

Robert Taylor, Chair
Brentwood
City Council

Kevin Romick, Vice-Chair
Oakley
City Council

Juan Banales
Pittsburg
City Council

Diane Burgis
Contra Costa County
Board of Supervisors

Kerry Motts
Antioch
Planning Commission

Emily Cross
Brentwood
Planning Commission

Doug Hardcastle
Oakley Planning
Commission

Sarah Foster
Pittsburg
Planning Commission

Duane Steele
Contra Costa
Planning Commission

Sean Wright
Antioch
City Council

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TRANSPLAN Committee Meeting

Thursday, July 8, 2020 – 5:00 PM

Please join this meeting from your computer, tablet or smartphone.
<https://ccccounty-us.zoom.us/j/94474539185>

You can also dial in using your phone.
United States: 888-278-0254
Access Code: 198675

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact Colin Piethe at colin.piethe@dcd.cccounty.us

AGENDA

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

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

Consent Items (see attachments where noted [♦])

3. **ADOPT** Minutes from 5/14/20 TRANSPLAN Meeting ♦ **Page 3**
4. **ACCEPT** Correspondence ♦ **Page 8**
5. **ACCEPT** Status Report on Major Projects ♦ **Page 18**
6. **ACCEPT** Calendar of Events ♦ **Page 27**
7. **ACCEPT** Environmental Register ♦ **Page 29**

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

8. **RECEIVE** informational update regarding the Measure J Growth Management Program (GMP) Task Force. CCTA Staff will provide an overview of the of the work to-date, including proposed new GMP policies and resources for local staff. **PAGE 32**

9. **RECEIVE** informational update from BART staff regarding the release of “A Technical Guide to Zoning for AB 2923 Conformance.” **PAGE 33**

10. **AUTHORIZE** TRANSPLAN staff to send a comment letter to Valley Link staff regarding regional coordination between East County and Alameda County ♦ **PAGE 35**

Attachments:

- 1) RE: ACTC Moves Toward \$400M for Valley Link Project – Page

11. **AUTHORIZE** TRANSPLAN staff to send a comment letter to City of Brentwood Planning Staff regarding the Bridle Gate DEIR ♦ **PAGE 38**

Attachments:

- 1) RE: Notice of Availability: Bridle Gate DEIR

12. **ADJOURN** to next meeting on Thursday, August 13, 2020 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
5/14/20 MEETING MINIUTES

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

MINUTES

May 14, 2020

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

Chair Robert (Bob) Taylor called the meeting to order at 6:31 P.M.

ROLL CALL / CALL TO ORDER

PRESENT: Juan Banales (Pittsburg), Diane Burgis (Contra Costa County), James Coniglio* (Pittsburg), Kerry Motts (Antioch), Kevin Romick (Oakley), Sean Wright (Antioch), and Robert (Bob) Taylor (Chair, Brentwood)

*Arrived after Roll Call

ABSENT: Emily Cross (Brentwood), Michael Kriug (Oakley), and Duane Steele (Contra Costa Planning Commission)

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

PUBLIC COMMENTS

There were no comments from the public.

CONSENT ITEMS

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

- Adopted Minutes from November 14, 2019 TRANSPLAN Meeting
- Accepted Correspondence
- Accepted Status Report on Major Projects
- Accepted Calendar of Events
- Accepted Environmental Register

The motion carried by the following Roll Call vote:

Ayes: Banales, Burgis, Motts, Romick, Wright, Taylor

Noes: None

Abstain: None

Absent: Coniglio, Cross, Kriug, Steele

STANDING ITEM: Concord Community Reuse Project (former Concord Naval Weapons Station) Update

Colin Piethe reported that Lennar Corporation had walked away from the Concord Community Reuse Project, the former Concord Naval Weapons Station, and he recommended that the standing item be removed from future agendas.

The TRANSPLAN Committee agreed to remove the standing item from future agendas.

APPROVE THE REPROGRAMMING OF \$200,000 IN MEASURE J FUNDS FROM STATE ROUTE 4 (SR4) WIDENING TO THE MOKELUMNE PEDESTRIAN BRIDGE OVERCROSSING PROJECT

Mr. Piethe stated that Contra Costa Transportation Authority (CCTA) requested concurrence with the reprogramming of \$200,000 in Measure J funds from the State Route 4 Widening project to the Mokelumne Pedestrian Bridge Overcrossing project to allow completion of the final design and payment of mitigation fees.

PUBLIC COMMENT

BRUCE OHLSON, representing the Delta Pedalers Bicycle Club and Bike East Bay, thanked everyone who had helped facilitate the project that bicyclists were pleased was finally moving forward.

On motion by Kevin Romick, seconded by Kerry Motts, TRANSPLAN Committee members approved the reprogramming of \$200,000 in Measure J funds from State Route 4 (SR4) Widening project to the Mokelumne Pedestrian Bridge Overcrossing project. The motion carried by the following Roll Call vote:

Ayes: Banales, Burgis, Coniglio, Motts, Romick, Wright, Taylor

Noes: None

Abstain: None

Absent: Cross, Kriug, Steele

APPROVE THE TRANSPLAN FISCAL YEAR 2020/21 BUDGET AND WORKPLAN

Mr. Piethe reported that the Fiscal Year 2020/21 TRANSPLAN Work Program and Budget had been reviewed and recommended for TRANSPLAN Board approved by the TRANSPLAN Technical Advisory Committee (TAC).

Mr. Piethe highlighted the tasks to be undertaken in the next fiscal year which were carryovers from 2019, such as the Countywide Transportation Plan/East County Action Plan related to the implementation of SB 743 and the transition from Level of Service (LOS) to Vehicle Miles Traveled (VMT); the East County Infrastructure Investment Study; The East County Integrated Transit Study; and working with CCTA on funding strategies post-Transportation Expenditure Plan (TEP).

Mr. Piethe explained that member jurisdictions had not been charged for membership fees in the previous year and a \$9,635.06 deficit had carried over to this year. The new budget was therefore a two-year charge for membership dues and included \$16,000 for the update of the TRANSPLAN Website, and other miscellaneous charges for office supplies and materials. This year's membership dues were identified as \$10,808.57 for each of the five member jurisdictions. He requested approval of the FY 2020/21 TRANSPLAN Workplan and Budget.

On motion by Kevin Romick, seconded by Diane Burgis, TRANSPLAN Committee members approved the TRANSPLAN Fiscal Year 2020/21 Budget and Workplan. The motion carried by the following Roll Call vote:

Ayes: Banales, Burgis, Coniglio, Motts, Romick, Wright, Taylor
Noes: None
Abstain: None
Absent: Cross, Kriug, Steele

AUTHORIZE TRANSPLAN STAFF TO DISTRIBUTE A REQUEST FOR PROPOSAL FOR REDESIGNING THE TRANSPLAN WEBSITE

Mr. Piethe presented the Request for Proposal (RFP) included in the TRANSPLAN Committee packet for the redesign of the TRANSPLAN Website.

On motion by Kevin Romick, seconded by Diane Burgis, TRANSPLAN Committee members authorized TRANSPLAN Staff to distribute a Request for Proposal for redesigning the TRANSPLAN Website. The motion carried by the following Roll Call vote:

Ayes: Banales, Burgis, Coniglio, Motts, Romick, Wright, Taylor
Noes: None
Abstain: None
Absent: Cross, Kriug, Steele

TRANSPLAN Committee

May 14, 2020

Page 4

ADJOURNMENT

Chair Taylor adjourned the meeting of the TRANSPLAN Committee at 6:49 P.M. to the next meeting on June 11, 2020 at 6:30 P.M. or other day/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

ITEM 4
CORRESPONDENCE



CONTRA COSTA
transportation
authority

COMMISSIONERS

Julie Pierce,
Chair

Teresa Gerringer,
Vice Chair

Newell Americh

Tom Butt

Federal Glover

Loella Haskew

David Hudson

Chris Kelley

Karen Mitchoff


Kevin Romick

Robert Taylor

Randell H. Iwasaki,
Executive Director

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MEMORANDUM

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

From: Randell H. Iwasaki, Executive Director

Date: June 26, 2020

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

At its June 17, 2020 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

- 1. Approval to Adopt the Amended Conflict of Interest (COI) Code of the Contra Costa Transportation Authority.** Staff sought approval of Resolution 20-21-A to adopt the Authority's COI Code and direct that such COI Code be submitted to the Contra Costa County Board of Supervisors (CCCBOS) as the Authority's code-reviewing body (Government Code Section (§) 82011) requesting approval of the COI Code as required under Government Code § 8730. *The Authority Board approved Resolution 20-21-A, which adopted the Authority's COI Code and directed that such COI Code be submitted to the CCCBOS as the Authority's code-reviewing body (Government Code Section (§) 82011) requesting approval of the COI Code as required under Government Code § 8730. The COI Code was submitted by Authority staff to the CCCBOS for final approval.*
- 2. Senate Bill 1 (SB1) – Local Partnership Program (LPP).** Staff sought approval of Resolution 20-25-P to authorize staff to nominate the Automated Driving System (ADS) Demonstration program for the Authority's LPP third cycle formulaic share in the amount of \$6.546 million. *The Authority Board approved Resolution 20-25-*

P, which authorized staff to nominate the ADS Demonstration program for the Authority's LPP third cycle formulaic share in the amount of \$6.546 million.

3. **Execute Funding Agreement No. 21-CC with the Bay Area Air Quality Management District (BAAQMD) for Work to be Performed Using the Transportation Fund for Clean Air (TFCA) County Program Manager Funds for Fiscal Year (FY) 2020-21.** Staff sought authorization for the Executive Director to execute Agreement No. 21-CC with the BAAQMD in the amount of \$1,783,589 for transportation demand management (TDM) projects implemented by 511 Contra Costa, and to allow the Executive Director to make any non-substantive changes to the language. *The Authority Board authorized the Executive Director to execute Funding Agreement No. 21-CC with the BAAQMD in the amount of \$1,783,589 for TDM projects implemented by 511 Contra Costa, and to allow the Executive Director to make any non-substantive changes to the language.*
4. **Fiscal Year (FY) 2020-21 Proposed Budget for the Authority and Congestion Management Agency (CMA).** Staff sought approval of Resolution 20-17-A, which will adopt the Authority's FY 2020-21 budget following a public hearing. *Following a public hearing, the Authority Board approved Resolution 20-17-A to adopt the Authority's FY 2020-21 budget for the Authority and CMA.*
5. **Framework and Principles for Draft Allocation Plan.** Staff sought approval to temporarily reduce and/or suspend contracts managed by the Authority. In addition, staff also sought input on the proposed principles to guide the development of the Allocation Plan. *The Authority Board approved staff's recommendation to temporarily reduce and/or suspend contracts managed by the Authority as identified in Attachment A. A Memorandum from Authority staff to the local jurisdictions' City Engineers/Public Works Directors is also attached as Attachment B regarding the Suspension of Appropriation of Future Measure J Funds Due to COVID-19 and includes the List of Impacted Projects, as well as the staff report that went to the Authority Board. Staff anticipates presenting the Allocation Plan to the Authority Board for approval in September 2020.*

Measure J Funded Authority Projects Subject to Suspend/Reduce

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



Date: June 24, 2020

From: Timothy Haile, Deputy Executive Director, Projects

To: City Engineers/Public Works Directors

Subject: Suspension of Appropriation of Future Measure J Funds Due to COVID-19

On May 20, 2020, the Authority Board temporarily suspended new appropriations of Measure J funds to capital projects. This action was necessitated by COVID-19 potential negative long-term impact on sales tax revenues. The suspension affects many projects programmed in the *2019 Measure J Strategic Plan* and/or included in the programming documents for the Transportation for Livable Communities or Pedestrian, Bicycle and Trails Facilities programs (Programs 12 and 13), as shown in the attached list.

At the same meeting, the Authority Board directed staff to develop an "Allocation Plan" that will prioritize future appropriations of Measure J funds to impacted projects. The Allocation Plan will be developed based on principles that were approved by the Authority Board on June 17, 2020. The principles prioritize shovel-ready projects that leverage state/federal funds, as outlined in the attached staff report.

Authority staff is currently in the process of gathering up-to-date project status information from project sponsors to help develop the Allocation Plan. An initial draft of the prioritization of projects to be included in the Allocation Plan is scheduled to be presented to the Authority's Technical Coordinating Committee on August 20, 2020. The final prioritization of projects to be included in the Allocation Plan will be presented to the Authority Board in September 2020. The final Allocation Plan will be presented to the Authority Board after a long range-revenue forecast has been prepared and approved by the Authority Board. The Allocation Plan will serve as the Authority's priority for future funding from Measure J funds and other fund sources such as federal stimulus funds.

Project sponsors have the option to advance their projects if they wish to proceed at-risk using local funds. Sponsors would have to request Authority Board approval of a letter of no prejudice (LONP) prior to proceeding. If approved, the Authority would commit, by resolution, to reimburse for incurred costs with Measure J funds at a future date consistent with the approved project scope in the Strategic Plan and/or other programming documents. If the long-term revenue forecast does not support the future Measure J appropriation to the project, the project sponsor will not be reimbursed for incurred costs. Peer reviews of design plans are still required for projects with approved LONPs unless the project is exempt based on the Authority's Local Agency Coordination Guide.

Thank you for your understanding and cooperation. We kindly request your assistance in providing the requested information for your project(s) by July 3, 2020. Please do not hesitate to contact Jack Hall at (925) 256-4743 or Stephanie Hu at (925) 256-4740 if you have any questions.

Attachments: List of Impacted Projects; Allocation Plan Framework and Principles

List of Impacted Projects

Measure J Funded Projects Subject to Allocation Plan

ATTACHMENT A

(\$ x 1,000)

Index	Authority Grant No.	Sponsor	Project Title	Measure J (UnAppropriated) Balance	Programmed State/Federal (UnAllocated) Funds	Total Cost
1	100026	BART	Hercules Transit Center	\$ 200		\$ 275
2	100033/13022	BART/Lafayette	Lafayette Town Center Pathway and BART Bike Station	\$ 1,675		\$ 2,749
3	100018	BART	Walnut Creek BART TOD Access Improvements	\$ 2,000	\$ 5,300	\$ 11,050
4	24024	CC County	Danville Blvd/Orchard Court Complete Streets	\$ 910	\$ 2,233	\$ 4,208
5	120055	CC County	Fred Jackson Way First Mile/Last Mile Connection Project	\$ 244	\$ 3,137	\$ 4,693
6	24023	CC County	Norris Canyon Rd Safety Improvements	\$ 763		\$ 1,889
7	24003	CC County	Pacheco Blvd Widening	\$ 6,617		\$ 33,900
8	24032	Clayton	Clayton Major Streets Improvements	\$ 400		\$ 429
9	120040	Clayton	Clayton Town Center Pedestrian Safety Improvements	\$ 252		\$ 252
10	120049	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	\$ 1,846		\$ 2,817
11	120050	Concord	Willow Pass Road Repaving/Safe Routes to Transit Improvements	\$ 715	\$ 5,410	\$ 7,670
12	24034	Danville	Camino Ramon Improvements	\$ 696	\$ 1,357	\$ 5,413
13	24035	Danville	Diablo Road Trail	\$ 1,211		\$ 2,165
14	24033	Danville	San Ramon Valley Blvd (North) and Danville Blvd Improvements	\$ 1,336		\$ 1,336
15	24019	Danville	San Ramon Valley Blvd Lane Additions and Overlay (South)	\$ 987		\$ 1,032
16	120052	Danville	Sycamore Valley Park & Ride Expansion	\$ 1,500		\$ 2,036
17	120061	El Cerrito	El Cerrito del Norte TOD Complete Streets Improvement	\$ 2,312	\$ 4,840	\$ 8,733
18	120036	Hercules	Willow Avenue/Palm Avenue Pedestrian Improvements	\$ 1,058		\$ 1,196
19	24016	Moraga	Canyon Road Bridge Replacement	\$ 362		\$ 4,915
20	24014	Moraga	St. Mary's Road–Rheem Boulevard and Bollinger Canyon Road Roundabouts	\$ 27		\$ 6,983
21	120060	Orinda	Camino Pablo Bicycle Route Corridor Improvements	\$ 400		\$ 550
22	120033	Pinole	High Intensity Activated Crosswalk Beacon (HAWK)	\$ 120		\$ 125
23	130021	Pittsburg	BART Pedestrian Bicycle Connectivity Project	\$ 600	\$ 3,870	\$ 4,520
24	24025	Pittsburg	James Donlon Extension	\$ 6,709		\$ 95,610
25	120054/130026	Pleasant Hill	Contra Costa Boulevard Improvement Project (Viking Drive to Harriett Drive)	\$ 4,792		\$ 5,375
26	120059/250002	Richmond	13th Street Complete Streets	\$ 2,821		\$ 3,852
27	7003	Richmond	I-80/Central Avenue - Phase 2	\$ 1,442	\$ 7,773	\$ 14,593
28	120062	Richmond	Lincoln Elementary SRTS Pedestrian Enhancements	\$ 63		\$ 433
29	130027	San Pablo	Rumrill Boulevard Complete Streets (Phase II)	\$ 1,000	\$ 7,510	\$ 19,023
30	24037	Walnut Creek	Traffic Operations Center Communications Upgrade	\$ 239		\$ 734
31	120046	Walnut Creek	Walker Avenue Sidewalk Improvements	\$ 98		\$ 125
32	120034	Walnut Creek/CCCTA	Walnut Creek Bus Stop Access and Safety Improvements	\$ 852		\$ 1,022
Totals				\$ 44,247	\$ 41,430	\$ 249,703
Notes:						

Authority Board **STAFF REPORT**

Meeting Date: June 17, 2020

Subject	Framework and Principles for Draft Allocation Plan
Summary of Issues	<p>Due to the projected declining sales tax revenue caused by COVID-19, the Authority Board approved Resolution 20-09-P temporarily suspending new appropriations of Measure J funds to capital projects. The suspension impacts projects included in the <i>2019 Measure J Strategic Plan</i> and/or the programming documents for the Transportation for Livable Communities (TLC)/Pedestrian, Bicycle and Trails Facilities (PBTF) programs. In addition, the Authority Board authorized staff to develop an Allocation Plan to guide future Measure J appropriations to capital projects once a long-range revenue forecast is developed. Staff has developed the framework and principles for the development of the Allocation Plan. In addition, a list of Authority-managed contracts has been identified for contract reduction or suspension.</p>
Recommendations	<p>Staff seeks approval to temporarily reduce and/or suspend contracts managed by the Authority identified in Attachment A. In addition, staff seeks input on the proposed principles to guide the development of the Allocation Plan.</p>
Financial Implications	<p>Due to COVID-19, projected sales tax revenue is expected to decline by approximately 14% in Fiscal Year (FY) 2019-20 and another 5% in FY 2020-21, compared to original budgeted amounts.</p>
Options	<p>The Authority could provide other direction.</p>
Attachments	<p>A. List of contracts managed by the Authority proposed to be suspended and/or reduced.</p> <p>B. List of Locally Sponsored Projects Subject to the Allocation Plan</p>
Changes from Committee	<p>N/A</p>

Background

Due to projected declining sales tax revenue caused by COVID-19, at the May 2020 Authority Board meeting, the Authority Board approved Resolution 20-09-P, which temporarily suspends new appropriations of Measure J funds for capital projects. The suspension impacts projects included in the *2019 Measure J Strategic Plan* and/or programming documents for the TLC/PBTF programs (Program 12 and 13, respectively). In addition, the Authority Board authorized staff to develop an Allocation Plan to guide future Measure J appropriations to capital projects once a long-range revenue forecast is developed and approved by the Authority Board.

Per the Authority Board's direction on May 20, 2020, staff has developed the framework and principles for the preparation of the Allocation Plan. The long-range forecast will determine whether the Authority will be able to make future Measure J appropriations for capital projects based on the Allocation Plan. It will also determine whether COVID-19 will impact future allocations to Measure J programs.

Allocation Plan Principles and Framework

The Allocation Plan will prioritize future appropriations of Measure J funds to capital projects based on a detailed assessment of each project status, funding, percent complete, and schedule. Staff has developed the following principles to guide the development of the Allocation Plan. These principles were presented to the Authority's Technical Coordinating Committee (TCC) on May 21, 2020 and the Citizen Advisory Committee on May 27, 2020.

Proposed Principles to Prioritize Measure J Projects in the Allocation Plan

The following four principles were developed around three primary objectives: timely use of funds, leveraging, and readiness/deliverability. Projects that meet one or more of the principles below will receive higher priority for Measure J appropriations in the future if the updated long-range Measure J forecast supports it.

- a. Projects that will leverage State or Federal funds that may be lost due to timely use of fund requirements.
- b. Projects where Measure J funds are required to match State/Federal funds.
- c. Projects that are shovel ready and can start construction before July 2021.
- d. Projects that are a component of larger projects where the larger project would be at risk if Measure J funds are not allocated.

Authority-Sponsored Projects

Based on a screening of existing contracts managed by the Authority, staff is recommending the temporary suspension and/or reduction of contracts identified in Attachment A. The list was developed based on examination of contract status, fund sources, and ability to compete for other fund sources such as Senate Bill 1. Higher priority was placed on projects/contracts that leverage other funding sources, such as Federal and State funding and require Measure J to meet matching fund requirements. In addition, deadlines to use secured funds were considered in developing the recommendations.

Due to limited available Measure J funding, the Authority will primarily rely on other revenues from Federal, State, and regional fund sources to advance these projects in the future. Priority will be given to projects that are expected to compete well and can meet the match requirements.

To provide required matching funds, staff is working on developing a fund exchange program that may involve reprogramming of State Transportation Improvement Program (STIP) funds or entering into loan agreements with other entities. Staff will seek authorization from the Authority Board for any fund exchange agreements prior to proceeding.

Locally Sponsored Projects

Staff has reviewed locally sponsored projects included in the *2019 Measure J Strategic Plan* and/or the TLC/PBTF programming documents that are expected to seek Measure J appropriations in the future (See Attachment B). These projects will be subject to the Allocation Plan and will be prioritized based on the principles highlighted above. Staff is in the process of contacting local jurisdictions to determine how each project meets these principles. Although exceptions can be made on a case by case basis to prevent loss of other fund sources, the Authority is not expected to make any new Measure J appropriations until the Allocation Plan is developed and the new long-term revenue forecast is approved.

Projects that can be federalized and are good candidates for potential future stimulus funding will be identified in the process to determine if Measure J funds can be replaced by other future funds programmed by the Authority. Authority staff will coordinate with local jurisdictions to identify opportunities where the Authority can support the delivery of future capital projects to potentially reduce costs.

Should the long-range revenue forecast not support any future appropriation of Measure J funds for capital projects, staff will recommend using the Allocation Plan as its priority list to fund the projects using other future fund sources programmed by the Authority.

Consistent with Policy 15 in the *2019 Measure J Strategic Plan*, project sponsors have the option to advance their projects at risk with their own local funds. Sponsors would have to request Authority Board approval prior to proceeding. If approved, the Authority would commit, by resolution, to reimburse the local jurisdiction at a future date consistent with project programming in future strategic plans and other applicable policies (e.g. completion of peer reviews, etc.). If the long-term revenue forecast does not support future Measure J appropriations to the project, the project sponsor will not be reimbursed for their costs.

Measure J Programs

Consistent with Resolution 20-09-P, future programming of next cycles for the TLC/PBTF programs will continue to be suspended until the new revenue forecast is developed and the next strategic plan has been adopted.

The impact of COVID-19 on Measure J allocations to other Measure J programs in the Expenditure Plan will be determined after a new long-range revenue forecast is developed. The development of the Allocation Plan will help minimize impacts to these programs. Staff will continue to identify any opportunities to leverage any grant funds to replace Measure J funding on any of the Measure J programs in the near future.

Schedule

Staff anticipates bringing back the Allocation Plan to the Authority Board in September 2020. The schedule allows time to coordinate with local jurisdictions and the TCC. It also allows for gathering more data to develop a more reliable long-term revenue forecast.

ITEM 5
STATUS REPORT ON MAJOR PROJECTS

TRANSPLAN: Major East County Transportation Projects

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

Quarterly Status Report: January – March 2020

Information updated from previous report is in underlined italics.

STATE ROUTE 4 WIDENING

A. SR4 Widening: Railroad Avenue to Loveridge Road **COMPLETED**

Lead Agency: CCTA

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

Current Project Phase: Completed.

Project Status: Landscaping of the freeway mainline started in December 2009 and was completed in June 2010. A three-year plant establishment and maintenance period is currently in progress as required by the Cooperative Agreement with Caltrans, was complete on June 24, 2013. Caltrans has accepted the project and will take over the maintenance responsibilities. The CCTA Board accepted the completed construction contract, approved the final contractor progress payment, approved the release of the retention funds to the contractor, and authorized staff to close construction Contract No. 241 at its September 18, 2013 meeting.

Issues/Areas of Concern: None.

B. SR4 Widening: Loveridge Road to Somersville Road **COMPLETED**

Lead Agency: CCTA

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

Current Project Phase: Completed.

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

Issues/Areas of Concern: None.

C. SR4 Widening: Somersville Road to SR 160

Lead Agency: CCTA

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

Current Project Phase: *Construction (landscape).*

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

Segment 1: Somersville Interchange

Segment was open to traffic in December 2013.

Segment 2: Contra Loma Interchange & G St. Overcrossing

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

Segment 3A: A Street Interchange and Cavallo Undercrossing

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

Segment 3B: Hillcrest Avenue to SR160

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

Corridor-wide:

Ribbon cutting ceremony held on July 20, 2016.

Corridor Landscaping:

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

Issues/Areas of Concern:

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

Update from Previous Quarterly Report

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

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

Project Fund Source: Bridge Toll Funds

Lead Agency: CCTA

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

Current Phase: Completed.

Project Status:

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

Issues/Areas of Concern: None.

D. East County Rail Extension (eBART)

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

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

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

Current Project Phase: Post Construction.

Project Status:

- *Project #1: Complete.*

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: Contra Costa Transportation Authority/City of Concord

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

Eastbound:

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

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

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

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

From SR 242 off ramp to Port Chicago Highway off ramp

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

Westbound:

At SR242/SR4 I/C

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

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

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

At Willow Pass Rd I/C

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

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

Project Status:

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

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

Update from Previous Quarterly Report

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

STATE ROUTE 4 (FORMER “BYPASS” PROJECT)

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

COMPLETED

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

Current Phase: Completed.

Project Status: Construction completed 2015.

Issues/Areas of Concern: None.

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

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

Lead Agency: CCTA

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

Current Phase: Construction.

Project Status:

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

Issues/Areas of Concern:

None

Update from Previous Quarterly Report

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

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

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

Current Phase: Design, Right of Way and Utilities.

Project Status:

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

Issues/Areas of Concern:

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

Update from Previous Quarterly Report

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

STATE ROUTE 239 (# 5007)

Study Status: Scope

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

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

Status

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

Issues/Areas of Concern

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

Update from Previous Quarterly Report

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

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

Scope

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

Status

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

Issues/Areas of Concern

- None

Update from Previous Quarterly Report

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

Staff will provide updates as needed.

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ITEM 6
CALENDAR OF EVENTS

Calendar of Upcoming Events*

Date	Location	Event
		(none)

*"Upcoming Events" are gleaned from public agency calendars/board packets, East Bay Economic Development Alliance Calendar of Events, submissions from interested parties, etc. If you have suggestions please forward to Jamar Stamps at jamar.stamps@dcd.cccounty.us

ITEM 7
ENVIRONMENTAL REGISTER

TRANSPLAN ENVIRONMENTAL REGISTER

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

TRANSPLAN ENVIRONMENTAL REGISTER

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

TRANSPLAN ENVIRONMENTAL REGISTER

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

ITEM 8
MEASURE J GMP TASK FORCE UPDATE

ITEM 9

TECHNICAL GUIDE TO ZONING FOR AB 2923 CONFORMANCE

ITEM 10

RE: ACTC MOVES TOWARD \$400M FOR VALLEY LINK PROJECT

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

July 10, 2020

Michael Tree
Executive Director
Tri-Valley – San Joaquin Valley Regional Rail Authority

RE: ACTC Moves Toward \$400M for Valley Link Project

Dear Mr. Tree:

On behalf of the TRANSPLAN Committee, thank you for the opportunity to provide comments on this milestone development for the Valley Link project.

TRANSPLAN is the sub-regional transportation planning committee (“RTPC”) in eastern Contra Costa County and includes five member agencies (cities of Antioch, Brentwood, Oakley and Pittsburg, and Contra Costa County), as well as partner agencies such as Tri-Delta Transit, BART and 511 Contra Costa. TRANSPLAN coordinates the transportation interests of the communities in eastern Contra Costa County and administers the East County Action Plan for Routes of Regional Significance (“Action Plan”).

Regional Coordination

TRANSPLAN recommends that Valley Link staff engage Contra Costa County transit providers (Tri Delta Transit, BART), jurisdictions, and other regional agencies and stakeholders during Valley Link planning processes to increase the number of transportation options available between Contra Costa and Alameda Counties. In particular, TRANSPLAN encourages Valley Link staff to engage with Contra Costa stakeholders working to plan and implement the future Brentwood Intermodal Station. The Contra Costa County Transportation Authority (CCTA) will soon begin its “East County Integrated Transit Study” (anticipated to be completed by Spring 2022), and while the scope of this study does not include connections to Alameda County, the study’s recommendations could inform the alignment of a future transit connection between Brentwood and the planned Mountain House Valley Link station. CCTA and Contra Costa County Public Works are also entering the environmental phase of the 239/Tri-Link project, a new state route to connect communities between Brentwood and Tracy, which will also consider alignments that accommodate public transit infrastructure, including bus rapid transit and e-BART.

Coordination between these projects and planning efforts may present opportunities to prepare joint grant applications, which may improve both Valley Link and Contra Costa County’s competitiveness for grant funding, and could realize cost-efficiencies for future transit projects connecting between Contra Costa and Alameda Counties. TRANSPLAN also recommends recruiting an elected official, staff member, or otherwise appropriate Contra Costa County

representative to participate in future or committees or working groups related to the Valley Link project.

Thank you for your consideration, TRANSPLAN appreciates the opportunity to comment, and looks forward to seeing this project develop. If you have any questions, please contact TRANSPLAN staff at colin.piethe@dcd.cccounty.us or (925) 674-7755.

Sincerely,
Colin Piethe
TRANSPLAN staff

cc: TRANSPLAN TAC

ITEM 11
RE: NOTICE OF AVAILABILITY: BRIDLE GATE DEIR

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

DATE

Erik Nolthenius
City of Brentwood
150 City Park Way
Brentwood, CA 94513

RE: Notice of Availability: Bridle Gate DEIR

Dear Mr. Nolthenius:

On behalf of the TRANSPLAN Committee, thank you for the opportunity to provide comments on multiple proposed projects for the City of Brentwood (“City”). This letter provides combined comments for multiple aspects of the project, which include the following:

1. 252 detached single-family homes
2. 258 unit apartment complex in the northwest portion of the site
3. 19.59 acres of future commercial development north of the Sand Creek Road portion of the site
4. Dedication of 4.3 acres of land to the City of Brentwood for use as public parks
5. An 11.35-acre section for a potential elementary school, or 63 single-family units if the school development does not proceed
6. General Plan amendment, Rezoning, Development Agreement, Vesting Tentative Subdivision Map, and Design Review

TRANSPLAN is the sub-regional transportation planning committee (“RTPC”) in eastern Contra Costa County and includes five member agencies (cities of Antioch, Brentwood, Oakley and Pittsburg, and Contra Costa County), as well as partner agencies such as Tri-Delta Transit, BART and 511 Contra Costa. TRANSPLAN coordinates the transportation interests of the communities in eastern Contra Costa County and administers the East County Action Plan for Routes of Regional Significance (“Action Plan”).

The Action Plan facilitates establishment of goals, performance measures (called Multimodal Transportation Service Objectives, or “MTSOs”) for designated Routes of Regional Significance (“RRS”) and outlines a set of projects, programs, measures, and actions that will support achievement of the MTSOs. TRANSPLAN submits the following comments for your consideration:

Transit Service

1. Transit productivity is an east county area-wide objective of the Action Plan. Therefore, the TIA must consider both proposed project’s impacts on transit service, including

BART ridership. The Action Plan's measures for the purpose of monitoring this objective include:

Bus Riders per Service Hour:
<ul style="list-style-type: none">• The average number of riders boarding a fixed-route bus during an hour of scheduled bus service when persons may board with a fare or pass.
BART Ridership:
<ul style="list-style-type: none">• The average number of weekday riders on all BART trains between Bay Point and North Concord Stations. (Note: this MTSO was established prior to the completion of the eBART extension to Antioch. Evaluation should consider trains between the Antioch Station and North Concord.)

Two Tri-Delta Transit bus routes serve areas near the proposed project sites. While the DEIR finds that the projects will induce little demand onto the existing transit systems, improved transit service could help mitigate the project's impact on roadway congestion. TRANSPLAN recommends that the project proponents and the City consult with Tri-Delta Transit to expand bus service to, or increase bus service frequency near the project sites, as well as to create connections with the Antioch/Hillcrest BART Station, the future Brentwood Intermodal Station, and connections along San Jose Avenue and Sand Creek Road (RRS). Potential improvements could also be considered as part of a Transportation Demand Management program recommended in Comment #4. The future extensions for San Jose Avenue and Sand Creek Road should be considered in any transit planning efforts.

Bicycle and Pedestrian Facilities

2. The Action Plan encourages active transportation to improve multi-modal mobility and to decrease single-occupant vehicle travel. The traffic impact analysis should identify potential barriers to bicycling and walking, such as lengthy crosswalks or high speed roads, and should identify solutions to eliminating these barriers for bicycle and pedestrian travel to, from, and within the project areas. Because that the applicant is proposing to build a school as part of the project, the project proponents and the City should design bicycle and pedestrian infrastructure and traffic calming features that safely accommodate vulnerable roadway users of all ages. The future extensions for San Jose Avenue and Sand Creek Road should be considered in any bicycle and pedestrian infrastructure planning efforts. Project proponents should also consider providing on-site short and long-term bicycle parking infrastructure (e.g. bicycle racks (short-term) and bicycle lockers (long-term) or a similar secure bicycle enclosure).

Transportation Demand Management

3. TRANSPLAN staff encourages the project to implement transportation demand management ("TDM") strategies, which can benefit the region by promoting the use of travel modes that are more efficient and environmentally friendly. TDM strategies can potentially decrease the number of single-occupant auto trips, and therefore reduce the proposed project's impact on roadway network congestion. Project proponents should

consult with the County's Transportation Demand Management Agency, 511 Contra Costa, to develop TDM strategies.

Electric Vehicle Charging

4. TRANSPLAN staff recommends that the applicant provide electric vehicle charging infrastructure for multifamily residential units in this project at a rate consistent with the California Green Building Code.

Thank you for your consideration, TRANSPLAN appreciates the opportunity to participate in the review process for the proposed projects and looks forward to reviews future documents when appropriate. If you have any questions, please do not hesitate to contact TRANSPLAN staff at colin.piethe@dcd.cccounty.us or (925) 674-7755.

Sincerely,
Colin Piethe
TRANSPLAN staff

cc: TRANSPLAN TAC