

Brian Kalinowski  
**Chair**  
Antioch  
City Council

Jim Frazier  
**Vice-Chair**  
Oakley  
City Council

Ben Johnson  
Pittsburg  
City Council

Federal D. Glover  
Contra Costa County  
Board of Supervisors

Robert Taylor  
Brentwood  
City Council

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

**Staff Contact:**  
John Cunningham  
TRANSPLAN  
651 Pine Street  
N. Wing—4<sup>th</sup> Floor  
Martinez CA 94553  
  
Phone  
(925) 335-1243  
Facsimile  
(925) 335-1300  
www.transplan.us  
john.cunningham@  
dcd.cccounty.us

# TRANSPLAN Committee Meeting

Thursday, July 14, 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 June 9, 2011 TRANSPLAN Meeting. ♦ PAGE 4**
- 4. Accept Correspondence. ♦ PAGE 15**
- 5. Accept News Articles. ♦ PAGE 38**
- 6. Accept Environmental Register. ♦ PAGE 48**
- 7. Accept Status Report on Major Projects. ♦ PAGE 50**

### End of Consent Items

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

- 8: Adopt Resolution 2011-1 Recognizing Albert Lim as the 2011 Contra Costa County Bicycle Commuter of the Year.**
- 9: Update on State Route 4 Construction:** Contra Costa Transportation Authority staff will provide an update on the status of State Route 4 construction activities.
- 10: Recommend to the Contra Costa Transportation Authority that a Formal Policy regarding the funding of 511 Contra Costa Be Adopted:** 511 Contra Costa requests that RTPCs recommend to the CCTA that a formal policy be adopted to dedicate the following fund sources to 511 Contra Costa, 1) Measure J Commute Alternative, 2) BAAQMD TFCA 40%, and 3) MTC CMAQ Employer Outreach. The TAC discussed this matter at their June meeting and supports the request. ♦ PAGE 56

↓ *continued on next page* ↓

**11: Receive Report on Safe Routes to School Funding Projects/Programs for the TRANSPLAN Sub-Region**

**12. Receive Report on Status of Regional Fee Program Requirements/City of Pittsburg and Take Action as Appropriate**

**13. Receive Update: State Route 4 Integrated Corridor Analysis**

*End of Action/Discussion Items – Adjournment*

**14:** Adjourn to next meeting on Thursday, August 11, 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 JUNE 2011 MEETING**

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

MINUTES

June 9, 2011

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

**ROLL CALL**

PRESENT: Gil Azevedo (Antioch), Jim Frazier (Oakley), Ben Johnson (Pittsburg), Bruce Ohlson (Pittsburg), Kevin Romick (Oakley), Robert Taylor (Brentwood), Joe Weber (Brentwood), and Chair Brian Kalinowski (Antioch)

ABSENT: Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors), Federal Glover (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 Ben Johnson, TRANSPLAN Committee members unanimously adopted the Consent Calendar, with the removal of the minutes from the May 11, 2011 meeting, as follows:

3. Adopt Minutes from May 11, 2011 TRANSPLAN meeting. **[REMOVED FROM CONSENT]**
4. Accepted Correspondence.
5. Accepted Status Report on Major Projects
6. Accepted Report on 511 Contra Costa Activities

**ADOPT MINUTES FROM MAY 11, 2011 TRANSPLAN MEETING**

On motion by Jim Frazier, seconded by Kevin Romick, TRANSPLAN Committee members adopted the minutes of the May 11, 2011 TRANSPLAN meeting, with Joe Weber's abstention due to absence.



**RECEIVE REPORT ON eBART PROJECT (HILLCREST STATION) AND TAKE ACTION AS APPROPRIATE**

Rick Rattray, eBART Project Phase Coordinator, highlighted the status of the issues that had been discussed for the construction of the eBART station at Hillcrest Avenue, which station would span the freeway with an overhead platform. The station would include 1,000 parking spaces, a portion of which would be covered with solar panels. He presented renderings of the station itself and identified the fare gates at the entryway where artwork designed by the Antioch Arts Commission would reflect the nature of the local community.

Mr. Rattray highlighted the elements of the Hillcrest Station including two bathrooms which had access oriented to the inside of the paid area. Arrangements had been made for a future escalator and all utilities would be installed to facilitate that element in the future. He described the stairs to the upper level to join the pedestrian overcrossing and explained that provisions had been made for an escalator to go down to the platform. The design had incorporated provisions for escalators on both the entry side and the platform side. He described the features of the entry house which included the fare gates, an elevator and stairs, the location for a future escalator, a Police room, ticket vending and add-fare machines, CCTV cameras and PA system, and restrooms. On the platform there would be an elevator and stairs, electronic train arrival information, CCTV cameras and PA system, a canopy, benches, and trash receptacles along with a location for a future escalator. Access would include 1,000 parking spaces in Phase 1, bike lockers and racks, all fully Americans with Disabilities Act (ADA) compliant, 12 bus bays, a separated bike/pedestrian access route, and CCTV cameras in the parking lot. He noted that a couple of the cameras would be capable of reading license plates.

For passenger safety, Mr. Rattray stated that BART was committed to delivering a safe and clean station on day one, would provide BART Police coverage supplemented during the evening hours from 8:00 P.M. to 12:00 A.M. with additional coverage, there would be extensive CCTV coverage, an LCD monitor at the fare gates would provide surveillance, there would be cameras at multiple locations, and eBART Central Control and the maintenance facility would monitor cameras as would the Hillcrest Station Police Room and the BART Dispatch Center, which would be able to monitor cameras 24 hours a day.

Mr. Rattray identified five emergency (911) call boxes in the parking lot linked directly to BART Police, with ten courtesy phones throughout the station along with 38 CCTV cameras, which he noted far exceeded the average in any other BART station. Elevators would also have phones, as required, with one phone in each elevator. Emergency call boxes in the parking lot would be connected to the Police Center in downtown Oakland. The proposed staffing plan would offer a continuous presence at the station throughout the day. He presented a graph to show the staffing levels throughout the day and identified the type of staff who would be present at the various times of day.

Mr. Rattray noted that restrooms would be closed after the peak hours in the morning and be opened for the PM peak hours. Throughout the day there would be intermittent BART Police controls.

BART Chief of Police Kenton Rainey thanked Deputy Chief Dan Hartwig who had worked with the Interim Chief to put together the majority of the plan to suit the needs of the citizens who would be utilizing the station. He presented the current beat structure for each platform throughout the BART District and advised that the Hillcrest Station would be identified as Beat 27. He described how the staffing scheme had been devised and how personnel had been scheduled through an evaluation of workload indicators comprised of daily entries, daily exits, Part 1 crimes, calls for service, average response times, arrests, felony misdemeanors, misdemeanor citations, number of parking spaces, and type of station.

Chief Rainey stated that the BART System had 48,000 parking spaces. He identified response times through 2010 end-of-line station statistics and noted that response times were less than 6 minutes at the Pittsburg/Bay Point Station with a goal of moving towards a 5-minute response time. He advised that they would be evaluating all performance on a monthly basis to achieve desired outcomes and were moving towards a new geographic policing model in an effort to reduce Part 1 crimes. He added that the absence of crime would be the measure of success.

Bob Taylor asked about parking citations and the Chief reiterated that BART had 48,000 parking spaces and there were multiple parking passes available for specified periods of time. The majority of other spaces were on a first-come, first-served basis at \$1.00 daily. Most citations were for those who parked in areas for people who purchased a monthly pass.

Chair Kalinowski suggested that the Pittsburg/Bay Point Station was primarily impacted because it was an end-of-the line station impacted by community issues. The concern for Antioch was that the issues affecting the Pittsburg/Bay Point Station would not be much different farther east. While ridership was lower, he suggested that an end-of-the line station in Antioch would represent higher than normal levels of misconduct. With respect to Community Service Officer (CSO) staffing, he asked how that would work.

Chief Rainey identified staffing as recommended minimal staffing, with a minimum of 22 Officers and with power shifts and staggered hours. As ridership increased, he wanted to be in a position to evaluate what was going on in the district on a monthly basis with the goal an absence of crime to encourage people to ride BART. He noted that the theft of smart phones was driving crime at BART stations at this point.

Chair Kalinowski asked if there would be a period of time when ridership activities would be evaluated and if there was a way to build into the process a regular review to ensure that things were working well.

Chair Kalinowski sought assurance that the mechanism would be in place to address public safety issues should they arise.

Chief Rainey advised that the intent was to have a cooperative working relationship with the City of Antioch and other Police Associations to ensure the absence of crime. If the crime rate were to increase because the problems at the Pittsburg/Bay Point Station shifted to the Hillcrest Station, his personnel would be shifted to address those issues.

Mr. Rattray reiterated that the Hillcrest Station design had included provisions for escalators, had accommodated restrooms with restrooms opening into the paid area, and that passenger safety issues had been addressed. There was also a provision for multimodal access. He stated that BART would be responsive to any changes that might occur in the future.

Bruce Ohlson referred to the CCTV cameras and noted his understanding that fewer cameras would be placed in the parking lot where reportedly most of the crime would occur. He was advised by the Chief that access to place cameras in the parking lot unobstructed was much easier than in the station itself. As designed, there would be good coverage in the parking lot. If there was an issue, it would be resolved. The technology provided license plate identification and would monitor activity.

BART Director Joel Keller thanked everyone for the opportunity to present the final version of the eBART at Hillcrest Station. He thanked Chair Kalinowski for raising the matter to the public and he suggested that a good plan had been made better to create a clean and safe station with a safe ride. He thanked everyone who had participated in the process.

Mr. Keller took this opportunity to announce that the BART Board of Directors had met this date and had considered \$300,000 designated for East County to determine where to extend eBART from Hillcrest Avenue; whether to Laurel Road, Sand Creek Boulevard, or Balfour Road. He stated that up until today, that money had been contingent on State Transportation Agency (STA) funds, and while access to those funds was not assured the \$300,000 was no longer contingent upon STA funds. As such, he reported that the eBART Partnership Policy Advisory Committee (ePPAC) might begin to meet again in September to continue the dialogue and find some way to work cooperatively to identify an extension, find money for an Environmental Impact Report (EIR), and together aggressively find the capital funds to build an extension beyond Hillcrest Avenue.

Chair Kalinowski commented that while he remained concerned with the public safety component, he suggested that by continuing communication with the Antioch Police Chief, BART Police and staff, the stage would be set for further improvements.

Mr. Cunningham explained that the issue was for discussion purposes only in that the matter would ultimately return to the Antioch City Council.

**STATUS REPORT ON THE METROPOLITAN TRANSPORTATION COMMISSION'S  
BAY AREA REGIONAL EXPRESS LANE BACKBONE NETWORK**

Mr. Cunningham reported that the Bay Area Express Lane Backbone Network had not been discussed by the TRANSPLAN Technical Advisory Committee (TAC).

Ross Chittenden from the Contra Costa Transportation Authority (CCTA) spoke to the Bay Area Regional Express Lane Network, now being known as the Backbone Network. Due to input from the various transportation management agencies, he explained that legislation had been tabled and the Metropolitan Transportation Commission (MTC) was taking a different approach and had scaled back the network to something financially feasible within a reasonable period of time, from an 800-mile network to a 500-mile network, which did not include State Route 4. He explained that the current MTC approach would be to use the authority of the California Transportation Commission (CTC) through AB 798 to approve two High Occupancy Toll (HOT) lane networks in Northern California and two in Southern California. MTC staff and consultants had produced estimated costs and revenue estimates. He stated that if there was a decision to implement or assess feasibility, there would be much more detail generated for each of those corridors.

Mr. Chittenden advised that the approach was to work with Caltrans to minimize the right-of-way take needed through design exceptions. The majority of the network would be a single lane HOT configuration. Two thirds of the network would involve a conversion of High Occupancy Vehicle (HOV) or carpool lanes to HOT lanes. He reported that there were a number of policy discussions that would have to occur; for instance for the majority of the Bay Area two people were needed to form a carpool. Part of the discussion was to evaluate two-person carpools and assess through modeling what would occur with a three-person carpool, with charges for single- and two-person carpools. More detailed discussions would be required to determine if it was good public policy to raise the occupancy levels for HOV.

When asked by Bruce Ohlson, Mr. Chittenden stated that the costs related to the program would be to physically construct HOVs and install the technology and other infrastructure to collect tolls. He referenced a number of variables on the revenue side of the proposal.

Mr. Chittenden explained in response to Jim Frazier that to bring an HOV from south Walnut Creek to the north would require an expensive high flyover. The CCTA Board had approved a project to start the EIR process for a southbound HOV to close that gap. He noted that staging was based on readiness and revenue potential.

Mr. Chittenden identified the AB 744 Principles adopted by the CCTA which were being followed at the staff level. The principles offered a net benefit to travelers residing on the corridor, acknowledged that gaps would remain in the system, there would be no conversion of general purpose lanes, and additional revenues would be used for transit.

Additional principles identified by Mr. Chittenden were that the Corridor Investment Plan would improve transit service with a goal of a higher person throughput to reduce delays for all travelers, and HOV occupancy would be limited to one passenger above 2010 levels. He noted that the use of HOT lanes would help alleviate congestion in the general purpose lanes.

Ben Johnson asked if data from other agencies could be used to reduce the cost, to which Mr. Chittenden stated that a lot of information was being received from other agencies and there were a lot of lessons learned. With respect to HOT lanes, he explained what MTC was doing, clarifying that HOT lanes were HOV lanes with a toll option. All existing carpools and buses using HOV lanes could still use HOT lanes for free. The concept was to sell the excess capacity in HOV lanes to fill it up, but not too much, since freeway speeds would still be required. Other drivers could choose to pay congestion pricing to utilize the HOT lanes. He explained that dynamic tolling was based on real time traffic, managing the demand to keep the Express Lane free flowing.

As to why a Regional Express Lane Network had been proposed, Mr. Chittenden stated it was a proven corridor/system management tool making the best use of capacity and encouraging more carpooling and express buses, and that the more HOV lanes were made continuous the more effective the system. The proposal was also needed due to changes in traditional transportation funding where federal and state accounts were going broke, where the national and international trend was toward user fees, and with regionally controlled revenue to free up traditional funding. It would also introduce the road pricing concept and close HOV system gaps. Not a new concept, he stated that many large cities throughout the United States had functioning systems. It would help manage congestion, benefit general purpose lanes by moving traffic into Express Lanes, and he suggested it was rare that people used hot lanes five days a week. He emphasized the need to avoid degrading but emphasizing buses and carpools.

Mr. Chittenden advised that there was a good track record for carpool growth. He added that all types of vehicles used HOT lanes which were not just being used by those with high-end vehicles.

As to the Express Lane over Sunol Grade, Mr. Chittenden showed a graphic of how the lane worked and noted that an extra lane had been created at defined entry and exit points. He commented that there were a number of problems at Sunol Grade although he suggested that those problems would be resolved and the technology would be improved to allow for continuous access. Currently, those lanes were averaging 7,000 trips per week at an average toll of \$3.00.

Mr. Chittenden added that the HOT lanes on I-680 had been planned prior to the Dot Com Bust and traffic was currently not as bad as it once was. An average of 5,000 new users entered the facility each month. So far total revenues were \$571,668 which did not fully cover costs.

A third of the cost should be covered this year and by the third year there was a need to have full cost recovery. With no breakeven the third year, something else would have to be done. It was clarified that the I-680 facility was a Joint Powers Agency (JPA) operated by Caltrans with collections by MTC and with enforcement by the CHP.

Mr. Chittenden explained that the Express Lane usage was tracked by billing address and a graph showed a breakdown of the top cities. He reported that Contra Costa County residents were the number one user of the facility.

Speaking to the next steps, Mr. Chittenden reported that Caltrans was to complete and approve the Project Study Report, refine cost estimates and complete a revenue forecast, with MTC to approve and submit an application to obtain CTC approval. The implementation steps would include an assessment of funding and financing options and regional considerations by MTC and the region, with the Congestion Management Agencies (CMAs) and corridor sponsors to conduct public outreach and to do the more detailed technical and financial studies to see if the network would be viable. MTC would take the project to its Board in July and it would be presented to the CCTA Board in September.

Joe Weber characterized the Backbone Network and the project itself as more of a social project than a highway project.

In response to Mr. Weber as to how the Federal Highway Administration (FHA) was involved in the network in the Bay Area, Mr. Chittenden advised that the FHA was making it easier for those types of projects, particularly on the revenue side in that in the past it was more difficult to get a toll on a road that had been constructed with public funds. As to why other counties had not been mapped, he explained that the congestion was not present to be able to make the network pencil out elsewhere. Since AB 798 would sunset in December 2011, he stated that the sponsors would then have to seek specific legislation for the project.

Mr. Weber noted that carpool numbers were different in different corridors and he suggested there had to be regularity. As a member of the Board, he expressed his hope that the legislation would sunset with nothing happening given that he characterized it as a punitive project. He also suggested that the comparison with Southern California was inappropriate. He commented that getting people into carpooling through groups such as 511 Contra Costa and other outreach groups to engage employers and employees would be preferable to creating a punitive approach that would impact people who occasionally used the highway and who would be forced to pay a toll to do so.

Jim Frazier stated that he and CCTA staff had met with MTC staff, and with Measure J funding being lost by 2017, it was imperative to consider other means. He fully supported the Backbone Network.

Chair Kalinowski noted the varying points but supported the establishment of a standard of good policy.

**RECEIVE REPORT ON SAFE ROUTES TO SCHOOL FUNDING PROJECTS/ PROGRAMS FOR THE TRANSPLAN SUB-REGION**

Mr. Cunningham referred to the recommendation in May for the TRANSPLAN Committee's share of Safe Routes to School funding for some Brentwood capital projects and the direction for what could not be spent on Brentwood projects to be used for 511 Contra Costa programs. He reported that staff had met with CCTA and 511 Contra Costa staff and that several components of the Brentwood project, in particular the replacement of solar powered crosswalk lights, had been deemed not acceptable although one of the other components was on the line.

Mr. Cunningham noted that the source of the funds was Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds to support Safe Routes to School programs or projects in Contra Costa County, and the project component did not meet the requirements of CMAQ funds. He explained that had been the difficulty in spending the funds in the beginning. While the program funded some of the projects, because of the source funds, some were not eligible. The sidewalk gap closure project estimated at \$50,000 was eligible, the traffic signal estimated at \$300,000 was questionable and the CCTA was lobbying to see if that could be eligible, and the solar lights were ineligible. The program had identified a minimum of \$250,000 although a lower cap had been negotiated. He was hopeful that the traffic signal could be funded.

Jim Frazier requested that when CMAQ money became available in the future, the constraints be lessened so that the Safe Routes to School funds could actually be utilized.

Mr. Cunningham suggested that the funds would be handled differently in the future. When asked if there was a deadline, he stated that the projects had been submitted as required and were now subject to additional scrutiny. It was his understanding that a determination of eligibility in the traffic signal project would be identified in the next couple of weeks. He added that he had expressed hesitation providing those funds to 511 Contra Costa in May, noting that his interpretation of 511's concern was incorrect. 511 Contra Costa's hesitation was that it did not want to compete against capital projects. 511 Contra Costa had no hesitation or concern with spending the funds that can't be spent on capital projects. He reported that 511 Contra Costa had already conducted some preliminary planning to spend those funds.

Corinne Dutra-Roberts, Senior Transportation Analyst with 511 Contra Costa, stated that once the notice from local assistance to activate the funds had been received, the program would be shared with the TRANSPLAN TAC for implementation in January or February at elementary schools, spring middle schools, and then the high school.

Ms. Dutra-Roberts stated that inside assemblies would be started in January or February for each elementary school that wanted to participate. The preliminary schedule included the pre-planning now with the TRANSPLAN TAC to be advised of how 511 Contra Costa planned to execute. She added that 511 Contra Costa planned to secure some assistance with other partner agencies.

Jim Frazier noted that the City of Oakley had also been interested in money from the project for Orchard Park School on Live Oak Avenue, had the matching funds, but couldn't proceed because the project cost was less than \$250,000. He thanked Mr. Cunningham who had worked with CCTA staff and had gotten that pathway funded and he thanked 511 for working for the process and helping the City of Oakley for that portion of Safe Routes to Schools.

Speaking to American Avenue in Brentwood, Bob Taylor noted that there was a middle school and a high school within a quarter mile of each other which created traffic congestion, pedestrians, and an access problem. He expressed his frustration with Safe Routes to Schools funding and the procedures involved.

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

Mr. Cunningham advised that the item related to the status of the City of Pittsburg's Regional Fee Program requirements was a placeholder and there was no report at this time.

**RECEIVE UPDATE: STATE ROUTE 4 INTEGRATED CORRIDOR ANALYSIS**

Mr. Cunningham stated that the State Route 4 Integrated Corridor Analysis update was also a placeholder. The consultant was still preparing information and at some point a report would be made to the TRANSPLAN Committee.

**ADJOURNMENT**

Chair Kalinowski adjourned the TRANSPLAN Committee meeting at 8:00 P.M., to July 14, 2011 at 6:30 P.M. or other day/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk



Meeting Handouts:

- Presentation by Ross Chittenden from the Contra Costa Transportation Authority (CCTA) of the Bay Area Regional Express Lane Network

**ITEM 4**

**ACCEPT CORRESPONDENCE**



CONTRA COSTA **SWAT**

2011 JUN 13 9:00 AM

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

DEPARTMENT OF CONSERVATION  
AND RECREATION

June 9, 2011

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

RE: SWAT Meeting Summary Report for June 2011

Dear Mr. Iwasaki:

At the **June 6, 2011** Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

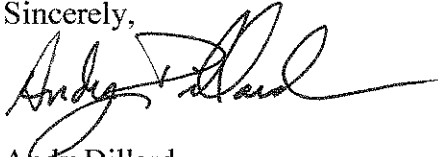
**Consider and Approve the CMAQ Safe Routes to School (SR2S) Capital Project for the SWAT Subregion:** SWAT unanimously approved a SR2S project proposal from the City of Orinda. Additionally, SWAT authorized the execution of an agreement with the City of Orinda to reflect the parameters of the project proposal. As way of background, at the meeting of May 2, 2011, SWAT had previously approved a combined program and project approach for the sub region's anticipated CMAQ SR2S allocation.

**Presentation on the Bay Area Regional Express Lane Network and "Backbone Concept":** Ross Chittenden, CCTA, provided an in-depth presentation on the proposed development of an Express Lane Network for the Bay Area and the accompanying project study report being led by MTC and Caltrans. SWAT will direct comments to the Authority under separate letter.

**Review 2011 Measure J Strategic Plan Update:** Hisham Noeimi, CCTA, provided an update on the revenue projections and development schedule for the 2011 Strategic Plan Update. No action was taken.

The next SWAT meeting is scheduled for Monday, July 11, 2011 at the Orinda City Offices, Sarge Litchdale Room, 22 Orinda Way, Orinda. Please contact me at (925) 314-3384, or [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov), if you should have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Dillard". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Andy Dillard  
Town of Danville  
SWAT Administrative Staff

Cc: SWAT; SWAT TAC; John Cunningham, TRANSPLAN; Christina Atienza, WCCTAC; Barbara Neustadter, TRANSPAC; Connie Peterson, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA; Brad Beck, CCTA; Hisham Noeimi, CCTA; Ross Chittenden, CCTA



CONTRA COSTA  
**transportation  
authority**

---

**COMMISSIONERS**

David Durant, Chair

June 15, 2011

Don Tatzin,  
Vice Chair

Ms. Adrienne J. Tissier, Chair  
Metropolitan Transportation Commission  
Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4770

Mr. Mark Green, President  
Association of Bay Area Governments  
P.O. Box 2050  
Oakland, CA 94607-4756

Janet Abelson

Geneveva Calloway

Jim Frazier

Federal Glover

Dave Hudson

**Subject: Comments on the SCS Alternatives**

Karen Mitchoff

Dear Ms. Tissier and Mr. Green,

Julie Pierce

At its June meeting, the Authority considered your response letter (May 16, 2011) to our April 26 comments on the Initial Vision Scenario (IVS). With regard to your positive responses, we appreciate:

Karen Stepper

Robert Taylor

- MTC/ABAG's commitment to reconsider and further analyze the current employment forecast in light of the continued downturn and recent census data for 2010;
- that one of the alternative scenarios being considered would increase employment in "housing-rich" areas, and will explore adding regional employment centers in those areas; and
- Your willingness to evaluate a more balanced transportation investment program.

Randell H. Iwasaki,  
Executive Director

We look forward to working with you in partnership as the process moves forward into the next phase of alternative scenario development.

Your letter, however, was silent on our request that you assume reasonable levels of future housing and jobs growth. We understand the reasons for wanting to explore the effects of balancing jobs and employed residents throughout the region, and we appreciate the robust discussion that has ensued since the IVS was first released last March 11. But, for the reasons enumerated in our previous comment letter, as echoed by a number of CMAs, and as heard en masse from local jurisdictions throughout the region, we find the IVS housing forecast unrealistic and unachievable. Moreover, MTC/ABAG's analysis shows that even with increased transit frequency and completion of the backbone HOT lanes system (both unfunded) the IVS would not achieve the GHG reduction target of 15% by 2035.

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

Ms. Adrienne Tissier

Mr. Mark Green

June 15, 2011

Page 2

---

Based on the reasons cited, we request that the Initial Vision Scenario, and any other alternative that uses these unrealistic housing and jobs assumptions, be eliminated from the discussion, and not included for any further SCS analysis.

The alternative SCS scenario descriptions prepared by MTC/ABAG staff are still in sketch format. Several of them, however, appear to carry forward the IVS land use – an unrealistic forecast that should not be included in any SCS alternative. At this important juncture, where the regional agencies are selecting alternatives for further analysis, we believe that every alternative selected should meet the “reasonableness” test for housing and job growth.

We look forward to working with you in partnership, as you initiate the development of the detailed SCS scenarios.

Sincerely,



David E. Durant  
Chair

cc: CCTA Board Members and Alternates  
CMA Directors  
RTPC Managers  
Contra Costa Planning Directors

File: 13.03.08.01



**COMMISSIONERS**

David Durant,  
 Chair

Don Tatzin,  
 Vice Chair

Janet Abelson

Geneveva Calloway

Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

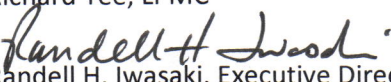
Robert Taylor

Randell H. Iwasaki,  
 Executive Director

2999 Oak Road  
 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:** June 16, 2011

**Re:** Items approved by the Authority on June 15, 2011, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its June 15, 2011 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **State-Local Partnership Program (SLPP) - Project Nomination for FY 2011-12.** Project nominations for the FY 2011-12 SLPP program are due to the California Transportation Commission by August 15, 2011. Staff recommended nominating the State Route 4 East Widening: Somersville Road to SR 160 (Project 3001). *The Authority approved Resolution 11-21-P, which will apply SLPP funds in a manner that will equitably offset lower levels of Measure J tax revenues across all sub-regions.*
2. **2012 State Transportation Improvement Program (STIP) Process and "Call for Projects".** *The Authority approved the 2012 STIP applications screening and scoring criteria, and authorized the release of the "Call for Projects".*
3. **Proposed Bylaws for Countywide Bicycle and Pedestrian Advisory Committee.** The Authority established the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) in 2001 to oversee the development of the first *Contra Costa Countywide Bicycle and Pedestrian Plan* (CBPP). Since that time, the committee has helped recommend funding allocations, reviewed routine accommodation/complete streets checklists as required by MTC, and overseen the development of the 2009 CBPP. Committee members have asked that the Authority formalize the role, structure and procedures of the committee and have developed proposed bylaws for Authority review. *The Planning Committee reviewed the bylaws and supported requiring that appointed CBPAC members reside or work in Contra Costa, with a preference for*



*Contra Costa residency. The Committee also requested that staff forward the proposed CBPAC bylaws to the RTPCs for review and comment. The draft bylaws were distributed earlier to the RTPCs under separate cover, with comments due by July 22, 2011.*

4. **SB 375/SCS Implementation Update.** Authority staff is continuing to work with local jurisdictions on a response to the Initial Vision Scenario (IVS) released by ABAG/MTC last March 11. The Authority transmitted its comments on the IVS to ABAG/MTC on April 20 and MTC and ABAG have responded. Staff has also compiled comments from local jurisdictions for review and discussion. *(See attached table.) The Authority authorized transmittal of the attached letter.*



LOCAL JURISDICTION COMMENTS ON THE INITIAL VISION SCENARIO OF THE SCS

Jurisdiction	Comment Letter Date	Summary of Comments		Households (HH): Over-Allocation (+) Vacant Capacity (-)
		Policy-Related	Land Use Assumptions	
Antioch	5/4/2011	IVS growth should be directed at transit locations meeting Res. 3434 requirements; Job growth in housing-rich areas will reduce commutes; PDA/transit station areas require significant infrastructure investments	IVS household citywide forecast is reasonable; forecast for City's two PDAs are 5,400 over-allocated and should be re-allocated elsewhere in the City; IVS jobs forecast should be higher	HH: 0
Brentwood				
Clayton	5/10/2011	City supports SCS/IVS efforts; Assumptions must be reasonable/achievable; Funding must be provided to support housing and transit goals	IVS household and job forecasts appear acceptable	HH: 0
Concord	5/6/2011	PDAs (esp. North Concord BART Station) require significant infrastructure and public transit (non-BART) investments, including O&M; (Potential) loss of RDA funds will affect ability to provide full range of housing and associated infrastructure; Requests that financial implications be used as part of the performance targets in the alternate scenario development	IVS household forecast is slightly high, but reasonable; IVS Job forecasts are low compared to City plans and should be aligned to General Plan and Concord Reuse area plans	HH: 0
Danville	6/9/2011	Town is committed to participation in SCS and helping to achieve goals. Growth forecasts must be feasible, realistic and balanced. Detailed scenario forecasts should reflect sound relationship between job and household growth. Workers per HH should be 1.4. Growth should be concentrated in not only PDA/GOAs but also elsewhere in the urbanized core.	Job growth is overstated.	HH: 0
El Cerrito	5/18/2011	City supports SCS goal and is committed to land use planning which reduces GhG emissions; City's land base is very constrained; Alternate scenarios should consider realistic capacity of City to accommodate new growth	IVS household forecast is over-allocated by 9,000+ units greater than local plans allow	HH: +9,000
Hercules				
Lafayette	5/24/2011	IVS forecasts are not realistic nor financially feasible and do not respond to market conditions; Land available for development (downtown) is limited and will be difficult to find sites for both the increased number of households and jobs	2010 Census data should be used as the baseline; IVS household forecast includes an over-allocation of 500+ more than local plans allow; IVS job forecasts are higher than supportable due to lack of land and market conditions	HH: +500
Martinez	6/7/2011	IVS unconstrained housing forecast is inappropriate considering current economy and government budget constraints. Increased transit options, funding for downtown brownfield cleanup, increase in employment-related infrastructure, and improvement to ped/bike infrastructure is necessary.	IVS forecasts are reasonable	HH: 0
Moraga				
Oakley	5/26/2011	City has encouraged ABAG to add more housing to the forecasts since P-2009 was reviewed; City is concerned that the job forecast can not be achieved unless the housing numbers are increased	Oakley has vacant capacity for 3,000-3,500 more homes; IVS job forecasts are high based on IVS household forecast, but achievable with increased housing numbers	HH: -3,000
Orinda	5/20/2011 (Draft) Formal feedback will be provided to ABAG following June 7 Council meeting	Development around BART Station is constrained and may be more conducive to office or commercial development instead of housing; Infrastructure and transit improvements (including BART-to-Moraga shuttle) are necessary	IVS household forecast for PDA is over-allocated by 700+ units over what can reasonably be accommodated; additional Class A office space could provide options for SF, Oakland and WC-bound commuters	HH: +700

Contra Costa Jurisdictions

LOCAL JURISDICTION COMMENTS ON THE INITIAL VISION SCENARIO OF THE SCS

Jurisdiction	Comment Letter Date	Summary of Comments		Households (HH): Over-Allocation (+) Vacant Capacity (-)
		Policy-Related	Land Use Assumptions	
Pinole	5/24/2011	City has infill development constraints; lack of regional mass transit options	IVS household forecasts are over-allocated by 3,000+ units over City plans; IVS jobs forecast more reasonable	HH: +3,000
Pittsburg	6/15/2011	There are significant infrastructure costs associated with higher density development. Parking replacement costs for Pittsburg/Bay Point BART Master Plan alone are \$42 million. The City has also experienced a significant drop in revenue due to the global economic downturn. The City does not have funding for Pittsburg e-BART station, which is not included in BART's project budget.	The IVS projections for households are slightly higher than anticipated in the City's PDAs, and the job counts are slightly lower. On balance, the forecasts are in line with the type of development envisioned.	HH: 0
Pleasant Hill	5/17/2011	IVS forecasts are much higher than City plans and actual capacity for the development in the PDAs; Alternate scenarios under development must consider realistic capacity available	IVS household forecast for DVC PDA over-allocates 900+ units more than planned capacity	HH: +900
Richmond	6/10/2011	The detailed and preferred SCS scenarios should consider physical, market, financial, and political constraints. Consider the high vacancy rate (8.2%) before allocating RHNA targets.	The IVS estimates overall household growth at 26,892 units by 2035. This is 2.5 times the level of City's adopted General Plan.	HH: +16,892
San Pablo	5/5/2011	General Plan adopted in April 2011 - Housing element based on P-2009 forecasts; Lack of growth opportunity sites limit ability to meet IVS forecasts; BART access and other infrastructure improvements are required, including O&M; City desires to expand job market	IVS household forecast over-allocates 2,500+ units more than envisioned by City; IVS Jobs forecast is low	HH: +2,500
San Ramon	4/4/2011 5/20/2011 (2 letters submitted)	Improved transportation infrastructure is required, specifically Norris Canyon HOV ramps and increased public transit, including O&M; Affordable housing subsidies are necessary to meet IVS goals. IVS should consider development limitations due to ULL and open space protection.	IVS household and job numbers for 2010 are higher than City or Census data; IVS household forecast for City Center PDA is over-allocated by 3,000 units over City's plan. Development and density potential of individual zones is not viable. City's job forecast is 10,000 higher than IVS.	HH: 0
Walnut Creek	5/17/2011	Future scenarios should not be "unconstrained" and should be based on realistic growth projections and funding availability, as well as incorporating TDM and pricing in addition to land use changes; Forecasts will require 100s of millions of dollars in infrastructure investment to support growth	IVS household and job numbers for 2010 are higher than City or Census data; IVS household forecasts are over-allocated by 4,000 units; Household units should be re-distributed from PDA to other "core" areas in the City. Job growth is reasonable, but should be adjusted based on the 2010 Census totals	HH: +4,000
Contra Costa County				
Total Households (HH): Over-Allocation (+) Vacant Capacity (-)				HH: +34,492
IAS				
	CCTA	4/26/2011	Growth should be realistic and balanced; Employment should be placed where capacity and market conditions exist, and close to population centers to reduce VMT; A financially constrained transportation investment should be used in future scenarios; Introduce pricing and TDM strategies	Current Regional Plans forecasts 96,100 new households between 2010 and 2035, while IVS forecasts 154,000 - an increase of 57,900 units; PDAs and GOAs have received most of the growth - other locations should be looked at if cities determine these locations to be at capacity; Growth forecasts should be adjusted Countywide; Workers-per-household rates should be re-examined
	ACTC (Alameda)			
	TAM (Marin)			
	NCTPA (Napa)			

LOCAL JURISDICTION COMMENTS ON THE INITIAL VISION SCENARIO OF THE SCS

Jurisdiction	Comment Letter Date	Summary of Comments		Households (HH): Over-Allocation (+) Vacant Capacity (-)
		Policy-Related	Land Use Assumptions	
CAG		SF will require a greater share of regional discretionary funding to support forecast growth; Link regional funding policies with land use policies; APS should consider growth and transportation investments according to equity principles		
	SFCTA (San Francisco)			
	C/CAG (San Mateo)	Required transportation infrastructure investment related to forecast growth should be considered;	IVS should assume historical housing growth in its forecasts; Housing forecasts require re-allocation	
	VTA (Santa Clara)			
	STA (Solano)			
SCTA (Sonoma)				



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

David Durant, Chair

Don Tatzin,  
Vice Chair

Janet Abelson

Geneveva Calloway

Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

Robert Taylor

Randell H. Iwasaki,  
Executive Director

June 15, 2011

Ms. Adrienne J. Tissier, Chair  
Metropolitan Transportation Commission  
Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4770

Mr. Mark Green, President  
Association of Bay Area Governments  
P.O. Box 2050  
Oakland, CA 94607-4756

**Subject: Comments on the SCS Alternatives**

Dear Ms. Tissier and Mr. Green,

At its June meeting, the Authority considered your response letter (May 16, 2011) to our April 26 comments on the Initial Vision Scenario (IVS). With regard to your positive responses, we appreciate:

- MTC/ABAG's commitment to reconsider and further analyze the current employment forecast in light of the continued downturn and recent census data for 2010;
- that one of the alternative scenarios being considered would increase employment in "housing-rich" areas, and will explore adding regional employment centers in those areas; and
- Your willingness to evaluate a more balanced transportation investment program.

We look forward to working with you in partnership as the process moves forward into the next phase of alternative scenario development.

Your letter, however, was silent on our request that you assume reasonable levels of future housing and jobs growth. We understand the reasons for wanting to explore the effects of balancing jobs and employed residents throughout the region, and we appreciate the robust discussion that has ensued since the IVS was first released last March 11. But, for the reasons enumerated in our previous comment letter, as echoed by a number of CMAs, and as heard en masse from local jurisdictions throughout the region, we find the IVS housing forecast unrealistic and unachievable. Moreover, MTC/ABAG's analysis shows that even with increased transit frequency and completion of the backbone HOT lanes system (both unfunded) the IVS would not achieve the GHG reduction target of 15% by 2035.

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

Ms. Adrienne Tissier

Mr. Mark Green

June 15, 2011

Page 2

---

Based on the reasons cited, we request that the Initial Vision Scenario, and any other alternative that uses these unrealistic housing and jobs assumptions, be eliminated from the discussion, and not included for any further SCS analysis.

The alternative SCS scenario descriptions prepared by MTC/ABAG staff are still in sketch format. Several of them, however, appear to carry forward the IVS land use – an unrealistic forecast that should not be included in any SCS alternative. At this important juncture, where the regional agencies are selecting alternatives for further analysis, we believe that every alternative selected should meet the “reasonableness” test for housing and job growth.

We look forward to working with you in partnership, as you initiate the development of the detailed SCS scenarios.

Sincerely,



David E. Durant  
Chair

cc: CCTA Board Members and Alternates  
CMA Directors  
RTPC Managers  
Contra Costa Planning Directors

File: 13.03.08.01



3231 Main Street  
Oakley, CA 94561  
925 625 7000 tel  
925 625 9859 fax  
www.ci.oakley.ca.us

**MAYOR**  
Jim Frazier

**VICE MAYOR**  
Kevin Romick

**COUNCILMEMBERS**  
Pat Anderson  
Randy Pope  
Carol Rios

Monday, June 27, 2011

Caltrans District 4  
Attn: Erik Alm, AICP  
District Branch Chief, System Planning East  
Office of System Planning  
PO Box 23660 (MS-10C)  
Oakland, CA 94623-0660

RE: Comments on Draft Transportation Concept Report (TCR) for SR-160

Dear Mr. Alm:

The City of Oakley would like to thank you for the opportunity to review and comment on the Draft Transportation Concept Report (TCR) for State Route 160 (SR-160) from Wilbur Avenue to the District 4 boundary. While this is a relatively small segment of freeway, it is an essential transportation facility for the City of Oakley (City). Oakley supports and encourages Caltrans in the study and improvement of this key City entryway. We offer you the following comments on the draft document:

- Comment 1:

The draft report seems to focus on the benefits and constraints of the facility from an Antioch perspective. It is important for the preparers and users of the report to be aware that the City of Oakley is directly adjacent and east of the segment being studied. While we recognize that we are a relatively young community that incorporated in 1999, the Main Street/East 18<sup>th</sup> Street and Wilbur Avenue interchanges have been historically the primary access points to the State Highway System for the Oakley community. The City of Antioch is continuously referenced throughout the document, when in fact the area north of Wilbur Avenue and west of the study segment is currently part of unincorporated Contra Costa County. Oakley borders the entire eastern edge of the study segment. Specific omissions include no mention of the City of Oakley in the Stakeholder Acknowledgment section, no indication of Oakley's boundaries on the Segment Map, the wording "on the East side of the facility near Oakley" in the State

Route 160 Summary section, and the wording “Antioch development...” in the SR-160 Corridor Issues section, to name a few. Oakley Staff believes that the report is misleading of the importance to and reliance on the facility for the Oakley residents.

- Comment 2:

The study segment of the report is from Main Street/East 18<sup>th</sup> Street north to the District 4 boundary. City Staff understands that the SR-160 route designation currently begins following the Main Street/East 18<sup>th</sup> Street interchange, but the communities of Antioch, Oakley, Brentwood and Contra Costa County have been working on the transfer and relinquishment of the Highway 4 Bypass and the non-freeway portions of Highway 4 for several years now. The process is planned to be completed before the end of this calendar year. At that time the route designation of SR-160 will be extended south to the freeway to freeway interchange with SR-4. Since the TCR is supposed to be a long range planning document, Oakley Staff believes the study segment of the TCR should be expanded to the SR-4, SR-160 interchange and should include all interchanges, planned or existing in this expanded study area.

- Comment 3:

The State Route 160 Summary section and the Environmental Factors and Constraints section include a description of the existing and planned land uses in Oakley. While we understand that the descriptions are only supposed to provide a general context, Oakley Staff believes that the descriptions do not accurately reflect the planned development of the community. The River Oaks Crossing Specific Plan, and 70-acre master planned commercial site, was adopted by the City in 2008 and will be served primarily by the Main Street/East 18<sup>th</sup> Street interchange. The DuPont Bridgehead Road Specific Plan, a 378-acre research and development major employment center, is currently under development and will be served directly by the Wilbur Avenue interchange. The land uses adjacent to the study segment will evolve significantly and dramatically in the next several decades, and Oakley Staff believes that the TCR should better acknowledge and incorporate the planned land use changes. Excerpts from both specific plans as well as the City’s General Plan Land Use

Diagram are being provided for reference. Additional information can be provided as necessary.

- Comment 4:

Bicycle accommodations are mentioned in several sections of the Draft TCR. While bicycle routes are relatively limited in the northwest area of Oakley at this time, the City's Parks, Trail, and Recreation Master Plan 2020 includes several proposed multi-use trails in the vicinity of the study segment. Oakley Staff believes that the planned trails should be incorporated into the TCR. A copy of the Trails Plan is being provided for reference.

- Comment 5:

The City has prepared several environmental and transportation planning documents that have done cursory studies of the Main Street/East 18<sup>th</sup> Street and Wilbur Avenue interchanges. The studies indicate the interchanges need to be improved in order to serve the transportation needs of the areas they serve. Oakley Staff believes that the TCR should discuss the need to enhance the capacity of the interchanges and associated ramps. Specifically, improvement of the Wilbur Avenue interchange needs to be added.

- Comment 6:

The SR-160 Corridor Issues and Highway Improvement Projects sections discuss the incomplete connection between the SR-4 Bypass and SR-160. Oakley Staff believes that the SR-4 connector ramps have been fully funded and should be constructed within the next several years. Additional and/or clarified language should be added to the TCR regarding the connector ramp projects.

- Comment 7:

The Highway Improvement Projects section lists the Main Street widening project as conceptual. The City is nearing completion of a PSR/PR and environmental document for the project and will begin construction of the first phase of the project as soon as an



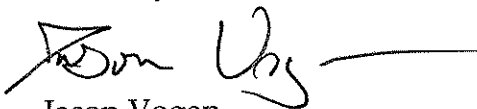
encroachment permit can be obtained from Caltrans. The project should be moved to the Programmed list.

- Comment 8:

The SR-160 Concept Rationale includes the statement that "increased signage... will also help improve pedestrian access in East Antioch". As mentioned previously in this comment letter, SR-160 is one of the primary access points for the City of Oakley. Improved access, regardless of mode, to the City of Oakley must be a primary goal of the TCR.

The City of Oakley sincerely thanks Caltrans for their leadership in studying and identifying necessary improvements to the SR-160 corridor. We are grateful for the opportunity to review the Draft TCR and are hopeful that Oakley Staff will be coordinated with more closely on future drafts of the report. We are supportive of many of the goals and conclusions of the report, but want to ensure that the substantial effort that is being undertaken benefits all users of the corridor equally. If you have any questions regarding our comments or need any additional information, please contact me at (925) 625-7003 or [vogan@ci.oakley.ca.us](mailto:vogan@ci.oakley.ca.us).

Sincerely,



Jason Vogan  
Public Works Director/City Engineer

Attachments:

1. River Oaks Crossing Specific Plan Excerpts
2. Dupont Bridgehead Road Specific Plan Excerpts
3. General Plan Land Use Diagram
4. Oakley Trails Plan

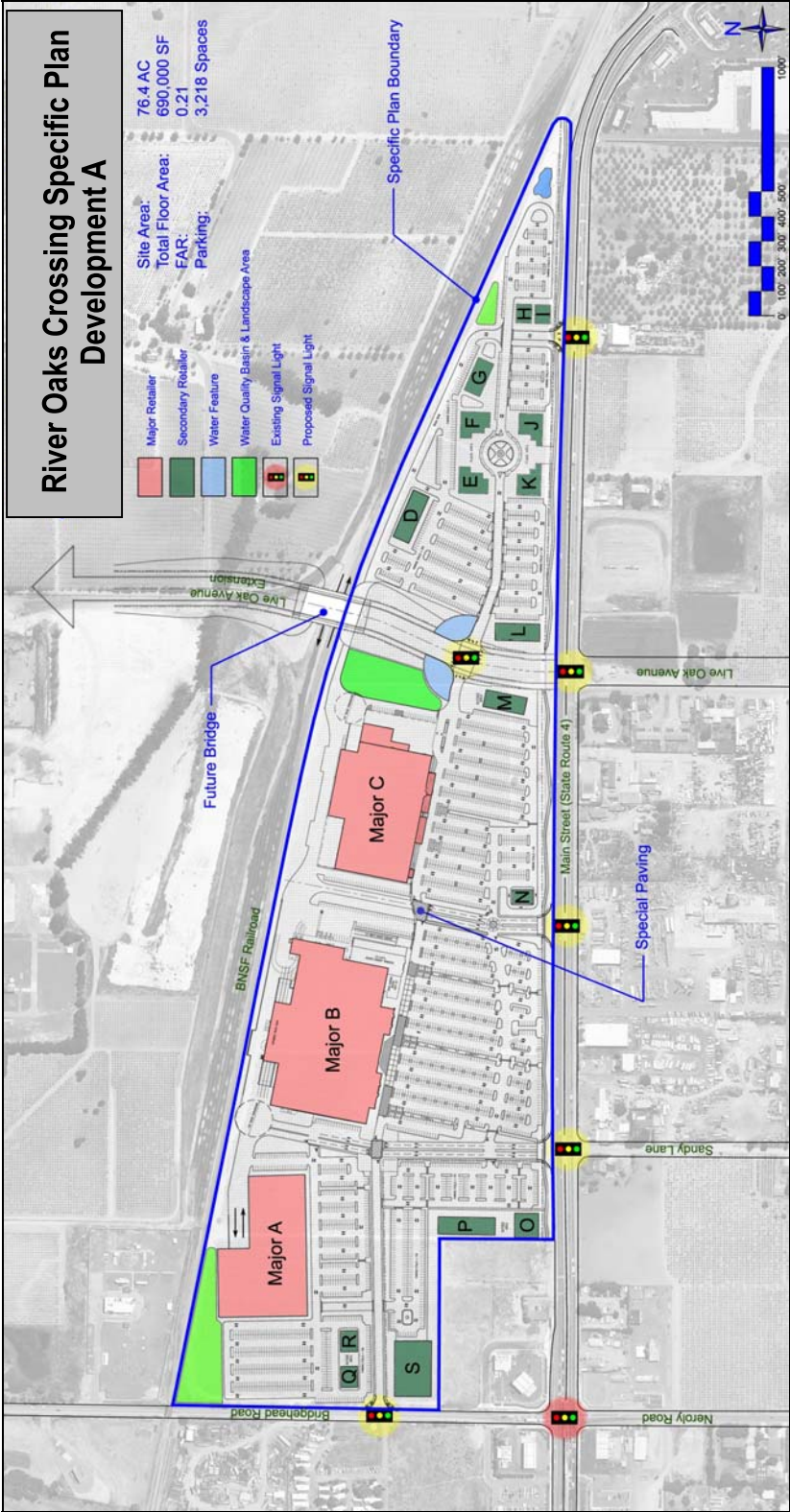
CC: Bryan Montgomery, City Manager  
Rebecca Willis, Community Development Director  
Zachary Chop, Caltrans Office of System Planning  
John Cunningham, Transplan

Figure 2-3  
Project Location Map



Source: Fehr & Peers Associates, 2007.

Figure 2-18  
 Development Plan A



Source: City of Oakley Draft River Oaks Crossing Specific Plan, May 2007.

<b>Table 2-1 Summary of Specific Plan Land Uses</b>						
	<b>Development Plan A<sup>1</sup></b>		<b>Alternative 1 (Higher Intensity)</b>		<b>Alternative 2 (Lower Intensity)</b>	
<b>Land Uses<sup>2</sup></b>						
<b>Major Retailers<sup>3</sup></b>						
	A	120,000	A	120,000	A	100,000
	B	230,000	B	230,000	B	230,000
	C	170,000	C	170,000	C	170,000
<b>Subtotal Major Retailers</b>		<b>520,000</b>		<b>520,000</b>		<b>500,000</b>
<b>Secondary Retailers<sup>4</sup></b>						
	D	25,000	D	90,000	D	5,000
	E	12,000	E	12,000	E	9,000
	F	12,000	F	12,000	F	9,000
	G	9,000	G	9,000	G	7,000
	H	4,000	H	4,000	H	4,000
	I	4,000	I	4,000	I	4,000
	J	8,000	J	8,000	J	6,000
	K	8,000	K	8,000	K	6,000
	L	10,000	L	10,000	L	8,000
	M	10,000	M	13,000	M	8,000
	N	5,000	N	10,000	N	4,000
	O	7,000	O	10,000	O	4,000
	P	16,000	P	20,000	P	8,000
	Q	5,000	Q	5,000	Q	4,000
	R	5,000	R	5,000	R	4,000
<b>Subtotal Secondary Retailers</b>		<b>140,000</b>		<b>220,000</b>		<b>90,000</b>
<b>Hotel<sup>5</sup></b>	S	30,000	S	30,000	S	40,000
<b>Total Floor Area</b>		<b>690,000</b>		<b>770,000</b>		<b>630,000</b>
<b>Floor Area Ratio (FAR)</b>		<b>0.21</b>		<b>0.23</b>		<b>0.19</b>
<b>Land Use Emphasis</b>	Mixed Retailing		Expanded Secondary Retail Uses		Expanded Hotel & Restaurants	

Source: River Oaks Crossing Specific Plan, May 2007.

<sup>1</sup> As indicated in the Specific Plan, Development Plan A and Alternative Development Plan B are substantially similar in land use mix; Plan B is likely to result in a slightly more efficient land use pattern and minor increases in square footages, as a result of eliminating the Live Oak overpass. Both options are diagrammed approximately 690,000 s.f. in aggregate building area, and analyzed for CEQA purposes at the Higher Intensity level of 770,000 s.f. Section 7.4 of the Specific Plan outlines procedures for minor modifications to the approved Development Plan.

<sup>2</sup> All land uses are subject to Architectural Review, in accordance with Specific Plan Section 7.1. In addition, all land uses are subject to administrative verification of consistency with the approved Development Plan. Uses shall conform to the standards and list of approved uses as outlined in Specific Plan Section 3.4.

<sup>3</sup> See Specific Plan Section 3.3 for an explanation of Major and Secondary Retail land uses.

<sup>4</sup> The overall focus of retail and related uses within the River Oaks Crossing Specific Plan vary by alternative. The project objectives as described in Specific Plan Section 1 summarize the land use emphasis reflected in the Development Plan. The Draft EIR impact analyses are based on the maximum square footages shown in Alternative 1.

<sup>5</sup> Development Plan A as shown in Specific Plan Figure SP 1-1 includes an option for a hotel use of up to 75-100 rooms. This use is subject to certain restrictions and special mitigation measures as outlined in Specific Plan Section 3.3, and may be substituted for a similar amount of retail square footage or enlarged to 100 rooms as provided for in Alternative 2.

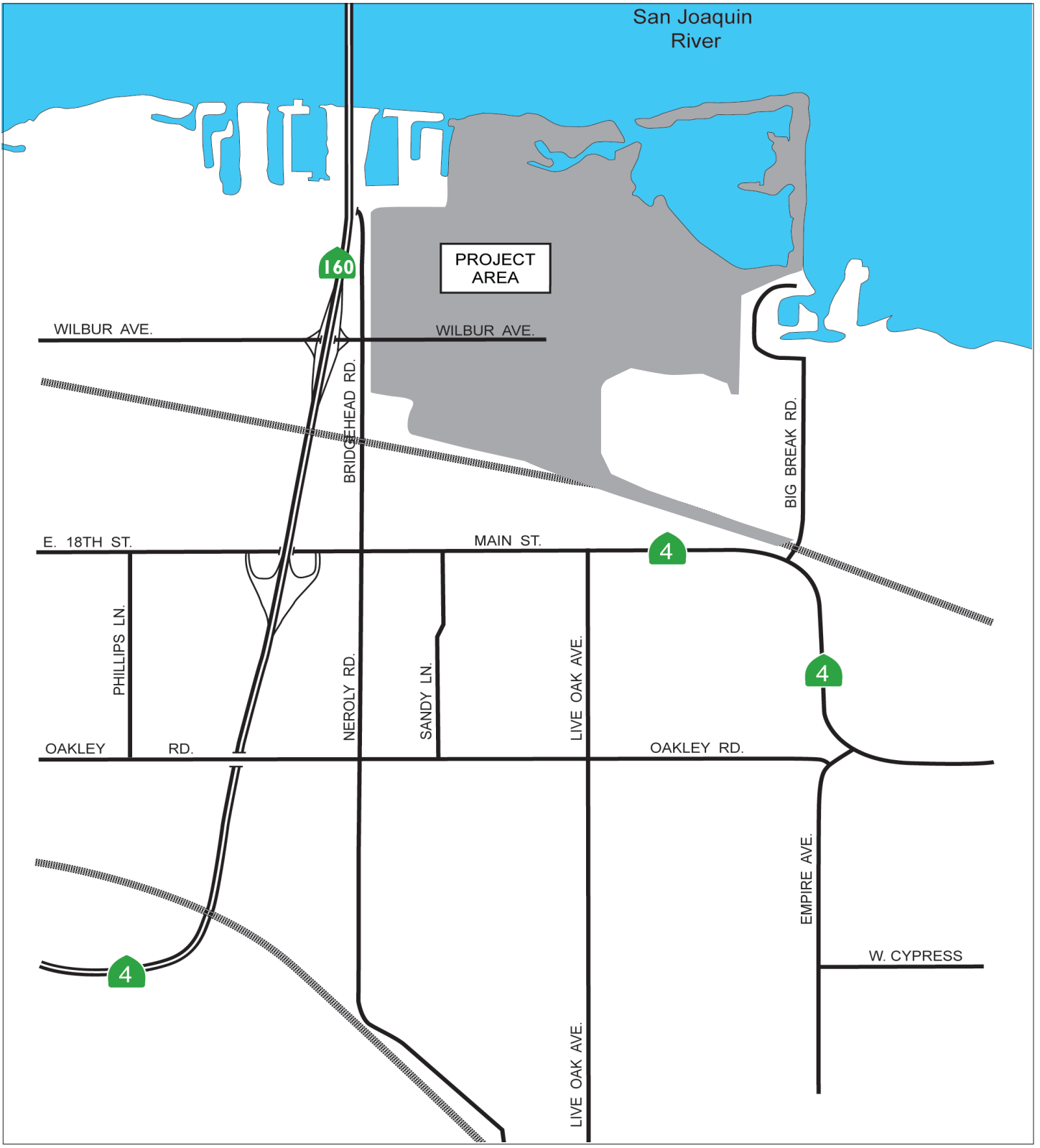


FIGURE 3-6  
**TRANSPLAN Packet Page #: 33**  
EXISTING ROADWAYS

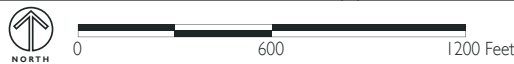


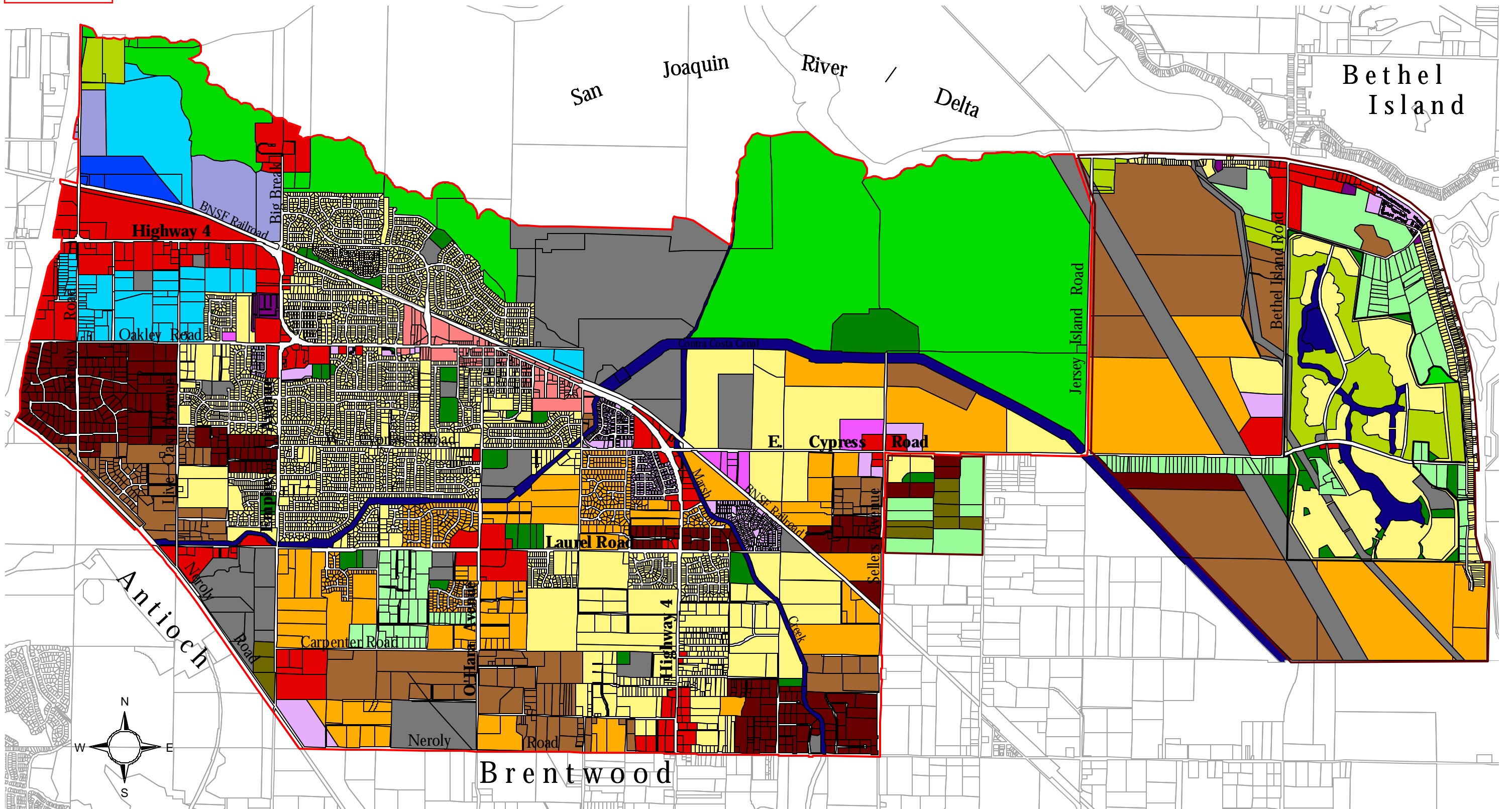


- RESEARCH AND DEVELOPMENT (R&D) AND/OR BUSINESS PARK
- RESEARCH AND DEVELOPMENT (R&D) AND/OR BUSINESS PARK / LIGHT INDUSTRIAL / FLEX
- LIGHT INDUSTRIAL / FLEX / WAREHOUSE
- 2ND TIER COMMERCIAL AND/OR RESEARCH & DEVELOPMENT (R&D) / LIGHT INDUSTRIAL / FLEX
- MARINA COMMERCIAL AND/OR RESEARCH & DEVELOPMENT (R&D) / LIGHT INDUSTRIAL / FLEX
- MARINA COMMERCIAL / RESIDENTIAL
- DELTA RECREATION
- FUTURE DEVELOPMENT
- OPEN SPACE-WETLAND BUFFER
- OPEN SPACE-WETLANDS
- OPEN SPACE-OTHER
- PLAN BOUNDARY
- PARCELS

PRIMARY LAND USE DESIGNATION	ACREAGE IN PLAN AREA
R&D and/or Business Park	26 acres
R&D and/or Business Park / Light Industrial / Flex	64 acres
Light Industrial / Flex / Warehouse	30 acres
2nd Tier Commercial	8 acres
Marina Commercial	2 acres
Marina Commercial/Residential	7 acres
Delta Recreation	170 acres
Open Space	43 acres
Future Development (Railroad Sidings)	5 acres
<b>TOTAL</b>	<b>355 acres*</b>

\*The remainder of the 378 acres is comprised of Right of Way for the roadways



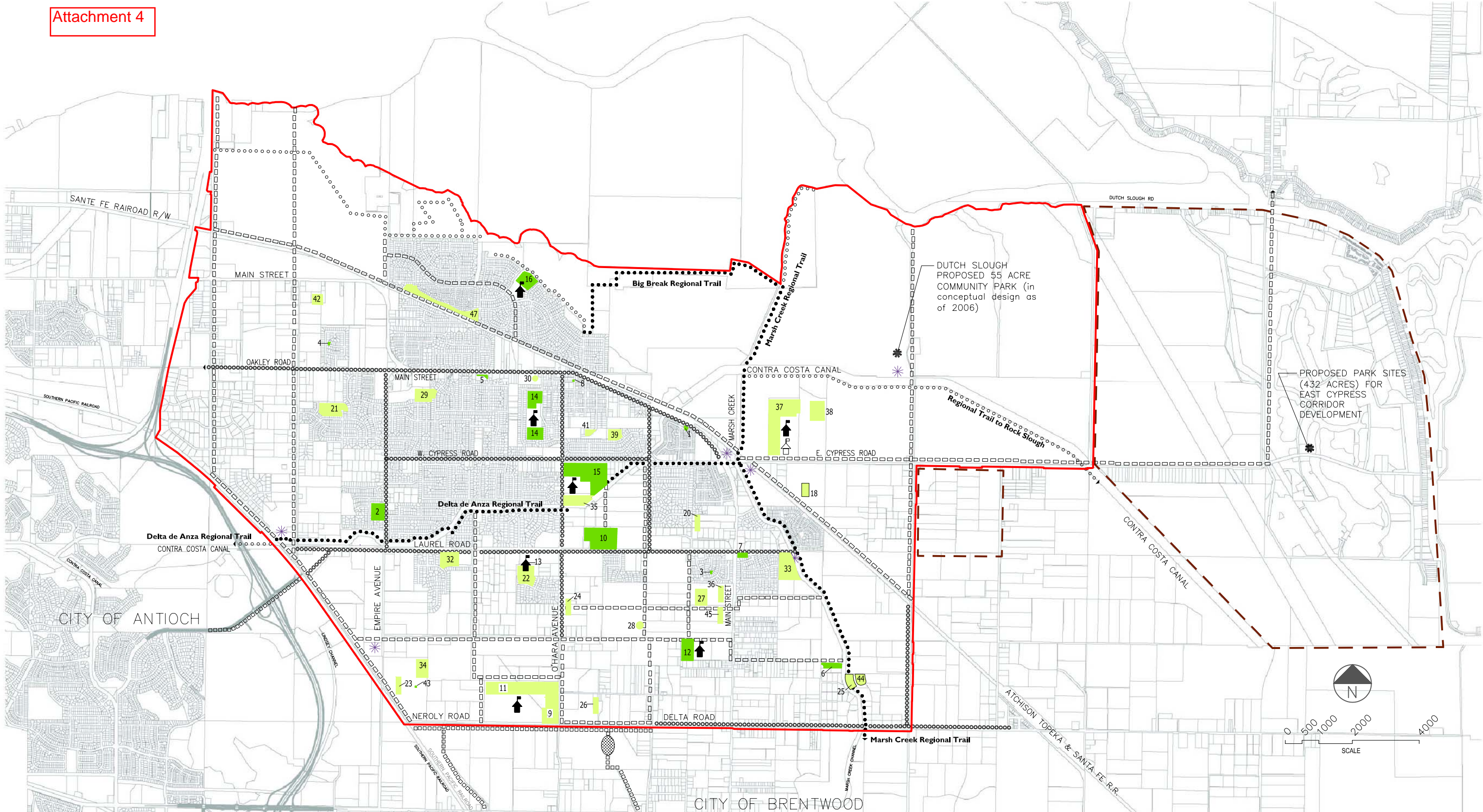


Agriculture	Commercial	Roads
Agricultural Limited	Commercial Downtown	Waterways
Single Family High	Commercial Recreation	County
Single Family Medium	Business Park	City Boundary
Single Family Low	Light Industrial	Expansion Area Boundary
Single Family Very Low	Utility Energy	Cypress Lakes Project
Multi-Family Low	Public and Semi-Public	
Multi-Family High	Delta Recreation	
Mobile Home	Parks and Recreation	

City of Oakley  
General Plan 2020

Figure 2-2 - Land Use Diagram  
December 11, 2002



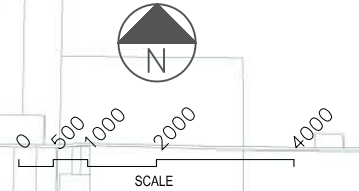


- EXISTING PARKS
- POTENTIAL PARK SITES
- Existing School Facility
- Future School Facility
- Existing City Limits
- Proposed Expansion Areas
- Proposed Community Park Sites (Exact Locations TBD)

- Regional Trails**
- Existing EBRPD Multi-Use Trail
- Proposed EBPRD Multi-Use Trail

- Oakley Trails & Routes**
- Proposed Local Multi-Use Trail
- Proposed Local Bike Route
- Proposed Staging areas

- Brentwood & Antioch**
- Existing and/or Future Trails
- Existing and/or Future Park



ROYSTON HANAMOTO ALLEY & ABEY  
**R | H | A | A**  
 LANDSCAPE ARCHITECTS & PLANNERS

**SDC**  
 SITE DEVELOPMENT CONSULTANTS

**City of Oakley  
 Parks and Recreation  
 Master Plan**



**ITEM 5**

**ACCEPT RECENT NEWS ARTICLES**

## Highway 4 bypass intersection eligible for funding, but is it enough?

By Paul Bugarino  
Contra Costa Times

Posted: 06/03/2011 08:05:44 PM PDT

Updated: 06/05/2011 05:26:47 PM PDT

BRENTWOOD -- A project that would ease traffic tie-ups on the Highway 4 bypass is finally in line to receive funding, though it may not be enough to start construction.

Plans to add on- and offramps at Sand Creek Road and widen the bypass to four lanes from Laurel Road in Oakley to Sand Creek are complete, but \$33 million is needed to send the project out to bid, according to Contra Costa Transportation Authority officials.

After two years on the shelf, the project is eligible to receive needed funding as part of a \$29 million state allocation for freeway projects.

The state's transportation commission will decide on funding the improvements at its June 22 meeting in Long Beach.

Local transportation leaders hoped the bypass project would receive the entire \$33 million but were disappointed when commission staff members recommended Thursday that it should receive only \$25 million.

Now, they want to make a case for East Contra Costa to receive the full amount.

"Basically, I'm going to spend the next three weeks convincing the commission it's a bad idea not to fully fund the project," said Randall Iwasaki, executive director of the Contra Costa Transportation Authority.

Said Oakley Mayor Jim Frazier: "If the whole purpose of the fund is congestion management, then the Sand Creek project is a very worthy project."

The three-way stop on Sand Creek backs up bypass traffic for miles, and the two-lane road has caused safety concerns.

Both Caltrans and the Metropolitan Transportation Commission, which handles Bay Area road projects, recommend that the transportation commission provide the full amount to the bypass project.

The Sand Creek project is high on those agencies' list because it can be built quickly, said Dale Dennis, project manager for the State Route 4 Bypass Authority.

Upon completion, the Sand Creek interchange will include a bridge and two ramps for traffic in both directions. Drivers on the bypass will be able to continue uninterrupted instead of having to stop at the signal light there.

"This is an extremely important project for all of far East County," Brentwood Mayor Bob Taylor said. "The stars are aligning; we have to keep plugging away at it."

Bypass construction would complement work to widen Highway 4 through Pittsburg and Antioch.

"We don't want to just move traffic down the road and create another bottleneck," Frazier said.

Officials have sought federal and state funding for the Sand Creek interchange for years. Last year, additional environmental studies were conducted to make the project more eligible for federal money.

**Getting married?**  
Make your favors as special as your big day!

Jen & Al  
11/14/10

Personalized M&M'S® Candies  
Choose from 25 colors!

Get 10% Off Now! **GO**

Minimum purchase required. See site for details.  
® / TM trademarks © Mars Incorporated 2010

Print Powered By FormatDynamics™

Federal stimulus funding dried up, but the state has additional money because of low construction bids, Dennis said.

Several local leaders are headed to Southern California to present their case.

Contact Paul Burgarino at 925-779-7164.

Follow him at [Twitter.com/paulburgarino](https://twitter.com/paulburgarino).



Help Protect Your Identity Today

10% Off\* Enrollment

**ENROLL NOW** [\\*Offer Details](#)

 **LifeLock**

Print Powered By  FormatDynamics™

## eBART plans roll along in East Contra Costa

By Paul Bugarino  
Contra Costa Times

Posted: 06/14/2011 11:01:35 PM PDT

ANTIOCH -- With an eye toward expanding deeper into East Contra Costa County, BART officials once again have Antioch leaders on board with its plans for a new station at Hillcrest Avenue.

After drawing the City Council's ire six months ago because the proposed station lacked restrooms, an escalator and space for a service agent, a revised station design and security plan received a warmer reception Tuesday.

Plans now call for the station to have restrooms and a maintenance worker or station attendant on site between 5 a.m. and 8 p.m., along with intermittent BART police patrols, said Ric Rattray, eBART project manager. The station will be open from 4 a.m. to 1 a.m.

Plans also call for 38 closed-circuit security cameras around the station and parking lot -- more than any other BART station, Rattray said. BART can also use its public address system to deter potential illegal activity, he said.

City leaders lauded the work BART put into meeting its needs before accepting the new design.

"A lot of hard work was put into this. No plan is perfect. It's not perfect, but I think it's good," Mayor Pro Tem Wade Harper said.

Councilman Gary Agopian added: "I was initially skeptical, but I'm pleased that we received a listening ear."

The eBART project calls for a self-propelled train that would run from BART's terminus just east of the Pittsburg/Bay Point station to Hillcrest. A station is also planned near Railroad Avenue in

Pittsburg.

The \$462 million project is planned to start

operation in 2015.

Last week, the transit agency board's budget put \$300,000 towards studying where to place another station east of Antioch.

There are four options that could be considered along the Highway 4 bypass, board director Joel Keller said last week. They are:

- At the Laurel Road exit near the Oakley/Antioch border.
- At the Lone Tree Road exit near the Brentwood/Antioch border.
- At the Sand Creek Road intersection in
- At the Balfour Road intersection in Brentwood.

Brentwood.

For updates, check back to [ContraCostaTimes.com](http://ContraCostaTimes.com).



HEARTLAND QUALITY  
**OMAHA STEAKS**  
SINCE 1917

**SAVE**  
up to **64%**

Plus, get  
**3 FREE Gifts**

Special Code: 45069ZWN

To order: [www.OmahaSteaks.com/print71](http://www.OmahaSteaks.com/print71)  
or call 1-877-605-0496

Print Powered By  FormatDynamics™

## Bay Area's best and worst roads concentrated in east and north

By Joshua Melvin [jmelvin@bayareanewsgroup.com](mailto:jmelvin@bayareanewsgroup.com)

Posted: 06/22/2011 11:03:25 PM PDT

Updated: 06/23/2011 06:18:24 AM PDT

The Bay Area's best and worst streets are concentrated in the north and east while the rest of the region rolls along on roads that are in fair condition at best, according to a report released Wednesday.

The Metropolitan Transportation Commission "Pothole Report" says Brentwood residents have the best pavement and those in Rio Vista the worst, while San Francisco and San Jose's roads are OK but could use some work. But both big cities have streets in better shape than Oakland, which came in 98th on the 109-community list.

Meanwhile, San Mateo County had a city in the top five best -- Foster City -- but also had several towns where drivers need to watch out for potholes.

"The condition of the Bay Area's local streets and roads is fair at best," according to the 24-page report from the commission that plans and finances transit projects in the nine counties that ring the bay. "Overall, conditions on our 42,500 lane-miles of city streets and county roads essentially are the same as they were a decade ago."

In 2000, the agency released a report warning that cities were deferring millions of dollars in roadway maintenance, a practice that was going to lead to even more expensive repair and replacement.

There have been some improvements since then, including a slight increase in pavement quality from 2005 to 2008. But roads are still cracked, riddled with potholes and on their way to falling apart.

This year's report notes

that keeping roads from crumbling will help lower fuel use -- smooth streets result in better fuel economy -- and thus help the state meet its aggressive emissions targets. California is aiming to reduce its greenhouse-gas emissions to 1990 levels

by 2020.

The trouble is how to pay for keeping up the roads. While it's cheaper to maintain streets than it is to completely replace them, cities have to come up with cash to fund the work. The poor economy has taken a bite out of tax revenues that are used to fund road-maintenance projects. Also, the gasoline tax is worth an estimated 3 percent less each year due to inflation, according to the report.

Despite lousy conditions, some cities are focused on their roads. Prevention has been Brentwood's road strategy for the past 13 years. The Contra Costa County city of roughly 51,400 people has directed money toward keeping up its 416 miles of roads.

"We have a dedicated annual program to do maintenance, even in recession times," said public works head Bailey Grewal. "It saves money to maintain the roads."

Making big changes for the Bay Area's roads would require an equivalent jump in funding. In fact, the commission estimates it would take a 20 cent increase in the gas tax to put all streets in good repair.

"For awhile now, the Bay Area has barely been holding its ground in terms of pavement quality," said MTC Chairwoman Adrienne Tissier, a San Mateo County supervisor. "Clearly, we could do a better job. Whether we take the necessary steps is up to us as a region."



Print Powered By  FormatDynamics™

Contact Joshua Melvin at 650-348-4335.

**TOP 10 road systems in the BAY AREA**

1. Brentwood, Contra Costa County
2. Belvedere, Marin County
3. Dublin, Alameda County
4. Los Altos, Santa Clara County
5. Foster City, San Mateo County
6. Santa Clara, Santa Clara County
7. San Pablo, Contra Costa County
8. Livermore, Alameda County
9. Union City, Alameda County
10. Contra Costa County

**HOW 10 BAY AREA CITIES were RANKed**  
Below is a selection of cities' rankings according to their spot on the Metropolitan Transportation Commission's report on 109 Bay Area towns and counties.

25. Concord, Contra Costa County
  38. San Mateo, San Mateo County
  39. Palo Alto, Santa Clara County
  41. Walnut Creek, Contra Costa County
  75. San Jose, Santa Clara County
  77. San Francisco
  88. Berkeley, Alameda County
  90. Millbrae, San Mateo County
  98. Oakland, Alameda County
  102. East Palo Alto, San Mateo County
- Source: Metropolitan Transportation Commission





## State awards \$25 million for Highway 4 bypass project

By Paul Bugarino  
Contra Costa Times

Posted: 06/23/2011 02:10:33 PM PDT

Updated: 06/24/2011 06:17:29 AM PDT

BRENTWOOD -- A long-awaited project that would end traffic congestion on the Highway 4 bypass received \$25 million in state funding Thursday, leaving it \$8 million short of starting construction.

The state's transportation commission put bond funds toward adding on- and off-ramps at Sand Creek Road and widening the bypass to four lanes from Laurel Road in Oakley to Sand Creek.

The bypass projects need \$33 million to start construction, according to Contra Costa Transportation Authority officials.

Several local leaders attended Thursday's hearing in Long Beach to lobby for the project.

"It was a good day for the bypass. We keep chipping away at it," Oakley Mayor Jim Frazier said.

Added Brentwood Mayor Bob Taylor: "We now have \$25 million for that project we didn't have yesterday."

The \$8 million gap could be closed from cost savings from future widening bids on Highway 4 through Antioch, including a \$57 million segment from Somersville Road to Contra Loma Boulevard set to go out to bid next month, said Randall Iwasaki, the transportation agency's executive director.

The contract would be awarded in September.

According to Iwasaki, state transportation commission staff and local officials are working on a plan that would keep savings from the widening on the corridor instead of sending it elsewhere in the state.

"The beauty of this is that it's outcome-oriented," he said.

Both bids for the

first two segments of the Highway 4 widening came in at least \$14 million lower than anticipated.

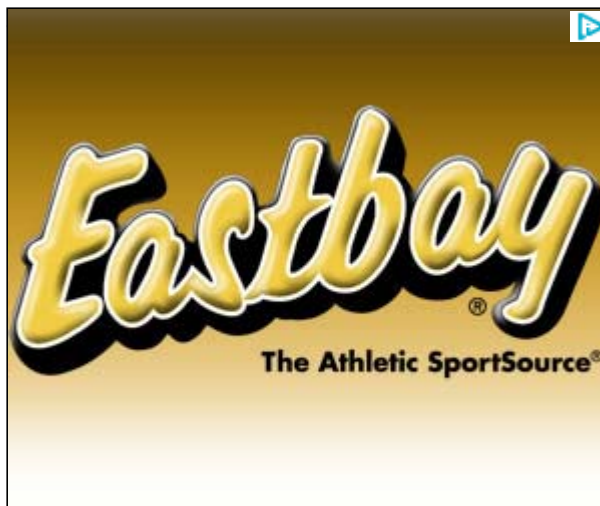
If the cost savings fall short of the \$8 million figure, a Highway 4 bypass contingency fund or local developer funds for transportation could be used to cover the difference, Iwasaki said.

East Contra Costa leaders hope they can break ground on the project in the fall.

The timing of the project would be ideal, as it would be completed in concurrence with the end of the Highway 4 widening and BART extension into Antioch, Taylor said.

"It's all going to come to fruition and mesh together. It will be a great thing for the region," he said.

Contact Paul Bugarino at 925-779-7164.  
Follow him at [Twitter.com/paulbugarino](https://twitter.com/paulbugarino).



Print Powered By  FormatDynamics™

## Brentwood, Oakley eager to take control of roadways

By Paula King  
For the Contra Costa Times

Posted: 06/29/2011 02:38:25 PM PDT

Updated: 06/30/2011 06:05:03 AM PDT

Oakley and Brentwood will take over maintenance and ownership of Main Street and Brentwood Boulevard, respectively, this fall, something the cities have been anticipating for years to gain greater control over local projects.

With the Highway 4 bypass essentially completed, Caltrans plans to release all maintenance and planning of these two major roadways that are part of Highway 4 to the local jurisdictions. The cities and Caltrans have been working toward this transfer for the past four years, according to Oakley Public Works Director Jason Vogan.

"Basically, we are trading the brand new state-of-the-art Highway 4 bypass for an old, rural, semi-improved local roadway," he said of the upcoming exchange.

With the ability to plan and construct their own roadway projects, Vogan said the process will be streamlined and less complex. He said city roadway projects typically take six months to a year to complete, but when working with Caltrans it can take more than three years.

"If there were a cheerleader for it, it would be Oakley," Vogan said of the transfer. "Caltrans is used to freeways and more complicated transportation projects, and they are more conservative than the cities are. Their rules are more complicated than ours."

Dale Dennis, program manager of the State Route 4 Bypass Authority, said the transfer will give the cities greater control over their downtowns, adding that the transfers hinge on some agreements between the

cities and county on maintenance responsibilities, right-of-way maps and other pending details.

"We are taking all of these steps, and we believe that they will be completed by the fall," Dennis said.

City planners and officials are eager to begin roadway projects that will be built to local standards.

"It will become like a city road. We can make it look nice," said Brentwood Public Works Director Bailey Grewal, comparing Brentwood Boulevard's future look to improved city streets like Balfour Road and Fairview Avenue. "The cities are getting local control of these roads based on our city standards."

Brentwood and Oakley have endured the state agency's lengthy approval process even for more minor roadway enhancements, which can take up to a year, according to Grewal.

For example, Brentwood has some planned downtown improvements on Brentwood Boulevard that it has stalled because of Caltrans' slow permitting process.

Brentwood can move forward with the much-anticipated Brentwood Boulevard specific plan, which calls for bike lanes, medians and landscaping, Grewal noted.

"It is one of the three or four north-south corridors, and we want to make it look nice," he said.

The transfer also will allow the city to coordinate all





of its signals, which it could not previously do because it lacks full control of Brentwood Boulevard as a state highway.

"It will help both cities," Grewal said.

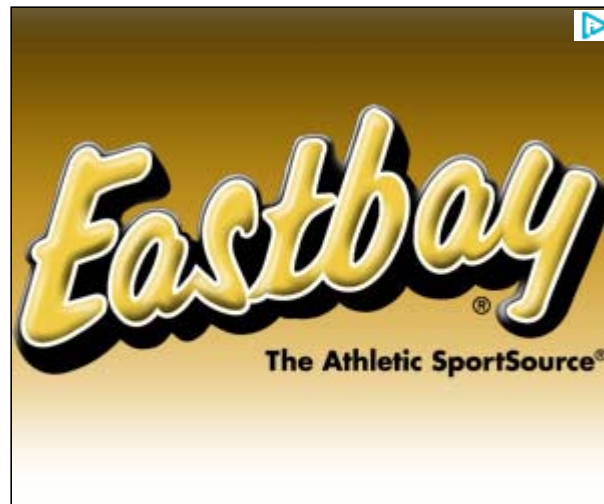
In Oakley, the City Council has been reserving money in the Main Street fund for years as part of the overall downtown upgrades. It plans an inviting two-lane roadway along Main Street with angled parking, medians, landscaping, decorative street lighting and benches from Vintage Parkway to Norcross Lane in front of the civic center, and it will phase in more road upgrades as more funding becomes available.

"Caltrans doesn't like landscaping and trees. A downtown roadway has to be inviting and look nice," Vogan said. "Freeways don't look nice and inviting."

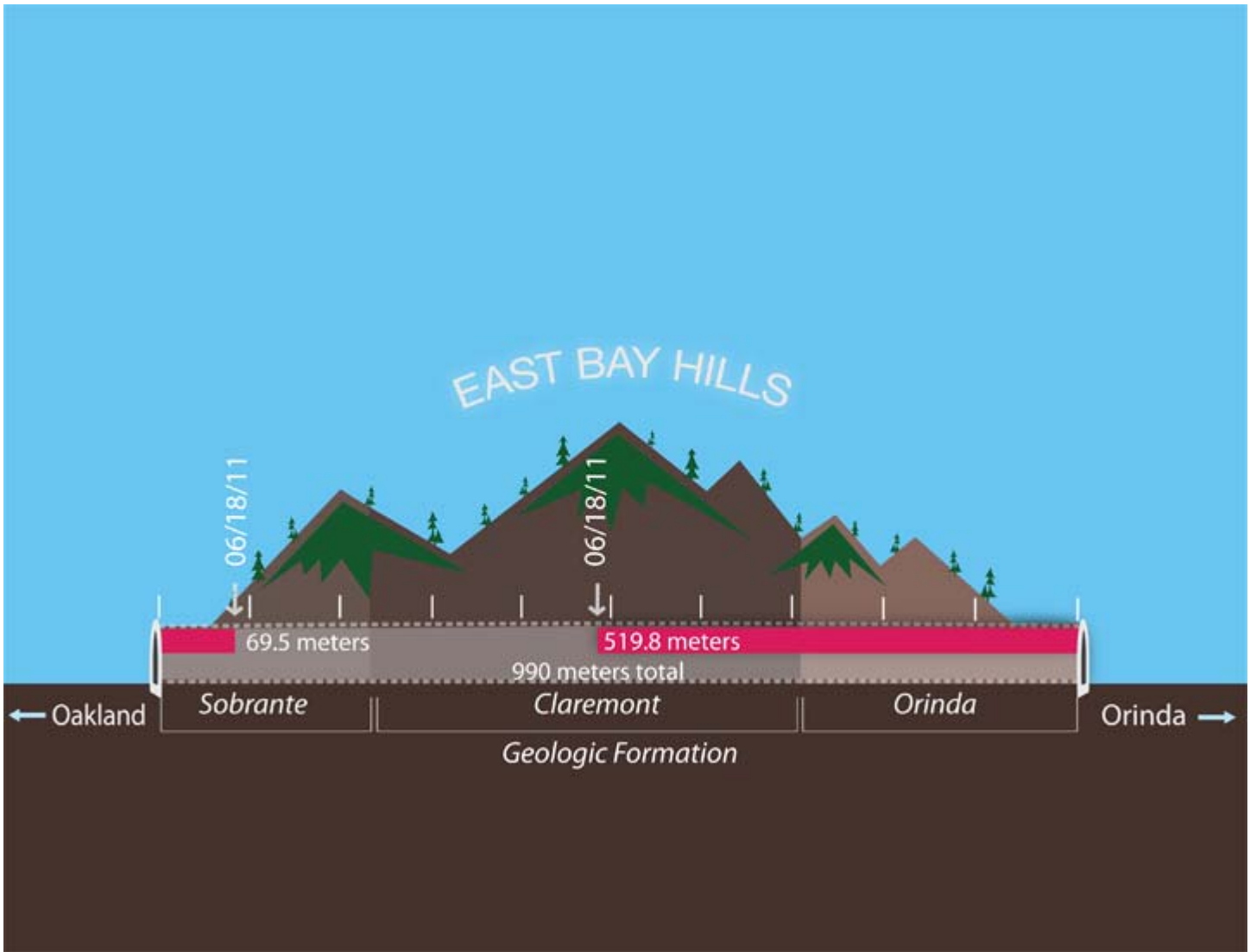
As Oakley continues to grow over the next 15 to 20 years, Vogan said Main Street will eventually be widened into a four-lane road to accommodate that traffic. For now, the Highway 4 bypass and Laurel Road accommodate the growth that has already occurred in the city.

According to Vogan, the transfer will simplify planning for the cities on Main Street and Brentwood Boulevard.

"Residents will call and complain about Main Street, and we have to tell them that it is the only roadway in the city that the state controls," he said. "The residents will definitely see a difference."



Print Powered By  FormatDynamics™



**ENVIRONMENTAL REGISTER**

<b>TRANSPLAN COMMITTEE REGISTER OF RELEVANT ENVIRONMENTAL NOTICES AND DOCUMENTS RECEIVED: June 1, 2011 to July 1, 2011</b>						
<b>LEAD AGENCY</b>	<b>GEOGRAPHIC LOCATION</b> (City, Region, etc.)	<b>NOTICE /DOCUMENT</b>	<b>PROJECT NAME</b>	<b>DESCRIPTION</b>	<b>COMMENT DEADLINE</b>	<b>RESPONSE REQUIRED</b>
City of Pittsburg	Pittsburg/Bay Point	DEIR	Pittsburg/Bay Point BART Master Plan Draft EIR	The plan outlines land use and design requirements in a 50.6 acre area of the City of Pittsburg in the vicinity of the Pittsburg/Bay Point BART Station	August 1, 2011	Staff is examining the need to comment.

**ITEM #**

**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: April 2011

---

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

### **STATE ROUTE 4 WIDENING** *No Changes From Last Month*

#### **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 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, retaining walls, sound walls, foundation work for the new SR 4 bridge over Century Boulevard, and foundation work for the new southbound Loveridge Road bridge over SR 4. Concrete paving activities for new westbound freeway lanes east of Century Boulevard are also proceeding. After the exterior portions of the new concrete freeway lanes east of Century Boulevard are complete, traffic will be switched onto the newly paved sections of roadway east of Century Boulevard to allow construction of the new interior portions of the freeway east

of Century Boulevard. The eastern end of the freeway for this project is being completed to allow access for the next contractor to begin work on the adjacent SR4/Somersville Road Interchange Project. Century Boulevard at SR 4 is closed for two months for new bridge construction. It is estimated to be reopened in early August 2011.

The project construction is approximately 23% 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, 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 project was advertised for construction bids on July 19, 2010, bids were opened on October 5, 2010 and Caltrans awarded the contract on December 23, 2010. The formal pre-construction meeting with the contractor, construction management team, and various stakeholders occurred on February 23, 2011. The first contractual working day for the project was March 16, 2011. The Project Partnering Meeting was held on March 16, 2011. There are 550 working days allowed for this contract to be completed.

State Water Resources Board approval of SWPPP and issuance of Waste Discharge Identification Permit (WDID) has not occurred as of May 4, 2011. However, since the review period has now exceeded the allowable 30 days timeframe for the Board's official review and there has been no response to date, Caltrans has permitted the contractor to proceed while awaiting final comments and WDID Number. Construction activities performed to date include the installation of construction area signs, placement of temporary barrier (K-Rail), temporary roadway re-striping, mobilization of contractor's equipment and other miscellaneous startup and Staging activities. In addition, work has begun on the Retaining Walls along the east side of Somersville Road south of SR4 to meet Temporary Construction Easement requirements. Two test panels of the architectural treatment (Delta Region Native Landscapes) that will be cast into various retaining walls throughout the Project, have been completed and submitted to Caltrans for review and approval. Test panel 2 met the required criteria and will be acceptable to Caltrans with some corrections noted.

**Segment 2:** Caltrans District 4 approved the PS&E documents and sent it to Caltrans HQ on March 16, 2011 for final review and advertisement. Ready-to-list (RTL) is targeted for May 2011, pending HQ's review schedule. Advertisement for construction bids is targeted for July 11, 2011.

**Segment 3A:** TY Lin is working on preparation of Final PS&E documents, targeted to be submitted to Caltrans District 4 this month, May 2011. The RTL date for this segment is targeted for September 2011 with advertisement for construction bids in November 2011, pending availability of State funds.

**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. Currently, TY Lin is proceeding with the 65% PS&E documents and the team is revising the project delivery schedule for this segment, with a targeted RTL date of May 2012. The Authority will advertise, award and administer the construction contract for this segment.

**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. In March 2011 the Authority provided approval for staff to submit a Letter of No Prejudice (LONP) to authorize expenditure of Measure J funds in lieu of Proposition 1B funds programmed for Segment 2 construction. If availability of STATE funds continues to be delayed, construction of the follow on Segments (3A & 3B) will be compromised. 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

### Segment 1

Right-of-way acquisition is complete. The acquisition of the final parcel, the Contra Costa County Flood Control Department parcel, was completed in February 2011. 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**

The project has been submitted for CMIA funding. Design is essentially complete and the schedule is presented below. The designer is completing a final review of the specifications to ensure they include Caltrans latest specifications and will be submitting to Caltrans for a final review in mid May 2011.

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)
Utility Relocation	Aug/Sept 2011
Advertise Project for Construction – Subject to Availability of Funding	July 2011
Award Construction Contract – Subject to Availability of Funding	October 2011

(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**

The project has been submitted for CMIA funding. Design is essentially complete and the schedule is presented below. The designer is completing a final review of the specifications to ensure they include Caltrans latest specifications and will be submitting to Caltrans for a final review in mid June 2011.

<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	Aug/Sept 2011
Advertise Project for Construction – Subject to Availability of Funding	Aug 2011
Award Construction Contract – Subject to Availability of Funding	Oct 2011

### **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 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 has been completed and is being closed out.

## State Route 239 (Brentwood-Tracy Expressway) Phase 1 - Planning

Staff Contact: John Cunningham, (925) 335-1243, [john.cunningham@dcd.cccounty.us](mailto:john.cunningham@dcd.cccounty.us)

### July 2011 Update

The Parsons Contract was approved by the Board of Supervisors in May. In June and July two study initiation meetings were held. A notice to proceed was issued in July. Over the next 90 days the Consultant team will develop internal/external management documents and plans, and initiate work on a traffic and revenue study which is a component of this planning phase.

## eBART

Staff Contact: Mark Dana, [mdana@bart.gov](mailto:mdana@bart.gov)

### July 2011 Update

eBART is under construction

- We are progressing with construction for the first eBART Contract, 04SF-110A, Transfer Platform and Guideway project, located in the tailtracks of the Pittsburg/Bay Point BART Station.
- Demolition/dismantling and storage of existing BART track and lighting/electrical components have been completed. Contractor is currently installing electrical conduits (see photo).
- Approximately 20 people are employed at the site.
- Contract is on time and on budget.

### Design Progress

- The 100% design submittal for Contract 04SF-120 for the construction of the Hillcrest Station Parking Lot and Maintenance Facility is anticipated in mid-July. Advertisement will follow in approximately 6 months.
- Design of Contract 04SF-130 for Hillcrest Station and maintenance facility finishes and track and systems installation is progressing, and the Contract will be ready for advertisement in late 2012.
- BART, Contra Costa Transportation Authority, and Caltrans continue to closely coordinate funding, design and construction of the billion-dollar integrated Highway 4 widening projects, and eBART structures and systems.

### Real Estate

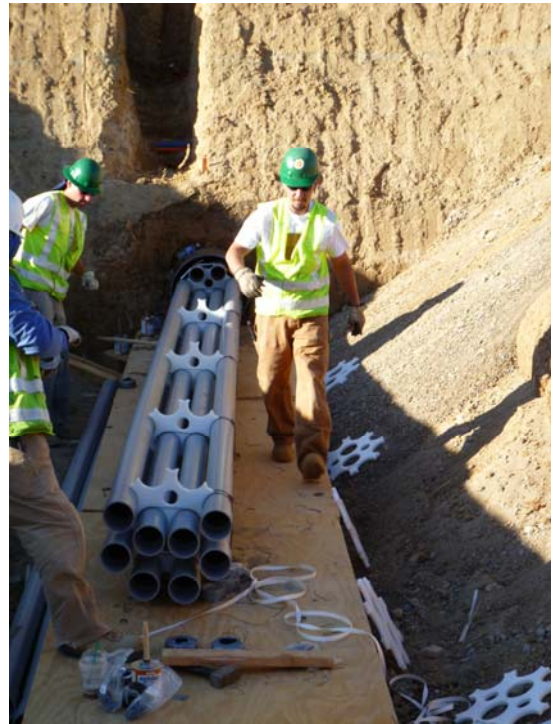
- Preliminary offers are being made for real estate required for the Hillcrest Station, parking and maintenance facility.

### Vehicle Procurement

- Advertisement of the Vehicle Procurement Contract 04SF-140 is planned for July 2011. Manufacturer of the diesel multiple unit trains will be selected in mid-2012.

### Extension planning

BART's FY 2012 budget includes funds to look at extending eBART further in the corridor. Work on the Next Segment study will begin this Fall.



**ITEM 8**  
**RECOMMEND TO CCTA THAT A FORMAL POLICY REGARDING THE**  
**FUNDING OF 511 CONTRA COSTA BE ADOPTED**



TO: TRANSPLAN  
FROM: Lynn Overcashier, 511 Contra Costa Program Manager  
DATE: July 14, 2011  
RE: RTPC and 511 Contra Costa Program Managers request that TRANSPLAN (and each RTPC) request that the Contra Costa Transportation Authority formalize a policy to dedicate Measure J Commute Alternative funds, Bay Area Air Quality Management District Transportation Fund for Clean Air 40% funds, and MTC Congestion Mitigation Air Quality Employer Outreach funds to the subregional 511 Contra Costa Programs

The Regional Transportation Planning Committees (RTPC) and 511 Contra Costa Program Managers have worked together over the last few months to present a unified request to the Contra Costa Transportation Authority (CCTA) requesting that CCTA formalize a policy to dedicate all Measure J Commute Alternative Funds, Bay Area Air Quality Management District Transportation Fund for Clean Air (BAAQMD TFCA) 40% Program Manager funds and Metropolitan Transportation Commission (MTC) Congestion Mitigation Air Quality Employer Outreach funds to the subregional 511 Contra Costa programs. Current Authority practice over many years has been to allocate these funds to the 511 CC Programs however no formal policy has been updated to reflect current practice.

Reasons to continue funding 511 Contra Costa (511 CC) at these levels include implementation of TDM programs and projects which adequately support:

1. Compliance with the Transportation Demand Management (TDM) ordinance requirements of the Growth Management Program which 511 CC implements on behalf of all Contra Costa jurisdictions;
2. Implementation of TDM measures in the Action Plans;
3. Fulfillment of the TDM priorities of each of the RTPCs, including Countywide and local TDM programs;
4. Implementation of cost effective BAAQMD TFCA programs to reduce greenhouse gas (GHG) emissions;
5. Implementation of the MTC-delegated Employer Outreach Program; and



6. Support and implementation of TDM elements of the Sustainable Community Strategies of SB 375 and local jurisdictions' Municipal and Community Climate Action Plans.

In order to fulfill these important trip reduction and GHG emission reduction strategies, the RTPC and 511 Contra Costa Managers are requesting that each RTPC request that the Authority update its policy to allocate the Measure J Commute Alternative Funds, BAAQMD TFCA 40% funds and the MTC Employer Outreach funds to the 511 Contra Costa Programs. An established stable funding source to support these measures is preferred.

Each RTPC will continue to annually approve its respective 511 Contra Costa program prior to CCTA approval.