

# TRANSPLAN Committee Meeting

Thursday, June 12, 2014 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact Jamar Stamps at 925-674-7832 or [jamar.stamps@dcd.cccounty.us](mailto:jamar.stamps@dcd.cccounty.us)

## AGENDA

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

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

### Consent Items (see attachments where noted [♦])

- 3. ADOPT** Minutes from 5/8/14 TRANSPLAN Meetings ♦ **PAGE 2**
- 4. ACCEPT** Correspondence ♦ **PAGE 11**
- 5. ACCEPT** Status Report on Major Projects ♦ **PAGE 32**
- 6. ACCEPT** Calendar of Events ♦ **PAGE 40**
- 7. ACCEPT** Environmental Register ♦ **PAGE 42**

### End of Consent Items

### Open the Public Meeting

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

- 8. ADOPT** Fiscal Year 2014/15 Work Program and Budget. ♦ **PAGE 44**
- 9. DISCUSS** potentially aligning chair and vice-chair appointments of the primary East County transportation committees (TRANSPLAN, ECCRFFA and SR4 Bypass Authority), provide staff direction and take action as appropriate.
- 10. ADJOURN** to next meeting on Thursday, July 17, 2014 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

Salvatore Evola , Chair  
Pittsburg  
City Council

Wade Harper, Vice-Chair  
Antioch  
City Council

Robert Taylor  
Brentwood  
City Council

Mary N. Piepho  
Contra Costa County  
Board of Supervisors

Kevin Romick  
Oakley  
City Council

Kerry Motts  
Antioch  
Planning Commission

Joseph Weber  
Brentwood  
Planning Commission

Duane Steele  
Contra Costa  
Planning Commission

Vacant  
Representing the  
Contra Costa County  
Board of Supervisors

Doug Hardcastle  
Oakley  
Planning Commission

Bruce Ohlson  
Pittsburg  
Planning Commission

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**ITEM 3**  
**5/8/14 TRANSPLAN COMMITTEE MEETING MINUTES**

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

MINUTES

May 8, 2014

The regular meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Pro Tem Kevin Romick at 6:31 P.M.

**ROLL CALL**

PRESENT: Doug Hardcastle (Oakley), Kerry Motts (Antioch), Bruce Olson (Pittsburg), Mary N. Piepho (Contra Costa County Board of Supervisors), Robert (Bob) Taylor (Brentwood), and Chair Pro Tem Kevin Romick (Oakley)

ABSENT: Wade Harper (Vice Chair, Antioch); Duane Steele (Contra Costa Planning Commission), Joe Weber (Brentwood), and Chair Salvatore (Sal) Evola (Pittsburg)

STAFF: Jamar Stamps, TRANSPLAN Staff

**PUBLIC COMMENT FOR ITEMS NOT LISTED ON THE AGENDA**

There were no comments from the public.

**CONSENT ITEMS**

On motion by Mary Piepho, seconded by Bob Taylor, TRANSPLAN Committee members unanimously adopted the Consent Calendar, as follows:

3. Adopted Minutes from March 13, 2014 TRANSPLAN meeting
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register
8. Appointed Commissioner Bruce Ohlson (Pittsburg) and Paul Reinders (Pittsburg) to the CCTA Countywide Bicycle and Pedestrian Advisory Committee, as recommended by the TRANSPLAN TAC

**RECEIVE PRESENTATION ON DRAFT REPORT ON CONTRA COSTA SAFE ROUTES TO SCHOOL (SR2S) NEEDS ASSESSMENT AND DIRECT STAFF TO FORWARD COMMENTS TO CCTA**

Brad Beck, Senior Transportation Planner, Contra Costa Transportation Authority (CCTA), advised that a Draft Report on Contra Costa Safe Routes to School (SR2S) Needs Assessment had been prepared to assess how much it would cost to expand SR2S programs in Contra Costa County and meet the demand of SR2S physical improvements. To do that, Fehr & Peers had been hired to prepare the Needs Assessment.

Julie Morgan, Fehr & Peers, stated that the firm had undertaken the study over the past year to both understand the broad range of excellent SR2S efforts already underway throughout Contra Costa County, and to engage with those currently providing SR2S programs and the stakeholders in those programs, and use that information to identify what it would cost to pursue a comprehensive Countywide approach to SR2S on the program side as well as on the capital side. The basic approach was to get the providers and stakeholders together to see what was being done, to identify today's costs, and then to extrapolate those costs out to the entire County. She noted that Fehr & Peers had met with the Oversight Committee half a dozen times related to that effort.

The high level study focused exclusively on the 217 public schools and 160,000 students in the County with the understanding that there were needs to improve access to private schools as well although each one had a different set of needs. Given the time and resources available and the large number of public schools, the time had been focused on public schools only based on existing information available extrapolated out to the entire County, which required assumptions and simplifications in order to get to a Countywide estimate within a reasonable amount of time.

Ms. Morgan referenced capital projects, physical improvements around school sites that would encourage and help students to get to school more safely, hopefully by a non-motorized means, which could be adding crosswalks, building new sidewalks, and other capital improvements which had been tackled by assembling a list of SR2S projects completed in the last ten years. The process had ended up with 50 projects in the County, which had been evaluated as to the nature of the project, the time required for completion, and what it had cost, categorized by project type, with average cost calculated by type, and accounting for unusual projects, those that required something more significant such as a pedestrian overcrossing or some major drainage work in order to complete a sidewalk system. An average cost had been calculated, applied to a small percentage of schools (no more than 10 percent Countywide), and the estimated cost for capital projects had been identified as \$243 million in capital projects, typical projects on the sample list extrapolated out Countywide plus the cost for unusual projects at a small subset of schools.

Fehr & Peers had also evaluated programs and had looked at a number of programs around the County, had worked closely with the program providers, had identified the cost of providing the programs each year, and had extrapolated that information Countywide. The annual cost estimate for SR2S programs to provide the same level of service Countywide with what was already being provided had been estimated at \$4 million.

Ms. Morgan advised that new education/safety programs that could be provided if possible, including a crossing guard program, had been estimated at \$5 million, and there had been questions raised about true transportation programs in the knowledge that in some parts of the County there were yellow school bus programs, and in other parts of the County there were subsidized transit passes made available to students. If all those programs were offered Countywide, they had been estimated to cost \$48 million, the majority of the cost being the yellow school bus program at full cost without a parent contribution assumption. All totaled the annual cost for all programs Countywide had been estimated at \$58 million.

Ms. Morgan explained that the SR2S presentation had been made to the Regional Transportation Planning Committees (RTPCs) and to the Technical Advisory Commissions (TACs) to solicit feedback to incorporate into the project list for the Subregional Transportation Mitigation Program (STMP), and the potential reauthorization of the Expenditure Plan.

When asked about the background of the SR2S program, Mr. Beck stated that the general idea of SR2S was to have a safe way for kids to get to school. The original focus was primarily on walking and bicycling to school and the formation of "walking school buses" where parents would walk kids to elementary schools. He stated that Street Smarts Diablo had programs in East County with training and assemblies to help children learn how to use crosswalks safely, and provided other things such as flashing lights to help kids get to school safely. Measure J funded some of the programs; some to the yellow school bus programs in Lamorinda and San Ramon Valley, physical improvements in Central County, and transit passes for children in West County. He added that there were other sources of funding from the federal government.

Mr. Beck added that One Bay Area Grant (OBAG) had funded a project in Antioch, there was a project in Bay Point to improve an intersection, and there was other federal funding. He explained that a lot of funding that was SR2S programs was being collapsed into an Active Transportation Program, which would fund or could fund some SR2S programs and projects. The CCTA was interested in figuring out how much it might cost to do some of the programs and he noted that some of the funding from a new measure could help fund the projects. When asked how much was funding the program now, he stated it was not more than a couple of percent of the revenues received; Measure J was expected to deliver \$1.65 billion over 25 years. He added that the Oversight Committee would meet next week to talk about how to meet the Needs Assessment and wanted to bring the Needs Assessment to the CCTA Board in June or July along with the Countywide Transportation Plan (CTP).

The TRANSPLAN Committee thanked Mr. Beck and Ms. Morgan for the presentation.

Mary Piepho verified that the RTPCs were working together.

Mr. Stamps referred to the TRANSPLAN TAC meeting on April 15, 2014 and the TAC's discussion of the SR2S Needs Assessment, and memorandum to the TRANSPLAN Committee dated May 8, 2014, with the recommendation to direct staff to forward the TAC's comments on the SR2S Needs Assessment to the CCTA.

On motion by Bob Taylor, seconded by Mary Piepho, TRANSPLAN Committee members directed staff to forward the recommended comments on the SR2S Needs Assessment from the TRANSPLAN TAC to the CCTA, which carried by the following vote:

AYES: Hardcastle, Motts, Olson, Piepho, Taylor, and Romick

NOES: None

ABSTAIN: None

ABSENT: Harper, Steele, Weber, and Evola

### **RECEIVE PRESENTATION ON COUNTYWIDE TRANSPORTATION PLAN – PUBLIC OUTREACH EFFORT**

Alex Evans, EMC Research, reported that he had been making a presentation on the public outreach effort for the Countywide Transportation Plan (CTP) to all of the RTPCs, and the TRANSPLAN Committee was the last RTPC to receive the information.

Mr. Evans reported that a complete set of data had been provided to the TRANSPLAN Committee. He highlighted the three pieces of research conducted for the CCTA, reported that focus groups had been convened in 2013, two groups in each region, and in February 2014 EMC had conducted a quantitative survey/representative example of County voters. One of the findings was that there was an opportunity to augment or add a half cent sales tax and the CCTA considered whether to proceed with that augmentation in 2014 versus 2016, although after analysis it was agreed that 2014 was too soon and 2016 provided a better opportunity for the CCTA to produce a successful effort.

Mary Piepho verified with Mr. Evans that the current rule was to require a two thirds majority to pass a measure.

Mr. Evans identified the findings of the focus group: that the importance of traffic and transportation as high-profile problems was returning with the resurgence of the economy; that while the road/highway network was catching up with population growth in the area, BART and public transit remained inadequate; and voters could see the promise of public transit through their experiences with BART and MUNI. He explained that to voters the CCTA did not exist, nor did the transportation sales tax, and county-level transportation planning was underappreciated. He added that voters thought current highway improvement projects were the result of state and federal funding and Caltrans management, and while voters liked what had been done, they did not know the role that Contra Costa residents had played in that work.

As a result, Mr. Evans suggested there had to be a better way of telling the story and explaining how with the local money these projects were possible. He stated that voters wanted transportation planners to be more aspirational and think big. Many improvements were unpopular before they were built but proved their worth once they had been experienced; many of the planned improvements would be popular once people understood what they were; and the voters requested the use of plain language given that talk about transportation was very foreign to most voters.

Mr. Evans stated that in East County there was a high awareness and appreciation for what was occurring on Highway 4; voters thought public transit in this area was lacking and for rush hour commuters only and wanted to see more public transit and have it be more convenient; many in the area looked east and did not understand why there was no direct route or transit connections to Stockton; Vasco Road was a safety and traffic problem that needed a solution; they appreciated that there were many projects in East County on the maps but they were the only region to look across the entire County and see benefits; there was some awareness of eBART but still some negatively with statements that "We've been paying for it for years" and "Fake BART." While voters liked the idea of ferries, they didn't know where they would go in that San Francisco seemed impossibly far away by boat.

Mr. Evans stated that a telephone survey found that voters all around the County were more optimistic about the direction the Bay Area was going, although East County was less optimistic. The survey found that the most important problems in the region were unemployment/ jobs/economy, and traffic/ transportation/ roads/ highways/infrastructure. As to the need for funding for transportation, overall 72 percent of the voters asked agreed there was some need, with East County voters identifying a 77 percent need.

Mr. Evans presented the ballot question wording that had been presented at the time of the telephone survey and reported that in February 2014 the results were 68 percent for and 29 percent against a sales tax increase to fund transportation improvements within Contra Costa County. When asked again in March 2014, the result was virtually the same. He identified a fair amount of confidence that voters were receptive to the idea of improving transportation and explained that 800 had been surveyed in February and 600 in March. By region, the high support was in Lamorinda with a 72 percent favorable response to a 25 percent negative response. East County's response was 66/33. As a result, he suggested that generally speaking a measure in Contra Costa County would be successful.

Mr. Evans described the thinking that a measure in 2014 might be successful given the project momentum with the opening of the fourth bore of the Caldecott Tunnel and with the improvements to Highway 4 in East County, although ultimately the CCTA suggested there was enough going on to 2016 and there might be a higher electorate response in 2016.

Mr. Evans reported that eight items had been identified in the telephone survey and voters had been asked to choose the highest priority. The eight items were BART, buses, highways, traffic smoothing on major roads, bike lanes and paths, sidewalks and crosswalks, pothole repair, and technology. He described the priority ranking process that had been used and reported that traffic smoothing on major roads came out first, then pothole repair, BART, highways, technology, buses, sidewalks and crosswalks and bike lanes and paths. He noted that highways came out the highest priority in the East and in the San Ramon Valley.

Bruce Ohlson commented that bicycles did almost as good as cars, which was tremendous.

Mr. Evans referred to the projects and programs Countywide compared to the East County region and explained that improvements to traffic flow and BART were top priorities for voters Countywide, specifically to synchronize traffic lights along major roads; improve safety in BART stations and parking lots; use technology to improve traffic flow on major roads when there is an accident on the freeway; better coordinate BART and bus schedules to make connections easier with less waiting; increase parking at all BART stations in Contra Costa County; extend freeway on-ramp lanes to the next off-ramp to reduce accidents and make traffic flow more freely; extend BART to Brentwood in East Contra Costa County; improve the intersection of Highway 4 and I-680; replace BART's forty year old rail cars; and use smaller buses on routes with fewer riders.

Mr. Evans reported that for East County, voters were very interested in BART stations and parking lot safety improvements as well as the Highway 4/I-680 interchange, and Highway 4 and Vasco Road improvements. He added that direct access ramps, Express lanes, and Bus Rapid Transit (BRT) were all appealing concepts in East County.

In general, Mr. Evans stated the question had been asked whether there should be an increase in parking at all BART stations in Contra Costa County, and 80 percent said it was very important or somewhat important. A BART extension on the I-80 corridor in West County produced an 85 percent statement of support in West County, while it produced a 64 percent support in East County. A BART extension to Brentwood was 89 percent supported in East County and 73 percent in West County. He identified the other specific questions that had been asked and described the results overall and by region, stating that the widening of Highway 4 had come up in all the focus groups, all had some experience with it, and people knew about it all across the County.

Mary Piepho referred to the comment about the need for a direct connection from Brentwood to Stockton and asked how that had rated as a priority. She referred to Tri-Link/SR 239 to Tracy and asked if the desire to link to Stockton was greater than to Tracy.



Mr. Evans stated that to voters Tri-Link was a rail project. He explained that EMC had attempted to be more conceptual in that some projects were hard to identify in a poll but EMC had found that traveling east was of great interest.

In response to Mary Piepho as to what the public saw as a priority to connect to the east, Mr. Evans stated there was a sense that there wasn't the time this year to really put together a plan that would have the type of consensus necessary to win the support, which he characterized as fragile, and stated that they needed the support from all County leaders to focus the questions and the projects. When asked, he stated that EMC had not polled toll roads given that toll roads were tough projects to get support from voters before they were built although voters were very supportive afterwards.

Bob Taylor noted his initial skepticism and supported the CCTA's decision not to proceed with an extended measure in 2014 since it was determined to be better to wait for 2016. He recognized it appeared that the public was on board with another half cent sales tax and he asked if that would be a 25-year measure.

Mr. Evans stated that the time would have to be taken to see how long a measure should extend, if it should be an extended or augmented measure, or a new measure. He stated it was important that even if an additional half cent was requested, it would have to be presented as a continuation of the current measure to potentially win voter support.

Bruce Ohlson referred to Ms. Morgan's presentation on SR2S and the assumption of evaluating the last ten years which he suggested was incorrect in that all the projects had come from a very small pot of money.

Brad Beck explained that the way the existing projects had been used was to get a sense of how much the projects cost and what had been found was that there were small projects and there were big projects, and using other information attained early in the process there was a sense of the need for each kind of school; requiring just some signs or lights, or new sidewalks where there were none, or the need for major amounts of improvements. So existing projects had been used just to get a sense of how much a small project would cost. It had then been determined that about a third of the schools would need minor sidewalk improvements, a third would need more extensive improvements, and a third would need more substantial improvements, and ten percent overall would need very large improvements.

**DISCUSS POTENTIALLY ALGINING CHAIR AND VICE-CHAIR APPOINTMENTS OF THE PRIMARY EAST COUNTY TRANSPORTATION COMMITTEES (TRANSPLAN, ECCRFFA AND SR4 BYPASS AUTHORITY)**

The item was continued to the next meeting.

**ADJOURNMENT**

Chair Pro Tem Romick adjourned the TRANSPLAN Committee meeting at 7:28 P.M. to Thursday, June 12, 2014 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk

**ITEM 4  
CORRESPONDENCE**

## The Board of Supervisors

County Administration Building  
651 Pine Street, Room 106  
Martinez, California 94553

John Gioia, 1<sup>st</sup> District  
Candace Andersen, 2<sup>nd</sup> District  
Mary N. Piepho, 3<sup>rd</sup> District  
Karen Mitchoff, 4<sup>th</sup> District  
Federal D. Glover, 5<sup>th</sup> District

## Contra Costa County



David Twa  
Clerk of the Board  
and  
County Administrator  
(925) 335-1900

April 22, 2014

The Honorable Marc Levine  
10<sup>th</sup> Assembly District  
P.O. Box 942849, Room 2137  
Sacramento, CA 94249-0010

### **Subject: Assembly Bill 2398 (Levine) Vehicles: Pedestrians and Bicyclists**

Dear Assembly Member Levine:

The Contra Costa County Board of Supervisors supports your bill AB 2398 which would increase penalties for drivers who violate rules of the road, including violations involving pedestrians and bicyclists.

The Board has a strong interest in improving safety throughout the transportation system, in particular with regard to pedestrian and bicycle access to K-12 schools. Attached please find the County's draft white paper, the *School Siting and Safety Initiative* that we are using to advocate for improved school siting and design policies with the state. In addition to broader positive impacts on safety, your bill would also specifically improve safety at and around school sites as described in the attached paper.


We respectfully request that you consider supporting two other pieces of legislation which, taken together with your bill, could be seen as an effective road safety/vulnerable road user legislative program:

**Senate Bill 1151 (Cannella) Vehicles: School Zone Fines:** This bill would increase fines for specific vehicle code violations if the violation occurred in the vicinity of a school building/grounds. The County has gone on record as supporting the bill and has requested an amendment to increase the effectiveness of the proposal. The requested amendment is that 1) the prescriptive school zone dimensions in the current code should be increased to 1320' [from 500'/1000'] and, 2) local agencies should be given the discretion to further expand the zone based on local knowledge of attendance boundaries, travel patterns, etc. as established in a traffic study.

**Assembly Bill 1532 (Gatto) Vehicle Accidents:** This bill that would increase penalties for drivers that leave the scene of an accident.

If you, or your staff, have any questions about our support position please contact me or John Cunningham, Principal Planner, (925)674-7833 or at john.cunningham@dcd.cccounty.us.

Sincerely,



Karen Mitchoff, Chair  
Contra Costa County Board of Supervisors  
Supervisor, District IV

C: Contra Costa County State Legislative Delegation  
Kevin Romick, Chair, Contra Costa Transportation Authority  
Amy Worth, Chair, Metropolitan Transportation Commission  
L. DeLaney, Interim Senior Deputy County Administrator, CAO  
Mark Watts – Smith, Watts, Martinez

Attachment:  
DRAFT California School Siting and Safety Initiative – Contra Costa County (rev: 4/7/14)

## DRAFT California School Siting and Safety Initiative – Contra Costa County (rev: 4/7/14)

Schools have a large and enduring effect on the character and safety of the surrounding community due to the intensity of activity at the site and the vulnerable nature of the population served. Currently, the process by which schools are located and designed can result in adverse safety, community development, and public health outcomes. Related to this issue is the well-known, often cited decline in K-12 walk/bike to school rates. The State has acknowledged some of these issues in recent studies<sup>1</sup> and intends on addressing them in 2014<sup>2</sup>. Interested agencies and organizations will need to engage in the 2014 legislative and policy development process in order to ensure reforms are adequate. This paper provides an overview of the issue, identifies existing processes, and potential reforms.

**The current process of selecting and developing new school sites in California has substantial flaws. This flawed process can result in poorly functioning school sites, some of which have been acknowledged by the state in recent reports<sup>1</sup>. Examples of poor school site function are:**

- Inadequate or ill-conceived transportation infrastructure<sup>3</sup> which causes avoidable congestion and/or chaotic circulation patterns both of which ultimately result in unsafe conditions.
- School locations that have limited or no access to critical municipal services (e.g., fire, sewer, water) and/or are too distant from the population served to support walking & biking<sup>4</sup>.
- School locations that undermine local/state policies such as sites that are outside urban limit line/urban growth boundary, in agricultural areas, preclude access by walking and cycling, undermine AB32/SB375 goals, etc.
- The safety and access issues mentioned above drain very limited Safe Routes to School (SR2S) funds, and
- Certain sites are contentious and strain relations between City Councils, Boards of Supervisors, and School Boards.

**The current process has local school districts largely responsible for school siting and design. Unfortunately, school districts have limited policies, authority, and expertise that would ensure that school sites have positive outcomes related to safe access and broader community development goals. It is the cities/counties, and the State that carry out these duties. In more detail:**

- Although the state has substantial statutes and polices<sup>5</sup> in place that *should* inform school siting and design school districts are not currently compelled to comply those policies in their school siting and design decisions.
- By statute, cities and counties have land use planning authority. Currently, cities & counties cannot influence the selection and development of school sites as state law allows school districts to exempt themselves from this local authority<sup>6</sup>.
- Local school districts develop and design school sites independent<sup>6</sup> of the aforementioned state and local land development policies. This *disconnect* is acknowledged by the state in their recent studies<sup>1</sup>.

**This *disconnect* can be addressed through regulations tied to a state school construction and modernization bond anticipated in 2014. This approach has been suggested by the State during their December 2012 Policy Symposium<sup>7</sup> and in the Governors 2013-14 Budget Proposal<sup>2</sup>. The following are draft concepts to be considered in addressing school siting and design requirements attached to the proposed 2014 bond or with legislation developed in parallel:**

- Limit the ability of school districts to preempt local zoning ordinances<sup>6</sup>. This would bring schools under the influence of SB375 given that the cities and counties ultimately implement the sustainable communities strategy. *(next page)*

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<sup>1</sup> 2012 - *California's K-12 Educational Infrastructure Investments: Leveraging the State's Role for Quality School Facilities in Sustainable Communities*, Report to the CA Dept of Education by UC Berkeley Center for Cities & Schools, and 2011 - *Schools of the Future Report*, Tom Torlakson/State Superintendent of Public Instruction

<sup>2</sup> Governor's 13-14 Budget Report, "...now is an appropriate time to engage in a dialogue on the future of school facilities..."/"School districts and their respective localities should have appropriate control of the school facilities construction process and priorities."

<sup>3</sup> Bicycle/pedestrian infrastructure is inadequate or not present, school sites in a cul-de-sac or with single points of access, safe roadway crossings are not considered, and no necessary improvements being funded or constructed by the schools.

<sup>4</sup> "...studies show that the distance between home and school is the strongest predictor of whether students walk/bike to school." Institute of Transportation Engineers, 2012 "School Site Selection and Off-site Access"

<sup>5</sup> AB32/SB375, The Complete Streets Act, Safe Routes to School concepts, and the Health in All Policies Initiative

<sup>6</sup> Government Code §53091(a)-53097.5: This section allows school district preemption from local zoning ordinances.

<sup>7</sup> Partnering with K-12 in Building Healthy, Sustainable, and Competitive Regions: Policy Symposium: Proceedings Summary & Next Steps: "These efforts will inform the legislative debates over the possibility—and priorities—of a future statewide K-12 school construction bond"

- Whether new school siting policies are advisory or prescriptive is critical. Considering that there are *existing* advisory documents that *should* result in high quality school sites it suggests that new policies will need to be compulsory in order to be effective. **Revised language could be implemented with revisions to the California Code of Regulations, Title 5.**
- Coordination of attendance boundaries between school districts, cities/counties should be compulsory.
- Statutes for Local Agency Formation Commissions (LAFCOs) provide a role for LAFCOs in school site development<sup>8</sup> and could be expanded. At a minimum, **1)** school districts should be required to consult with LAFCO when a new school site is being proposed, and **2)** LAFCO should discourage the extension of municipal services to school sites located in agricultural and open space areas pursuant to LAFCO law. More prescriptive restrictions related to the extension of municipal services should be considered in areas with an adopted Urban Limit Line or Urban Growth Boundary.
- Legislation should require revised *School Site Selection and Approval Guide* and *Guide to School Site Analysis and Development*. Critical revisions should be moved from guidance to statutes. [revisions are too voluminous to list in this paper]
- School districts, when approving a new site must **1)** make findings, w/evidence, that the decision is consistent with relevant requirements in statute, **2)** provide a full-cost accounting (construction, land, off-site infrastructure [utility/transportation] of facility development, costs borne by other agencies, community, etc.), of site options, and **3)** the approval must include a comprehensive (auto & active modes) circulation plan signed and stamped by a traffic engineer.
- The State acknowledges a greater share of funds should be directed to modernization programs than to new construction<sup>7</sup>. **Any 2014 school construction and modernization bond should be linked to a comprehensive, systematic effort to reverse the well-known decline in K-12 walking/bike rates which would include the following:**
  - **Redefinition of School Zone in state law:** Currently, in the vehicle code, school zone signage is limited to 500' and 1000'. These limits are **not** reflective of actual pedestrian/bicycle access patterns at K-12 schools and inconsistent with SR2S funding/projects/concepts and the State's Health in All Policies Initiative. The prescriptive figures should be increased (1320' minimum) and local agencies should have discretion to further expand the zone based on knowledge of attendance boundaries, travel sheds, as established in a traffic study.
  - **Reauthorize and fund implementation of Double Fine School Zone (DFSZ) statute:** In 2002 AB 1886 was passed which implemented a DFSZ as a pilot in specified areas<sup>9</sup>. The statute was allowed to sunset in 2007.
  - **Implement a Vulnerable Road User (VRU) Protection Law:** VRU protection laws establish the concept "whoever can do the most damage has an obligation to be the most careful". Oregon has such a statute and the League of American Bicyclists has drafted model legislation<sup>10</sup>.
  - **Implement K-12 bicycle and pedestrian transportation safety curriculum:** Class material would meet Common Core Standards and include in-class and in-field lessons with a dual benefit of decreased injuries/deaths and increased walking/biking. California already has numerous communities implementing this and would be a natural leader to implement a statewide effort. Bike/ped safety awareness with driver training should also be included.
  - **SR2S<sup>11</sup> Funding Eligibility:** SR2S projects/programs at existing schools should be an eligible use of bond funds.
  - **The State and Caltrans to conduct a study on auto speeds:** In an effort to understand the decline in K-12 walk/bike rates, this study would **1)** document the change in automobile speeds over the past four decades due to improvements in vehicle technology, and **2)** document how that change in speed has impacted other road users.

The concepts in this paper are for discussion purposes; they do not necessarily reflect adopted policy positions.

<sup>8</sup> LAFCO mandate: 1) encourage orderly formation of local governmental agencies, 2) preserve agricultural land, 3) discourage urban sprawl.

<sup>9</sup> The post-mortem report to the legislature on the program (by CHP) did not endorse it and gave a negative review of the program. The lack of success was likely related to the fact that little to no resources were devoted to implementation.

<sup>10</sup> 801.608 "Vulnerable user of a public way": [http://www.oregonlegislature.gov/bills\\_laws/lawsstatutes/2011ors801.html](http://www.oregonlegislature.gov/bills_laws/lawsstatutes/2011ors801.html)  
[http://www.bikeleague.org/sites/bikeleague.org/files/bikeleague/bikeleague.org/action/images/vru\\_story.pdf](http://www.bikeleague.org/sites/bikeleague.org/files/bikeleague/bikeleague.org/action/images/vru_story.pdf)

<sup>11</sup> Safe Routes to School (SR2S) is typically a program that has a goal of making it safe and convenient children (K-12) to bicycle and walk to school. Strategies typically fall in to the "Five E's"; evaluation, education, encouragement, engineering and enforcement and can include capital projects (sidewalks/paths), bicycle safety/rules of the road training, increased police presence, crossing guards, etc.



## The Board of Supervisors

County Administration Building  
651 Pine Street, Room 106  
Martinez, California 94553

John Gloia, 1<sup>st</sup> District  
Candace Andersen, 2<sup>nd</sup> District  
Mary N. Piepho, 3<sup>rd</sup> District  
Karen Mitchoff, 4<sup>th</sup> District  
Federal D. Glover, 5<sup>th</sup> District

## Contra Costa County



David Twa  
Clerk of the Board  
and  
County Administrator  
(925) 335-1900

April 22, 2014

The Honorable Michael Gatto  
43<sup>rd</sup> Assembly District  
State Capitol  
P.O. Box 942849  
Sacramento, CA 94249-0043

### **Subject: Assembly Bill 1532: Vehicle Accidents**

Dear Assembly Member Gatto:

The Contra Costa County Board of Supervisors supports your bill, SB 1532 that would increase penalties for drivers that leave the scene of an accident.

The Board has a strong interest in improving safety throughout the transportation system, in particular with regard to pedestrian and bicycle access to K-12 schools. Attached please find the County's draft white paper, the *School Siting and Safety Initiative*, which we are using to advocate for improved school siting and design policies with the state. In addition to broader positive impacts on safety, your bill would also indirectly help to improve safety at and around school sites as described in the attached paper.

We respectfully request that you consider supporting two other pieces of legislation which, taken together with your bill, could be seen as an effective road safety/vulnerable road user legislative program:

**Senate Bill 1151 (Cannella) Vehicles: School Zone Fines:** This bill would increase fines for specific vehicle code violations if the violation occurred in the vicinity of a school building/grounds. The County has gone on record as supporting the bill and has requested an amendment to increase the effectiveness of the proposal. The requested amendment is that 1) the prescriptive school zone dimensions in the current code should be increased to 1320' [from 500'/1000'] and, 2) local agencies should be given the discretion to further expand the zone based on local knowledge of attendance boundaries, travel patterns, etc. as established in a traffic study.

**Assembly Bill 2398 (Levine) Vehicles: Pedestrians and Bicyclists:** a bill that would provide for increased penalties for drivers who violate rules of the road, including violations involving pedestrians and bicyclists.



Thank you for authoring this important legislation. If you, or your staff, have any questions about our support position or our proposed amendment please contact me or John Cunningham, Principal Planner, (925)674-7833 or at [john.cunningham@dcd.cccounty.us](mailto:john.cunningham@dcd.cccounty.us).

Sincerely,



Karen Mitchoff, Chair  
Contra Costa County Board of Supervisors  
Supervisor, District IV

C: Contra Costa County State Legislative Delegation  
Kevin Romick, Chair, Contra Costa Transportation Authority  
Amy Worth, Chair, Metropolitan Transportation Commission  
L. DeLaney, Interim Senior Deputy County Administrator, CAO  
Mark Watts – Smith, Watts, Martinez

**Attachment:**

DRAFT California School Siting and Safety Initiative – Contra Costa County (rev: 4/7/14)

## The Board of Supervisors

County Administration Building  
651 Pine Street, Room 106  
Martinez, California 94553

John Gioia, 1<sup>st</sup> District  
Candace Andersen, 2<sup>nd</sup> District  
Mary N. Piepho, 3<sup>rd</sup> District  
Karen Mitchoff, 4<sup>th</sup> District  
Federal D. Glover, 5<sup>th</sup> District

## Contra Costa County



David Twa  
Clerk of the Board  
and  
County Administrator  
(925) 335-1900

April 22, 2014

The Honorable Anthony Cannella  
12<sup>th</sup> Senate District  
State Capitol, Room 3048  
Sacramento, CA 95814

### **Subject: Senate Bill 1151: Vehicles: School Zone Fines**

Dear Senator Cannella:

The Contra Costa County Board of Supervisors supports your bill, SB 1151 which increases fines for specific vehicle code violations if the violation occurred in the vicinity of a school building or grounds. The Board is also requesting that you consider amending the bill to increase the effectiveness of SB 1151.

Currently, the vehicle code limits the ability of local jurisdictions to define the school zone (and thus the proposed increased fine zone) to just 500' and 1000'. These limits are not reflective of typical pedestrian & bicycle access patterns at K-12 schools. The attendance boundaries and access patterns for these facilities typically span a much greater distance than the 500'/1000' which is afforded protection under current statute.

The Board of Supervisors is respectfully requesting that your bill be amended such that 1) the prescriptive figures in the current code be increased to 1320' and 2) local agencies are provided discretion to further expand the school zone based on local knowledge of attendance boundaries, travel patterns, etc., as established in a traffic study.

The Board has a strong interest in improving safety throughout the transportation system, in particular with regard to pedestrian and bicycle access to K-12 schools. Attached please find the County's draft white paper, the *School Siting and Safety Initiative*, that we are using to advocate for improved school siting and design policies with the state. In addition to broader positive impacts on safety, your bill would also specifically improve safety at and around school sites as described in the attached paper.

We respectfully request that you consider supporting two other pieces of legislation which, taken together with your bill, could be seen as an effective road safety/vulnerable road user legislative program:

**Assembly Bill 1532 (Gatto) Vehicle Accidents:** This bill that would increase penalties for drivers that leave the scene of an accident.

**Assembly Bill 2398 (Levine) Vehicles: Pedestrians and Bicyclists:** a bill that would provide for increased penalties for drivers who violate rules of the road, including violations involving pedestrians and bicyclists.

Thank you for authoring this important legislation and for your consideration of our suggested amendment. If you, or your staff, have any questions about our support position or our proposed amendment please contact me or John Cunningham, Principal Planner, (925)674-7833 or at john.cunningham@dcd.cccounty.us.

Sincerely,



Karen Mitchoff, Chair  
Contra Costa County Board of Supervisors  
Supervisor, District IV

C: Contra Costa County State Legislative Delegation  
Kevin Romick, Chair, Contra Costa Transportation Authority  
**Amy Worth, Chair, Metropolitan Transportation Commission**  
L. DeLaney, Interim Senior Deputy County Administrator, CAO  
Mark Watts – Smith, Watts, Martinez

Attachment  
DRAFT California School Siting and Safety Initiative – Contra Costa County (rev: 4/7/14)

## The Board of Supervisors

County Administration Building  
651 Pine Street, Room 106  
Martinez, California 94553

John Gioia, 1<sup>st</sup> District  
Candace Andersen, 2<sup>nd</sup> District  
Mary N. Piepho, 3<sup>rd</sup> District  
Karen Mitchoff, 4<sup>th</sup> District  
Federal D. Glover, 5<sup>th</sup> District

## Contra Costa County



David Twa  
Clerk of the Board  
and  
County Administrator  
(925) 335-1900

April 22, 2014

The Honorable Dianne Feinstein  
United States Senate  
331 Hart Senate Office Building  
Washington, DC 20510

The Honorable Barbara Boxer  
United States Senate  
112 Hart Senate Office Building  
Washington, DC 20510

The Honorable Mike Thompson  
U.S. House of Representatives  
231 Cannon House Office Building  
Washington, DC 20515

The Honorable Gerald McNerney  
U.S. House of Representatives  
1210 Longworth House Office Building  
Washington, DC 20515

The Honorable George Miller  
U.S. House of Representatives  
2205 Rayburn House Office Building  
Washington, DC 20515

The Honorable Eric Swalwell  
U.S. House of Representatives  
501 Cannon House Office Building  
Washington, DC 20515

**RE: Support for Senate Bill 1708 and House Resolution 3494:**  
***The Bicycle and Pedestrian Safety Act***

Dear Senators Boxer and Feinstein and Representatives Garamendi, McNerney, Miller, Swalwell, and Thompson:

We write to you in support of two recently introduced bills, Senate Bill 1708 and House Resolution 3494, both *The Bicycle and Pedestrian Safety Act*. We understand that either bill would add the statement “*for both motorized and nonmotorized transportation*” to the *Performance Measures for Highway Safety Improvement Program*, in Section 150(c) (4)(B) of title 23, of the United States Code.

Nationwide, we have seen a trend of overall roadway deaths declining while pedestrian and bicyclist deaths have risen in the same time period. In addition, while pedestrian and bicyclist fatalities make up 15% of total roadway fatalities, less than 1% of safety funding is directed to infrastructure that would address these problems.

We support this effort to establish accounting consistency between automobile related deaths and injuries, and those injuries and deaths involving pedestrians and bicyclists. We also appreciate that the legislation preserves flexibility to determine the best method to address safety issues for both the United States Department of Transportation and state and local agencies.

Letter to Congress  
April 22, 2014  
Page 2 of 2

Thank you for your consideration on this matter. We ask that you to help move them forward as appropriate in order that we may continue to progress towards a safer, more complete transportation system. Please contact John Kopchik, Deputy Director with our Conservation and Development Department, at (925) 674-7819 or [john.kopchik@dcd.cccounty.us](mailto:john.kopchik@dcd.cccounty.us) if you have any questions or need any follow-up regarding this request.

Sincerely,



KAREN MITCHOFF  
Chair, Board of Supervisors

cc: Board of Supervisors  
David Twa, County Administrator  
Paul Schlesinger, Alcalde & Fay





METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 3b

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TDD/TTY 510.817.5769  
FAX 510.817.5848  
E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

***Memorandum***

TO: Legislation Committee

DATE: May 2, 2014

FR: Executive Director

W. I. 1131

RE: AB 1532 (Gatto), AB 2398 (Levine), SB 1151 (Canella):  
Pedestrian Safety

**Background**

Pedestrian safety is a growing concern in the Bay Area, especially on the streets of San Francisco, where 21 people were killed in 2013, the highest number since 2007. In response, the San Francisco Municipal Transportation Authority has adopted a policy, Vision Zero, to eliminate pedestrian and cyclist fatalities within a decade. While this policy largely involves capital improvements to specific intersections, there are a number of bills under consideration in Sacramento this year that aim to improve conditions for pedestrians in the near term through stiffer penalties and other common sense requirements for how drivers should respond in the event of an accident involving a pedestrian.

**Recommendation: Support AB 1532, AB 2398 and SB 1151**

**Discussion**

The bills under consideration include the following:

- Assembly Bill 1532 (Gatto) would expand the scope of existing hit and run law to require that when a person is struck but not injured the driver shall remain at the scene of the accident and provides that failure to do so would be a misdemeanor.
- Assembly Bill 2398 (Levine) raises the penalty for causing "bodily injury or great bodily injury" to a newly defined category of "vulnerable road users" from either \$70 or \$95 respectively to at least \$220 (but less than \$1,000) and requires a violation point to be added to a driver's record for such violation. The bill also requires DMV to suspend for six months the driver's license of anyone convicted of a second violation of the above within a three-year period. The bill defines vulnerable road user as a pedestrian, including a highway construction or maintenance worker, a person operating non-motorized equipment, including but not limited to a bicycle or skateboard, a person on horseback or a person operating a farm tractor.
- Senate Bill 1151 (Canella) requires that fines for specified violations be doubled or increased if the violation occurred when passing a school building or school grounds, as specified, and the highway is posted with a standard "SCHOOL" warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within the school zone. The bill would require that these additional fines be deposited in the State Transportation Fund for purposes of the Active Transportation Program.

Collectively, these bills aim to make the roads safer for pedestrians and other non-motorized road users by mandating increased penalties associated with accidents involving pedestrians and traffic violations in the vicinity of schools. In the case of SB 1151, the bill would also generate a new funding source to support active transportation. In support of Plan Bay Area’s goal to increase active transportation, staff recommends a support position on all three bills.

**Known Positions (See attached)**

Bill Number	Support	Oppose
AB 1532 (Gatto)	Association for Los Angeles Deputy Sheriffs City and County of San Francisco City of Los Angeles Riverside Sheriffs' Association Crime Victims Action Alliance California Bicycle Coalition Walk San Francisco Los Angeles County Bicycle Coalition Los Angeles WALKS Safe Routes to School National Partnership Citizens for Law and Order, Inc. Walk Bike Glendale Benjamin Franklin Elementary Foundation Conor Lynch Foundation Finish the Ride Los Angeles County Deputy Probation Officers Union, AFSCME Local 658 Missing Link Bicycle Cooperative	
AB 2398 (Levine)	City and County of San Francisco San Francisco MTA Marin County Bicycle Coalition California Walks Transportation Authority of Marin Safe Routes to School National Partnership California Electric Bicycle Association California Bicycle Coalition (support) BIKEable Communities Sonoma County Bicycle Coalition	Safer Streets L.A. National Motorist Association
SB 1151 (Canella)	California Federation of Teachers Latino Coalition for a Healthy California California Pan-Ethnic Health Network California Walks City of Goleta Merced County Office of Education Central California Regional Obesity Prevention Program (co-sponsor) Safe Routes to School National Partnership (co-sponsor) TransForm (co-sponsor) Alliance for Community Research and Development	National Motorists Association Safer Streets L.A.



COMMISSIONERS

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Newell Americh

Tom Butt

David Durant

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Robert Taylor

# MEMORANDUM

To: Barbara Neustadter, TRANSPAC  
Andy Dillard, SWAT, TVTC  
Jamar Stamps, TRANSPLAN  
John Nemeth, WCCTAC  
Shawna Brekke-Read, LPMC

From: Randell H. Iwasaki, Executive Director

*MRE*  
for:

Date: June 4, 2014

Re: Items approved by the Authority on May 21, 2014, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its May 21, 2014 meeting, the Authority discussed the following items which may be of interest to the Regional Transportation Planning Committees:

Randell H. Iwasaki,  
Executive Director

- 1. Authorize Release of "Call for Projects" for the Priority Development Area (PDA) Planning Grant Program.** As part of its Resolution 4035, MTC allocated \$2.745 million to the Authority to help local jurisdictions in their planning and implementation of PDAs. The PDA Planning Grant Program must be consistent with the county's adopted *PDA Investment & Growth Strategy*. Authority staff has prepared a "call for projects" for the PDA Planning Grant Program for release. Following the release a sub-committee to TCC will evaluate the grant applications received. The sub-committee is comprised of local staff representatives from the four subareas of Contra Costa. *The Authority approved release of the Call for Projects for the Contra Costa PDA Planning Grant Program. To access the grant application forms, go to [www.ccta.net](http://www.ccta.net), click on the "Resources" tab, go to "CCTA Library," and then "Planning Grants for Priority Development Areas."*
- 2. Legislative Update.** *Staff and Mark Watts of Smith, Watts & Martinez LLC provided an update on relevant developments in policy, legislation and finance*

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Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
[www.ccta.net](http://www.ccta.net)



*of interest to the Authority and discussed current State legislation and recommend positions/actions to the Authority.*

- 3. Review of Report Card on the OneBayArea Grant (OBAG) Program.** MTC, through Resolution 4035, established the OneBayArea Grant (OBAG) Program which was administered by the nine Bay Area congestion management agencies. This program was intended to support the development of Priority Development Areas (PDAs) in the Bay Area and other MTC goals. Through the OBAG program, the Authority allocated about \$45 million in federal funds for local streets and roads (LSR), Transportation for Livable Communities (TLC), and bicycle-pedestrian projects. *The Authority reviewed MTC's "report card" on the OBAG program and authorized staff to transmit the attached response letter. (Attachment)*



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

Kevin Romick, Chair

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Vice Chair

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David Durant

Richard Glover

Steve Hudson

Mike Metcalf

Karen Mitchoff

Robert Taylor

Randell H. Iwasaki,  
Executive Director

May 21, 2014

Mr. Steve Heminger  
Executive Director  
Metropolitan Transportation Commission (MTC)  
101 Eighth Street  
Oakland, CA 94607

Mr. Ezra Rapoport  
Executive Director  
Association of Bay Area Governments (ABAG)  
101 Eighth Street  
Oakland, CA 94607

**Subject: Response to MTC's OBAG "Report Card"**

Dear Mr. Heminger and Mr. Rapoport:

On behalf of the Contra Costa Transportation Authority, we wish to thank MTC and ABAG for working with us on the second cycle of federal funding through the OneBayAreaGrant (OBAG) project selection process. The funding available to Contra Costa through the OBAG program represents a needed infusion of funding to support the development of Priority Development Areas (PDAs) and to help maintain our investment in the transportation network.

The OBAG "Report Card" presents a useful self-assessment of how well the OBAG program worked, whether the program and project selection requirements were met, and what type of projects received funding. This evaluation will be useful in developing the next round of OBAG funding.

The report found that the OBAG program achieved the objectives identified in Resolution 4035:

- The program did provide more funding to counties with more flexibility in how those funds were allocated among program categories
- Each county exceeded its PDA investment target — in Contra Costa, 82 percent of the OBAG funds went to projects in or in proximate access to PDAs, far above our 70 percent target
- The housing elements of all jurisdictions (but one) received certification from the State Housing and Community Development Department
- All jurisdictions either adopted a complete streets resolution or affirmed that its General Plan complied with the Complete Streets Act of 2008

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Suite 100  
Alhambra Creek  
Alhambra, CA 94597  
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925.256.4700  
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www.ccta.net

We agree that, to a large degree, the OBAG program achieved the objectives set forth in Resolution 4035 and we appreciate both the increase in funding levels and increased flexibility. That is not to say that the process was without its issues.

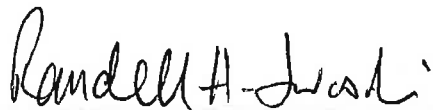
The Authority took seriously its responsibilities for carrying out the requirements of Resolution 4035. As we proceeded through the project selection process, we took care that the guidance provided by MTC in Appendix A-5 of Resolution 4035 was accurately reflected in the criteria we used to select projects.

These factors, however, led to some definite winners and losers. While every jurisdiction received a share of the available Surface Transportation Program funds for local streets and roads preservation, some areas of the county received considerably more of the available CMAQ funds while others received much less, even none.

MTC staff often said that they hoped that the OBAG funding would be focused on high-impact projects and not "spread like peanut butter" throughout the county. While we don't disagree with focusing on the most effective projects, we are concerned when those factors appear to disadvantage some areas, even those that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing as called for in Resolution 4035. For the next cycle, we believe that the outcome of fund allocation should align with RHNA so that jurisdictions that accept housing are indeed rewarded.

We look forward to working with you on the next round such to ensure that the allocation process better aligns with the policy intent.

Sincerely,



Randell H. Iwasaki  
Executive Director

File: 20.21.06

**TRANSPAC Transportation Partnership and Cooperation**  
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
2300 Contra Costa Boulevard, Suite 110  
Pleasant Hill, CA 94523  
(925) 969-0841

May 13, 2014

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

Re: Status Letter for TRANSPAC Meeting – May 8, 2014

Dear Mr. Iwasaki:

At its meeting on May 8, 2014, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Approved City of Concord's request to approve a new "Major Streets" capital project: Farm Bureau Road Safe Route to School Improvements, to the Measure J Strategic Plan; and request that \$500,000 be reallocated from Project No. 24008, Waterworld Parkway Bridge, an inactive project at the present time, to two projects; the new Farm Bureau Road project and Project No. 24028, Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements.
2. Received presentation from Alex Evans, EMC Research, on the Countywide Transportation Plan Public Outreach Effort.
3. Received update from Chris Lau, Senior Civil Engineer, Contra Costa County on the Kirker Pass Road Northbound Truck Lanes Project.
4. Adopted the Draft Central County Action Plan for release to the CCTA to be included with the Draft Countywide Transportation Plan (CTP) and the Environmental Impact Report (EIR).
5. Approved the same Line 20a allocations for Fiscal Year 2014/15 as had been approved last year with a recommendation that the vendors work with the CCTA and CCCTA to establish an ongoing partnership.
6. Amended minutes from the April 24, 2014 TRANSPAC meeting to show that the City of Pittsburg had withdrawn from the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) and not from TRANSPLAN, as shown.

Mr. Randall H. Iwasaki  
May 13, 2014  
Page 2

7. Requested that jurisdictions post TRANSPAC meeting notices and agendas.

TRANSPAC hopes that this information is useful to you.

Sincerely,

A handwritten signature in cursive script that reads "Barbara Neustadter".

Barbara Neustadter  
TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff  
Candace Andersen, Chair – SWAT  
Sal Evola, Chair – TRANSPLAN  
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)  
John Nemeth – WCCTAC  
Janet Abelson – WCCTAC  
Jamar I. Stamps – TRANSPLAN  
Andy Dillard – SWAT  
Danice Rosenbohm, CCTA  
June Catalano, Diana Vavrek, Diane Bentley – City of Pleasant Hill



# SWAT

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

May 9, 2014

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

RE: SWAT Meeting Summary Report for May 2014

Dear Mr. Iwasaki:

At the **May 5<sup>th</sup>, 2014** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

**Approved the 2014 Lamorinda Action Plan and the 2014 Tri-Valley Transportation Plan and Action Plan for Routes of Regional Significance and forwarded to the Contra Costa Transportation Authority (Authority) for incorporation into the 2014 Countywide Comprehensive Transportation Plan Update.**

**Received a report on the findings of the Authority's Countywide Transportation Plan Public Outreach Effort.**

**Received a presentation on the Draft Contra Costa Safe Routes to School Needs Assessment.**

**Received an update on the PDA Planning Grant Program.**

**Appointed SWAT representatives to the Authority's Countywide Bicycle and Pedestrian Advisory Committee:** SWAT appointed the following staff and citizen representatives for a two-year term, ending February 1, 2016.

	<b>Primary</b>	<b>Alternate</b>
SWAT Staff Representative	Andy Dillard, Danville	Leah Greenblat, Lafayette
SWAT Citizen Representative	John Fazel	

The next SWAT meeting is scheduled for Monday, June 2<sup>nd</sup>, 2014, at Supervisor Andersen's Lamorinda Office, 3338 Mt. Diablo Boulevard, Lafayette. Please contact me at (925) 314-3384, or [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov), if you should have any questions.

Sincerely,



Andy Dillard  
Town of Danville/SWAT Administrative Staff

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; John Nemeth, WCCTAC; Barbara Neustadter, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA; Brad Beck, CCTA

SWAT Summary Letter  
May 9, 2014

**ITEM 5  
MAJOR PROJECTS STATUS REPORT**



# TRANSPLAN: Major East County Transportation Projects

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

## Monthly Status Report: June 2014

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

### STATE ROUTE 4 WIDENING

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

**Lead Agency:** CCTA

**Project Description:** The project widened the existing highway from two to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately  $\frac{3}{4}$  mile west of Loveridge Road and provided a median for future transit.

**Current Project Phase:** Highway Landscaping – Plant Establishment Period - Complete.

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

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

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

**Lead Agency:** CCTA

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

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

**Project Status:** *The focus of work has been the resolution of punchlist items including sidewalk modifications for ADA compliance, HMA paving modifications, revised signage and striping, and modifications to existing sidewalks. All lanes of westbound SR4 were opened from just west of Contra Loma undercrossing to Harbor Street overcrossing on December 17, 2013. All lanes of the new eastbound SR4 roadway were opened on November 6, 2013. Work on punchlist items will continue into*

June 2014. Contract acceptance is anticipated by June 15, 2014.

The project construction is approximately 98% complete.

**Issues/Areas of Concern:** *Resolution of Notice of Potential Claim (NOPC) for cracked concrete and other miscellaneous items.*

### **C. SR4 Widening: Somersville Road to SR 160**

**Lead Agency:** CCTA

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

**Current Project Phase:** Construction.

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

#### **Segment 1: Somersville Interchange**

*The contractor's exceptions to the Proposed Final Estimate have been received and are being reviewed by the project team.*

**Segment 1 construction is 100% complete.**

#### **Segment 2: Contra Loma Interchange and G Street Overcrossing**

Construction of the Segment 2 widening began in March 2012 and is anticipated to be complete in August 2015.

Retaining wall and soundwall construction along the Route 4 mainline and ramps is continuing throughout the project. Work includes construction of concrete walls, concrete barrier rail, structure backfill and miscellaneous drainage. *Sewer siphons for the City of Antioch are being constructed at Contra Loma Boulevard underneath SR4. Along the west side of Contra Loma Boulevard to St. Francis Drive, construction of retaining wall footings and walls is continuing. On SR4 mainline roadway, Jointed Plain Concrete Pavement (JPCP) construction is in progress.*

Segment 2 construction is approximately 68% complete, through May 2014.

#### **Segment 3A: A Street Interchange and Cavallo Undercrossing**

Construction of Segment 3A started in August 2012 and is anticipated to be complete in Fall 2015.

At the Route 4 mainline outside westbound lanes, work is in progress to construct Jointed Plain Concrete Pavement (JPCP) from the east end of the project to “A” Street. In the eastbound median, Lean Concrete Base (LCB) construction is in progress. At Lone Tree Way/“A” Street, construction of the local street median is in progress at either side of the highway. *Masonry Block Soundwall work is in progress along the north side of SR4.*

Segment 3A construction is approximately 50% complete through May 2014.

### **Segment 3B: Hillcrest Avenue to SR160**

Construction of Segment 3B began in March 2013. Construction is anticipated to be complete in Fall 2015.

*Traffic has been switched onto the new temporary SR4 eastbound Hillcrest on-ramp. Demolition of the existing outside lanes of eastbound SR4 and construction of the temporary lanes underneath the bridge is in progress. Earthwork at the eastbound on-ramp is in progress. Lean Concrete Base (LCB) and Hot Mix Asphalt (HMA) work for the temporary outside lanes is starting. Earthwork at the eastbound on-ramp is in progress. At Hillcrest overcrossing, retaining wall construction in front of each abutment and steel casings installation on the columns in the median is in progress.*

*North of the freeway, retaining wall work to accommodate widening of Hillcrest Avenue and Sunset Drive is under construction and temporary pedestrian access is being provided. The existing eBART parking lot has been turned over to the SR-4 Hillcrest project. Work in this area is starting with demolition of the existing parking lot pavement and construction of the freeway embankment.*

Segment 3B construction is approximately 32% complete through May 2014.

### **Issues/Areas of Concern:**

#### Segment 1 - Somersville Interchange

The contractor has submitted their exceptions to the Proposed Final Estimate (PFE); project staff is reviewing the Contractors’ submittal.

The project trailers at Crow Court are being demobilized.

#### Segment 2 - Contra Loma Interchange and G Street Overcrossing

*Beginning Thursday, May 15, 2014, Somersville Road will be closed between James Donlon Boulevard and Creekside Drive (located 850’ south of Buchanan Road) for the City of Antioch Somersville Road Widening Project. The closure will last for approximately fifteen (15) weeks until September 1, 2014 for the initial work on the Somersville Road widening project. This closure / detour may affect traffic through the Contra Loma and A Street projects.*

*The City of Antioch is considering redesign of the sewer line at Contra Loma Boulevard / Fitzuren Road due to potential impacts to adjacent gas and water utilities during construction. The sewer line replacement was added to the project at the request of the City of Antioch. Antioch will cover all costs associated with this work.*

Segment 3A - A Street Interchange and Cavallo Undercrossing

None.

Segment 3B - Hillcrest Avenue to SR160

*Burrowing Owls are nesting along the north side of SR-4. Earthwork within a 250 foot radius cannot be performed until after the nesting season ends. The work exclusion zone blocks the planned access for equipment to perform earthwork activities. Working with BART, alternate access to the north embankment has been provided by using the new BART Maintenance Station access road.*

Segments 0, 1 ,2, 3A, and 3B

Caltrans is working with the contractors for each segment to obtain sign-off of BART requested Certificate of Conformance requirements.

**D. SR4 Bypass: SR4/SR160 Connector Ramps**

**Project Fund Source:** Bridge Toll Funds

**Lead Agency:** CCTA

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

**Current Phase:** Construction.

**Project Status:** *The groundbreaking ceremony was held on May 20, 2014. The installation of bird exclusion measures on the bridges is complete. Drainage and earthwork has begun. Foundation drilling equipment is on site and drilling began in May.*

**Issues/Areas of Concern:** *The potential for birds to nest near the construction site remains as a possible impact to the project schedule.*

**E. East County Rail Extension (eBART)**

**CCTA Fund Source:** Measure C and J

**Lead Agency:** BART/CCTA

eBART Construction Contact: Mark Dana: [mdana@bart.gov](mailto:mdana@bart.gov)

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

**Current Project Phase:** Final Design and Construction.

**Project Status:** BART is the lead agency for this phase. The overall construction of the Transfer Platform and eBART Facilities (Contract 110) in the median to Railroad Avenue is complete. Testing of the train control and communication systems is underway.

The work is complete for the parking lot area for Contract 120. The existing park and ride lot at Hillcrest has been vacated and switched to the new eBART parking lot. Work continues on the maintenance building with roofing, siding and framing installation as well as electrical and plumbing.

Contract 130, stations and maintenance facility finishes, track work and systems, was advertised in mid-January with bids due in April. *BART awarded the contract to Stacy & Whitbeck at its Board meeting on May 21, 2014.*

Coordination between BART and CCTA is ongoing because the construction is directly north and adjacent to the Segment 3B construction area. A master integrated schedule has been developed for the eBART and SR4 construction contracts.

**Issues/Areas of Concern:** Coordination of SR4 highway construction contracts and eBART contracts continues. BART, MTC and CCTA have developed a strategy to fund the design of the Pittsburg Railroad eBART station for possible inclusion in Contract 130.

## STATE ROUTE 4 BYPASS PROJECT

### F. SR4 Bypass: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1 No Changes From Last Month

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

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

**Current Phase:** Construction.

**Project Status:** Substantial bridgework on the four bridges of the project; the Lone Tree Way Undercrossing, the Sand Creek Bridge, the Sand Creek Road Undercrossing, and the San Jose Avenue Undercrossing has been completed. In late October, traffic was switched to the new eastbound and westbound alignments. This traffic switch alleviated significant congestion on eastbound SR4 at Lone Tree Way. SR4 is now a full freeway between Lone Tree Way and Sand Creek. Change order work is continuing for the construction of the new westbound Sand Creek Road Undercrossing (Left), Sand Creek Bridge (Left) widening and additional roadway improvements.

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

### G. SR4 Bypass: Balfour Road Interchange – Phase 1 (5005)

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

**Lead Agency:** CCTA

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

**Current Phase:** Design.

**Project Status:** Project Development Team (PDT) meetings with Caltrans are occurring on a monthly basis. A Longitudinal Utility Exception Request from Caltrans for Contra Costa Water District (CCWD) to leave a 90-inch water line within the project limits in place has been tentatively approved, saving taxpayers an estimated \$18 million. *The 95% design will be submitted in June 2014. Final design is anticipated to be complete in late 2014.*

**Issues/Areas of Concern:** Additional funding was identified with the approval of the *2013 Measure J Strategic Plan Update*, however the project estimate was in error and project elements have been revised resulting in a funding shortfall. An alternative to the original Kinder Morgan relocation plan has been identified, which if feasible, may provide some project cost savings.

**H. SR4 Bypass: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project 5002) ~~No~~  
Changes From Last Month**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

**Project Description:** Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at SR4. The overcrossing will include a multi-span bridge with columns in the SR4 median. Bridge approaches will be constructed on earthen embankments. The path width is assumed to be 12 feet wide.

**Current Phase:** Design.

**Project Status:** After initial review and comments from Caltrans, the 35% complete plans were resubmitted to Caltrans on March 4, 2014 for approval. BART announced that the recommended new station location for a future eBART extension should be at a location adjacent to the pedestrian overcrossing. Impacts of this decision will need to be considered.

**Issues/Areas of Concern:** Construction funding for the project has not yet been identified. The Authority is considering submitting an application for Active Transportation Program (ATP) funding.

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

Staff Contact: Martin Engelmann, (925) 256-4729, [mre@ccta.net](mailto:mre@ccta.net)

**May 2014 Update – No Changes From Last Month**

**Study Status:** Current project activities include model development, compilation of mapping data/conceptual alignments, development of staff and policy advisory groups, Project Visioning/Strategy-Scenario Development, and preparation of the Draft Feasibility Study.

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

**eBART Next Segment Study**

*eBART Next Segment Study Contact: Ellen Smith: [esmith1@bart.gov](mailto:esmith1@bart.gov)*

The Next Segment Study is a pre-feasibility evaluation of the Bypass and Mococo alignments beyond Hillcrest Avenue, and review of six possible future station site opportunities. Station sites being evaluated on the Bypass alignment are: Laurel Road, Lone Tree Way, Mokelumne Trail crossing of SR4, Sand Creek Road, Balfour, and a location near Marsh Creek Road and the Bypass serving Byron and Discovery Bay. The Next Segment Study will be completed in early 2013.

Staff will provide updates as needed.

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**ITEM 6  
CALENDAR OF EVENTS**



**Calendar of Upcoming Events\***

<b>Spring 2014</b>	<b>Location</b>	<b>Event</b>
Spring 2014 - Date TBD	Antioch/Oakley	Groundbreaking - SR4/160 Connector Ramps
<b>Fall 2014</b>	<b>Location</b>	<b>Event</b>
Fall 2014 - Date TBD	Brentwood	Ribbon Cutting - SR4 Widening and Sand Creek Interchange

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

**ITEM 7  
ENVIRONMENTAL REGISTER**

## ENVIRONMENTAL REGISTER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Pittsburg	Southwest Pittsburg	Notice of Public Hearing	James Donlon Boulevard Extension Contact: Leigha Schmidt, Associate Planner 925-252-4920 <a href="mailto:lschmidt@ci.pittsburg.ca.us">lschmidt@ci.pittsburg.ca.us</a>	Public hearing to certify Final EIR for James Donlon Boulevard Extension.	4/7/14 (hearing date)	No comments
City of Pittsburg	Southwest Pittsburg	Notice of Availability of Final Environmental Impact Report	James Donlon Boulevard Extension Contact: Leigha Schmidt, Associate Planner 925-252-4920 <a href="mailto:lschmidt@ci.pittsburg.ca.us">lschmidt@ci.pittsburg.ca.us</a>	Public hearing to consider findings of Draft and Final EIR for James Donlon Boulevard Extension.	4/7/14 (hearing date)	No comments
City of Oakley	3410 Empire Avenue APN034-030-005	Notice of Public Hearing	Celebration Christian Preschool Conditional Use Permit (CUP 02-13) Contact: Josh McMurray, Senior Planner <a href="mailto:mcmurray@ci.oakley.ca.us">mcmurray@ci.oakley.ca.us</a>	Request for approval of a CUP to operate and Design Review (DR 06-13) to construct a new 14,351 sq. ft. preschool and associated site development.	4/25/14 (hearing date)	No comments
City of Pittsburg	Southwest Pittsburg (607 acre area) APN097-180-006 et. al.	Notice of Preparation of an Environmental Impact Report	Faria Annexation Project Contact: Kristin Pollot, Project Planner 925-252-6941 <a href="mailto:kpollot@ci.pittsburg.ca.us">kpollot@ci.pittsburg.ca.us</a>	Annexation of 607 acres into City from Contra Costa Water District service area and Delta Diablo Sanitary District service area. Pre-zoning from Hillside Planned Development and Open Space to same district with "interim study overlay" districts for the purpose of evaluating a potential 1,500 residential development.	4/8/14	Yes
City of Brentwood	Central Blvd/Griffith Lane APN017-131-026 et. al.	Notice of Availability of a Mitigated Negative Declaration	Palmilla (GPA 13-001/RZ 13-002/VTSM 9332) Contact: Jeff Zilm, Senior Planner 925-516-5136 <a href="mailto:jzilm@brentwoodca.gov">jzilm@brentwoodca.gov</a>	General Plan Amendment, Low/Medium/High Density Residential to Medium Density Residential.  Rezone 20 acres from R-1-6 to PD-44.  Vesting tentative subdivision map to create 296 single-family residential lots.	4/7/14	Yes

**ITEM 8**  
**DRAFT FISCAL YEAR 2014/15 WORK PROGRAM AND BUDGET**

# **TRANSPLAN COMMITTEE**

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
30 Muir Road, Martinez, CA 94553-0095

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**TO:** TRANSPLAN Committee

**FROM:** TRANSPLAN TAC

**DATE:** June 12, 2014

**SUBJECT: FY 2014/2015 Proposed TRANSPLAN Work Program and Budget**

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## **Recommendation**

**ADOPT** the Fiscal Year 2014/2015 (FY 2014/15) TRANSPLAN Work Program and Budget and **DIRECT** staff to deliver invoices to the member agencies.

## **Background**

The TRANSPLAN Committee adopts a budget and work program annually. Some of the tasks from the previous work program will carry over. Current budget and proposed budget and work plan activities for the impending fiscal year are detailed in the following discussion.

## **Discussion**

For FY 2013/14, each TRANSPLAN member agency remitted dues payments of \$10,879 to cover projected budget expenditures, which resulted in a revenue total of \$54,395.

Total expenditures through the first three quarters of FY 2013/14 (July '13 – March '14) are \$13,674.73. FY 2013/14 fourth quarter (April '14 – June '14) expenditures are projected to be approximately \$4,558.24. Therefore, FY 2013/14's actual total budget expenditures are projected to be approximately \$18,232.97. Revenue less expenditures results in a remaining balance of approximately \$36,162.03. ( $\$54,395 - \$18,232.97 = \$36,162.03$ )

FY 2014/15's projected budget (Table 1) is approximately \$20,252.00. Barring any unusual expenditures (e.g. controversial projects, staffing changes, etc.), the aforementioned balance of \$36,162.03 would be more than adequate to cover the projected FY 2014/15 budget.

Therefore, TRANSPLAN member agency dues will not be required to supplement the FY 2014/15 budget.

## Activities

The attached work program proposes the set of tasks to be undertaken during the 2014/15 fiscal year. As is typical, some of the items are continuing items with a few modifications noted below:

- **State Route 4 Planning Activities/Operational Improvements:** Because of the prominence of the State Route 4 Corridor in the region there is an ongoing need for inter-agency collaboration in managing the facility. Ongoing collaborative activities such as this are defined in Task 4.
- **Countywide Transportation Plan:** Staff will be facilitating the update to the Countywide Transportation Plan, East County Action Plan for Routes of Regional Significance, and Measure J Strategic Plan. (See Task 4)
- **Ferry Service Planning Coordination:** The Transportation Authority (CCTA) formed the “Ferry Working Group” comprised of primary stakeholders, agency staff and RTPC managers to discuss issues related to ferry planning and develop a countywide ferry plan. TRANSPLAN staff will continue to attend regular meetings of this working group. (See Task 7)

## Proposed FY 2014/2015 Budget

This budget includes twelve hours of a Transportation Planner per month, two hours of secretarial time per month, and eight hours of the minutes-taker’s time per month. The budget also includes a small amount for office supplies and mailing costs, and a reserve for contingencies.

Individual TAC members assume liaison duties for various CCTA committees (e.g. Technical Coordinating Committee, Technical Model Working Group and Priority Development Area Working (PDA) Group) and report any relevant activities to the full TAC. Essentially, the TAC's participation also helps to minimize TRANSPLAN's budget. Consistent with Committee direction from past years, staff will bill the jurisdictions for the difference in this year’s actual cost (any overrun will be added to the 2014/15 invoice, or surplus will be deducted).

The proposed FY 2014/15 TRANSPLAN budget is \$20,252.00. There was no overrun on the FY 2013/14 budget. The revenue balance from FY 2013/14 is carried-over and applied to cover the entire proposed budget. Therefore, contributions (dues) from each of the five member jurisdictions would not be required for FY 2014/15.

## FY 2013/2014 Preliminary Budget Report

A complete report for this year’s budget will not be available until September when the last quarter reports are available. Based on current projections, TRANSPLAN should be under budget at the conclusion of FY 2013/14.

att: Work Plan  
Table 1

cc: TRANSPLAN TAC

## Draft Work Program for FY 2014/2015

**Task 1: Participate in project development for the Brentwood-Tracy Expressway ("Tri-Link"/SR 239) Interregional Corridor Study.** The Contra Costa Transportation Authority (CCTA) has taken over project administration duties and identified TRANSPLAN as a primary stakeholder. The public/external planning process for this effort began in 2011/12. CCTA now has an agreement with Caltrans to prepare a Project Study Report (PSR) which will continue through late 2014.

**Task 2: Review major land use proposals *within* East County for compliance with East County Action Plan for Routes of Regional Significance.** This task will continue as an ongoing activity, required by Measure J and by TRANSPLAN's own procedures. It is part of the Measure J Growth Management Program.

**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: Facilitate collaboration between member jurisdictions and the Contra Costa Transportation Authority in the conduct planning activities requiring sub-regional consultation.** TRANSPLAN will provide ongoing assistance and local facilitation with CCTA, at a minimum for the State Route 4 Operational Improvements, the Congestion Management Program, the Measure J Strategic Plan, Measure J Growth Management Program (GMP), the Countywide Bicycle and Pedestrian Plan, and the OneBayArea Grant (OBAG) program. These efforts, while administered primarily by other agencies, require and benefit from local facilitation.

**Task 5: Represent TRANSPLAN at meetings of CCTA as needed, including the monthly CCTA Board meetings and the monthly meetings of its two committees (the Administration and Projects Committee, and the Planning Committee).** This task will continue.

**Task 6: 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 combined the four sub-regional models into one countywide version in '03. Ongoing refinements or consultation may be needed. The Measure J GMP 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 7: Ferry Planning:** Coordinate ferry service planning activities with member agencies, the Contra Costa Transportation Authority, the Water Emergency Transportation Authority, and other affected entities.

**Task 8: Growth Management Program Compliance:** Assist in administering the resolution of growth management compliance issues between member jurisdictions in cooperation with Contra Costa Transportation Authority staff per *TRANSPLAN Committee Administrative Procedures, Article III*.

**Task 9: Oversee State Route 4 Bypass Projects:** With CCTA taking on responsibility for certain State Route 4 Bypass Authority projects, TRANSPLAN has agreed to take on additional obligations. These obligations will be defined in memoranda of understandings on a project by project basis. This will require oversight and involvement of TRANSPLAN staff.

**Table 1: Proposed TRANSPLAN Budget for FY 2014/15**

<b>Item</b>	<b>FY 2014/15 Budget</b>	<b>% of Total Budget</b>
Transportation Planner (12 hours/month)	\$14,378.92	71%
Secretary (2 hours/month)	\$2,025.20	10%
Minutes Taking (8 hours/month)	\$2,430.24	12%
<b>Subtotal for Personnel Costs</b>	<b>\$18,834.36</b>	
Office Supplies and Services	\$571.58	3%
Contingency	\$810.08	4%
<b>Total Budget</b>	<b>\$20,252.00</b>	
Per Jurisdiction Contribution:	\$0.00*	100%

\*Revenue from FY 2013/14 is applied to the proposed budget. Thus, contributions (dues) from each of the five member jurisdictions would not be required for FY 2014/15.