

Federal D. Glover,
Chair
*Contra Costa County
Board of Supervisors*

Bob Taylor,
Vice-Chair
*Brentwood
City Council*

Brian Kalinowski
*Antioch
City Council*

Jim Frazier
*Oakley
City Council*

Michael Kee
*Pittsburg
City Council*

Gil Azevedo
*Antioch
Planning Commission*

Joseph Weber
*Brentwood
Planning Commission*

Carmen Gaddis
*Representing the
Contra Costa County
Board of Supervisors*

Jack Hanna
*East Contra Costa
Regional Planning
Commission*

Kevin Romick
*Oakley
Planning Commission*

Bruce Ohlson
*Pittsburg
Planning Commission*

Staff Contact:
John Cunningham
TRANSPLAN
651 Pine Street
N. Wing—4th Floor
Martinez CA 94553
Phone
(925) 335-1243
Facsimile
(925) 335-1300

www.transplan.us
jcunn@cd.cccounty.us

TRANSPLAN Committee Meeting

Thursday, June 11, 2009, at 6:30 p.m.

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 jcunn@cd.cccounty.us

AGENDA

1. Open the meeting.
2. Accept public comment on items not listed on agenda.

Consent Items (see attachments where noted [♦])

3. Adopt minutes from May 14, 2009 TRANSPLAN meeting. ♦ PAGE 4
4. Accept correspondence. ♦ PAGE 15
5. Accept recent news articles. ♦ PAGE 26
6. Accept status report on major projects. ♦ PAGE 32
7. Accept environmental register. ♦ PAGE 37

8. Approve Reallocation of TFCA Funds ♦ PAGE 39

Staff recommends that TRANSPLAN approve allocation of \$156,187 “unprogrammed” Air District *Transportation Fund for Clean Air* funds into the 511 Contra Costa Comprehensive Incentive Program to provide Los Medanos College Class Passes for Fall 2009 and Spring 2010 and Tri Delta Express Bus service in east County. TRANSPLAN TAC recommended approval at its May 19 meeting and upon TRANSPLAN approval the application will go to CCTA in July, and the Air District in August for final approval.

End of Consent Items

Action Items (see attachments where noted [♦])

9. Recognize the Contribution of Ed Franzen & Victor Carniglia

10. Forward comments to the Contra Costa Transportation Authority on the Countywide Comprehensive Transportation Plan & East County Action Plan for Routes of Regional Significance: The Contra Costa Transportation Authority (CCTA) is in the process of adopting the Contra Costa Countywide Transportation Plan (which includes the *Action Plan* by reference). TRANSPLAN, the TRANSPLAN TAC and TRANSPLAN staff have provided input to CCTA for over a year on these documents. The attached staff report has recommendations on two remaining issues that have recently come to light regarding how Vasco Road and Bailey Road are addressed in the *Action Plan*. A staff report and associated communication is attached. ♦ PAGE 41

11. Adopt 2009/2010 Work Program and Budget and Receive Preliminary Report on 2008/09 Budget: Staff has developed a work program and budget for fiscal year 2009/10.

Staff will review these items and seek feedback from TRANSPLAN. It is anticipated that the TRANSPLAN budget for FY 2008/09 will come in on target. A 2007/2008 final budget report will be brought to TRANSPLAN in September. ♦ PAGE 51

12: Accept staff or Committee members' Reports.

ADJOURNMENT

13: Adjourn to next meeting on Thursday, July 9, at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
ADOPT MINUTES FROM MAY 2009 MEETING

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

MINUTES
May 14, 2009

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

ROLL CALL

PRESENT: Gil Azevedo (Antioch), Jim Frazier (Oakley), Brian Kalinowski (Antioch), Michael Kee (Pittsburg), Jack Hanna (East Contra Costa Regional Planning Commission), Bruce Ohlson (Pittsburg), Kevin Romick (Oakley), Bob Taylor (Brentwood), Joe Weber (Brentwood) and Chair Federal Glover (Contra Costa County)

ABSENT: Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors)

STAFF: John Cunningham, TRANSPLAN Staff

PLEDGE OF ALLEGIANCE

Chair Glover led the Pledge of Allegiance.

PUBLIC COMMENT

There was no public comment.

CONSENT ITEMS

On motion by Brian Kalinowski, seconded by Jim Frazier, TRANSPLAN Committee members unanimously adopted the Consent Calendar, as follows:

3. Adopted Minutes from March 12, 2009 TRANSPLAN Meeting.
4. Accepted Correspondence.
5. Accepted Recent News Articles
6. Accepted Status Report on Major Projects
7. Appointed Gina Haynes (Pittsburg) to replace Joe Sbranti (Pittsburg) as the TRANSPLAN alternate appointment to the Contra Costa Transportation Authority's Technical Committee: The City of Pittsburg made this appointment change request to TRANSPLAN staff

RECOGNIZE THE CONTRIBUTION OF WALTER MacVITTIE, MEMBER OF TRANSPLAN 1999-2009

John Cunningham, TRANSPLAN staff, recalled his experience in working with Walter MacVittie over a number of years and acknowledged his many contributions to the TRANSPLAN Committee.

Chair Glover read and presented a proclamation to Walter MacVittie for his dedication and contributions to improving transportation and the quality of life in Eastern Contra Costa County. He added that it had been a pleasure to work with Walter over the years in that Walter would always be in attendance having his homework done with an approach of fairness to all of the issues involved. He urged Mr. MacVittie to remain involved.

Bruce Ohlson arrived at 6:33 P.M.

Walter MacVittie commented that he had sat on many committees over the years and the TRANSPLAN Committee had been one of his favorites since he knew the importance of transportation in East Contra Costa County. He commended the regional cooperation in East County to address its transportation problems. He emphasized that a lot of work remained to be done and he thanked the Committee for its service going forward.

STATUS UPDATE ON CALDECOTT TUNNEL FOURTH BORE PROJECT

Mr. Cunningham deferred the item until the Caltrans representative was available.

DISCUSSION: STRATEGIC PLAN UPDATE REPORT

Mr. Cunningham introduced Hisham Noeimi of the CCTA for an item that had been presented to the TRANSPLAN Committee in March when the CCTA wanted input from the Committee as to how to deal with a reduction in revenues.

Hisham Noeimi, Contra Costa Transportation Authority, presented the item to provide information on the development of the 2009 Strategic Plan and to share some of the difficult decisions that would have to be made given the poor economy. He stated that the Strategic Plan was updated every two years when revenue projections of the sales tax, debt capacity to issue bonds and debt service bonds were reviewed. He noted that the CCTA had also met with project sponsors to review projecting funding and schedules with the objective to ensure that Measure J funds were not depleted before the projects that had been approved by the voters were funded, and to ensure appropriate funds to meet debt service requirements.

For the next six years, Mr. Noeimi wanted to match the project demands for Measure J funding with the cash flow. He noted that the Strategic Plan included a program of projects, Measure J funding and the year that funding was committed to be able to appropriate funds for the projects.

Mr. Noeimi reported that revenues would be down approximately 25 percent over the life of the measure. He added that Measure J programs had been set as a percentage of annual revenue with funding fluctuating with those revenues. As such, there was a chance for an over commitment. He noted that revenue projections were crucial to avoid over committing for Measure J funds. The plan did not include a contingency of items and the funding available for capital projects had been reduced by 25 percent. Increased costs, liquidity and higher debt service would be analyzed and significant funding reductions in all the projects were anticipated.

Mr. Noeimi noted that the CCTA had already committed to some projects, such as the Caldecott Tunnel and State Route 4 East. He emphasized that the collapse of the housing market in East County and the impacts on the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) would make it difficult to be able to come up with a commitment of \$8 million on Highway 4. He stated that Highway 4 widening was still continuing on schedule. To meet that commitment, the CCTA would be forced to use whatever funds were left to make up that difference. He explained that the priorities had always been to widen Highway 4, to build eBART, and to finish the State Route 4 Bypass.

Mr. Noeimi advised that some projects had caps while others would have to have the cap lowered, with an average of 65 percent funding. With that in mind, he asked for a delay of the proportional share of capital projects of \$102 million that would need to be delayed between 2015, which would allow the CCTA to match the cash flow with project demands of Measure J funds. There were two projects in that period; Highway 4 and eBART. Highway 4 had to be completed first and funding for eBART would be affected. In order to soften the impact on the projects, such as eBART, the CCTA would be asking the TRANSPLAN Committee to consider the use of the percentages on some of the capital programs in East County, such as TLC or regional needs. He added that dropping the TLC from 5 percent to 3 percent and using the difference to help eBART would require an amendment to the Expenditure Plan.

Mr. Noeimi did not see that return to source funds or bus operations would be affected given reductions to those areas from other sources. He stated that staff would be asking the CCTA Board to delay the adoption of the update of the Strategic Plan to the fall to determine the impacts and be able to know the financing costs on the \$300 million bond to be issued this year. It was now based on projections of those costs.

Mr. Noeimi expressed his hope that there would be cost savings in the Caldecott Tunnel or Highway 4 Widening projects to help soften the impacts of the reduction of funds.

Brian Kalinowski referred to the potential savings and asked the point when there might be a more realistic profit margin on the capital improvement projects to be able to modify the Expenditure Plan to offset the revenue loss.

Mr. Noeimi stated that as part of the update of the Strategic Plan, the CCTA would look at the revenue side and the project costs. Most projects had other funding sources beyond Measure J funds and to the extent that costs were lowered, Measure J in most cases would stay the same. The Caldecott Tunnel project was different since stimulus funds could be used and any savings on the project would return only to Measure J and not to the other sources of funding on the project. He stated that everything would be done to offset the reduction.

Mr. Kalinowski expressed his hope to be able to rewrite the industry standard on bid cost projections to achieve a balance with the revenue projections.

In response to concerns that the TRANSPLAN Committee had not been provided sufficient time to consider the information, Mr. Noeimi stated that the item was being presented for information only and no decision was being requested. New information would be submitted to the TRANSPLAN Technical Advisory Committee (TAC) and the TRANSPLAN Committee within the next few months to allow an appropriate time for review.

Mr. Cunningham advised that the TAC had discussed the issue for the past several months and TAC feedback had emphasized the need to base a decision on the best information and the bids coming in. The TAC would be ready to provide input when the information on all aspects of the issue had been provided. He noted that one question for CCTA staff would be when the decision would be made.

Jim Frazier commented that a 15 to 20 percent construction cost savings had been realized during the current construction project with 25 percent less revenue plus 10 percent for financing costs. He suggested that there might be a 15 to 20 percent net loss as a result.

Mr. Noeimi stated that there should be more information in the next six months to see what the costs could be.

Bob Taylor noted that the Caldecott Tunnel project should provide a good example of the bids to be expected.

Terry Ramus, Antioch, expressed his belief that the TRANSPLAN Committee would make the Highway 4 Widening and eBART projects come together. He noted that local bids had come in 25 percent under bid and he expressed his hope that same level would occur in this case.

With respect to the strategic level, Mr. Ramus commented that many people had been strong supporters in the passage of Measure J when the “donut hole” of SR 242, Highway 4 and the I-680 area had been recognized. On the strategic level, he asked if development of the Concord Naval Weapons Station (CNWS) would match the East County model of funding for the SR4 Bypass.

Chair Glover remained optimistic that Highway 4 and eBART would reach fruition. He stated that the TRANSPLAN Committee was faced with the same issues that other agencies had been faced with. He expressed his hope that the project bids would come in low to be able to meet project deliveries.

STATUS UPDATE ON CALDECOTT TUNNEL FOURTH BORE PROJECT

Cristina Ferraz, P.E., Regional Project Manager with Caltrans District 4, presented a PowerPoint presentation on the status of the Caldecott Tunnel. She commented that she had been managing the project for over six years. Her 15-minute presentation described the Route 24 major connector to I-580 in Alameda County and I-680 in Contra Costa County. She pointed out the current three bores of the Caldecott Tunnel and noted that the southern bore had been built in the 1930s. The middle bore switched back and forth during the week to accommodate traffic flow, and the third bore on the northern side of the hill served westbound direction only. A computer simulation of the fourth bore located north of the existing three bores was presented.

The fourth bore would provide four lanes eastbound and westbound to relieve congestion in the non-peak direction to enhance the safety of drivers and maintenance staff and to provide additional capacity. The total length of the new tunnel would be 3,400 feet, 43 feet wide, and include a series of retaining walls, sound walls, and improvements to several interchanges. A new maintenance building had been proposed between the second and third bores.

Ms. Ferraz stated that the contract had been split into four smaller contracts to provide opportunity for small businesses; two contracts would be advertised and awarded and construction would be started before construction started. She noted that the lawsuit that had been filed to challenge the environmental document had been settled and all environmental permits had been issued.

Recovery Act funds had been received for the project and the California Transportation Commission (CTC) had committed State Recovery Act funds in addition to a commitment from the Metropolitan Transportation Commission (MTC) of Recovery Act Funds. The contract was to be advertised on May 18. Bids were to be opened on August 11, 2009. A contract was to be awarded in October 2009. Construction would be started in November/December 2009, with completion anticipated in early 2014. The total cost of the project was \$420 million, to be funded through Federal, State and regional funds.

Ms. Ferraz described the tunnel construction process through a sequential excavation method after which the tunnel would be supported, with installation of a waterproofing membrane, and with a final concrete lining. There would be seven cross passages between the new tunnel and the third bore.

Bruce Ohlson asked about the seismic strength of the tunnel compared with the others, to which Ms. Ferraz reported that the maximum creditable earthquake had been used to design the fourth bore. She noted that during the Loma Prieta earthquake, one of the three tunnels was probably the safest place to be in the Bay Area. No damage had occurred to those tunnels. There was a close fault to the tunnel that ran along Route 13 and the designers had made sure to design the tunnel using the maximum creditable earthquake.

Ms. Ferraz referred to potential cost savings and stated that a risk analysis had been done for the project, updated on a yearly basis, with the highest risk on the project is that a limited number of bidders would respond to the procurement request. A contractor outreach program had been instituted with two outreach events to encourage as many bidders as possible to produce a cost savings.

Joe Weber asked if there would be any potential conflict of the BART tunnel and Ms. Ferraz stated there was none. He also asked if any earthquake retrofitting was required for the existing three bores and Ms. Ferraz stated that no retrofitting was required. She also verified that there would be the same limitations for oil tankers or other such vehicles through the tunnel. The contractor would be allowed to do all excavation 24/7 with hourly limitations regarding off hauling of material and blasting. There would be limitations with respect to roadwork and the construction of the cross passages. For the most part all the work would be done away from the roadway sections.

Mr. Weber suggested that barriers should be used to obscure construction and would help ensure the safety of all by limiting the "rubbernecking."

UPDATE ON THE EAST COUNTY ACTION PLAN: VASCO ROAD

Mr. Cunningham referred to the TRANSPLAN Committee's input on the East County Action Plan, including Vasco Road. He stated that the Board chose to request that the Tri Valley Transportation Council (TVTC) join the TRANSPLAN Committee in creating a subcommittee to address roadway concerns on Vasco Road. The letter was sent out in 2008 and recent communication had been received from the TVTC, which had both Alameda County and Contra Costa County jurisdiction. The TVTC had indicated that it was an Alameda County issue.

Chair Glover advised that he had learned that there was no desire on the part of Livermore, Dublin or Supervisor Haggerty and Alameda County to have another planning body in place. He stated that one of the issues was that there were adequate planning committees already in place and there was no need for another planning group at this time unless there was a discussion of rail and not road. He suggested that the TRANSPLAN Committee proceed with the current path.

Mr. Cunningham stated that next month staff could memorialize Alameda County's position in the Countywide Transportation Plan so that in the future with a change in elected bodies there would be no need to revisit the plan.

Chair Glover agreed with a clarification for the record.

Jack Hanna asked about the increase in traffic on Vasco Road as being the cause for the substantial backup from Marsh Creek Road to Lone Tree Way on the two-lane section of the SR4 Bypass. He emphasized that was a problem.

Mr. Cunningham noted that there was a working group that was talking about SR 239 and the interaction between the roads in East County, which included Marsh Creek Road, SR 239, and the SR4 Bypass.

Joe Weber commented that in his experience with TRANSPLAN, Alameda County had been very consistent in its feedback to Contra Costa County. Safety concerns resulted in open discussions but he noted that the lack of other improvements and with no alignment to SR 239 in that portion of Livermore was a concern. On the issue of metering of access to the highway, he stated that Livermore was greatly impacted by metered access to I-580, which impacted backups to Vasco Road. He suggested that the impacts would be created by Alameda County as a result.

Jim Frazier noted his understanding that Alameda County was concerned with growth-inducing improvements. Having served on the Vasco Road Safety Task Force, he emphasized the ongoing issues of safety and stated there was nothing related to growth inducing. He emphasized the need to approach the issue on the safety impacts.

Mr. Cunningham explained that Alameda County was fairly consistent in that it had no problem with safety improvements and there was a Vasco Road Safety Project which had received an infusion of stimulus funds. That project was underway.

Chair Glover expressed hope that there would be more dialogue about Vasco Road in the future.

Walter MacVittie commented that he was passionate about Vasco Road. He stated that the safety issues were a particular concern and Vasco Road had been impacted by those attempting to avoid I-580 and use the back roads. He stated that taking the back roads to avoid I-580 was dangerous and better access would be preferred. He emphasized that back roads had not been constructed for commuters. He urged members of the TRANSPLAN Committee to raise those issues to avoid more accidents and more problems on the road.

CONCORD NAVAL WEAPONS STATION PROJECT UPDATE

Mr. Cunningham advised that the CNWS project predated his involvement with the TRANSPLAN Committee. He reported that there was a waiting process at this point. The City of Concord had approved a clustered villages project. He presented a project description, noted that it was a hybrid of several existing alternatives and explained that an environmental document would still have to be circulated disclosing the impacts of the approved alternative. He had reviewed the impacts projected with the alternatives used to create the hybrid option and the impacts that would result would be in the higher range of the impacts that had already been identified and evaluated. Information with respect to the schedule had been provided to TRANSPLAN Committee members. An admin draft of the EIR would be released in June with a 30- to 45-day comment period which the TRANSPLAN TAC would review. A full public draft would be released in July.

Mr. Cunningham reported that the TAC had discussed the matter. The TRANSPLAN Committee had been commenting consistently over the past several years and there would be a slight change in how the comments would be provided with a jurisdiction-wide comment process. He sought input from the TRANSPLAN Committee and followed up some earlier comments with respect to the financing of improvements from the mitigation measure, which would be a centerpiece in the comment letter.

Mr. Cunningham added that the City of Concord was a member of TRANSPAC, which had a different approach to impact fees. He also noted that at the TRANSPLAN TAC's direction he had reviewed Caltrans comments which had advised that a financing plan needed to be shown for how to pay for all of the mitigation measures.

The EIR and the next phase of the project would be different in that it would have to adhere to the CCTA's traffic demand management requirements.

Mr. Cunningham expressed his hope that with all of the jurisdictions of East County weighing in with the same voice would be able to affect some positive response. He noted that a joint State Route 4 Corridor Management Plan had been formed recently and he suggested that forum could be used to address the traffic impacts associated with the CNWS. When asked, he stated that TRANSPLAN and TRANSPAC staff had a good relationship and he had been working with TRANSPAC staff as to how to best respond. He suggested that the City of Concord needed to be engaged directly.

Bob Taylor wanted to go on record that the CNWS would impact all of East County in either direction and he urged that the concerns be identified.

Chair Glover supported a collaborative approach of all of the cities and the County with a joint comment letter in coordination with the TRANSPLAN TAC

Kevin Romick urged that the letter be signed by all five councilmembers from all four cities and the County Supervisor to identify the concerns.

Jim Frazier urged that the letter include the comment that the CCTA had spent hundreds of millions of dollars to unclog a bottleneck that could be recreated with the development of the CNWS.

Joe Weber emphasized that this was not an in-fill project but a big development area. He was less concerned with the land use than he was with the impacts to transportation creating a quality of life issue. He suggested that the EIR could be challenged based on the improvements that would affect the City of Pittsburg. He suggested that the TRANSPLAN TAC craft an appropriate response. He emphasized the need to rely on the relationships at the County and the local level with the TAC to come up with solutions and respond to the letter from TRANSPLAN to TRANSPAC, and then create a document to be signed off by each city.

Terry Ramus, Antioch, noted that the TRANSPLAN Committee had attempted the reasonable approach but he supported a greater level of response, particularly during the EIR process. He was also concerned with the potential traffic impacts. He suggested that the media should be included and stated the issue was important enough to be pursued diligently and assertively.

ACCEPT STAFF OR COMMITTEE MEMBERS' REPORTS

There were no comments.

ADJOURNMENT

With no further business to come before the TRANSPLAN Committee, Chair Glover adjourned the meeting at 7:50 P.M. to June 11, 2009 at 6:30 P.M. or other day/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

ITEM 4

ACCEPT CORRESPONDENCE

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

May 11, 2009

Hercules

Mr. Robert McCleary, Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

RE: WCCTAC Meeting Summary for April 24, 2009

Pinole

Dear Mr. McCleary:

At its April 24, 2009 meeting, the WCCTAC Board took the following actions that may be of interest to the Authority:

Richmond

- 1) Approved, as part of the consent calendar:
 - a. In connection with the 2009 update of the Measure J Strategic Plan, recommended programming principles for CCTA's consideration in deferring funding for projects and programs, and a list of candidate projects and programs in West County amounting to \$13 million that may be deferred for programming beyond 2015; and
 - b. In connection with the Low-Income Student Bus Pass Program, use of remaining Lifeline funds to conduct a demonstration program for West Contra Costa Unified School District (WCCUSD) summer students whereby WCCUSD would administer the program, and an allocation request for Measure J funds for the last quarter of FY 2009 to reimburse WCCUSD for associated administration costs.
- 2) Deferred action on the FY 2010 work plan and budget until after the Board retreat, but authorized staff to request dues from all members at the same levels as FY 2008-09.
- 3) Received a presentation on MTC's proposed Regional HOT Lanes Network from Andrew Fremier, Bay Area Toll Authority Deputy Executive Director.
- 4) Agreed to seek friendly amendments to AB 744 (Torrico), the enabling legislation for the Regional HOT Lanes Network, including: additional definition on the scope of the project study report; allowance for corridors to be excluded from the network if it is determined that HOT lanes would not result in net benefits to the corridor; and dedication to transit of 50 percent of any net revenues available for reinvestment. If the requested amendments are not included in the bill, agreed to request exclusion of I-80. And if the requested exclusion is not granted, agreed to withdraw support for the I-80 Integrated Corridor Mobility project due to unknown impacts of its combination with HOT lanes.

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

Sincerely,



Christina Atienza
Executive Director

cc: WCCTAC Board; Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; John Cunningham, TRANSPLAN; Andy Dillard, SWAT

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

May 18, 2009

Mr. Robert McCleary, Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Dear Mr. McCleary:

This correspondence reports on the actions and discussions at the TRANSPLAN Committee during their meeting on May 14, 2009.

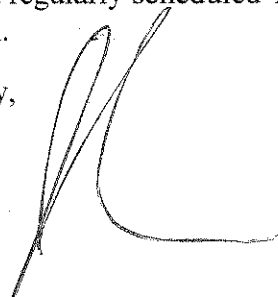
Technical Coordinating Committee Appointment: The Committee moved to appoint Gina Haynes (Pittsburg) to replace Joe Sbranti (Pittsburg) as the TRANSPLAN alternate appointment to the Technical Coordinating Committee.

Strategic Plan Update Report: Noting the Contra Costa Transportation Authority's change in schedule, the TRANSPLAN Committee received the report and asked that the Technical Advisory Committee (TAC) report back with a recommendation at the appropriate time.

Update on the East County Action Plan: Vasco Road: The Committee received a report from staff and TRANSPLAN Chair Federal Glover describing the position of the Tri-Valley Transportation Council and Alameda County regarding Vasco Road and how it is addressed in the East County Action Plan. The TAC will return with a recommendation consistent with that position at the June TRANSPLAN meeting.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, June 11, 2009 at 6:30 p.m.

Sincerely,



John W. Cunningham
TRANSPLAN staff

- c: TRANSPLAN Committee
 TRANSPLAN Technical Advisory Committee
 A. Dillard, SWAT
 B. Neustadter, TRANSPAC
 C. Atienza, WCCTAC
 L. Bobadilla, TVTC
 D. Rosenbaum CCTA

G:\Transportation\Committees\Transplan\2009\letters\summary_letter_CCTA_may_2009.doc



COMMISSIONERS: *Maria Viramontes, Chair* *Robert Taylor, Vice Chair* *Janet Abelson* *Newell Arnerich* *Ed Balico*
Susan Bonilla *David Durant* *Federal Glover* *Michael Kee* *Mike Metcalf* *Julie Pierce*

TO: Barbara Neustadter, TRANSPAC Christina Atienza, WCCTAC
 Andy Dillard, SWAT Lisa Bobadilla, TVTC
 John Cunningham, TRANSPLAN Calvin Wong, LPMC/SWAT (TAC)

FROM: Robert K. McCleary, Executive Director *Paul Livan*

DATE: May 21, 2009

SUBJECT: **Items approved by the Authority on May 20, 2009, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **May 20, 2009** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Legislation.** Information on the following legislation is enclosed:
 - AB 744 (Torrico)—authorizing Bay Area HOT lane network
 - SB 406 (DeSaulnier)—authorizes MTC to impose a vehicle registration fee for development and implementation of regional blueprints
 - AB 1135 (Skinner)—would require vehicle owners to report odometer readings annually
 - AB 1175 (Torlakson)—Incorporates the Antioch and Dumbarton Bridges into the region’s seismic retrofit program; authorizes MTC/BATA to put bridge toll increases on the ballot to fund improvements in all the region’s bridge corridors; allows variance in toll structure among bridges, including ‘discounts’ for carpools.

2. **Caldecott Tunnel Improvement Project – Approval to execute Consulting Services Agreement No. 262 with PB Americas. (Project 1698).** Last month the Authority authorized staff to begin negotiations with PB Americas for construction management services for the project. Negotiations for the initial set up and other pre-construction tasks are complete. *The Authority approved the initial contract with PB Americas for \$1,093,079.*

3. **Approval to execute Consulting Services Agreement No. 261 with Parsons for on-call design support services for the Caldecott Fourth Bore Project.** Parsons provided final design services for the project. Negotiations for the pre-construction design support services are complete. *The Authority approved Agreement No. 261 with Parsons for \$ 418,000.*

4. **Investment Banking Pool for Authority Sales Tax Revenue Financings.** The Authority has completed a Request for Qualifications process for investment banking firms. *The Authority approved a pool of investment banking firms to assist with its financial structure, credit rating approach, marketing and issuance of bonds as needed over the next three years. A special Authority meeting on the proposed bond issue is scheduled for June 3rd at 6:00 p.m.*

5. **Release of Draft Countywide Bicycle and Pedestrian Plan.** Working with the Countywide Bicycle and Pedestrian Advisory Committee, the consultant team of Fehr & Peers and

Eisen|Letunić has prepared a draft update of the Countywide Bicycle and Pedestrian Plan (CBPP). The draft document updates the information and policies outlined in the 2003 CBPP and provides additional detail to make it easier for local jurisdictions to use the document in seeking funds for the Bicycle Transportation Account (BTA). *The Authority approved the release of the Draft 2009 CBPP for review.*

- 6. Approval of the Measure J Allocations for the Fourth Quarter FY 2008-09 and FY 2009-10 for the Sub-Regional Southwest County Safe Transportation for Children: School Bus Program.** The Measure J Expenditure Plan establishes the sub-regional Southwest County Safe Transportation for Children: School Bus Program (Program 21c) funding at 3.32% of sales tax revenues. Within that allocation, the Lamorinda School Bus Program receives 1.32% of annual revenues and the newly formed San Ramon Valley school bus program (dba TRAFFIX) receives 2.00% of annual revenues. Proposed program allocations are based on those percentages applied to projected Measure J sales tax revenues for FY 2008-09 and FY 2009-10. *The Authority approved Resolution No. 09-12-G and Resolution No. 09-16-G.*
- 7. Responses to Comments Received on the Draft 2009 Countywide Comprehensive Transportation Plan.** On February 18, 2009, the Authority released the Draft 2009 Countywide Comprehensive Transportation Plan (CTP) and Draft Environmental Impact Report for public review. In response, the Authority received comments on both the plan and the draft EIR, primarily from the RTPCs and local jurisdictions and agencies. The comments ranged from factual corrections and typos to significant policy issues. Staff has summarized the more significant issues as well as identifying changes to draft plan to respond to these comments and respond to direction from the Planning Committee. *The Authority authorized staff to proceed with revisions to the Draft CTP , to incorporate the following: 1) emerging requirements of SB 375 and AB 32, 2) a description of how the Authority is already implementing many of the actions that will be necessary to achieve the SB 375 goals through Measure J; and 3) a proposed implementation task that looks at the broader issue of sustainability, smart growth, and other issues. The Authority approved the proposed schedule leading to certification of the FEIR and adoption of the Final 2009 CTP on June 17, 2009.*
- 8. Measure J Expenditure Plan Amendment of Programs 19 and 20 for Central and West County.** In February 2009 the Authority agreed to consider an amendment to the Measure J Expenditure Plan for sub-regional programs 19 and 20 if so requested by the respective RTPCs. The amendment would add flexibility to the programs by allowing the RTPCs to program funds to support existing services under certain situations of financial need. Both TRANSPAC and WCCTAC have made such a request of the Authority. *The Authority approved for circulation proposed Ordinance 09-01 amending the Measure J Expenditure Plan, and scheduled a Public Hearing for the June 17th Authority meeting.*

TRANSPAC Transportation Partnership and Cooperation

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

May 26, 2009

The Honorable Maria Viramontes, Chair
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, California 94523

Dear Chair Viramontes:

At its meeting on May 14, 2009, TRANSPAC took the following actions that may be of interest to the Transportation Authority.

1. Received a presentation by URS consultants Scott Kelsey and Ramesh Sathiamurthy on the "sooner, cheaper" version of improvement to the I-680/SR 4 Interchange Lane.
2. Approved the TAC's recommendation for proposed Measure J Strategic Plan adjustments and proposed priority funding order. Adjustments will be reviewed when more information is available later in the year.
3. Adopted TRANSPAC's FY2009-10 budget and authorized the TRANSPAC Manager to consult with the Chair to look at the possibility of adding any available funds to decrease the FY2009-10 budget bottom line and to recalculate jurisdiction formula costs prior to the issuance of invoices.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Mark Ross cp
TRANSPAC Chair

cc: TRANSPAC Representatives
TRANSPAC TAC and staff
Don Tatzin, Chair, SWAT
Federal Glover, Chair, TRANSPLAN
Maria Viramontes, Chair, WCCTAC
Robert McCleary, Paul Maxwell, Martin Engelmann, Arielle Bourgart,
Hisham Noeimi, Danice Rosenbohm, CCTA
Christina Atienza, WCCTAC
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
Steve Wallace, City of Pleasant Hill

DEPARTMENT OF CONSERVATION
AGRICULTURE

2009 JUN -1 P 3:10

CONTRA COSTA



CONTRA COSTA
**transportation
 authority**

VIA EMAIL
 2009 MAY 29 P 1:10
 DEPARTMENT OF CONSERVATION
 AND RECREATION
 CONTRA COSTA

May 26, 2009

COMMISSIONERS:

- Maria Viramontes,
Chair*
- Robert Taylor,
Vice Chair*
- Janet Abelson*
- Newell Americh*
- Ed Balico*
- Susan Bonilla*
- David Durant*
- Federal Glover*
- Michael Kee*
- Mike Metcalf*
- Julie Pierce*

John W. Cunningham, TRANSPLAN Staff
 TRANSPLAN Committee
 East County Transportation Planning
 651 Pine Street, North Wing 4th Floor
 Martinez, CA 94553-0095

Dear Mr. Cunningham

Thank you for your letter dated March 30, 2009 commenting on the Draft 2009 Countywide Transportation Plan. Below are our proposed responses.

1. Two of your comments refer to changes to the East County Action Plan, first, to include a process for developing Multi-modal Transportation Service Objectives (MTSO) for SR 4 through a Corridor Management Plan for the corridor, and second, to note that the SR 4 MTSO may be revised following completion of the Corridor Management Plan by the three RTPCs – TRANSPLAN, TRANSPAC, AND WCCTAC. These changes have been incorporated throughout Chapter 7 of the “Proposal for Adoption” CTP. In addition, a new Implementation task was added to Chapter 8, for the Authority to fund the SR 4 Corridor Management Plan.
2. TRANSPLAN suggested that the Authority should investigate whether expanded passenger service is feasible on the Union Pacific and Burlington Northern rail lines

The Authority analyzed regional passenger rail service on the BNSF or UP lines during the initial screening process for the SR 4 East Corridor Transit Study. That analysis rejected this option because it would provide poor quality of service and have no direct connection to BART within the corridor. These conditions have not changed substantially enough since the preparation of this analysis to warrant a new analysis. In fact, there is talk of increasing freight traffic along these lines that would make them even less suitable for regional commuter rail service.

3. TRANSPLAN requested that the Authority should investigate the development of ferry service from Hercules and Antioch.

*Robert K. McCleary
Executive Director*

3478 Buskirk Ave.
Suite 100
Pleasant Hill
CA 94523

PHONE:
925/ 256-4700

FAX:
925/ 256-4701

<http://www.ccta.net>

John W. Cunningham

May 26, 2009

Page 2

Ferry service is within the purview of the Water Emergency Transportation Authority. Currently, WETA operates no lines that serve Contra Costa directly. The closest line to Contra Costa is the Vallejo-San Francisco service. WETA, however, is proposing three ferry lines to serve Contra Costa: Richmond to SF, Hercules to SF, and Martinez and Antioch to SF. Measure J includes some funding for ferry service from West County. Staff proposes to expand the discussion of ferry service to spell out the WETA's proposals but suggests that the Authority should not investigate service from Hercules and Antioch independently

We hope this addresses your comments. The current schedule for adoption of the Final 2009 CTP is for the Planning Committee to review the "Proposal for Adoption" on June 3, at 5:00 p.m. Final adoption is tentatively scheduled for June 17th at the full Authority meeting.

Thank you for your participation in the development of the Authority's CTP.

Sincerely,



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

File: 13.14.12.05

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

June 1, 2009

Hercules

Mr. Robert McCleary, Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Pinole

RE: WCCTAC Meeting Summary for May 29, 2009

Dear Mr. McCleary: *Bob*

Richmond

At its May 29, 2009 meeting, the WCCTAC Board took the following actions that may be of interest to the Authority:

San Pablo

1) Approved, as part of the consent calendar:

a. To add a new area-wide action to the 2009 Update of the West County Action Plan, namely to update the baseline vision for the routes of regional significance and the associated multi-modal transportation service objectives as appropriate to be consistent with local planning efforts initiated between January 2007 and August 2009; and

Contra Costa
County

b. To change the scope of work for EPS, the consultant originally retained to update revenue forecasts from the Subregional Transportation Mitigation Fee Program (STMP), from completing the remainder of the revenue forecasts to auditing the fee collection process at each agency and identifying opportunities for improvement of the program.

AC Transit

2) In response to MTC's refusal to include WCCTAC's requested amendments to AB 744 in the version of the bill that was heard by the State Assembly Transportation and Appropriations Committees, approved pursuit of the amendments through the Senate Committees; and if unsuccessful, approved pursuit of specific exclusion of I-80 in Contra Costa for express lane consideration. (WCCTAC's requested amendments are: greater specificity as to the scope of the project study report; allowance of a gap in the network for corridors for which HOT lanes are not expected to result in net benefits; and dedication to transit of 50 percent of any net revenues available for reinvestment.)

BART

3) In connection with the Low-Income Student Bus Pass Program:

WestCAT

a. Approved student eligibility criteria (alternative and high school with no limitation on distance from home to school), and two options for receiving WestCAT tickets (a \$15 discount on the \$40 monthly pass or a 15-ride pass per month); and
b. Authorized staff to request from CCTA the FY 10-1st quarter program allocation, subject to the Board's approval of detailed program guidelines and execution of the necessary cooperative agreements; and

Mr. Robert McCleary

June 1, 2009

Page 2

- c. Authorized staff to request CCTA to approve the use a portion of FY 09-4th quarter program allocation to recover WCCTAC's unreimbursed costs of up to \$25,000 associated with the administration of the Lifeline pilot program; and
 - d. Directed staff to continue to work with WestCAT to obtain a higher youth pass discount.
- 4) In connection with the FY 10 work plan and budget, directed staff to request from all the member agencies the same dues for FY 10 as those in FY 09, and to develop and present at the June meeting a balanced budget that would not require any transfers from the fund balance.

Sincerely,



Christina Atienza
Executive Director

cc: WCCTAC Board; Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; John Cunningham, TRANSPLAN; Andy Dillard, SWAT

MEMORANDUM

DATE: June, 2009
TO: TRANSPAC and TRANSPLAN Committees
FROM: Lynn Osborn Overcashier, 511 Contra Costa and
TRANSPAC/TRANSPLAN TDM Program Manager
RE: 511 Contra Costa/TRANSPAC-TRANSPLAN TDM Program Status
Report

Staff has worked on the following program elements of the 511 Contra Costa program to promote VMT reduction and GHG emission reductions during the month of May 2009:

Employer Outreach

- Supplied the Ruth Bancroft Garden in Walnut Creek with 511CC pens, bike maps and County Connection bus route maps.
- New business license lists from local cities will be used for outreach to employers.
- Staff distributed materials at the Walnut Creek, Concord, Martinez and Antioch Farmers Markets; and the City of Concord Employee Health Fair. Bags were given out and the public was encouraged to use a commute alternative by making a “pledge” to try an alternate mode once a week. Each bag contained a 511 Contra Costa incentive brochure.
- Supplied canvas “Green Ride” bags for the City of Antioch’s State of the City lunch and for Whole Foods Market Employee recognition program.
- The City of Antioch included an announcement about the 511CC employer programs in their business license renewal mailings. Met with Pleasant Hill Chamber of Commerce Green Committee.

Comprehensive Incentive Program

- A Buy One Get One Free Promotion for County Connection Summer Youth Pass was launched. The program is valid for first 300 applicants.
- Staff is coordinating with BART and Tri Delta Transit to market the Route 300 service at the Pittsburg/Bay Point BART station and select East County Park and Ride lots. The promotion includes a Buy One Get One Free plus a \$20 BART ticket offer through July 31st. The promotion also includes a Buy One Get One Free Delta Express monthly pass offer.
- Staff is developing a direct mailer marketing piece to promote the carpool and transit incentive programs.
- Staff is developing an online application and trip diary to entice commuters to visit the website on a regular basis in order to log miles saved.
- Distributed incentive program brochures on Bike to Work Day Energizer Station.
- Most school districts in Central and East Contra Costa have agreed to participate in the 09/10 SchoolPool program. Awaiting approval from the Martinez School District. Promotion of the program will be done primarily through school websites and newsletters.

Bike To Work Day

- There were 36 Bike-to-Work Day Energizer Stations (rest stops) in Contra Costa County. Approximately 3,700 cyclists were recorded passing by or stopping at an Energizer Station in Contra Costa which is a 43% increase from last year. Staff hosted two Energizer Stations.

www.511contracosta.org website

- The website continues to be updated with Tweets (Twitter), blogging, customized Google maps, and updated content. A new feature using Flickr invites the public to submit their Bike to Work Day Photos to the 511 Contra Costa Bike to Work Day group. Road works announcements were posted on the news section of the website and on Twitter.

Other:

511 Contra Costa staff attended a Netconference titled: *Strategic Marketing: The Truth about Gender and Generational Commuting Trends*.

A presentation submitted by Ms. Overcashier has been accepted by the Association for Commuter Transportation for the August 2009 National Conference in Washington D.C..

ITEM 5

ACCEPT RECENT NEWS ARTICLES

BART moves forward with airport rail connection

By Denis Cuff
CONTRA COSTA TIMES

Posted: 05/14/2009 04:23:51 PM PDT

Updated: 05/15/2009 08:49:02 AM PDT

OAKLAND — BART will proceed to take bids for a \$522 million light rail extension to Oakland International Airport despite critics' assertions that express buses could provide a comparable service more cheaply, the BART board decided Thursday.

In a 7-1 vote before a large and divided audience, the board decided to seek a \$150 million federal loan to provide a key piece of public financing for the project. As a result, BART will seek formal requests for proposals to build and operate the project.

BART plans to build an elevated tramway to carry BART riders the 3.2 miles between the Oakland Coliseum station and the airport. Shuttle buses now carry passengers along the route.

"This was a major milestone in moving forward with this project that will provide more reliability for BART riders going to the Oakland airport," said Dorothy Dugger, the transit system's general manager.

More than 150 people crowded into the BART board room and an adjacent overflow room for the meeting.

Several Oakland residents, business people, construction union leaders and a representative from the Oakland Chamber of Commerce said BART

should build the elevated tramway. The project would provide the most convenient and reliable way to get BART riders to the airport, they said.

Critics said it would be wrong for BART to borrow \$150 million from the federal government and to spend hundreds of millions of other dollars in bridge toll money on a luxurious rail for airport travelers when BART and other transit agencies are threatened with service cuts because of huge budget shortfalls.

"I don't think anyone in an economic crisis would take a loan for a house addition when your house is in foreclosure," said the Rev. Scott Denman, president of Genesis, a nonprofit social welfare group based in Oakland.

Other Oakland residents, public transit advocates and leaders of two BART employee unions said an express bus service costing an estimated \$45 million to \$60 million would move passengers as rapidly as the tram for one-tenth the cost.

The fare for the tram would be \$6 per ride, while the express bus could be offered for free, according to TransForm, a public transit advocacy group.

Several Oakland business leaders said building the light rail service would bring desperately needed jobs to the local economy and make use of \$70 million in federal economic stimulus funds allocated for the project.

"We need jobs. This project is shovel-ready. You should be ready," said Darrel Carey, chief operating officer for the East Bay Small Business Council.

The project still faces some obstacles before construction can begin, BART officials said. BART needs to win approval for the \$150 million federal loan and approval from the Port of Oakland for a

Advertisement



Bring the Classroom to Your Home
With a Degree Online From Florida Tech



APPLY TODAY!
FloridaTechOnline.com/FD | 1-888-253-5946

Print Powered By  FormatDynamics™

\$44 million contribution to the project. The port operates the airport.

Advertisement

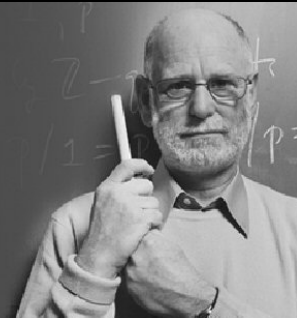


Florida Tech
UNIVERSITY ONLINE



APPLY TODAY!

FloridaTechOnline.com/FD | 1-888-253-5946



Print Powered By  FormatDynamics™

Caldecott fourth bore goes to bid

By Denis Cuff
Contra Costa Times

Posted: 05/15/2009 02:01:32 PM PDT

Updated: 05/15/2009 02:01:33 PM PDT

Caltrans on Monday will seek bids to build the fourth bore of the Caldecott Tunnel after years of planning, legal disputes and an eleventh-hour delay in state funding. Construction is expected to begin in October.

The last obstacle to the \$420 million congestion reduction project was overcome Thursday when the California Transportation Commission agreed to release \$90 million in federal economic stimulus funds to cover a cash shortfall in providing state money to the project.

California voters in 2006 approved a transportation bond measure with \$175 million for the Highway 24 tunnel expansion, but the state's ability to sell bonds promptly has been weakened by state budget and credit problems.

"It's all systems go now," said Paul Maxwell, deputy executive director of the Contra Costa Transportation Authority, a partner in the project along with Caltrans and the Alameda County Congestion Management Agency.

Advertisement



Florida Tech
UNIVERSITY ONLINE

**Bring the Classroom to Your Home
With a Degree Online From Florida Tech**

 **APPLY TODAY!**
FloridaTechOnline.com/FD | 1-888-253-5946



Print Powered By  FormatDynamics™

Highway 4 bypass noise acceptable, second study concludes

By Rowena Coetsee
East County Times

Posted: 05/18/2009 05:04:02 PM PDT

Updated: 05/19/2009 12:46:24 PM PDT

Some Brentwood residents bothered by traffic noise and headlights from the Highway 4 bypass might not like the results, but a second set of sound measurements has shown that the thoroughfare is not in any danger of exceeding allowable levels.

A \$7,500 study by a Petaluma consulting firm recently confirmed the validity of its original volume projections when it found that the road noise along a section of the bypass that doesn't have a soundwall is 5 to 8 decibels less than what it's predicting in 2025 when that stretch of road will comprise four lanes instead of two.

By then, vehicles will be generating 62 to 64 decibels, said Dale Dennis, project manager for State Route 4 Bypass Authority, the multi-jurisdictional agency that oversaw construction of the 12.4-mile shortcut between Antioch and points farther east.

Raising the volume even 3 decibels would require twice as much traffic on the bypass as there is now, so being 5 to 8 decibels below projections is quite a large margin, acoustical consultant Michael Thill said.

But that's no comfort to some Somerset residents who bought homes in the retirement community before work began on the third and final segment of

the bypass, which starts at the point where the bypass intersects with Balfour Road and runs south.

The residents say they were unprepared for the nuisance that a 1,771-foot gap in the soundwall has created.

In addition to the noise, some complain that they're disturbed at night by the headlights of vehicles coming down a slope on the bypass.

Thill's company had told bypass officials they didn't need a continuous buffer based on the projected traffic volumes in that area and the distance between the bypass and homes.

In accepting the report, the bypass authority's four directors also agreed to visit the area in question next month to see for themselves what residents are complaining about.

Rowena Coetsee covers Brentwood. Reach her at 925-779-7141 or rcoetsee@bayareanewsgroup.com .

Advertisement



UNIVERSITY of SAN FRANCISCO

End-to-End Training as It Should Be: 100% ONLINE!

Earn Your Master Certificate in Internet Marketing

- SEO & Paid Search
- Online Branding
- Web Analytics
- Internet Law
- Media Buying
- Social Media

→ 1-800-268-9943
USanFranOnline.com/FD

Print Powered By  FormatDynamics™

BART awards contract for Warm Springs extension

By Denis Cuff
Contra Costa Times

Posted: 05/28/2009 04:24:59 PM PDT

Updated: 05/28/2009 07:13:49 PM PDT
By Denis Cuff

STAFF WRITER

BART has awarded its first contract for a 5.4 mile-long rail extension to Fremont's Warm Springs district.

The contract for a subway beneath Fremont's Central Park goes to an alliance of Shimmick Construction Co. Inc. of Hayward and Skanska USA Civil West California District Inc. in Riverside County, the BART board decided Thursday.

The joint venture bid \$136.7 million, or 45 percent below the engineer's estimate for the project. It was the lowest of nine bids.

BART officials said the bids were driven down by stiff competition among contractors for work in the current recession, and a decline in costs for cement and steel rebar.

Total estimated cost for the rail extension to the Warm Springs district of Fremont is around \$890 million, according to BART's Web site.

Advertisement



UNIVERSITY of SAN FRANCISCO

End-to-End Training as It Should Be: 100% ONLINE!

Earn Your Master Certificate in Internet Marketing

- SEO & Paid Search
- Online Branding
- Web Analytics
- Internet Law
- Media Buying
- Social Media

→ 1-800-268-9943
USanFranOnline.com/FD

Print Powered By  FormatDynamics™

ITEM 6

ACCEPT MAJOR PROJECTS STATUS REPORT

TRANSPLAN: Major East County Transportation Projects Monthly Status Report: May 2008

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

A. 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: Landscaping.

Project Status: All highway and local road construction is complete. The City of Pittsburg's portion of the landscaping was completed in October 2007. Revised landscaping plans and specifications have been resubmitted to Caltrans and staff anticipates issuance of the encroachment permit in June 2009. Advertisement for bids is anticipated to start in late June or early July with construction beginning in fall 2009.

Issues/Areas of Concern: None.

B. 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: Construction of Team Track, Utility Relocation and 95% Design.

Project Status: Comments from Caltrans Headquarters on the PS&E package are currently being addressed. The design consultant is working with Caltrans and CCTA staff to finalize the bid package.

The relocation of the PG&E gas line has started and is going well. The construction is expected to take from three to four months depending on weather. The electrical transmission line relocation will follow the gas line work and is expected to take most of the summer.

Monthly meetings are ongoing for all right of way activities. The Construction and Maintenance (C&M) and property disposition agreement with UPRR has been executed. The team track construction contract was awarded in April and construction now underway. The contractor started work at the Loveridge interchange location on a few minor items associated with the mainline work.

Issues/Areas of Concern: A request has been submitted to the CTC for an extension on the allocation vote of STIP construction funds because the 401 permit has not yet been received. Due to the State's difficulty in selling bonds, it is not clear whether STIP funds will be available. RM-2 funds for construction also need to be approved by MTC in June.

C. 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: Right of Way Acquisition & Final Design.

Project Status:

The final design (PS&E) for this project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160. Monthly design coordination meetings are on-going with Caltrans, City of Antioch and PG&E.

Segment 1 is furthest along in design, with 95% PS&E documents being prepared. Right of way acquisition is on-going for Segment 1 and PG&E is preparing to start utility relocations in this segment, which is needed prior to construction.

Segment 3A 65% PS&E documents were submitted to Caltrans for review in January and similar to Segment 1, 95% PS&E documents are being prepared. Right of way acquisition is on-going for Segment 1 and PG&E is preparing to start utility relocations needed prior to construction.

Segment 2 right of way sufficiency plans were submitted to Caltrans in January. 65% PS&E documents were submitted in April. This segment continues to pose the most challenges, particularly given the significant utility relocations required and construction work near West Antioch Creek.

Segment 3B, the Hillcrest Interchange area, was delayed pending resolution of issues related to the future transit station. Most of those issues have been resolved and the design team has begun working on the 35% PS&E documents.

Public information meetings were held in December to inform adjacent residents of the planned noise walls. Final decisions on the location of all noise walls were completed in April. Additional notification to residents at the east end of the project on Larkspur Drive and Bluebell Circle who commented on the noise wall study is anticipated to occur by early June.

Issues/Areas of Concern: Based on the latest project construction cost estimate, it is estimated that there will be a funding shortfall of approximately \$37 M that may require phasing some of the interchange improvements, specifically at the Hillcrest Avenue Interchange. Furthermore, if receipt of the \$80 M in ECCRFFA funds earmarked for this project is delayed, further phasing of the project will be required which may jeopardize construction of the freeway widening and transit median to SR 160 by the current goal of 2015.

STATE ROUTE 4 BYPASS PROJECT

Segment 1

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

Segment 2

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

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

The project has been completed and closed out.

Sand Creek Interchange Phase I, Stage 2 - Final Design

Design is well underway and the schedule is presented below. Final Design is being completed. The project could be advertised anytime at this point, subject to available funding. Based on recent discussions with Brentwood staff and the Bridal Gate developer, there appears to be an opportunity to save approximately 10-15% (\$3-4 million) on construction of this project if it can be successfully delivered prior to or in conjunction with the extension of Sand Creek Road to the west of the SR4 Bypass. The estimated savings, provided by the Authority’s construction manager, is based on the fact that if construction of the project were to occur after the extension of Sand Creek Road was completed, the contractor would need to construct the bridge over live traffic. In addition, the contractor would not have free access to move through the project limits (Sand Creek to south of San Jose).

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)	May 2009
Right-of-Way Activities /Acquisition (R/W)	May 2009
Advertise Project for Construction – Subject to Availability of Funding	TBD
Award Construction Contract – Subject to Availability of Funding	TBD

(A) – Actual Date

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

Right of way acquisition and utility relocation is underway.

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

Design is well underway and the schedule is presented below. Final Design is being completed. The project could be advertised anytime at this point, subject to available funding.

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

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

Right of way acquisition is complete and utility relocation is underway.

Segment 3

Right-of-way acquisition is essentially complete. Construction was substantially completed in October 2008.

STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY)

Contra Costa County is developing a work plan for the \$14 million in federal earmarks received for the project, after attempting to clarify some of the earmark language with Caltrans. The County requested the funds for planning, environmental clearance and route selection, but the earmark language also specifies "construction." County staff has been working with Caltrans to clarify that a new highway cannot be built for \$14 million. One of the early tasks in the pending work plan will be to create a multi-jurisdictional steering group to oversee the route study, since the alignment will involve at least two counties (Contra Costa and San Joaquin) and could also include Alameda County, depending on the route that is selected. Staff has begun the outreach effort necessary to form the multi-jurisdictional steering group.

eBART

The BART Board of Directors certified the environmental impact report for the eBART project.

ENVIRONMENTAL REGISTER

TRANSPLAN COMMITTEE REGISTER OF ENVIRONMENTAL NOTICES AND DOCUMENTS RECEIVED: December 1 – December 23, 2008						
LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Pittsburg	East County	Notice of Public Hearing	General Plan Amendment: Measure J Growth Management Program	Amend Chapter 3 (Growth Management Element) of the General Plan in order to comply with the CCTA Measure J Growth Management Program	N/A Hearing is on June 9, 2009	N/A

ITEM 8
APPROVE REALLOCATION OF TFCA FUNDS

MEMORANDUM

TO: TRANSPLAN
FROM: LYNN OVERCASHIER, TRANSPLAN/TRANSPAC TDM PROGRAM
MANAGER AND 511 CONTRA COSTA PROGRAM MANAGER
DATE: MAY 19, 2009
RE: REALLOCATION OF UNPROGRAMMED BAAQMD TFCA FUNDS
AS RECOMMENDED BY THE TRANSPLAN TAC AT ITS MAY 19,
2009 MEETING

At the request of the City of Antioch, the Contra Costa Transportation Authority, at its February 2009 meeting, unprogrammed \$156,187 of Bay Area Air Quality Management District (BAAQMD) TFCA funds which had previously been approved for the Antioch South Arterial Bike Lane project. Per Air District policy, these funds must be reallocated within six months (by August 2009) or the funds are returned to the Air District and no longer eligible for use in Contra Costa.

As no other eligible projects have been proposed (in part due to the difficult monitoring and eligibility requirements associated with these funds), Tri Delta staff and 511 Contra Costa staff have worked together to incorporate these funds into the previously-approved Comprehensive Incentive Program (CIP). TRANSPAC and TRANSPLAN approved the CIP program in November 2008, and CCTA approved it in March 2009. The CIP program provides incentives for carpooling and transit ridership for commuters and students to encourage commute alternatives and reduce vehicle miles traveled and greenhouse gas emissions.

Allocating these additional funds to the CIP program will make it possible to extend the Los Medanos College Class Pass program, which provides heavily subsidized transit passes to students on all local Tri Delta routes. As there were not sufficient funds available to extend the Class Pass program previously, it was scheduled to end as of June 2009 and this will provide funding for this program through June 2010.

Since the student body of Los Medanos draws from all of the east County jurisdictions, this would spread the benefit of the fund allocation among all of the east County jurisdictions (for which the funds were originally intended, but in 2006 which the funds were available only Antioch had identified a project). In addition, should additional funds be available, they would be allocated to marketing other Tri Delta routes to encourage additional transit ridership.

If TRANSPLAN approves this use of the funds, the revised CIP program and TFCA budget of \$492,988 will go to CCTA for approval in July and the BAAQMD for final approval in August.

ITEM 10

**COMMENTS ON THE COUNTYWIDE COMPREHENSIVE
TRANSPORTATION PLAN & EAST COUNTY ACTION PLAN FOR
ROUTES OF REGIONAL SIGNIFICANCE:**

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN
FROM: John Cunningham, TRANSPLAN staff
DATE: June 1, 2009
SUBJECT: Comments on the Countywide Transportation Plan/East County Action Plan: Vasco/Bailey Road

Background

Vasco Road: During the summer and fall of 2008 TRANSPLAN reviewed and developed comments on the *East County Action Plan for Routes of Regional Significance (Action Plan)*. The *Action Plans* are included by reference in the *Countywide Comprehensive Transportation Plan (CTP)* which is being finalized for adoption by the Contra Costa Transportation Authority (CCTA).

In August 2008 the TRANSPLAN Technical Advisory Committee (TAC) presented an item to TRANSPLAN regarding Vasco Road (Exhibit 1) which is categorized as a Route of Regional Significance in the *Action Plan*. The TAC advised that, given the anticipated volumes on Vasco Road, an action calling for additional capacity was warranted. However, noting the sensitive nature of the corridor the TAC provided options to the Committee and requested direction.

Following Contra Costa County transportation planning protocols regarding collaboration between Regional Transportation Planning Committees, TRANSPLAN opted to send a letter to the Tri-Valley Transportation Council (TVTC) requesting that a joint sub-committee be formed to address capacity expansion on Vasco Road (Exhibit 2).

Jurisdictional responsibility resulted in TVTC referring the request to Alameda County (Exhibit 3) who responded (Exhibit 4) and subsequently requested a meeting with the Chair of TRANSPLAN, Supervisor Federal D. Glover. At the May TRANSPLAN meeting, Chair Glover reported that he was informed that Alameda County has no plans to expand the capacity of Vasco Road in the future and believes that existing committees are capable of handling any discussions that may arise on this topic. Chair Glover also indicated that, consistent with Alameda County's adopted policies¹, rail service is viewed as an alternative to expanding vehicle capacity on Vasco Road.

Bailey Road: The Draft East County Action Plan currently has Bailey Road as a proposed Route of Regional Significance from West Leland Road to the edge of the Concord Naval Weapons Station. The TRANSPAC Manager suggests that Central County would be willing to review the status of Bailey Road. However, before considering making such a designation it is likely that a community outreach effort would be conducted. Given the length of time necessary to conduct such an outreach staff believes that Bailey Road should be addressed with the next Action Plan update.

The CCTA Planning Committee, on June 3rd, approved the Countywide Transportation Plan to be sent to the full CCTA Board for Adoption at their June 17th meeting. In order for TRANSPLAN comments to be included in the final CTP, comments must be transmitted directly to the full CCTA Board.

¹ East County Area Plan

Recommendations

Submit the following edits (deletions in strikethrough, additions in underline) on the *East County Action Plan for Routes of Regional Significance* to the CCTA Board for consideration at their June 17, 2009 meeting:

1. Vasco Road:

“1 Regional Highway Transportation Facility Improvements

1-k. Seek opportunities to work with Tri-Valley to advance a Vasco Road Corridor project into the *Countywide Comprehensive Transportation Plan* and *Bay Area Regional Transportation Plan*. (TRANSPLAN)”*

*Such a corridor plan will be coordinated with Alameda County (through the Tri-Valley Transportation Council) and will be subject to the conditions of the “East County Corridors (Vasco Rd, SR4 Bypass, Byron Hwy, Non-Freeway SR4)” project in the Measure J Expenditure Plan”.

2. Bailey Road:

“**Bailey Road.** The segment between Willow Pass Road and Leland Road is currently on the list. This *Action Plan* proposes extending this roadway as a new *Route of Regional Significance* to the edge of the Concord Naval Weapons Station. This roadway provides a connection to Central County employment centers and the Concord Naval Weapons Station redevelopment site from West Pittsburg. It also provides access to the ~~planned~~ Bay Point BART station, and SR 4. With future updates to the *East County Action Plan*, TRANSPLAN will work with TRANSPAC to consider the utility of Bailey Road and the need to designate the section from West Leland Road to the TRANSPAC region a *Route of Regional Significance*.”

Exhibits:

1. 8/4/08 Staff Report Re: East County Action Plan and Vasco Road
2. 10/17/08 Letter from TRANSPLAN to TVTC requesting formation of the Vasco Road sub-committee.
3. 4/9/09 Letter From TVTC to TRANSPLAN
4. 2/23/09 Letter from Alameda County to TVTC

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee
FROM: TRANSPLAN TAC by
John Cunningham, TRANSPLAN staff
DATE: August 4, 2008
SUBJECT: DRAFT East County Action Plan: Vasco Road Improvements

Background

The background technical work completed in support of the East County Action Plan update includes modeling information which confirms that additional lanes on Vasco Road would be fully utilized by vehicles during the peak hour. The attached table shows that the addition of two lanes would result in approximately 80% increase in peak hour volumes.

Adding a second lane in each direction should also improve safety by providing passing opportunities in both directions for the entire length of Vasco Road. Many of the accidents that have occurred on Vasco Road have been due to risky, unsafe passing in which the passing vehicle uses the oncoming traffic lane to pass. Contra Costa County currently is working on a project to extend the passing lane section of Vasco Road but it will only cover one portion of Vasco Road, and only in one direction due to funding constraints.

Staff, from an operational perspective, is confident that the inclusion of an action explicitly calling for additional lanes on Vasco Road is justifiable. However, staff is equally confident that, given the regionally sensitive nature of the corridor, the TRANSPLAN Committee should discuss the issue and provide direction to staff on how to address any Vasco Road Improvements in the Action Plan. The Tri-Valley Transportation Council has already voted to keep Vasco Road at two lanes in Alameda County, despite Contra Costa County's request to plan for an expanded four-lane roadway. The TVTC took this action several months ago as part of its Action Plan update.

The East County Action Plan currently addresses improvements on Vasco Road as follows:

Page 34: *1-j. Improve Vasco Road: improve safety with widened pavement and install median barrier. (Contra Costa County)*

Page 35: *1-k. Seek opportunities to work with Tri-Valley to advance a Vasco Road Corridor project* into the Countywide Comprehensive Transportation Plan and Bay Area Regional Transportation Plan. (TRANSPLAN)*

Recommendation

TRANSPLAN may wish to consider three options:

1. Use the existing policies in the Action Plan (see 1-j and 1-k above) to address any improvements and make no changes the plan regarding the Vasco Road issue.

** Note: this could entail establishment of a TVTC-TRANSPLAN subcommittee comprised of elected officials from affected jurisdictions.*

2. A planning process could be included as a part of East County Action Plan Update which has CCTA working with TRANSPLAN and TVTC to resolve differences between the two action plans, providing technical further detail on the traffic implications of a four lane Vasco Road and generally defining how to proceed if the construction of additional lanes is deemed feasible. These activities are in line with CCTA responsibilities as they work to resolve such differences as part of its effort to “knit together” the Action Plans from the various regions.
3. TRANSPLAN expresses the desire to widen Vasco to four lanes, but not submit it as part of this update of the Action Plan. Rather, TRANSPLAN could formally request that CCTA and the Tri-Valley Transportation Council work on this as a longer-range planning process, and not make it part of the current Action Plan update process. This would allow more time for substantive discussions and consensus-building, without having the looming deadline of a plan that needs to be completed in the near term.

** Note: this could entail establishment of a TVTC-TRANSPLAN subcommittee comprised of elected officials from affected jurisdictions.*

G:\Transportation\Committees\Transplan\2008\Memos\Vasco_Action_Plan.doc

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

October 17, 2008

Mr. Scott Perkins, Chair
Tri-Valley Transportation Council
3180 Crow Canyon Place, Suite 140
San Ramon, CA 94583

Dear Chair Perkins:

The TRANSPLAN Committee, at their August meeting, reviewed and released the East County Action Plan to be included in the Countywide Transportation Plan. During that discussion, the TRANSPLAN Committee agreed that there is a need to examine the issue of expanding the capacity of Vasco Road.

Further recognizing that this facility spans and serves multiple jurisdictions, the Committee believes the issue should be addressed by a multi-agency body. With this, TRANSPLAN acted to create a joint, Tri Valley Transportation Council (TVTC)/TRANSPLAN sub-committee, comprised of two members each, to address the matter. With TVTC's agreement and complimentary action to establish the Vasco Road sub-committee, our two Committees can work to address this matter which will only grow more acute over time.

Thank you in advance for your consideration of this request. Any questions on this matter can be directed to John Cunningham, TRANSPLAN staff at 925-335-1243 (or jcunn@cd.cccounty.us).

Sincerely,

Will Casey
TRANSPLAN Committee Chair

Copy:
TRANSPLAN

G:\Transportation\Committees\Transplan\2008\Letters\TVTC Vasco Road SCommittee Request.doc

CONTRA COSTA

TRI-VALLEY TRANSPORTATION COUNCIL

2009 APR 17 P 12:41

April 9, 2009

DEPARTMENT OF CONSERVATION
AND DEVELOPMENT

Mr. Will Casey, Chair
TRANSPLAN
c/o John Cunningham
Contra Costa County
651 Pine Street, North Wing 4th Floor
Martinez, CA 94553

RE: Vasco Road Sub-Committee

Dear Chair Casey:

At the March 12, 2009 Tri-Valley Transportation Council (TVTC) meeting, the TRANSPLAN letter dated October 12, 2009 regarding the formation of a Vasco Road sub-committee was discussed. TVTC acknowledges the importance of Vasco Road as a multi-jurisdictional facility; however, at this time, TVTC does not support the formation of a sub-committee to consider the expansion of Vasco Road.

Rather, the TVTC recommends a meeting between TRANSPLAN, Alameda County and the City of Livermore to discuss in greater detail the long standing policy issues associated with Vasco Road expansion. Alameda County Supervisor Scott Haggerty's office has already commenced coordinating such a meeting with you and Livermore Councilmember Doug Horner.

If you have any additional questions regarding this matter, please contact Jaimee Bourgeois, TVTC administrative staff at (925) 833-6634.

Best regards,



Tim Sbranti
TVTC Chair

Attachment: Letter from Supervisor Scott Haggerty

cc: Scott Haggerty, First District Supervisor
Marj Leider, City of Livermore
Linda Barton, City of Livermore
Daniel Woldesenbet, Alameda County Public Works



B O A R D O F S U P E R V I S O R S

SCOTT HAGGERTY
SUPERVISOR, FIRST DISTRICT

February 23, 2009

Scott Perkins, Chair
Tri-Valley Transportation Council
3180 Crow Canyon Place, Suite 140
San Ramon, CA 94583

Dear Chair Perkins:

I received a copy of the letter sent to you from TRANSPLAN Committee Chair Will Casey dated October 17, 2008 requesting formation of a subcommittee to "examine the issue of expanding the capacity of Vasco Road." I appreciate the intent of the TRANSPLAN committee to establish a collaborative forum of affected jurisdictions through the Tri-Valley Transportation Council (TVTC) to consider this issue. However, it is my belief that the formation of such a committee is premature. Through its East County Area Plan the Alameda County Board of Supervisors has adopted policy that limits the expansion of county road "gateways", including Vasco Road, entering its jurisdiction. Any discussion to amend this policy should first occur through this board.

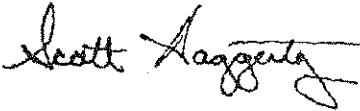
Over the years, Contra Costa County communities to the east have continued to develop with limited access to major highways, transit alternatives and job centers. This put extreme pressure on rural roads, including Vasco Road, connecting eastern Contra Costa County communities to major highways such as I-580 and I-680 in Alameda County. Alameda County has found itself in the position of planning, funding and constructing improvements to these roads that increase safety and facilitate transit in order to accommodate the increase in traffic without violating its gateway policy. This County is also currently engaged in a \$30 million project to improve safety and transit access to a 1.3 mile stretch of Vasco Road. All this while, Alameda County agencies continue to coordinate efforts with their Contra Costa County counterparts for the implementation of safety measures including installation of signage, roadway delineators as well as for traffic enforcement.

I understand that for some years, Contra Costa County has been interested in expanding capacity in Vasco Road. During the last reauthorization of its Measure C transportation measure (now Measure J) in 2004, funding was identified for a study to realign Vasco Road further west through rural North Livermore eventually connecting at the future Isabel/I-580 interchange. At the time, my office was contacted to coordinate a meeting with a number of stakeholders to discuss this possibility. The meeting was held on April 30, 2004 at my Pleasanton office. Attendees included Tom Torlakson, Guy Houston, Millie Greenberg, Livermore city councilmember Marj Lieder, Mayor of Brentwood and representatives from the offices of Congress Members Tauscher and Pombo. Bill Gray of Gray-Bowen facilitated the meeting. Discussion included the alignment study and related matters. Council

member Leider and I were not opposed to Contra Costa County's proposal to study such an alignment provided that the study addressed concerns that the road did not encourage development along the corridor, much of which passes through open space, and that the gateway policies were addressed. It was our understanding that upon completion the study would be brought back to us. Thus far, my office has no record of receiving any update or request to schedule a meeting to discuss this study. Perhaps the study went nowhere and this request from TRANSPLAN is unrelated. Nevertheless, any interest to examine an expansion in capacity of Alameda County's roadways should first be discussed with the respective jurisdiction(s). I would not support any efforts to circumvent this basic protocol. The TRANSPLAN Committee is welcome to contact my office directly to schedule time to discuss this matter further.

I appreciate your consideration of the TRANSPLAN Committee's request. However, the TVTC has many of its own activities on which to focus and I would not expect it to take on an additional responsibility that is not directly related to its mission and purpose.

Sincerely,

A handwritten signature in black ink that reads "Scott Haggerty". The signature is written in a cursive, flowing style.

Scott Haggerty
First District Supervisor

c: Marj Leider, City of Livermore
Linda Barton, City of Livermore
Daniel Woldesenbet, Alameda County Public Works

ITEM 11

**ADOPT 2009/2010 WORK PROGRAM AND BUDGET AND RECEIVE
PRELIMINARY REPORT ON 2008/09 BUDGET**

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN
FROM: John Cunningham, TRANSPLAN staff
DATE: June 1, 2009
SUBJECT: **A) Proposed 2009/2010 TRANSPLAN Work Program and Budget**
B) 2008/2009 Preliminary Budget Report

- Recommendation**
- A.** Adopt the Attached Work Program and Budget for 2009/2010 and advise as appropriate.
 - B.** Receive Preliminary Report on 2008/2009 Budget

Background

The attached work program proposes the set of tasks to be undertaken during the coming fiscal year. With some exceptions, most of the items are standard continuing items.

Items of note include continuing to track and assist in the development of the Measure J Growth Management Program, the final form of which has yet to be defined.

Despite the *Countywide Comprehensive Transportation Plan* (and related *Action Plans*) being slated for adoption on June 17 (see Item 10 on this months TRANSPLAN Agenda), work remains on the *Action Plans*. Remaining work involves outstanding issues related the multi-modal transportation service objectives (See Task 4).

The update of the *Countywide Bicycle and Pedestrian Plan* will continue into the 09/10 (See Task 4 and footnote 1 next page). A series of related initiatives regarding State Route 4 will require close TRANSPLAN attention in the new fiscal year, the Metropolitan Transportation Commission/Caltrans Corridor Systems Management Plan (with ramp metering and HOT lane implications), and the CCTA Sponsored State Route 4 Corridor Management Program.

The implication of climate change legislation on transportation planning continues to evolve. Staff will track these issues, any planned CCTA response to them, and report back to the Technical Advisory and TRANSPLAN Committee.

Draft Work Program for FY 2008/09

Task 1. Participate in project development for the Brentwood-Tracy Expressway (SR 239) Interregional Corridor Study. TRANSPLAN had limited work on this Task in FY 2008/09, limited to discussions relative the East County Action Plan for Routes of Regional Significance. Contra Costa County anticipates the planning process to be initiated during the FY 2009/10 year. The County has received a \$14 million federal earmark for the project. A multi-county, inter-agency process has been convened including all affected regional, local and state agencies. TRANSPLAN will be one of the stakeholders in the process.

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

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

Task 4. Assist the Contra Costa Transportation Authority in updating its countywide transportation plans. TRANSPLAN will provide ongoing assistance and local facilitation with CCTA in updating the *Countywide Transportation Plan* (including outstanding work needed regarding Multi-Modal Transportation Service Objectives in the State Route 4 Corridor Management Plan initiated, in part, at the request of TRANSPLAN), the Congestion Management Program, the Measure J Strategic Plan, Measure J Growth Management Program and the Countywide Bicycle and Pedestrian Plan¹.

Task 5. Respond to requests for information and projects from the Contra Costa Transportation Authority for the 2009 State Transportation Improvement Program (STIP) funding cycle. The local jurisdictions may be asked to develop project applications for funding through the 2009 STIP, which is the state's biannual funding program. Depending on the availability of STIP funds and considering the pre-commitment of funds (\$13M for eBART and \$5M for I-80/SPDR) there may or may not be a need to update Contra Costa County STIP project list.

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

¹ The 2005 Update to the East County Bikeway Plan continues to provide Bicycle Transportation Account (BTA) eligibility to East County jurisdictions. This eligibility will expire in June 2010. After this expiration, local jurisdictions will be able to use the Countywide Bicycle and Pedestrian to obtain eligibility for BTA funds. This plan is anticipated to be complete in Fall 2009.

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

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

Task 9. Assist as needed in completing the Measure J and ECCRFFA Strategic Plans and advise in funding priorities. It is likely these plans will be updated in 2010 as the economic situation continues to evolve.

Task 10. Participate in planning the Concord Naval Weapons Station Community Reuse Project. The TRANSPLAN staff person has a seat on the transportation working group for the Reuse Project being managed by the City of Concord. In 2009/10 this activity will involve review of recirculated EIRs, attendance at meetings

Task 11. Climate Change Legislation: Provide updates and reports to the Committee on the planning implications of California climate change legislation (SB375, AB32, SB97) and CCTA progress on addressing these issues in their countywide planning efforts.

Proposed 2009/2010 Budget

The proposed TRANSPLAN budget for FY 2009/10 is \$68,218.81, which amounts to contributions of \$13,593.76 from each of the five member jurisdictions. This is identical to last year's budget which came in on target.

This budget includes 30 hours of my time per month, ten hours of secretarial time per month, and eight hours of the minutes-taker's time per month. The budget also includes a small amount of graphic design staff time, small amounts for office supplies and mailing costs, and a reserve for contingencies.

The breakdown of the proposed budget is shown in Table 1 below.

Table 1. Proposed TRANSPLAN Budget for FY 2009/10

Item	FY 2009/10 Budget	% of Total Budget
Transportation planner (30 hours per month)	\$48,189.60	71%
Secretary (10 hours per month)	\$9,322.20	14%
Graphics technician (0.5 hours per month)	\$467.01	1%
Minutes taking (8 hours per month)	\$6,240.00	9%
Subtotal for personnel costs	\$64,218.81	94%
Office supplies and services	\$1,500.00	2%
Contingency	\$2,500.00	4%
Total budget	\$68,218.81	100%
Total revenue (\$13,593.76 from each jurisdiction)	\$68,218.81	100%

2008/2009 Budget Report

The TRANSPLAN budget for FY 2008/09 is estimated to come in on target. A final report will be provided in September 2009.