

Brian Kalinowski
Chair
Antioch
City Council

Jim Frazier
Vice-Chair
Oakley
City Council

Salvatore Evola
Pittsburg
City Council

Mary N. Piepho
Contra Costa County
Board of Supervisors

Robert Taylor
Brentwood
City Council

Gil Azevedo
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Vacant
Representing the
Contra Costa County
Board of Supervisors

Duane Steele
Contra Costa
Planning Commission

Kevin Romick
Oakley
Planning Commission

Bruce Ohlson
Pittsburg
Planning Commission

Staff Contact:
John Cunningham
TRANSPLAN
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john.cunningham@
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TRANSPLAN Committee Meeting

Thursday, January 12, 2012 – 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 November 10, 2011 TRANSPLAN Meeting. ♦ PAGE 3

4. Accept Correspondence. ♦ PAGE 10

5. Accept News Articles ♦ PAGE 23

6. Accept Status Report on Major Projects. ♦ PAGE 29

7. Adopt Calendar: Staff recommends adoption of the attached TRANSPLAN 2012 Calendar of Meetings. ♦ PAGE 35

8. Appoint TRANSPLAN Representatives to the Countywide Bicycle and Pedestrian Advisory Committee ♦ PAGE 37

End of Consent Items

Closed Session

9. CONFERENCE WITH LEGAL COUNSEL -- EXISTING LITIGATION

(Govt. Code Sect. 54956.9(a))

Case Name: TRANSPLAN & ECCRFFA v. City of Pittsburg; Contra Costa County Superior Court Case No. MSN11-0395

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

10. Elect Chair and Vice-Chair for 2012: *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. The attachment shows the officers of TRANSPLAN for the past six years.* ♦ PAGE 47

↓ continued on next page ↓

11. Appoint TRANSPLAN Representative to the Contra Costa Transportation Authority (CCTA) Board: *TRANSPLAN appoints representatives to the CCTA every January. The current “even-year” appointment to the CCTA Board expires on January 30, 2012. This seat and the alternate position are currently held, respectively, by Robert Taylor (Brentwood) and Brian Kalinowski (Antioch). This seat, and the alternate, must be reappointed by TRANSPLAN in order to continue full representation on the CCTA Board. The history of TRANSPLAN appointments to the CCTA Board is attached.*

*Note: Per CCTA bylaws, **only** elected officials may vote on the appointment to the CCTA Board.*

◆ **PAGE 49**

12. Presentation by Karen Engel of the East Bay Economic Development Alliance on their “Building on Our Assets: Economic Development and Job Creation in the East Bay”: *Karen Engel, Executive Director of the East Bay Economic Development Alliance, will provide an overview and answer questions on the subject report. The report is a summary of the results of a research project on the regional economy undertaken by the alliance and its partner agencies. The Alliance is a public/private partnership serving Alameda and Contra Costa Counties whose mission is to establish the East Bay as a world-recognized location to grow businesses, attract capital and create quality jobs.*

13. Presentation by Martin Engelmann of the Contra Costa Transportation Authority on the status of SB 375 Implementation. *Martin Engelmann, Deputy Executive Director of Planning for the CCTA, will provide an overview and answer questions regarding the implementation of SB 375, the “Sustainable Communities and Climate Protection Act of 2008. SB 375 mandates changes to planning practices to integrate land use, housing and transportation planning. SB 375 is intended to help implement AB 32, the “Global Warming Solutions Act” of 2006.*

End of Action/Discussion Items – Adjournment

14: Adjourn to next meeting on Thursday, February 9, 2012 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 Nov 2011 MEETING

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

MINUTES

November 10, 2011

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

ROLL CALL

PRESENT: Nancy Parent, Alternate for Ben Johnson (Pittsburg), Bruce Ohlson (Pittsburg), Mary Piepho (Contra Costa County Board of Supervisors), Kevin Romick (Oakley), Duane Steele* (Contra Costa County Planning Commission), Robert Taylor (Brentwood), Joe Weber (Brentwood), and Vice Chair Jim Frazier (Oakley)

ABSENT: Gil Azevedo (Antioch), Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors), and Chair Brian Kalinowski (Antioch)

STAFF: John Cunningham, TRANSPLAN Staff
David Schmidt, Legal Counsel

* Arrived after Roll Call

PUBLIC COMMENT

There were no comments from the public.

CONSENT ITEMS

On motion by Kevin Romick, seconded by Joe Weber, TRANSPLAN Committee members unanimously adopted the Consent Calendar, with the removal of Item 3, as follows:

3. Adopt Minutes from October 13, 2011 TRANSPLAN meeting. **[REMOVED]**
4. Accepted Correspondence.
5. Accepted Recent News Articles.
6. Accepted Status Report on Major Projects.
7. Authorized the 511 Contra Costa – TRANSPAC / TRANSPLAN TDM Program Manager to Submit Applications and Enter into Necessary Contracts and Agreements to CCTA, BAAQMD, and MTC for Grant Funds to Conduct Program Activities

ADOPT MINUTES FROM OCTOBER 13, 2011 TRANSPLAN MEETING

On motion by Kevin Romick, seconded by Joe Weber, TRANSPLAN Committee members adopted the minutes from the October 13, 2011 TRANSPLAN meeting, as submitted, with Nancy Parent's abstention due to absence.

APPOINT TRANSPLAN MEMBER TO THE CONTRA COSTA TRANSPORTATION AUTHORITY'S (CCTA) TECHNICAL COORDINATING COMMITTEE (TCC)

John Cunningham, TRANSPLAN Staff, advised that the TRANSPLAN Committee appoints three members to the CCTA's TCC. He noted that a staff departure from the City of Oakley had left an opening on the TCC and a new member must be appointed. He advised that the TRANSPLAN Technical Advisory Committee (TAC) had discussed the opening at its last meeting on October 18, and had recommended that Steve Kersevan of Brentwood be appointed to the open seat on the TCC.

On motion by Bob Taylor, seconded by Joe Weber, TRANSPLAN Committee members unanimously appointed **Steve Kersevan** of Brentwood to the open seat on the CCTA's Technical Coordinating Committee.

Duane Steele arrived at 6:34 P.M.

AUTHORIZATION TO ENTER INTO MEMORANDUM OF UNDERSTANDING (MOU) WITH CONTRA COSTA TRANSPORTATION AUTHORITY AND THE EAST CONTRA COSTA REGIONAL FEE AND FINANCE AUTHORITY

Mr. Cunningham highlighted the issue and noted that a number of issues were directly or indirectly related to the CCTA assuming the responsibility for project development activities to design and construct capital improvement projects related to the State Route 4 Bypass. He reported that the CCTA had secured funding for the two projects from the Metropolitan Transportation Commission (MTC) and the California Transportation Commission (CTC). The State of California was prepared to take over the State Route 4 Bypass and was ready to relinquish the existing SR4 to local jurisdictions. He noted that the CCTA had the capacity and expertise to assume the functions but could not assume any financial exposure should the projects, currently fully funded, cost more. As such, the financial exposure would remain with the SR4 Bypass Authority, the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), and TRANSPLAN. He stated that the MOU would provide the CCTA with the protection it needed to accept the transfer.

Ross Chittenden of the CCTA supported the staff synopsis and described the MOU as a handshake on paper.

Chair Frazier thanked the CCTA for attaining the additional funding.

Bob Taylor thanked all those involved for accepting the MOU, for the funds, and for the work to be done.

On motion by Bob Taylor, seconded by Mary Piepho, TRANSPLAN Committee members unanimously approved the Memorandum of Understanding and authorized the TRANSPLAN Chair to sign the MOU on behalf of the TRANSPLAN Committee.

RECEIVE REPORT, PROVIDE COMMENTS ON THE STATE ROUTE 4 RAMP METERING PROPOSAL AND APPROVE THE TAC RECOMMENDATION

Mr. Cunningham referred to a presentation on ramp metering of several months ago when several concerns had been expressed. A more comprehensive presentation was to be presented to address the issues that had been raised. He acknowledged the concerns raised and noted that the staff recommendation at this time was to just implement the study implementation. The TRANSPLAN Committee Board would have to take another step to implement any studies.

Jack Hall of the CCTA presented the SR4 and SR242 Ramp Metering Study and used as an example of Bailey Road at 8:00 A.M. on October 25 to show how a number of cars had attempted to enter the freeway at one time creating the effect of stopping the main line. He suggested that with ramp metering cars would be more evenly spaced when entering the freeway with resulting safety, reduced accidents, and an increase in travel speeds, improving travel time reliability and promoting the use of freeways for long trips. He reported that from the East County Action Plan, 25 percent of the work force traveled west. Benefits for the environment would mean a reduction in fuel consumption, a reduction in vehicle emissions, and the creation of a cost-effective traffic management tool.

A video was presented to identify the benefits of ramp metering nationwide with ramp metering usually active during AM and PM commute times but able to be activated any time it was needed.

Mr. Hall described the limits of the ramp metering study from Alhambra Avenue in Martinez to SR160/SR4, and all of SR242, to study the feasibility and effects of ramp metering on SR4 and SR242, and to develop a staging plan, with a review of the study with the TRANSPLAN COMMITTEE. Possible next steps would include an MOU, public outreach, a before and after study, and metering plan activation. He noted that ramp metering had not been proposed in the construction zone.

As to cost and funding, Mr. Hall described ramp metering as a cost-effective management tool to be funded by MTC, and explained that instead of more widening projects there could be more bike/ped projects.

Mary Piepho expressed concern for local street impact on implementation. She noted the need to identify solutions when SR4 was fully impacted with capacity given that the system was constrained from being able to go beyond eight lanes. She referenced the challenges as a result of the growth that had occurred in East County and emphasized that any policy decision would be made by the TRANSPLAN Committee. Stating that she had spoken with CCTA staff about the Vasco Road on-ramp to I-580, she wanted information to be submitted prior to implementation given that metering did not work well from the local street perspective. She asked that the information be submitted to the TRANSPLAN Committee.

Bruce Ohlson referred to the Description of Work for the SR4 and SR242 Ramp Metering Studies and Implementation Plan, specifically to the Ramp Metering Feasibility and Staging Plan, and the Other Freeway and Surface Street Analysis, noting that no new research was to be done. He expressed concern as to how impacts to bike/ped would be identified.

Mr. Hall noted that existing data was to be used and that new counts had been recommended at other intersections. He added that the City representatives would pick more intersections and use as many counts of the data that currently existed to reduce costs.

Mr. Ohlson referred to the six tasks listed for the feasibility study and expressed concern that nothing had been included about bicycles and pedestrians, although level of service (LOS) effects on ramp metering would be included. He suggested that LOS use would ignore bike/ped and requested a seventh task: *Recommend mitigation for bike/ped on surface streets affected by ramp metering.*

Mr. Hall concurred and noted that the main benefit to bike/ped would be that traffic would be reduced on arterials and placed on the main line which should make it safer for bike/ped and free up money to build more bike/ped projects.

Nancy Parent commented that ramp metering would not happen in a vacuum and other regional projects would impact the amount of traffic using local streets. She characterized it as an important tool to use to maximize the ability to get people where they wanted to go in the timeframe desired.

Joe Weber thanked Mr. Hall for the more detailed report and verified that Caltrans and MTC would underwrite the feasibility study, estimated at \$250,000. He stated that the study was ongoing in Solano and Marin counties.

As to how long the study would occur in response to Joe Weber, Mr. Hall stated that Phase 2 would return at the end of next year.

Chair Frazier advised that the representatives from the City of Antioch, who could not be present at this time, had requested that the item be tabled. He wanted to make sure that each jurisdiction affected by the study received outreach from the CCTA.

Mr. Hall agreed with the desire to meet one-on-one to respond to questions and to reach out to jurisdictions.

Mr. Cunningham affirmed that the majority of the intersections to be studied were located in the City of Antioch.

On motion by Bob Taylor, seconded by Mary Piepho, TRANSPLAN Committee members unanimously approved the scope of the State Route 4 Ramp Metering Proposal, with the addition of Task 7 at the bottom of Page 6 of the Description of Work: *Recommend mitigation for bike/ped on surface streets affected by ramp metering; as a two-phase project with the first phase a study to gather information, and the second phase policy work that would occur over time, with staff directed to assist with the conduct of the study.*

CONSIDER REPORT ON STATUS OF REGIONAL FEE PROGRAM REQUIREMENTS / CITY OF PITTSBURG AND TAKE ACTION AS APPROPRIATE

Mr. Cunningham explained that he had no additional information for this placeholder item.

RECEIVE UPDATE: STATE ROUTE 4 INTEGRATED CORRIDOR ANALYSIS

Mr. Cunningham explained that there was no substantial update on the study at this time. He identified handouts that had been distributed to the TRANSPLAN Committee and explained that the study had been paused on the SR4/SR242 interchange analysis in Central County, which was ongoing. The study would come out to the East County side of the corridor in the new year when more information would be available.

Mr. Cunningham anticipated a more substantial update in January.

ADJOURNMENT

On motion by Bob Taylor, seconded by Mary Piepho to adjourn the TRANSPLAN Committee meeting at 7:00 P.M., to December 8, 2011 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

Meeting Handouts:

- SR4 Integrated Corridor Analysis Task List
- SR4 Integrated Corridor Analysis Schedule

ITEM 4

ACCEPT CORRESPONDENCE



CONTRA COSTA
transportation
authority

COMMISSIONERS

November 16, 2011

David Durant, Chair

Mr. Joe Sbranti

Don Tatzin,
Vice Chair

City Manager

Janet Abelson

City of Pittsburg

Genoveva Calloway

65 Civic Avenue

Pittsburg, CA 94565-3814

Jim Frazier

Subject: City of Pittsburg's Compliance with the Measure J GMP

Federal Glover

ATTACHED REFERENCES:

Dave Hudson

1) October 13, 2011 letter from TRANSPLAN (Brian Kalinowski) to CCTA (David Durant)

Karen Mitchoff

2) September 7, 2011 letter from Pittsburg (Joe Sbranti) to CCTA (Martin Engelmann)

Julie Pierce

3) March 16, 2011 letter from CCTA (Martin Engelmann) to Pittsburg (Joe Sbranti)

Karen Stepper

Dear Mr. Sbranti:

Robert Taylor

I am writing in regards to a letter I received from the TRANSPLAN Committee, dated October 13, 2011, and signed by the Chair of TRANSPLAN, Brian Kalinowski (Reference 1). The letter expresses concern that clear policy direction from the Contra Costa Transportation Authority (Authority) to the City of Pittsburg (City) may have gotten misconstrued or somehow watered down through the exchange of communications surrounding the Authority's September 21, 2011 review of the City's compliance with the GMP.

Randell H. Iwasaki,
Executive Director

Among those communications was a status report that we asked you to prepare in advance of the Authority's September 2011 meeting. We thank you for preparing that report, transmitted by letter dated September 7, 2011 (Reference 2). Your report was very helpful to us in updating the Authority on the status of City's negotiations with TRANSPLAN regarding compliance with the Regional Transportation Mitigation Program (RTMP) requirement of Measure J. TRANSPLAN's concern is that the City's letter omitted reference to an Authority letter dated March 16, 2011 (Reference 3) outlining the steps that the City should take to come back into compliance with the Measure J GMP.

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Authority staff agrees that the March 16, 2011 letter is indeed the most accurate guidance available to the City. Therefore, to respond to TRANSPLAN's request, I am re-sending the Authority's March 16, 2011 letter, and ask that you continue to refer to it as guidance in working with TRANSPLAN, ECCRFFA, and the Authority to achieve compliance with the Measure J GMP. Furthermore, please note that further action on this matter is being delayed pending the outcome of the legal action taken by TRANSPLAN and ECCRFFA against the City.

Thank you for your continued participation in the GMP. If you have any questions, please do not hesitate to contact Authority staff or me for further information regarding this matter.

Sincerely,



David E. Durant, Chair

cc: Hon. Brian Kalinowski, TRANSPLAN
Paul Reinders, City of Pittsburg
John Cunningham, TRANSPLAN

File: 02.17.02

Attachments

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

October 13, 2011

David E. Durant, Chair
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Chair Durant:

The intent of this letter is to express our concern that policies relating to the City of Pittsburg's compliance with the Measure J Growth Management Program (GMP) are not being fully disclosed.

At the September 7, 2011 Contra Costa Transportation Authority (CCTA) Planning Committee meeting CCTA staff presented an item regarding *The City of Pittsburg Growth Management Program Compliance Issue* (Attachment A). The City of Pittsburg submitted a letter on the same (Attachment C).

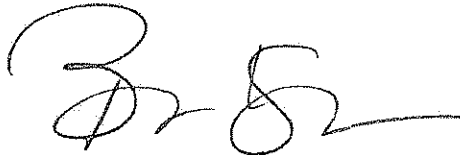
Notably absent from the staff report and discussion (and the City's letter) was clear information describing policies which affect resolution of the compliance issue at hand. The most accurate guidance available is **not** in CCTA's October 8, 2010 letter (as quoted by the City in their letter) but rather in CCTA's March 16, 2011 letter (Attachment B). The March 16th letter was distributed by CCTA at the request of TRANSPLAN to clarify and correct the guidance provided in the October 8th letter quoted by the City.

In the future, we would appreciate that CCTA consult with the TRANSPLAN Board in matters related to east Contra Costa Regional Transportation Mitigation Program (RTMP) compliance, and that CCTA staff direct the City to the appropriate forum to discuss the subject issue, the TRANSPLAN Board. TRANSPLAN believes this request for consultation is consistent with adopted policy and prior direction from CCTA (excerpts from the March 16th letter follow):

1. "...compliance with the GMP requires approval from TRANSPLAN...".
2. "...compliance with the RTMP requirements in the GMP requires TRANSPLAN's approval of the City's actions..."

Thank you for your assistance in this matter.

Sincerely,

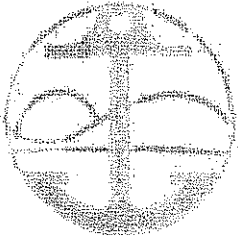


Brian Kalinowski, Chair
TRANSPLAN Committee

c: TRANSPLAN Committee Members
Will Casey, Mayor – City of Pittsburg
Randell H. Iwasaki, Executive Director - CCTA

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Phone: 925.335.1243 Fax: 925.335.1300 john.cunningham@dcd.cccounty.us www.transplan.us



City of Pittsburg
65 Civic Avenue • Pittsburg, California 94565

September 7, 2011

Martin Engelmann, Deputy Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: Update Regarding Pittsburg's Negotiations with TRANSPLAN

Dear Mr. Engelmann:

This letter responds to your request that the City of Pittsburg ("City") provide a summary of the City's actions relating to its regional traffic fees during the past year. In short, over the last year, the City has met its commitments to develop and implement a regional transportation fee (aka Pittsburg Regional Transportation Development Impact Mitigation or PRTDIM), to offer options to TRANSPLAN for a joint regional fee program, and to negotiate a possible settlement of the lawsuit filed by ECCRFFA and TRANSPLAN against the City.

In September 2010, after more than a year of attempting to negotiate with ECCRFFA, the City withdrew from ECCRFFA consistent with the terms of the joint powers agreement. When the City initially joined ECCRFFA in 1991, ECCRFFA had identified Buchanan Road Bypass (now known as the James Donlon Boulevard Extension) as a top priority project. A key reason for the City's withdrawing from ECCRFFA was that, after almost twenty years, ECCRFFA had provided approximately \$1 million in funding towards the James Donlon Boulevard Extension, while providing other projects over \$220 million in funding.

At the same time the City withdrew from ECCRFFA, the City also established the PRTDIM program to continue to collect regional transportation mitigation fees and to remain in compliance with Measure J's Growth Management Program (GMP). These fees can only be used for projects of regional significance and the list of projects is identical to the list of projects identified for funding by ECCRFFA. Thus, the City created a regional transportation mitigation fee program to ensure that new development in the City continued to pay its fair share toward transportation projects of regional significance. Through its regional program, the City has continued supporting multi-jurisdictional transportation planning efforts and projects of regional significance in East County.

September 7, 2011

Martin Engelmann

Page 2

Since adopting the PRTDIM fees, the City of Pittsburg has collected approximately \$1.6 million. The City continues to be willing to work with TRANSPLAN to utilize these fees for transportation projects of regional significance.

An October 8, 2011 letter from CCTA directed the City to work with TRANSPLAN to: "integrate Pittsburg's new [PRTDIM fee] with the ECCRFFA program. ... As a next step, the City should bring its proposed RTMP to TRANSPLAN for discussion, with the intent of seeking TRANSPLAN's concurrence on a joint or hybrid RTMP that satisfies the Measure J requirements. Authority staff will be available to attend the TRANSPLAN meetings, and we are committed to working with [Pittsburg] on developing options and strategies that result in a timely off-year payout."

Accordingly, the City presented its PRTDIM fee to TRANSPLAN for discussion on December 9, 2010. At that meeting, TRANSPLAN directed staff to work with Pittsburg staff, the Technical Advisory Committee (TAC), and CCTA staff to come up with a MOU/Agreement that would describe the framework in which the two RTMPs will operate and integrate Pittsburg's new RTMP with the ECCRFFA Program. Pursuant to the direction of TRANSPLAN, Pittsburg staff sent a draft MOU to the TAC on January 11, 2011. However, the TAC meeting that was scheduled to discuss the MOU was subsequently cancelled. Interestingly, the City has never received feedback on its draft MOU.

Instead, at a special meeting on January 27, 2011, TRANSPLAN opined that: (1) the preexisting arrangement between TRANSPLAN and ECCRFFA was the official regional mitigation fee program under the East County Strategic Action Plan and (2) the City was not in compliance with its obligations under the East County Action Plan.

At meetings held in February and March 2011, TRANSPLAN and ECCRFFA determined that their preferred course of action for achieving East County cooperation as to a regional fee was not to consider the City's proposed MOU, but rather was to sue the City to force it both to rejoin ECCRFFA and to adopt, wholesale, the regional transportation fee adopted by ECCRFFA members.

The City demurred to the entirety of the lawsuit by ECCRFFA and TRANSPLAN. At the August 10, 2011 hearing, the Court sustained the City's demurrer granting leave, as is the custom, to ECCRFFA and TRANSPLAN to amend their complaint to see if they could state a valid cause of action against Pittsburg. Because of additional time requested by ECCRFFA's and TRANSPLAN's attorney, that amendment is not due until September 21.

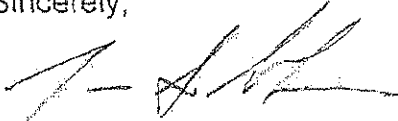
Throughout this process, the City has remained open to working out a settlement as to regional fees in East County. In early August of this year, City and ECCRFFA

September 7, 2011
Martin Engelman
Page 3

representatives met to discuss settlement. ECCRFFA representatives promised to provide a draft settlement to the City; at this time, the City is still waiting to receive that document.

It has been, and continues to be, the City's position that it is complying fully with Measure J, including the City's implementation of a regional transportation fee and the City's continuing willingness to work with TRANSPLAN and ECCRFFA on using revenue from that fee for transportation projects of regional significance.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joe Sbranti', written over a horizontal line.

Joe Sbranti
City Manager



CONTRA COSTA
**transportation
 authority**

COMMISSIONERS

March 16, 2011

David Durant, Chair

Mr. Joe Sbranti

Don Tatzin,
Vice Chair

Assistant City Manager, Development Services

Janet Abelson

City of Pittsburg

Genevieve Calloway

65 Civic Avenue

Pittsburg, CA 94565-3814

Jim Frazier

Subject: City of Pittsburg's Compliance with the Measure J Growth Management Program

Federal Glover

Dear Mr. Sbranti:

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

Robert Taylor

Thank you for your letter of March 3rd which gives a status report on recent efforts by the City of Pittsburg to initiate a dialogue with TRANSPLAN to form a consensus-based Regional Transportation Mitigation Program (RTMP) for East County. I would like to take this opportunity to respond, and make a suggestion regarding next steps in the process.

Randell H. Iwasaki,
Executive Director

As noted in our letter of October 8, 2010, we indicated that Pittsburg, having withdrawn from the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), would need to seek TRANSPLAN's approval of a RTMP for East County, and suggested as an option entering into a cooperative agreement (Co-op) or Memorandum of Understanding (MOU) with TRANSPLAN to re-establish the City of Pittsburg's participation in the East County RTMP. Your letter indicates that the City pursued this course of action, but TRANSPLAN did not concur with the City's request. Instead, TRANSPLAN determined that the RTMP for East County was ECCRFFA, and that Pittsburg's creation of the Pittsburg Regional Transportation Development Impact Mitigation (PRDTIM) fee program did not equate to or substitute for participation in ECCRFFA.

We applaud your efforts to meet the requirement of the Measure J Growth Management Program (GMP) through participation in an RTMP, however, to underscore the point again, we believe compliance with the GMP requires approval from TRANSPLAN that the PRDTIM fee program fulfills the requirements of the East County RTMP.

The Measure J Expenditure Plan states that local jurisdictions shall work with the RTPCs to create the RTMP. As you know, the RTMP for East County was created in the mid 1990's through ECCRFFA. The East County Action Plan for Routes of Regional Significance delineates the role of ECCRFFA. Regional action 3.c of the East County Action Plan, adopted unanimously by TRANSPLAN on August 13, 2009 states that the local jurisdictions of East County shall 'continue to participate in the fee program through ECCRFFA' (p. 35). This action specifically identifies ECCRFFA as the RTMP for East County.

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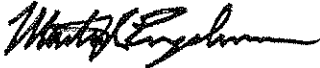
Joe Sbranti
City of Pittsburg
March 16, 2011
Page 2

In our view, Pittsburg's assertion that the PRTDIM can serve in lieu of ECCRFFA is inconsistent with the requirement in section 2 of the GMP, which states that: "[e]ach Regional Transportation Planning Committee shall develop the regional development mitigation program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives and actions to achieve them established in the Action Plans for Routes of Regional Significance." Our interpretation of the above and of paragraph 3.c of the Action Plan that authorizes "use of ECCRFFA or other agency (as appropriate)", is that they give TRANSPLAN the flexibility to change or modify the RTMP by consensus. We therefore suggested, as an option for demonstrating that consensus had been achieved, use of a Co-op or MOU that is ultimately approved by TRANSPLAN.

To summarize, we believe that compliance with the RTMP requirement in the GMP requires TRANSPLAN's approval of the City's actions. Without it, the City of Pittsburg may be found out of compliance with the GMP, and could lose Local Street Maintenance and Improvement funds. Therefore, we urge the City to continue its dialogue with TRANSPLAN in an effort to re-establish a consensus-based RTPM for East County.

Thank you for your continued participation in the GMP, and please do not hesitate to contact me should you need further information regarding this matter.

Sincerely,



Martin R. Engelmann, P. E.
Deputy Executive Director, Planning

cc: Marc Grisham, City of Pittsburg
Paul Reinders, City of Pittsburg
John Cunningham, TRANSPLAN

File: 02.17.02



COMMISSIONERS

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Chair

Don Tatzin,
Vice Chair

Janet Abelson

Genoveva Calloway

Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

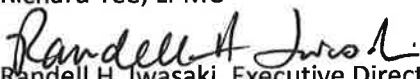
Robert Taylor

Randell H. Iwasaki,
Executive Director

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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: October 20, 2011

Re: Items approved by the Authority on October 19, 2011, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its October 19, 2011 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. State Route 4 Bypass (Projects 5001, 5002 and 5003):

Acceptance of SR4 Bypass Authority Environmental Impact Report, Adoption of Findings and Filing of Notice of Determination. *The Authority approved Resolution 11-38-P, certifying the SR4 Bypass environmental document for the Authority's use, and authorized the Executive Director to file a Notice of Determination with the County Clerk. Resolution 11-38-P.*

Authorization to Enter into Memorandum of Understanding (MOU) with SR4 Bypass Authority: *The Authority voted to defer action on the draft MOU (14.07.07), which identifies roles and responsibilities in the management of future SR4 Bypass Projects including SR4/SR160 connectors and SR4 Bypass/Sand Creek Road Interchange and Widening projects, to November.*

Authorization to Enter into Memorandum of Understanding (MOU) with TRANSPLAN Committee and the East Contra Costa Regional Fee and Finance Authority (ECCRFFA): *The Authority voted to defer action on the draft MOU (14.07.08), which identifies roles and responsibilities including a commitment to identify additional funds as necessary for remaining SR4 Bypass projects, to November.*

- 2. Review and Discussion of Future Planning Activities.** Authority planning staff is responsible for carrying out the Congestion Management Agency planning functions and implementation of the Measure J Growth Management Program (GMP). Staff proposes to carry out several major planning efforts during Calendar Years 2012 through 2014, including a major update of the Countywide Transportation Plan. The work program would include updating the Technical Procedures, carrying out a Sustainability Study, developing a complete streets policy, and identifying best practices for bicycle and pedestrian wayfinding. *The Authority approved the proposed work program for future planning activities.*

- 3. Approval of the Proposed Countywide Bicycle and Pedestrian Committee (CBPAC) By-Laws.** The CBPAC, after reviewing comments received from the RTPCs and the East Bay Regional Park District as well as the comments made by the TCC and the Planning Committee meeting in July, has revised the proposed by-laws for adoption by the Authority. *The Authority approved the revised CBPAC by-laws.*

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

October 31, 2011

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

Hercules

RE: WCCTAC Meeting Summary

Pinole

Dear Randy:

The WCCTAC Board at its October 28 meeting took the following actions that may be of interest to the Authority:

Richmond

1) Approved the FY 11-12 claims for Measure J Program 20b, Additional Transportation for Seniors and People with Disabilities, from East Bay Paratransit Consortium, Richmond, and WestCAT, contingent upon anticipated approval by CCTA of requested Expenditure Plan provisions for this funding program.

San Pablo

2) Approved the FY 11-12 Master Cooperative Agreement with CCTA No. 17W.12 for the Transportation Demand Management (TDM) Program.

3) Approved Amendment No. 1 to FY 10-11 Master Cooperative Agreement with CCTA No. 17W.01 for the TDM, Student Bus Pass, and the County's Street Smart Programs.

4) Approved WCCUSD's FY 11-12 budget for administration of the Measure J Student Bus Pass Program.

Contra Costa
County

5) Approved the TAC's recommended project evaluation and selection process for West County's share of Measure J TLC Program funds.

6) Approved Richmond Community Redevelopment Agency's request for a Letter of No Prejudice for Subregional Transportation Mitigation Fee Program funding in the amount of \$527,000 for the Richmond Intermodal Station – East Side Improvements project.

AC Transit

7) Directed staff to develop a scope, schedule, and budget for an I-80 Corridor Transit Opportunities Study, to be funded potentially with Measure J Program 28b, West County's Subregional Transportation Needs and contributions from other agencies. The study would identify opportunities to advance west County's quality of life and economic development objectives by increasing the corridor's mass transit capacity.

BART

8) Received a presentation from Fehr & Peers on the West Contra Costa Transit Enhancement Strategic Plan and West Contra Costa/Albany Transit Wayfinding Plan.

WestCAT

Sincerely,



Christina M. Atienza
Executive Director

cc: Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; John Cunningham, TRANSPAN; Andy Dillard, SWAT

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

October 14, 2011

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 during the TRANSPLAN Committee meeting on October 13, 2011.

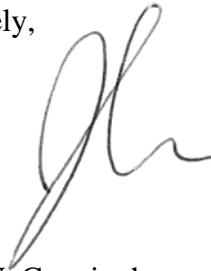
Approve Amendment No. 1 to the 2011 Measure J Strategic Plan: By unanimous vote the Committee approved the amendment to reprogram approximately \$200,000 from the SR4 East Widening Project (Project 5009) to the SR4 Bypass widening project – Laurel Road to Sand Creek Road (Project 5002).

Authorization to Enter into Memorandum of Understanding with Contra Costa Transportation Authority (CCTA) and the East Contra Costa Regional Fee and Finance Authority: The Committee discussed and approved, in concept, the MOU. Staff was directed to bring the final version back for approval at a future TRANSPLAN meeting.

Consider Report on Status of Regional Fee Program Requirements/City of Pittsburg and Take Action as Appropriate: The Committee reviewed and approved, by unanimous vote, a letter to the Chair of the CCTA addressing Growth Management Program policies as they relate to the City of Pittsburg and consistency with Regional Transportation Mitigation Program requirements.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, November 10, 2011 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



John W. Cunningham
TRANSPLAN Staff

- c:** TRANSPLAN Committee
A. Dillard, SWAT/TVTC
B. Neustadter, TRANSPAC
C. Atienza, WCCTAC
D. Rosenbohm, CCTA

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File: Transportation > Committees > CCTA > TRANSPLAN > 2011

ITEM 5

ACCEPT RECENT NEWS ARTICLES

Traffic violation fines to double on Vasco Road stretch

By Kelly Gust
Contra Costa Times

Posted: 11/01/2011 01:54:10 PM PDT

Updated: 11/01/2011 02:45:18 PM PDT

Beginning Jan. 1, double fines will be charged for traffic violations along a 19-mile stretch of Vasco Road between Livermore and Brentwood.

The Alameda County Board of Supervisors approved the action Tuesday, designating Vasco as a Safety Enhancement-Double Fine Zone. According to a county press release, the move was made possible by the recent passage of Assembly Bill 348 that gave Vasco that zoning designation. The zone will be effective Jan. 1, 2012 through Jan. 1, 2017.

The zone stretches from Interstate 580 in Livermore and Walnut Boulevard in Brentwood.

The release quoted Supervisor Scott Haggerty as saying: "Alameda County has worked hard to make this road safer for drivers through the numerous improvements we've done along Vasco Road. These improvements have been successful in reducing accidents, injuries, and fatalities. I believe that this double-fine zone will extend our current efforts."

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Caltrans announces funding for several Bay Area roadway projects

Bay City News Service

Posted: 10/31/2011 09:48:46 AM PDT

Updated: 10/31/2011 09:48:46 AM PDT

More than \$30 million in transportation improvement funds has been allotted to projects on several Bay Area roadways, according to Caltrans.

In San Mateo County, \$11.2 million will be spent on installing closed-circuit video cameras, vehicle detection systems and improved traffic signals along state Highway 82, or El Camino Real.

Additionally, around \$3.8 million will go toward creating auxiliary lanes along U.S. Highway 101 between Embarcadero Road and University Avenue.

In Contra Costa County, \$1.7 million has been allotted to rehabilitate 19 bridges on various state highways, according to Caltrans.

The funds are mostly from Proposition 1B, the transportation bond initiative approved by California voters in 2006.

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East Bay looks to hovercraft for ferry service

By Tom Lochner and Paul Bugarino
Contra Costa Times
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Posted: 11/01/2011 05:54:55 PM PDT

Updated: 11/01/2011 09:49:47 PM PDT

Air-cushioned hovercraft vessels, long popular in Europe but little used in the United States, could be the answer for a trio of East Bay cities that long have sought ferry service to San Francisco.

Although a number of bureaucratic, political and physical hurdles remain, the Bay Area's water transit agency is exploring whether hovercraft are a viable option for ferrying passengers from Hercules, Martinez and Antioch, among other cities.

The vessels are appealing for several reasons: They are touted as more fuel-efficient than traditional catamaran ferries and as fast as the most advanced catamarans. Hovercraft also can navigate in shallow waters, even onto beaches and landing platforms, allowing them to reach areas that catamarans can't and respond to emergencies and provide service to cities saddled with shallow shorelines. Hovercraft travel on a cushion of air created by downward-thrusting air jets, while propellers mounted above deck provide forward propulsion.

Technological advances also have reduced concerns about noise and comfort that plagued hovercraft when they were introduced in Europe decades ago.

But to establish themselves in the Bay Area, hovercraft need to overcome a fundamental presumption shared by mariners and watercraft builders alike -- including a leading hovercraft manufacturer.

"As a general rule, if you can make all the connections you need using a (conventional) boat, without going around extended areas

of shallow water -- use a boat," said Richard Roy, a

former hovercraft pilot and hovercraft operations consultant for Griffon Hoverwork Ltd. of Southampton, U.K.

Hercules sees hovercraft as the panacea for a shoreline of mud flats -- extending more than a half-mile into San Pablo Bay -- that would require costly dredging for traditional ferry service. Martinez also could require dredging, and Antioch looks to the speed of hovercraft to get passengers quickly to San Francisco, although experts, including some hovercraft specialists, say newer models of ferry catamarans match hovercraft's speed.

Antioch's and Martinez's interest in an idea fueled primarily by Hercules' lack of docking facilities addresses one crucial concern of the San Francisco Bay Area Water Emergency Transportation Authority -- that a "radical change" to hovercraft be justified over multiple routes.

It would require incorporating San Francisco into a baywide hovercraft system -- a daunting prospect at an Embarcadero terminal already busy with surrounding heavy marine traffic, and where space would need to be set aside for a hovercraft landing ramp.

Michael Bernick, a lawyer who has worked on the idea as a consultant for the East Bay cities, says a recent feasibility study completed by the water transportation authority shows the potential of hovercraft in the Bay Area.

"My own view is that it's doable," said Bernick, a

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former BART board member. "There are legitimate questions, but I think they can be addressed."

Questions include creating a separate or hybrid maintenance facility for hovercraft and conventional ferries and a docking facility in San Francisco. A memo written earlier this year by transportation authority officials acknowledged that hovercraft "would require wholly different operations practices and materials, as well as different docking facilities and maintenance berths."

But state Sen. Mark DeSaulnier, D-Concord, agrees that those challenges could be overcome.

"After seeing the study, hovercraft seems like a very feasible option," said DeSaulnier, who heads the Senate's transportation committee.

Bernick says the cost of operating hovercraft would be similar to traditional ferry vessels, and he noted that they would offer advantages in responding to emergency situations, an integral part of the transportation authority's mandate.

"The (transportation authority) board has been very open to the idea of a system with both (types of) vehicles," Bernick said.

The hovercraft's emergency capabilities, along with ecological advantages, make it an attractive prospect for the Bay Area, agreed Keith Whittemore, president of Seattle-based Kvichak Marine Industries, which built a hovercraft used in Alaska and the newest catamaran ferries in the Bay Area.

"From an emergency standpoint, you can pick people up from a downed bridge or a downed airplane and drive them onto a beach," he said.

Whittemore also noted that hovercraft are more fuel-efficient than catamarans at high speed but generally come with higher maintenance costs.

Unlike other existing or planned Bay Area ferry stops under the jurisdiction of the transportation authority, Hercules has no deep-water dock, nor any deep water where it could build one, that could accommodate conventional, deeper-draft boats -- a predicament apparently largely overlooked when the agency's predecessor, the Water Transit Authority, put together its expansion list starting in the early 2000s.

Dredging a deep-water harbor in Hercules for conventional ferries would cost "upwards of \$17 million" initially and about \$3 million in maintenance dredging every two to three years thereafter, according to the June 2 transportation authority memo.

"For Hercules, that makes a hovercraft financially more viable," Whittemore said.

Nevertheless, he says landing hovercraft at the San Francisco Embarcadero is fraught with challenges.

"You've got winds, tides, traffic -- that would not be a simple thing. That needs to be very carefully studied."

Hovercraft also could save Martinez dredging costs, Mayor Rob Schroder said.

The city's shoreline requires dredging on a regular basis, he said. Consultants from the transportation authority are studying the depth of the waters along the Martinez shoreline to locate a possible ferry terminal site. One of the potential locations is an old fishing pier, which likely would not require dredging.

The April feasibility study commissioned by the transportation authority estimated that travel time between Antioch and San Francisco could be cut to a little more an hour -- or about 30 minutes faster than traditional ferries used in the bay.

"That time reduction makes (the hovercraft) pretty competitive and a lot more appealing," Antioch



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Councilman Gary Agopian said.

But experts say technological advances in conventional watercraft have largely nullified hovercraft's erstwhile speed advantage.

The newest high-speed ferry from Vallejo to San Francisco, put in service in 2004, has a service speed of 34 knots fully loaded and a maximum speed of 38 knots, according to the website of Baylink, the route operator. By comparison, hovercraft envisioned for that crossing would travel at 40 to 45 knots, according to the feasibility study.

Hovercraft's greater susceptibility to headwinds could reduce any speed advantage, said John Sindzinski, the transportation authority's planning and development manager.

One possible obstacle to popular acceptance of hovercraft in the Bay Area, Sindzinski said, is the notion that they are noisy.

Paul Edwards, Griffon's director of business development, traces that perception to a previous generation of hovercraft that used noisy turbines for propulsion. Those craft have been largely phased out, he said.

Advancements have also allowed for a smoother ride. A Kvichak-built hovercraft ferry based on a Griffon design connects King Cove on the Alaska Peninsula to an airport eight miles across a bay, weather permitting.

"I was on it when the wind was 35 knots, and I stood the whole time," King Cove Mayor Henry Mack said. "You can walk around."

For local leaders, the choice is simple. They want whatever vessel will at last make ferry service a reality for their cities.

"We're going to favor which ever option gets service to Martinez faster," Schroder said. "At the same time, Martinez will work together with Hercules and Antioch to find the best option for the region."

Contact Tom Lochner at 510-262-2760 or tlochner@bayareanewsgroup.com. Contact Paul Burgarino at 925-779-7164 or pburgarino@bayareanewsgroup.com.

HOVERCRAFT VS. FERRY

Hovercraft are being considered for ferry service in San Francisco Bay. Here's how the hovercraft compares with traditional ferry service now offered.

Feature Hovercraft Catamaran ferry
(BHT150) (M/V Solano)

Cost per vessel \$12 to \$14 million \$11.8 million

Passenger capacity 150 300

Speed (knots) 40 to 45 34 to 38

Fuel per hour (gallons) 92-172 300

Crew members 2 (min.) 4

Sources: Griffon Hoverwork Ltd., Kvichak Marine Industries, Vallejo Baylink Ferry



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ITEM 6

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: January 2012

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

STATE ROUTE 4 WIDENING

A. SR4 Widening: Railroad Avenue to Loveridge Road

Lead Agency: CCTA

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

Current Project Phase: 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, but the completion date depends 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 *new drainage and electrical facilities, the retaining wall adjacent to North Park Boulevard, concrete paving along westbound SR4 between Century Boulevard and Old Kirker Creek, base preparations for new pavement along eastbound SR4 between Old Kirker Creek and Century Boulevard, and work on the new southbound Loveridge Road Bridge over SR 4. Erection of the temporary support system (falsework) to support the construction of the new Loveridge*

Road overcrossing structure is complete. Installation of reinforcing bars within this new structure in preparation for new concrete is in progress.

The project construction is approximately 40% complete.

Issues/Areas of Concern: none

C. SR4 Widening: Somersville Road to SR 160

Lead Agency: CCTA

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

Current Project Phase: Segment 1 Somersville Interchange: Construction Phase; **Segments 2 – bidding phase, 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.

Segment 1: The Somersville Road Interchange project was awarded on December 23, 2010 to R & L Brosamer, Inc. for the bid price of \$35,727,083.49 (25% below Engineer's Estimate). The total project allotment is \$39,641,000.00.

Contract approval was received on January 19, 2011. Contract time started on March 16, 2011. The anticipated completion date is August, 2013 with no plant establishment period.

Since the start of construction, the Contractor has been working on the various Stage construction requirements of the Project. The Contractor has completed, or has under construction, various retaining walls and soundwalls both on the north and south sides of the freeway as well as around all four quadrants of the Somersville Road interchange.

The bridge construction for the new westbound Somersville Road off-ramp is nearing completion. Other ongoing work has included: closure of the existing eastbound "diamond" off-ramp to Somersville Road and start of the new eastbound off-ramp; temporary paving, K-rail and striping for early access and detours/ re-routing of traffic in and around the existing interchange; clearing and grubbing and stormwater protection installations; and median work along Somersville Road. Regular schedule updates are being received.

During the month of December, construction work has continued on retaining walls that have the Delta Region Native Landscape Architectural Treatment along the south side of the freeway. Progress on the new bridge for the westbound Somersville Road off ramp has included backfilling of abutments and approach slab work. Construction has continued along the south side of SR 4 on the new eastbound exit ramp and new eastbound on ramp. Drainage systems and electrical work are also ongoing.

Segment 1 construction is approximately 33% complete.

Segment 2: The Contra Loma Interchange/G Street project was awarded on October 11, 2011 to CC Myers, Inc. for the bid price of \$42,380,000 (16% below the Engineer's Estimate). The total project allotment is \$48,718,000. Construction is targeted to begin in early 2012 and be completed by spring 2015, weather permitting. A groundbreaking ceremony is anticipated to be held in late February or early March.

Segment 3A: The final PS&E documents were submitted to Caltrans Headquarters and are currently under review. The Ready to List (RTL) date for this segment is targeted for late December 2011. The Authority submitted a Letter of No Prejudice (LONP) to the CTC in order to keep the project advertisement on schedule. It is anticipated that the CTC will be able to allocate State Proposition 1B Bond funds in January 2012. The target advertisement date for construction bids is mid February 2012.

Segment 3B: This segment, Hillcrest Interchange area, was delayed due to coordination issues related to the future eBART station and geometric approval by Caltrans of the proposed Hillcrest Interchange. A combined 95% roadway and structures package was submitted to Caltrans on November 29, 2011 and is currently under review. The Ready-To-List (RTL) date for this segment is targeted for June 2012. The Authority will advertise, award and administer the construction contract for this segment. Currently, it is anticipated that Segment 3B will be constructed using 100% local funds.

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 operate in the newly constructed median of SR4. Caltrans and the Segment 1 contractor (R&L Brosamer, Inc.) are currently engaged in some discussions about potential claims by the contractor, but a written Notice of Potential Claim (NOPC) has not been formally submitted to Caltrans by the contractor.

D. SR4 Bypass: SR4/SR160 Connector Ramps

Project Fund Source: Bridge Toll Funds

Lead Agency: State Route 4 Bypass Authority/CCTA

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

Current Phase: Final Design.

Project Status: CCTA is completing contract negotiations with Rajappan and Meyer, the top ranked Tier 2 design consultant in response to the Design Services Request for Qualifications (RFQ 10-13) issued in September 2010. Approval of the contract is on the January 2012 Authority agenda. The first Project Development Team meeting will be held in January 2012. The Authority has finalized a MOU with the SR4 Bypass Authority to transfer Lead Agency status to the Authority, and a MOU with TRANSPLAN and ECCRFFA to address cost issues should the \$50 million in Bridge Toll funds be insufficient to complete the project.

Issues/Areas of Concern: None.

E. SR4 Bypass: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority/CCTA

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

Current Phase: Construction.

Project Status: Final design is complete for the combined project and the project is scheduled for advertising in February 2012. The project successfully obtained \$25 million from CMIA reprogramming amendment savings. The CTC is scheduled to take action in December to move an additional \$8 million in savings from the SR4 Widening Project, Segment 2, to this project. Authority staff obtained necessary MOUs with the SR4 Bypass Authority, TRANSPLAN and ECCRFPA to transfer Lead Agency status for construction to the Authority and cover potential financial risk.

Issues/Areas of Concern: The City of Brentwood and West Coast Homes have requested that additional out-of-scope work be added to the construction contract. Authority staff are coordinating with Caltrans and CTC to assess options to add work and not delay the contract.

E. East County Rail Extension (eBART)

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

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

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

Current Project Phase: Final Design and Construction. BART is the lead agency for this phase. First Construction Package: Construction of the Transfer Platform and eBART Facilities in the median to Railroad Avenue is underway.

Project Status: Work continues this month on the electrical and train control systems. About eighty percent of the construction of the barrier rails is complete. Work continues on the foundation for the train control building and work on the access tunnel is nearly done. Coordination is ongoing between BART and CCTA consultants working on the design of the SR4 Widening Project focusing at this point on the Hillcrest segment (3B). A master integrated schedule has been developed for the eBART and SR4 Construction Contracts.

Issues/Areas of Concern: Availability of fund sources, including Prop 1B transit funding continues to be a concern. Possible delays in revenue service date could occur if funding of SR4 Widening construction is delayed due to funding issues.

STATE ROUTE 4 BYPASS PROJECT

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

Right of way acquisition is complete and some utility relocation work has been completed. A vault, manhole and air valve associated with the EBMUD aqueduct have been relocated. The EBMUD aqueduct encasement work is underway and expected to be completed by mid November 2011.

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

Staff Contact: John Cunningham, (925) 335-1243, john.cunningham@dcd.cccounty.us or
Martin Engelmann, (925) 256-4729, mre@ccta.net

December/January 2011/12 Update

Study Status: Current project activities include the conduct of the financial screening study, model development, compilation of mapping data/conceptual alignments, finalization of internal/external management documents and plans, and Project Visioning/Strategy-Scenario Development.

Administration: Staff intends on transferring responsibility for current and future SR239 project development activities from Contra Costa County to the Contra Costa Transportation Authority. The transfer is anticipated to take place in early 2012.

eBART Next Segment Study

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

The eBART Partnership Policy Advisory Committee will be meeting in January and a complete update will be provided.

eBART Extension

A Next Segment study has been initiated. The study will be a pre-feasibility evaluation of the Bypass and Mococo alignments, and station site opportunities. Station sites to be evaluated on the Bypass alignment are: Laurel Road, Lone Tree Way, Sand Creek Road, Balfour, and a location near Marsh Creek Road and the Bypass serving Byron and Discovery Bay. Railroad Avenue Station will be evaluated as an infill station.

The Next Segment study will be completed Fall 2012.

ITEM 7
ADOPT 2012 TRANSPLAN CALENDAR OF MEETINGS:

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Board Members
TRANSPLAN Technical Advisory Committee (TAC)

FROM: John Cunningham, TRANSPLAN staff

DATE: January 3, 2012

SUBJECT: Adoption of the TRANSPLAN Committee and TRANSPLAN Technical Advisory Committee Meeting Calendar

Recommendation: Staff recommends the Committee adopt the 2012 TRANSPLAN Committee and Technical Advisory Committee Meeting Calendar:

2012 TRANSPLAN Committee Meeting Dates

All meetings to be on Thursdays at 6:30 PM at the Tri-Delta Board Room (Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch) unless otherwise noticed:

February 9th

March 8th

April 12th

May 10th

June 14th

July 12th

August 9th

September 13th

October 11th

November 8th

December 13th

2012 TRANSPLAN Technical Advisory Committee Meeting Dates

All meetings to be on Tuesdays starting at 1:30 PM in the Antioch City Hall (200 H Street) unless otherwise noticed:

January 17th

February 21st

March 20th

April 17th

May 15th

June 19th

July 17th

August 21st

September 18th

October 16th

November 20th

December 18th

ITEM 8

**APPOINT TRANSPLAN REPRESENTATIVES TO THE COUNTYWIDE
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE:**

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee

FROM: TRANSPLAN TAC by
John Cunningham, TRANSPLAN Staff 

DATE: January 3, 2012

SUBJECT: TRANSPLAN Appointments to the Countywide Bicycle and Pedestrian Advisory Committee

Background

TRANSPLAN appoints two members to the Contra Costa Transportation Authority's Countywide Bicycle and Pedestrian Advisory Committee (CBPAC):

1. One citizen
2. One staff person (and an alternate)

Please see the attached:

- 1) Letter from CCTA requesting appointments, and
- 2) CBPAC By-Laws

Recommendations

The TRANSPLAN Technical Advisory Committee (TAC), recommends the TRANSPLAN Board make the following appointments:

Position	Primary Appointee	Alternate Appointee
Citizen	Bruce Ohlson (Pittsburg)	N/A
Staff	Paul Reinders (Pittsburg)	Lynn Overcashier (511 Contra Costa)

c: TRANSPLAN TAC



CONTRA COSTA
transportation
authority

CONTRA COSTA

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COMMISSIONERS

November 2, 2011

David Durant, Chair

Hon. Brian Kalinowski
Chair of TRANSPLAN
P.O. Box 5007
Antioch, CA 94531-5007

Don Tatzin,
Vice Chair

Janet Abelson

Geneveva Calloway

Jim Frazier

Subject: Appointment to Countywide Bicycle and Pedestrian Advisory
Committee

Federal Glover

Dave Hudson

Dear Mr. Kalinowski:

Karen Mitchoff

Julie Pierce

Karen Stepper

Robert Taylor

The Contra Costa Transportation Authority first established the Countywide Bicycle and Pedestrian Plan Advisory Committee (CBPAC) to help oversee the preparation of its first Countywide Bicycle and Pedestrian Plan (CBPP), which was adopted in December 2003. Since that time the CBPAC has helped review and recommend applications for funding bicycle and pedestrian projects, review complete streets checklist required by MTC, and oversaw the development of the 2009 update to the CBPP. The Authority expects the CBPAC to continue its role in implementing the Authority's bicycle and pedestrian policies and advising it on funding decisions, including making recommendations on funding through the Measure J Pedestrian, Bicycle and Trail Facilities program, and on issues affecting walking and bicycling in Contra Costa and the region.

Randell H. Iwasaki,
Executive Director

The advisory committee is composed of representatives from the following agencies and organizations:

- One citizen and one staff person plus one alternate appointed by each of the four Regional Transportation Planning Committees
- One staff person plus one alternate appointed by the County of Contra Costa
- One representative plus one alternate appointed by the East Bay Regional Park District
- One citizen representative plus one alternate appointed by the East Bay Bicycle Coalition
- Two citizen representatives appointed by the Authority, one familiar bicycling and walking issues affecting youths and one familiar with bicycling and walking issues affecting seniors and people with disabilities

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

We are now writing to ask that your organization reaffirm its current appointments to the advisory committee or appoint a new member or members.

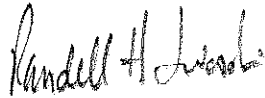
Hon. Brian Kalinowski
TRANSPLAN
November 2, 2011
Page 2

The attached CBPAC by-laws outline the role of the committee and the responsibilities of its members. Members are appointed for two year terms. There is no limit on the number of consecutive terms that a member may serve.

CBPAC meetings are generally scheduled for 11:00 a.m. on the fourth Monday of every other month beginning in January. Meetings, however, may be added or cancelled depending on need. Because the committee is made up of both citizens and public agency staff, members will need to have a certain amount of flexibility in meeting times. While the committee has recently met most frequently at lunch, it has also met in the late afternoon and early evening.

If you have any further questions, please call Brad Beck, Senior Transportation Planner, at (925) 256-4726.

Sincerely,



Randell H. Iwasaki
Executive Director

Attachments: Countywide Bicycle and Pedestrian Advisory Committee List
CBPAC Bylaws Adopted, 10/19/2011

cc: John Cunningham, TRANSPLAN

File: 01.07.03

Countywide Bicycle and Pedestrian Advisory Committee

MEMBERSHIP AS OF OCTOBER 19, 2011

<i>Appointment</i>	<i>Appointee</i>	<i>Status</i>
SWAT citizen	John Fazel	May be reappointed
SWAT staff	Leah Greenblat	May be reappointed
SWAT staff alternate	Andy Dillard	May be reappointed
TRANSPAC citizen	Dave Favello	May be reappointed
TRANSPAC staff	Jeremy Lochirco	May be reappointed
TRANSPAC staff alternate	—	This position is vacant
TRANSPLAN citizen	Bruce Ohlson	May be reappointed
TRANSPLAN staff	Paul Reinders	May be reappointed
TRANSPLAN staff alternate	—	This position is vacant
WCCTAC staff	Joanna Pallock	May be reappointed
WCCTAC citizen	—	This position is vacant
WCCTAC staff alternate	John Rudolph	May be reappointed
County staff	Jerry Fahy	Only one staffperson can serve as County representative and one as alternate
County staff	John Cunningham	
County staff	Nancy Baer	
EBBC citizen	—	This position is vacant
EBRPD staff	Jim Townsend	May be reappointed
CCEAC staff	Joe Enke	This position is eliminated
Authority Youth Rep	—	New position
Authority Senior/Disabled Rep	—	New position



BY-LAWS

Countywide Bicycle and Pedestrian Advisory Committee

Adopted October 19, 2011

These by-laws outline the purpose, membership, responsibilities, and operating procedures of the Contra Costa Countywide Bicycle and Pedestrian Advisory Committee (herein “CBPAC”) of the Contra Costa Transportation Authority (the “Authority”).

1. Name and Authorization

The name of this organization shall be the Contra Costa Countywide Bicycle and Pedestrian Advisory Committee (CBPAC).

2. Purpose

- 2.1. The purpose of the CBPAC is to advise the Authority on bicycle and pedestrian issues and to help the Authority carry out its responsibilities as a sales tax and congestion management agency.
- 2.2. The CBPAC shall have the responsibility to:
 - 2.2.1. Oversee updates to the CBPP and other Authority policy documents and help implement the policies established therein
 - 2.2.2. Review and provide recommendations on applications for funding for bicycle and pedestrian projects and programs
 - 2.2.3. Review and comment on “complete streets” checklists required of proposed projects
 - 2.2.4. Address other bicycle or pedestrian issues facing the Authority, Contra Costa and the region

3. Membership

- 3.1. The CBPAC shall be comprised of 13 members, plus alternates as noted, appointed from the following agencies:
 - 3.1.1. One citizen and one staff person plus one alternate appointed by each of the four Regional Transportation Planning Committees
 - 3.1.2. One staff person plus one alternate appointed by the County of Contra Costa
 - 3.1.3. One representative plus one alternate appointed by the East Bay Regional Park District
 - 3.1.4. One citizen representative plus one alternate appointed by the East Bay Bicycle Coalition
 - 3.1.5. Two citizens appointed by the Authority, one of which familiar with issues of youth walking and bicycling and one of which familiar with issues of seniors and disabled non-motorized transportation
- 3.2. Citizen members shall be residents of Contra Costa.
- 3.3. Members shall represent the general countywide interest and not solely the interest of their appointing authorities or any specific organization.
- 3.4. At the discretion of the respective appointing body, CBPAC members are subject to recall at anytime.
- 3.5. Members shall be appointed for two year terms. There shall be no limit on the number of consecutive terms which a member may serve.
- 3.6. If a member fails to attend three consecutive meetings, whether regularly scheduled or special, the position to which that member was appointed shall be considered vacant. Attendance by an alternate for that position shall be considered attendance by the member.

- 3.7. A vacancy in a position shall be filled for the remainder of the term by the alternate assigned to that position, if any, or until the appointing agency appoints another person to fill that position.

4. Officers

- 4.1. The Officers of the CBPAC shall be a Chair and a Vice-Chair. Their duties shall be as follows:
 - 4.1.1. Chair: Presides over CBPAC meetings; reviews the meeting agenda; appoints subcommittees and subcommittee chairs; and reports the CBPAC's actions and decisions to the Authority as appropriate.
 - 4.1.2. Vice-Chair: Presides over the CBPAC meetings in the absence of the Chair; conducts the other duties of the Chair in his/her absence.
- 4.2. Election of Officers shall be made as follows:
 - 4.2.1. Chair: The Chair's term of office shall be for one calendar year. The Chair shall be elected each year at the last meeting of the calendar year by a majority of the CBPAC members present and voting, and shall serve until replaced by a newly-elected chair. If the term of appointment of the Chair expires before the year is out, and that member does not seek or accept reappointment, the Vice-Chair will serve as Chair until the following January.
 - 4.2.2. Vice-Chair: This officer shall be elected by a majority of the CBPAC members present and voting at the last meeting of the calendar year. The term of office shall be for one year. If the term of appointment of the Vice-Chair expires before the year is out and that member does not seek or accept reappointment, the Committee will hold an election for a Vice-Chair to serve out the remainder of the term.
- 4.3. In the event of a vacancy in the office of the Chair, the Vice-chair shall be elevated to the office of Chair for the remainder of the calendar year term, and the CBPAC shall nominate and elect a new Vice-chair.

5. Voting

- 5.1. Decision-making by the CBPAC shall be by consensus. The CBPAC shall use formal voting only where consensus among members, and alternates attending in place of a member, cannot be reached.
- 5.2. Each member shall have one vote. Alternates are eligible to vote when seated in place of their regular committee member.
- 5.3. A quorum shall consist of a majority of the then-appointed CBPAC members. Vacant positions shall not be considered in calculating whether a quorum has been achieved. Alternates attending instead of regularly-appointed members shall be considered as members in determining whether a quorum has been achieved.
- 5.4. Actions taken by the CBPAC must be approved by a majority of those members or alternates eligible to vote at a meeting at which a quorum has been achieved.

6. Meetings

- 6.1. All CBPAC meetings shall be posted public meetings conducted in compliance with the Brown Act.
- 6.2. The regular meetings of the CBPAC are generally scheduled for the fourth Monday of every other month beginning in January of every year at 11:00 a.m. in the Authority offices at 2999 Oak Road, Suite 100, Walnut Creek, California 94597. Additional or alternative meetings may be scheduled to address issues requiring more immediate consideration.
- 6.3. The rules contained within the current edition of Robert's Rules of Order (Newly Revised) shall govern the CBPAC in all cases to which they are applicable and in which they are not inconsistent with these bylaws, the Authority's Administrative Code, the Authority's Office Procedures Guide, and any special rules of order the CBPAC may adopt.

7. Subcommittees

- 7.1. The Chair may establish subcommittees and ad hoc committees as necessary.

- 7.2. Each subcommittee shall consist of at least three (3) CBPAC members. Members shall be reappointed annually.

8. Amendment of By-Laws

Amendment of these bylaws may be initiated either by the CBPAC or the Authority directly. Amendment by the CBPAC requires a two-thirds (2/3) vote of the CBPAC members present and voting at any regular meeting of the CBPAC, and subsequent approval by the full Authority Board. Amendment by the Authority would be made consistent with the Authority's adopted procedures.

9. Communications and Reporting

- 9.1. The primary channel of communication for the CBPAC shall be through written and oral reports from the CBPAC to the Technical Coordinating Committee, and through that committee to the Planning Committee and Authority board.
- 9.2. Reports from the CBPAC should reflect the consensus of the CBPAC. If consensus has not been achieved, the Chair shall convey to the Authority that the CBPAC position reflects a majority vote, and the Chair shall acknowledge and convey minority opinions.
- 9.3. CBPAC members are encouraged to report back to their appointing Councils or boards on at least an annual basis and more frequently if warranted.

10. Conflict of Interest

- 10.1. There shall be no monetary gain by members of the CBPAC as a result of their membership and actions on the CBPAC.
- 10.2. CBPAC members shall recuse themselves from discussion and voting on issues in which they might have a personal financial interest or benefit.

ITEM 10
ELECT CHAIR AND VICE-CHAIR FOR 2012:

TRANSPLAN COMMITTEE OFFICER HISTORY

Year	Chair	Vice Chair
2012		
2011	Brian Kalinowski, Antioch	Jim Frazier, Oakley
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

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ITEM 11
APPOINT TRANSPLAN REPRESENTATIVE TO THE CONTRA COSTA
TRANSPORTATION AUTHORITY (CCTA) BOARD:

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

Odd Year Seat (Feb 1 to Jan 30)

Term	Appointment	Alternate
2/1/2011 to 1/30/2013	Jim Frazier (Oakley)	Kevin Romick (Oakley)
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)	
12/1994 to 11/1998	Allen Payton (Antioch)	
1/1991 to 12/1994	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>2/1/2012 to 1/30/2014</b> | <i>TBD</i>                                                                                                    | <i>TBD</i>                 |
| 2/1/2010 to 1/30/2012        | Robert Taylor (Brentwood)                                                                                     | Brian Kalinowski (Antioch) |
| 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)       |
| 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)                                                                                      |                            |