Plan
  - a. Objectives (MTSOs)
  - b. Recommended Projects, Programs, Actions and Measures
  - c. Treatment of Connecting and Supporting Arterials
  - d. Transit Options
    - i. Funding and Service Recommendations
- 7. Meetings, Administration, and Documentation
  - a. Corridor TAC meetings
  - b. Consultant Manager meetings
  - c. Presentations

# SR-4 Integrated Corridor Analysis (I-80 to SR-160) Committee Structure

Two committees have been proposed for the SR-4 Integrated Corridor Analysis. These committee structures are outlined below.

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    - Representative from Contra Cost County
  - Staff member from the Contra Costa Transportation Authority (CCTA)
  - Staff member from Caltrans
  - Staff member from the Metropolitan Transportation Commission (MTC)
  - Representatives from the following Transit Agencies will be invited:
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    - Alameda-Contra Costa Transit (AC Transit)
    - Tri Delta Transit
    - County Connection
    - WestCAT

### C-TAC Coordination Structure and Review

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| Presentation of Corridor Strategies and Potential Action Plan Amendments | 7/19/2011<br>2:00 P.M. | Technical Memorandum | 7/19/2011    | 5 days        |

**ITEM 12**  
**2010-11 TRANSPLAN BUDGET REPORT:**




# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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**TO:** TRANSPLAN Committee  
**FROM:** John Cunningham, TRANSPLAN Staff   
**DATE:** January 5, 2011  
**SUBJECT:** TRANSPLAN Budget Report

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### Background

The TRANSPLAN Committee, at their June 10, 2010 meeting approved the 2010-11 work program and budget. The Committee, at their December 9, 2010 meeting, requested an update on the 2010-11 budget.

### Discussion

The 2010-11 approved TRANSPLAN budget is \$67,752<sup>1</sup> and covers a range of activities defined in the work program (attached).

As of the distribution date of the January 2011 TRANSPLAN meeting packet, the first quarter reports for fiscal year 2010-11 were available from accounting. That report indicates that TRANSPLAN is running approximately 15% under budget.<sup>2</sup>

Limited Committee activity resulting in cancelled meetings is the biggest source of savings.

The remainder of the year is likely to include several activities which will require a substantial amount of staff time, with the most substantial being the Pittsburg/ECCRFFA issue, the State Route 4 Integrated Corridor Analysis, and review of material related to anticipated general plan amendment by the City of Concord to accommodate the Los Medanos Area Plan/Concord Naval Weapons Station.

### Recommendations

Receive report, no action required.

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<sup>1</sup> The 2009-10 Budget was \$68,218

<sup>2</sup> \$6,804 (10%) of the budget consumed as of the first quarter (25%) of the fiscal year.

## Draft Work Program for FY 2010/2011

**Task 1. Participate in project development for the Brentwood-Tracy Expressway (SR 239) Interregional Corridor Study.** TRANSPLAN had minimal work on this Task in FY 2009/10, limited to discussions relative the East County Action Plan for Routes of Regional Significance and occasional reports to the Committee. However, funding has been made available and Contra Costa County has begun to select the consultant for the effort. The planning process will begin in 2010. A multi-county, inter-agency group will oversee the process, all affected regional, local and state agencies will participate. TRANSPLAN will be one of the stakeholders in the process.

**Task 2. Review major land use proposals *within* East County for compliance with East County Action Plan requirements.** This task will continue as an ongoing activity, required both by Measure C, Measure J and by TRANSPLAN's own procedures. It was part of the Measure C Growth Management Program and continues under Measure J.

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

**Task 4. Provide Facilitation between the Contra Costa Transportation Authority in the conduct planning activities requiring sub-regional consultation.** TRANSPLAN will provide ongoing assistance and local facilitation with CCTA, at a minimum for the planned *CCTA State Route 4 Corridor Management Plan*. The Congestion Management Program, the Measure J Strategic Plan, Measure J Growth Management Program, and the Countywide Bicycle and Pedestrian Plan require local facilitation on occasion although no major initiatives are anticipated in the coming year.

**Task 5. Respond to requests for information and projects from the Contra Costa Transportation Authority for the 2011 State Transportation Improvement Program (STIP) funding cycle.** The local jurisdictions may be asked to develop project applications for the 2011 STIP (the state's biannual funding program). Depending on the availability of STIP funds there may or may not be a need to update Contra Costa County STIP project list.

**Task 6. Represent TRANSPLAN at meetings of CCTA as needed, including the monthly CCTA Board meetings and the monthly meetings of its two committees (the Administration and Projects Committee, and the Planning Committee).** This task will continue.

**Task 7. Participate as needed in refining the East County portion of the countywide travel demand forecasting model and/or in adapting the model for local application.** CCTA completed the model update and combine the four sub-regional models into one countywide version in 2003. Ongoing refinements or consultation may be needed. The Measure C/J Growth Management Program requires local jurisdictions to consult with the TAC when they use or adapt the model for local general plan amendments or CEQA review of large development proposals.

**Task 8: Decennial Model Update:** Related to Tasks 1 and 7 above is the CCTA led effort to conduct the Decennial Model Update to the travel forecasting model. A major update was completed in 2003. The preliminary recommendation from CCTA staff, consultants and the Technical Model Working Group is that this update should be streamlined. Despite a streamlined approach, there will be a need for facilitation and participation from the RTPCs.

**Task 9. Participate in planning the Concord Naval Weapons Station Community Reuse Project.** The TRANSPLAN staff person has a seat on the transportation working group for the Reuse Project being managed by the City of Concord. Transportation Working Group meetings are no longer being held but input from affected jurisdictions is still critical. In 2010/11 this activity will involve the review of the critical General Plan Amendment proposal (and associated environmental documents). Participation on the anticipated fair share cost traffic study is also anticipated. This activity consumed a substantial amount of staff time in 2009.

**Task 10. Climate Change Legislation:** Provide updates and reports to the Committee on the planning implications of California climate change legislation (SB375, AB32, SB97) and CCTA progress on addressing these issues in their countywide planning efforts. Work on SB 375 has begun in 2009/2010, and is expected to increase substantially in 2010/2011.