

Robert Taylor
Chair
Brentwood
City Council

Brian Kalinowski
Vice-Chair
Antioch
City Council

Jim Frazier
Oakley
City Council

Ben Johnson
Pittsburg
City Council

Federal D. Glover
Contra Costa County
Board of Supervisors

Gil Azevedo
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Carmen Gaddis
Representing the
Contra Costa County
Board of Supervisors

Duane Steele
Contra Costa
Planning Commission

Kevin Romick
Oakley
Planning Commission

Bruce Ohlson
Pittsburg
Planning Commission

Staff Contact:

John Cunningham
TRANSPLAN
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N. Wing—4th Floor
Martinez CA 94553
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john.cunningham@
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TRANSPLAN Committee Meeting

Thursday, March 10, 2011 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact John Cunningham at (925) 335-1243 or john.cunningham@dcd.cccounty.us

AGENDA

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

1. Open the meeting.

2. Accept public comment on items not listed on agenda.

Consent Items (see attachments where noted [♦])

3. Adopt Minutes from February 17, 2011 TRANSPLAN Special meeting.

♦ PAGE 4

4. Accept Correspondence. ♦ PAGE 8

5. Accept Status Report on Major Projects. ♦ PAGE 18

6. Accept Environmental Register. ♦ PAGE 24

7. Overview of the 511 Contra Costa TRANSPLAN/TRANSPAC school-based programs for central and east County. ♦ PAGE 26

End of Consent Items

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

8: Receive Report on eBART Project (Hillcrest Station Design) and Take Action As Appropriate ♦ PAGE 29

9. Appoint Technical Coordinating Committee Representatives and Alternates ♦ PAGE 34

10. Receive Status Report: Regional Transportation Plan (RTP) Call for Projects: In February the Metropolitan Transportation Commission released a call for projects for inclusion in the 2013 RTP. Projects must be included in the RTP to receive state and/or federal funding. The item was discussed at the February Technical Advisory Committee (TAC) meeting. The TAC will discuss the matter again at their March meeting and bring a recommendation to TRANSPLAN for action in April. CCTA staff will provide an overview of the call for projects, the outreach requirements, and answer any questions. ♦ PAGE 40

↓ continued on next page ↓

11. Receive update on the City of Pittsburg's compliance with the East County Action Plan and take action as appropriate. ♦ PAGE 63

12. Receive Update: State Route 4 Integrated Corridor Analysis (SR4 ICA): Staff will report on the status of the ICA. In January, the Committee appointed Ben Johnson (Pittsburg) and Jim Frazier (Oakley) to the Policy Advisory Committee (PAC) for the ICA. The PAC is meeting on March 22nd, the Committee should consider providing direction to the two representatives. ♦ PAGE 69

End of Action/Discussion Items – Adjournment

13: Adjourn to next meeting on Thursday, April 14, 2011 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

♦ = An attachment has been included for this agenda item.

ADOPT MINUTES FROM FEBRUARY 17TH SPECIAL MEETING **ITEM 3**

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

SPECIAL MEETING MINUTES
February 17, 2011

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

ROLL CALL

PRESENT: Gil Azevedo (Antioch), Jim Frazier (Oakley), Federal Glover (Contra Costa County), Ben Johnson (Pittsburg), Bruce Ohlson (Pittsburg), Kevin Romick (Oakley), Duane Steele (Contra Costa County Planning Commission), Robert Taylor (Brentwood), Joe Weber (Brentwood), and Chair Brian Kalinowski (Antioch)

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

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

PUBLIC COMMENT

Joe Sbranti, Assistant City Manager, City of Pittsburg, read a prepared statement to the TRANSPLAN Committee and stated that, a few meetings back, one of the members of the Committee had requested an update from Pittsburg staff on the status of the James Donlon Extension Project, and while not prepared to present that at this time, he would be happy to coordinate with TRANSPLAN staff to agendize that update for an upcoming meeting.

Mr. Sbranti reiterated the City of Pittsburg's commitment to regional transportation planning and the construction of regional transportation projects. He added that Pittsburg was eager to work with the TRANSPLAN Committee to integrate its regional fee with the transportation goals of the Committee, and that he remained available to begin discussions to develop a Memorandum of Understanding (MOU) that could expedite the completion of many important regional transportation projects in East County.

CONSENT ITEMS

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

3. Adopted Minutes from January 13, 2011 TRANSPLAN meeting
4. Adopted Minutes from January 27, 2011 TRANSPLAN special meeting

Legal Counsel David Schmidt announced that the Committee was going into closed session to discuss potential legal action against the City of Pittsburg.

Chair Kalinowski adjourned into closed session at 6:32 P.M. Shortly after its start, Ben Johnson and Bruce Ohlson exited the closed session.

CLOSED SESSION

Conference with Legal Counsel – Anticipated Litigation
Initiation of Litigation Pursuant to Subdivision (c) of Section 54956.9: One case.

Chair Kalinowski reconvened from closed session at 7:15 P.M.

Mr. Schmidt reported that the TRANSPLAN Committee had given its approval for TRANSPLAN to initiate legal action against the City of Pittsburg by an 8-0 vote, with Carmen Gaddis' absent. Mr. Schmidt also reported that the litigation would involve a legal challenge to the City of Pittsburg's compliance with its regional fee obligations under the East County Action Plan and Measure J.

RECEIVE UPDATE ON THE CITY OF PITTSBURG'S COMPLIANCE WITH THE EAST COUNTY ACTION PLAN AND CONSIDER APPROPRIATE FOLLOW-UP ACTION(S), INCLUDING DIRECTING PITTSBURG TO REJOIN ECCRFFA

TRANSPLAN Committee staff John Cunningham spoke to the question of the City of Pittsburg's compliance with the East County Action Plan and Measure J, and the actions taken by the TRANSPLAN Committee at its special meeting on January 27 recognizing the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) as the only approved regional development mitigation program for the East County region; determining that the City of Pittsburg was not in compliance with its obligations under the East County Action Plan; and directing TRANSPLAN Committee staff to identify the actions that had taken place and transmitting those actions and comments to the Contra Costa Transportation Authority (CCTA). He reported that staff had not received any communication from the City of Pittsburg regarding the actions taken at that meeting.

Federal Glover advised that the TRANSPLAN Committee had tried to be accommodating to the City of Pittsburg. He expressed his hope that the City would have taken advantage of that opportunity to review the negotiated agreement.

Ben Johnson read a prepared statement at this time to express his disagreement with the staff report which had indicated that Pittsburg had given no indication of its plans to comply with its obligations under the East County Action Plan and Measure J, in that the Assistant City Manager had provided detailed information at the January 27 meeting about the regional plans which would be funded by the City's regional transportation fee.

Mr. Johnson stated that consistent with the CCTA's direction, the City had prepared and provided a draft agreement between itself and the TRANSPLAN Committee for funding regional projects and had adopted a regional transportation program consistent with the ECCRFFA program. He added that Pittsburg's regional fee was dedicated to the identical projects supported by ECCRFFA and that the City was ready and willing to work constructively with the TRANSPLAN Committee on regional projects using regional fees, which willingness had been reiterated by the Assistant City Manager at the current meeting. He strongly suggested that the TRANSPLAN Committee reconsider entering into an MOU with Pittsburg as suggested in an October 8, 2010 letter from the CCTA.

On motion by Jim Frazier, seconded by Federal Glover, the TRANSPLAN Committee considered a motion directing the City of Pittsburg to rejoin the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), no later than March 4, 2011, subject to the following conditions:

1. The re-adoption of the regular ECCRFFA fee schedule;
2. The repeal of the Pittsburg fee program;
3. The continued availability of the previous tentative agreement for priority funding of the James Donlon Extension and eBART;
4. That litigation would not proceed if the City of Pittsburg rejoined ECCRFFA by the deadline;
5. Additional details to be covered by staff and Legal Counsel; and
6. A written response must be received by the TRANSPLAN Committee by the March 4, 2011 deadline.

On the question, Bruce Ohlson suggested that a March 10 deadline would be more reasonable given that the next scheduled meeting of the TRANSPLAN Committee was set for March 10. Ben Johnson concurred.

When asked, Mr. Schmidt clarified that there was a reason for a March 4 deadline. He suggested that there could be a potential risk to the TRANSPLAN Committee if the deadline was extended much beyond March 4.

On the MOTION by Jim Frazier, seconded by Federal Glover, the TRANSPLAN Committee directed the City of Pittsburg to rejoin the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) no later than March 4, 2011, subject to the following conditions:

1. The re-adoption of the regular ECCRFFA fee schedule;
2. The repeal of the Pittsburg fee program;
3. The continued availability of the previous tentative agreement for priority funding of the James Donlon Extension and eBART;
4. That litigation would not proceed if the City of Pittsburg rejoined ECCRFFA by the deadline;

5. Additional details to be covered by staff and Legal Counsel; and
6. A written response must be received by the TRANSPLAN Committee by the March 4, 2011 deadline.

Ayes: Azevedo, Frazier, Glover, Romick, Steele, Taylor, Weber, Kalinowski,
Noes: Johnson, Ohlson
Abstain: None
Absent: Gaddis

ADJOURNMENT

Chair Kalinowski adjourned the TRANSPLAN Committee meeting at 7:18 P.M. to March 10, 2011 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



SWAT

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

CONTRACOSTA
2011 JAN 18 P 2:18
DEPARTMENT OF CONSERVATION
AND RECREATION

January 13, 2011

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

RE: SWAT Meeting Summary Report for January 2011

Dear Mr. Iwasaki:

At the **January 10, 2011** Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

Report on SB 375 and Development and Implementation Efforts of a Sustainable Communities Strategy (SCS) for the Bay Area: Martin Engelmann, CCTA staff provided a detailed presentation on SB 375 and the SCS efforts. Also in attendance was Sailaja Kurella, ABAG staff, and Grace Cho, MTC staff.

Approve a Memorandum of Understanding (MOU) for SWAT Administrative Services for Contract Service Years 2011 and 2012: The Committee took action to approve an MOU with the Town of Danville to provide SWAT Administrative Services for 2011 and 2012.

Appoint Lamorinda SWAT Representative to the CCTA for a Two-year Term: The Committee took action to appoint the Lafayette SWAT representative, Don Tatzin, as the Lamorinda SWAT representative to the CCTA, and the Moraga SWAT representative, Mike Metcalf, as the alternate Lamorinda SWAT representative to the CCTA for a two-year term from February 1, 2011 through January 31, 2011.

Appoint the 2011 SWAT Chair and Vice Chair: The Committee took action to appoint the Orinda SWAT representative, Amy Worth, Chair, and the Moraga SWAT representative, Mike Metcalf, Vice Chair, of SWAT for 2011. 2011 SWAT meetings will be held in Orinda at the Orinda City Offices, Sarge Littlehale Room, 22 Orinda Way, Orinda.

The next SWAT meeting is scheduled for Monday, February 7, 2011 at the Orinda City Offices, Sarge Littlehale Room, 22 Orinda Way, Orinda. Please contact me at (925) 314-3384 if you should have any questions.

Sincerely,

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

Andrew Dillard
SWAT Administrative Staff

Cc: SWAT; SWAT TAC; John Cunningham, TRANSPLAN; Christina Atienza, WCCTAC; Barbara Neustadter, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA



SWAT

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

January 14, 2011

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

Dear Mr. Iwasaki:

At their January 10, 2011 meeting, the Southwest Area Transportation Committee (SWAT) appointed the City of Orinda representative, Amy Worth, as Chair, and the Town of Moraga representative, Mike Metcalf, as Vice Chair of SWAT. The new appointments are effective January 11, 2011.

If you have any questions or would like additional information on this matter, please feel free to contact me at (925) 314-3384, or adillard@danville.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Dillard".

Andrew Dillard
Town of Danville
SWAT Administrative Staff

cc: SWAT
SWAT TAC
Danice Rosenbohm, CCTA
Barbara Neustadter, TRANSPAC
Christina Atienza, WCCTAC
John Cunningham, TRANSPLAN

DEPARTMENT OF CONSERVATION
AND DEVELOPMENT

2011 JAN 18 1 P 2:17

CONTRA COSTA



SWAT

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January 14, 2011

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

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee (SWAT), at their January 10, 2011 meeting moved to appoint the City of Lafayette representative, Don Tatzin, as SWAT's Lamorinda representative to the CCTA for a term of two years ending January 31, 2013. The Committee also took action to appoint the Town of Moraga representative, Mike Metcalf, as SWAT's Lamorinda alternate representative to the CCTA for a term of two years ending January 31, 2013.

SWAT representation from the South County to the CCTA will continue to be the Town of Danville, represented now by Mayor Karen Stepper, will continue through the current term ending January 31, 2012. SWAT's South County alternate to the CCTA will continue to be the City of San Ramon, represented by Dave Hudson.

If you have any questions or would like additional information on this matter, please contact me at (925) 314-3384, or adillard@danville.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Dillard".

Andrew Dillard
Town of Danville
SWAT Administrative Staff

cc: SWAT
SWAT TAC
Danice Rosenbohm, CCTA
Barbara Neustadter, TRANSPAC
Christina Atienza, WCCTAC
John Cunningham, TRANSPLAN

DEPARTMENT OF CONSERVATION
AND RECREATION

2011 JAN 18 P 2:17

CONTRACOSTA

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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January 31, 2011

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions at the TRANSPLAN Committee during their meeting on January 27, 2011.

3. Receive Report on City of Pittsburg Adoption of Fee Program and Take Action as Appropriate on the Following and Related Issues:

a) Whether Pittsburg's PRTDIM Fee Program constitutes a valid regional development mitigation program for the East County region.

b) Whether Pittsburg is in compliance with its obligations under the East County Action Plan to participate in a cooperative, multi-jurisdictional process for managing growth in the East County region. The Committee discussed the subject issue and in response to agenda item 3.a) the Committee recognized the East Contra Costa Regional Fee and Financing Authority is the regional development mitigation program, and in response to agenda item 3. b) the Committee determined that the City of Pittsburg was not in compliance with its obligations under the East County Action Plan to participate in a cooperative, multi-jurisdictional process for managing growth in the East County region.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, March 10, 2011 (The February Committee Meeting was cancelled) at 6:30 p.m.

Sincerely,



John W. Cunningham
TRANSPLAN Staff

c:
TRANSPLAN Committee
A. Dillard, SWAT & TVTC
B. Neustadter, TRANSPAC
C. Atienza, WCCTAC
E. Smith, BART

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TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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January 31, 2011

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions at the TRANSPLAN Committee during their meeting on January 13, 2011.


Elect Chair and Vice-Chair for 2011: The Committee selected Brian Kalinowski (Antioch) to serve as Chair of TRANSPLAN and Jim Frazier (Oakley) as Vice Chair for 2011.

Appoint TRANSPLAN representatives and alternates to the Contra Costa Transportation Authority (CCTA) Board: The Committee appointed Jim Frazier as TRANSPLAN's Representative to the CCTA for the Odd Year Seat (2/1/2011 to 1/30/2013) and Kevin Romick as the alternate appointment for the same seat/term.

State Route 4 Integrated Corridor Analysis Report: Martin Engelmann, CCTA Deputy Executive Director, provided the Committee with a report on the Analysis. The Committee designated Ben Johnson (Pittsburg) and Jim Frazier (Oakley) as TRANSPLAN's Representatives on the State Route 4 Integrated Corridor Analysis Policy Advisory Committee.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, March 10, 2011 at 6:30 p.m. (The February 2011 TRANSPLAN Meeting was cancelled)

Sincerely,



John W. Cunningham
TRANSPLAN Staff

c:
TRANSPLAN Committee
A. Dillard, SWAT
B. Neustadter, TRANSPAC
C. Atienza, WCCTAC

T. Williams, TVTC
D. Rosenbohm CCTA
E. Smith, BART

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El Cerrito

January 31, 2011

Hercules

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

Pinole

RE: WCCTAC Meeting Summary

Dear Randy:

Richmond

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

San Pablo

- 1) Welcomed new Board members Courtland "Corky" Boozé from Richmond and Donald Kuehne from Hercules, and new Board alternate John Delgado from Hercules.
- 2) Approved programming of up to \$14,000 in Measure J West County Subregional Transportation Needs (Program 28b) funds for the West Contra Costa Street Smarts traffic safety education campaign.
- 3) Received a report from Martin Engelmann on the implementation of SB 375 and development of a Sustainable Communities Strategy. Instructed staff to prepare a letter to legislative representatives noting the potential adverse impacts on priority development areas and transportation projects of the Governor's proposed elimination of redevelopment agencies.
- 4) Accepted the fiscal audit for the year ended June 30, 2010, and received FY 2010-11 mid-year budget review.

Contra Costa County

AC Transit

Sincerely,

Christina M. Atienza
Executive Director

BART

WestCAT

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

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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February 23, 2011

Will Casey, Mayor
City of Pittsburg
5 Civic Avenue
Pittsburg, CA 94565

Dear Mayor Casey:

This correspondence is to inform you that the TRANSPLAN Committee, at its February 17, 2011 special meeting, directed the City of Pittsburg to rejoin the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) no later than March 4, 2011, subject to the following conditions:

- (1) Pittsburg must re-adopt the regular ECCRFFA fee schedule;
- (2) Pittsburg must repeal its fee program;
- (3) The previous tentative agreement for priority funding of the James Donlon Extension and eBART is still available for Pittsburg;
- (4) The litigation by TRANSPLAN against Pittsburg [see information below] will not proceed if Pittsburg rejoins ECCRFFA by the March 4 deadline;
- (5) A written response must be received by the TRANSPLAN Committee by the March 4 deadline; and
- (6) Additional details will be covered by staff and Legal Counsel.

In addition, following a closed session held at the same meeting, the TRANSPLAN Committee announced that, by an 8-0 vote with one member absent, the Committee had given approval for TRANSPLAN to initiate legal action against the City of Pittsburg. The announcement also mentioned that the litigation would generally involve a legal challenge about Pittsburg's compliance with its regional fee obligations under the East County Action Plan and Measure J.

Sincerely,



John W. Cunningham
TRANSPLAN Staff

cc: TRANSPLAN Committee Members
Randell H. Iwasaki, Executive Director, CCTA
Dale Dennis, Program Manager, ECCRFFA



El Cerrito

February 25, 2011

Hercules

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

RE: WCCTAC Meeting Summary

Pinole

Dear Randy:

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

Richmond

1) Approved a letter to State legislative representatives identifying transportation-related impacts of the Governor's proposal to eliminate redevelopment agencies.

San Pablo

2) Approved alternative approaches to addressing West County's concerns regarding uncertain trip generation for the gaming alternatives analyzed under the Point Molate Casino Resort FEIR.

Contra Costa County

3) Approved the expenditure plan for West County's apportionment of FY 2011-12 Transportation for Clean Air (TFCA) funds.

4) Approved the process for administration of Measure J funds for Additional Transportation for Seniors and People with Disabilities (Program 20b) and guidelines to East Bay Paratransit Consortium for development of proposed projects for Program 20b funds.

AC Transit

5) Received a presentation from Hisham Noeimi on the Regional Transportation Plan Call for Projects and approved the overall approach described in CCTA staff's proposed outreach plan to non-governmental organizations and communities of concern.

6) As to the I-80 Integrated Corridor Mobility (ICM) project: a) received an update on recent project developments; b) directed staff to seek the establishment of a policy oversight committee for the project, with staff support that would include direct representation of local agencies; and c) appointed a subcommittee consisting of WCCTAC's CCTA representatives to provide guidance to staff during the negotiations for the operations and maintenance MOU.

BART

7) Directed staff to seek ways to reduce WCCTAC membership dues, including investigating the potential use of other revenue sources.

WestCAT

Sincerely,

Christina M. Atienza
Executive Director

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

ITEM 5

ACCEPT MAJOR PROJECTS STATUS REPORT

TRANSPLAN: Major East County Transportation Projects

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

Monthly Status Report: March 2011

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 ¾ mile west of Loveridge Road and provided a median for future transit.

Current Project Phase: Highway Landscaping – Plant Establishment Period

Project Status: Landscaping of the freeway mainline started in December 2009 and was completed in June 2010. A three-year plant establishment and maintenance period is currently in progress as required by the Cooperative Agreement with Caltrans.

Issues/Areas of Concern: None.

B. SR4 Widening: Loveridge Road to Somersville Road

Lead Agency: CCTA

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

Current Project Phase: SR4 mainline construction.

Project Status: Construction of the SR4 mainline and Loveridge Road widening began in June 2010. It is estimated that the project construction will be completed in late 2013 or early 2014 depending on weather and the contractor's approved working schedule. The construction staging and duration is significantly affected by environmental permit restrictions associated with existing creeks and waterways within the project limits.

Current construction activities include drainage facilities, new waterline crossings, retaining walls, sound wall foundations, temporary eastbound on-ramp, earthwork grading, and base preparation for new freeway pavement. Loveridge Road bridge construction and paving of new freeway lanes will begin in early 2011. The planned two-month closure of Century Boulevard at SR4 for new bridge work is scheduled to start in late February or early March 2011. The planned temporary closure and detour

operation for the North Park Plaza business access will occur from approximately April 2011 through October 2011.

The project construction is approximately 17% complete.

Issues/Areas of Concern: The contractor successfully completed the current stage of culvert work within the existing creeks and waterways before the seasonal rains began.

C. SR4 Widening: Somersville Road to SR 160

Lead Agency: CCTA

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

Current Project Phase: Segment 1 Somersville Interchange: Construction Contract Award Phase;
Segments 2, 3A and 3B: Right of Way Acquisition, Utility Relocation & Final Design Phase

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

Segment 1: The project was advertised for construction bids on July 19, 2010, bids were opened on October 5, 2010 and Caltrans awarded the contract on December 23, 2010. The contractor is currently working on pre-construction activities. Advance tree removal activities were administered by the Authority during the month of November under a Caltrans Encroachment Permit.

Segment 2: Final PS&E documents were submitted to Caltrans in early October 2010. Caltrans District 4 and BKF are working on assembling all necessary documents in preparation for sending to Caltrans Headquarters for final review and advertisement. Ready-to-list (RTL) is targeted for May 2011. Construction contract award is targeted for September 2011 depending on availability of State funds.

Segment 3A: 100% PS&E documents were submitted to Caltrans in May 2010. TY Lin is working on preparation of Final PS&E documents. The RTL date for this segment is targeted for July 2011 with advertisement for construction bids late summer or fall 2011, pending availability of State funds.

Segment 3B: This segment, Hillcrest Interchange area, was originally delayed due to coordination issues related to the future eBART station. Those issues have been resolved, allowing for the freeway design to proceed. 35% PS&E documents were submitted to Caltrans in June 2010, however, Caltrans final review comments were not received until this month. A major delay occurred with Caltrans related to their geometric approval of the Hillcrest Interchange design. TY Lin is now proceeding with the 65% PS&E documents and the team is revising the project delivery schedule for this segment, with a targeted RTL date of May 2012.

Issues/Areas of Concern: Availability of all fund sources in time to meet the project delivery schedule continues to be a concern for this corridor project. The delay of the freeway project will affect construction of eBART, which will run in the newly constructed median of SR4.

STATE ROUTE 4 BYPASS PROJECT

Segment 1

Right-of-way acquisition is complete. The acquisition of the final parcel, the Contra Costa County Flood Control Department parcel, was completed in February 2011. Construction has been completed and closed out.

Segment 2

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

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

The project has been completed and closed out.

Sand Creek Interchange Phase I, Stage 2 - Final Design

Design is essentially complete and the schedule is presented below. The project could be advertised anytime at this point, subject to available funding. Depending on the timing of the project advertisement, the designer may need to complete a final review of the specifications to ensure they include Caltrans latest specifications. NEPA clearance is underway to position the project to receive federal 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)	November 2010 (A)
Right-of-Way Activities /Acquisition (R/W)	May 2010 (A)
Utility Relocation	TBD
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 essentially complete and the schedule is presented below. the project could be advertised anytime at this point, subject to available funding. Depending on the timing of the project advertisement, the designer may need to complete a final review of the specifications to ensure they include Caltrans latest specifications.

Tasks	Completion Date
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	August 2008 (A)
Plans, Specs. & Estimates (PS&E) - 100% Design	January 2009 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	November 2010 (A)
Right-of-Way Activities /Acquisition (R/W)	May 2010 (A)
Utility Relocations/Protections	TBD
Advertise Project for Construction – Subject to Availability of Funding	TBD
Award Construction Contract – Subject to Availability of Funding	TBD

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

Right of way acquisition is complete and *some utility relocation work has been completed*. A vault, manhole and air valve have been relocated. In the future, prior to the actually widening to 4-lanes, the EBMUD water line will need to be encased.

Segment 3

Right-of-way acquisition is essentially complete. Construction has been completed *and is being closed out*.

STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY)

Staff Contact: John Greitzer, (925) 335-1201, john.greitzer@dcd.cccounty.us

State Route 239 Project

Phase 1 (Planning)

Caltrans has completed its pre-award audit review of Parsons Transportation Group, the selected lead consultant for the project. Caltrans has informed the County that a formal audit will not be necessary. The County will now advance the Parsons contract to the Board of Supervisors for approval. The project will begin as soon as the contract is approved by the Board. Since legal review is required before Board action, it is anticipated the contract will go to the Board of Supervisors in April. Once work begins, the first phase of the project will be outreach to stakeholders including both governmental agencies and many non-governmental interests, to begin discussing the role that SR 239 should take in the interregional highway network, and the ultimate goals for the project. Collection of technical data from local jurisdictions in Contra Costa, Alameda and San Joaquin Counties also will begin.

eBART

Staff Contact: Ellen Smith: esmith1@bart.gov, (510) 287-4758

Updates are requested monthly from BART staff. Below is the latest update received.

October 2010 Update

BART has received bids for the first eBART construction contract. This contract is for the construction of the transfer platform and related trackwork, with the work to be located in the Pittsburg/Bay Point BART Station tailtrack area. It also includes median preparation to vicinity of Loveridge. We anticipate the BART Board authorizing award of the contract on October 14th.

Bid amounts range from \$25.255M to \$28.230M. The engineer's estimate was \$31.129 million.

The eBART Groundbreaking Event will be Friday, October 29th! It is at 10 am, at the Pittsburg/Bay Point BART Station, in front of the station. Please join us in celebrating the groundbreaking of the project that will finally bring BART service to East County.

G:\Transportation\Committees\Transplan\TPLAN_Year\2010-11\Meetings\PAC\STANDING ITEMS\Item 6-Major Projects Report.doc

ENVIRONMENTAL REGISTER

TRANSPLAN COMMITTEE REGISTER OF RELEVANT ENVIRONMENTAL NOTICES AND DOCUMENTS RECEIVED: February 1, 2011 to February 20, 2011						
LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Brentwood	East County	Draft Supplemental Environmental Impact Report	CC Community College District – New Brentwood Center Project	New Brentwood Center community college use is proposed on a portion of the Pioneer Square site within the Vineyards Project. The project would replace the Mixed-Use Business Park uses for which the Pioneer Square site is currently designated.	March 17, 2011	Staff is determining the need to prepare a response.

ITEM 7
OVERVIEW OF THE 511 CONTRA COSTA TRANSPLAN/TRANSPAC
SCHOOL-BASED PROGRAMS FOR CENTRAL AND EAST COUNTY.

TRANSPAC/TRANSPLAN 511 CONTRA COSTA SCHOOL-BASED PROGRAMS

Since 1995, the Regional Transportation Planning Committees (RTPCs), by way of their respective Transportation Demand Management Programs (511 Contra Costa) have implemented school-based trip reduction programs throughout Contra Costa County. Many of these programs have been developed to address vehicle mile travel reductions (VMT) and trip reduction goals set forth in the RTPC Action Plans, which are an important part of the overall Contra Costa Growth Management Program and Countywide Transportation Plan. The TRANSPAC/TRANSPLAN 511 Contra Costa programs provide multi-modal trip reduction options to reduce single occupant vehicles near schools, while providing quantifiable emissions reductions. Staff works with the school districts, individual schools, local jurisdictions, law enforcement, transit operators, local businesses, the East Bay Regional Park District, and the Metropolitan Transportation Commission’s Rideshare Agency, to bring these programs to the schools.

Bicycle/Skateboard Infrastructure Program

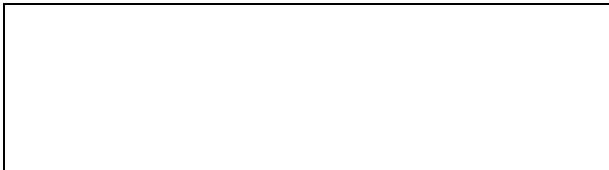
This program provides bicycle racks, bicycle cages, skateboard racks and scooter racks to schools each year throughout Central and East County. To date 18 bike racks, six skateboard racks, and a bike cage have been installed at seven school sites. A wrought iron bicycle cage was installed at Antioch Middle School to address bicycle security and storage issues. The bicycle cage dramatically increased bicycle use by students. Eleven additional schools have requested bike, skateboard or scooter racks for the 2011 school year.



SchoolPool Transit Program

Free County Connection and Tri Delta bus passes are available to students in Central and East County at the beginning of each school year. These passes are available to all

elementary, middle and high school students, with the cooperation of school administrators in each school district, in order to encourage transit ridership and to reduce the number of cars transporting students to schools. Tickets are available on a one-time only basis at the beginning of the school year. The number of County Connection/Tri Delta bus passes distributed to students averages approximately 3,000 annually. Bus route maps and schedules for these select services are included with the ticket distribution. Due to requests from school principals and parents, bus etiquette education will be provided to students in grades 5-8 in 2011.



SchoolPool Carpool Ridematching Program

School carpool ridematching services are provided to families in Central and East County in order to encourage and assist parents in forming carpools to transport their children to school. This program is available with the cooperation of school administrators at each school site. 511 Contra Costa staff is currently working with schools to provide carpool ridematching information on school and parent-led organization websites for FY 2011/12.

Bicycle and Pedestrian Safety Training

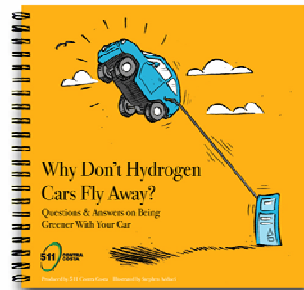
Bicycle and pedestrian safety training is offered to students at elementary and middle schools by way of either school assemblies Walk and Roll to School promotions, or through physical education classes. Schools are contacted to determine which of the options they prefer for their campus, and arrangements are made based on the preferred dates requested by the schools.

Educational Materials



An alternative-mode activity wheel was produced and distributed through libraries and local schools to encourage children to bike and walk. In addition, a booklet intended for middle school

children was produced to educate youth on the benefits of trip-linking, reducing cold starts, and reducing car trips, as well as the consequence of automobile use relative to air pollution. These materials are available interactively online at www.511contracosta.org and paper copies are made available to schools upon request.



Peace on the Streets: Ride On! – A Week-long Bicycle/Pedestrian Safety Training Program

This safety training program is offered currently to five middle schools as a pilot program, with plans to expand the program to additional middle and elementary schools as funds become available. Middle schools in Clayton,

Concord, Martinez, Pleasant Hill and Walnut Creek will be kicking-off this program beginning later this month (February, 2011). This week-long program relies upon cooperation and participation with the school districts, local school administrators, PTAs, student leadership, local police departments, local city staff and elected officials, medical professionals, local bicycle shops, East Bay Regional Park District, League of American Bicyclists, CCC Fire Protection District Emergency Services and local business who donate prizes and refreshments. The program includes: school site assessments; parent-faculty club safety education meetings; student-led safety videos and marketing materials; school-wide parent and student surveys; bicycle rodeos; a Challenge Day contest for those who bike, walk, carpool, or ride the bus; a bicycle/pedestrian safety stunt assembly; and pre/post program participation counts to assess the success of the program. The goal is to increase safety awareness among all modes of transportation for entire school community and neighboring streets and to increase the number of students walking and bicycling to school.

School Mini-Grants

Staff works with schools to assist with minor school access improvements on school properties (e.g. parking lot striping, signage, etc.) through the allocation of mini grants distributed by 511 Contra Costa, as well as Safe Routes to School grant writing assistance. Working in cooperation with Dallas Ranch Middle School in Antioch, 511 Contra Costa staff obtained a Federal SR2S grant for a week-long Walk and Roll to School program in 2010.

ITEM 8
**RECEIVE REPORT ON EBART PROJECT (HILLCREST STATION
DESIGN) AND TAKE ACTION AS APPROPRIATE**



March 2, 2011

TRANSPLAN Committee

Re: Hillcrest E-BART Station Design

Dear Committee Members:

The City of Antioch and BART have been working for many years to bring the Hillcrest Station to fruition and BART is now working on the design details of the station. In meetings held in October and December 2010 the Antioch City Council raised questions about the design and architecture of the station structure. Most concerning are four key operational issues that are linked to the design of the Hillcrest Station, namely: 1) the presence/absence of an area within the station to accommodate a station agent, 2) availability of restroom facilities for passengers, 3) how and where fares will be collected from eBART passengers, and 4) the presence/absence of an escalator. Attached is a copy of a letter that was sent by the City Manager to the BART General Manager requesting information on how these four key operational issues will be addressed in the Hillcrest Station Plan.

Since December, BART representatives have been working with City staff to address these issues and have agreed to install fare gates at the station. Discussions are ongoing; therefore, there may be additional information to present at the TRANSPLAN meeting.

It is requested that the TRANSPLAN Committee receive this report and take action as appropriate.

Sincerely,

A handwritten signature in black ink, appearing to read "T. Wehrmeister".

Tina Wehrmeister
Director of Community Development

A handwritten signature in black ink, appearing to read "Victor Carniglia".

Victor Carniglia
Consultant to the City of Antioch

enclosure: Letter from Antioch City Manager to BART



November 23, 2010

Dorothy Dugger
BART Executive Director
300 Lakeside Drive
23rd Floor
Oakland, CA 94612

Dear Dorothy:

I wanted to take this opportunity to thank you and your staff for working hard over the last several months to prepare a site plan and preliminary grading concept for the Hillcrest eBART Station that works for both BART and the City. This mutually agreed upon plan allows the Hillcrest eBART Station to be linked to the planned road network surrounding the station site in an efficient and cost effective manner. As a result of this successful collaboration, City staff and BART representatives were able to present a very positive project update on the status of plans for the Hillcrest eBART Station to the Antioch City Council on October 26, 2010.

At this same October 26, 2010 City Council meeting, questions were raised by City Council Members about the design details of the Hillcrest Station and the operational aspects of the eBART system. City Council Members emphasized the importance of including restrooms in the Hillcrest station plan, and the need to include facilities and amenities that are commonly found at other stations in the BART system. Since this Council meeting, City staff has followed up on these station design and operational questions with BART staff and other agencies. As a result of this follow up, City staff has become increasingly concerned that key design and operational aspects of the Hillcrest eBART Station are being considered by BART that the City feels have the potential to create real public safety problems when the Hillcrest eBART Station becomes operational. Given that decisions are just now being made by BART about the design of the Hillcrest Station and its operational details, we feel that this is a good opportunity to work together to achieve a mutually agreeable resolution to any station design and operational concerns. This appears to be an appropriate time to address these issues given that the detailed design of the station is now in the process of being prepared by BART staff and consultants.

The following are the design and operation aspects of the Hillcrest eBART station which give us cause for concern. It may be that some of the items identified below are not being seriously considered by BART, or that we may be mistaken in assuming that they are being considered at all. If this is the case, I apologize in advance for the misunderstanding, and presume you will let me know the correct status of the issue in question.

- Station Agent: Is BART intending to “man” the Hillcrest Station with a station agent to answer questions of eBART riders, to control/monitor access to rest rooms, and whose presence would provide a level of security at the Hillcrest eBART station? This whole question of security is particularly important given the fact that the Hillcrest eBART station is somewhat isolated from the surrounding area by the freeway, the UP tracks, and the large PG&E substation. Will the station design incorporate facilities to accommodate a station agent and/or on-site station security? Has BART talked with Tri Delta Transit about security issues given their experience running a bus transfer point in the area?
- Restroom: BART’s ridership projections indicate that the Hillcrest Station could be expected to handle 10,000 passengers per day. Will adequate restrooms be provided to serve this number of projected riders? This issue was specifically raised by our City Council on October 26, 2010, and the response of BART representatives was somewhat equivocal. Since the October 26, 2010 meeting, the possibility has been raised that a restroom space will be “plumbed” in the station, with its availability to the general public pending future resolution on how the restroom will be operated and maintained. However, without adequate on-site security combined with a station agent to control restroom access, the question of restroom maintenance may not be able to be resolved given the potential liability to any party maintaining the restroom.
- Fare Gates: City staff recently became aware of the possibility that the Hillcrest eBART station may not contain fare gates, and that fares to ride eBART would be paid at the Bay Point “eBART to BART” Transfer Platform. Our understanding is that BART is concerned that it would not be possible to effectively monitor whether passengers have paid in the absence of a station agent or other form of on-site security. The net effect of such an arrangement would be that eBART patrons would ride eBART for “free” from Hillcrest, and presumably fares at the Transfer Platform would be collected through a “clipper pass” or similar automated payment mechanism.
- Escalator: It is our understanding that BART is not envisioning an escalator being included in the plans for the Hillcrest eBART Station. I believe all the other stations in the BART system, with the possible exception of the Richmond BART Station, have an escalator to add convenience and enhance accessibility for transit riders. While we acknowledge that the Hillcrest eBART station plan will include elevators for those riders that are challenged by stairs, an escalator would make the station that much more attractive to potential riders. It would also be consistent with the promise and intent that eBART be equivalent to full BART in terms of the experience of the rider.

It appears that the key "variable" in determining how successfully the majority of the preceding issues can be resolved is the question of the presence or absence of a station agent, or equivalent on-site security. Without a station agent at the Hillcrest eBART Station, it would be very difficult to monitor and operate a restroom facility in a manner that would be safe to eBART riders, and that would minimize the liability of the agency maintaining the restroom. Similarly, the presence of a station agent presumably would make it more viable to install fare gates at the Hillcrest eBART Station, reducing the concern over a significant number of eBART riders bypassing the gates without paying. The worst case scenario, namely the possibility of the Hillcrest eBART station 1) being operated without a station agent, 2) being operated without a secure restroom, and 3) being operated without fare gates thereby allowing anyone unrestricted "free" access to the station, has the very real potential to create an unacceptable, unsafe environment for eBART riders that could cripple the use of the eBART system from the outset.

As with anything, we understand the issue of cost needs to be addressed in terms of how the preceding design and operational issues are resolved. In these tough economic times the lowest cost solution is often held up as the best solution, irrespective of question of "value" for the amount of money invested. Our concern is that the eBART system won't realize its potential unless Hillcrest Station riders perceive the station and service to be both safe and convenient, and as equivalent as possible to "full" BART. Investing in the Hillcrest eBART Station to deliver this safety and convenience would seem to be money well spent to ensure the success of a \$500 million transit investment.

We would like to meet with you and your staff at the earliest opportunity to discuss and resolve the preceding issues. Please let us know if we are misunderstanding BART's intentions concerning how the Hillcrest eBART Station will be designed and operated. I am confident that we can resolve any outstanding issues given that we both have the same goal, namely that the eBART system be as successful as possible. Let me know what dates might work for you and your staff to meet.

Sincerely,



Jim Jakel
City Manager

cc: Antioch City Council Members
Joel Keller, BART Board
Ellen Smith
Rick Ratray

ITEM 9
APPOINT TECHNICAL COORDINATING COMMITTEE
REPRESENTATIVES AND ALTERNATES

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: February 24, 2011
SUBJECT: TRANSPLAN Appointments to the Technical Coordinating Committee

Background

TRANSPLAN appoints three members to the Contra Costa Transportation Authority's Technical Coordinating Committee (TCC). The current appointments will expire on March 31, 2011. The Contra Costa Transportation Authority (CCTA) has requested that we either re-appoint existing members, or appoint new TRANSPLAN representatives.

Please see the attached:

- 1) the request from CCTA for TCC appointments,
- 2) TCC Charter, and
- 3) Current TCC membership

Recommendations

The TRANSPLAN Technical Advisory Committee (TAC), at their February 15th meeting, discussed the request from CCTA and recommends the following appointments:

Paul Reinders, Pittsburg
Allen Bourgeois, Oakley (Alternate) Jason Vogan, Oakley
Tina Wehrmeister, Antioch (Alternate) Leigha Schmidt, Pittsburg

c: TRANSPLAN TAC



CONTRA COSTA
transportation
authority

COMMISSIONERS:

Robert Taylor,
Chair

David Durant,
Vice Chair

Janet Abelson

Genoveva Calloway

Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

Don Tatzin

February 10, 2011

Brian Kalinowski
TRANSPLAN
c/o John Cunningham, Community Development
651 Pine Street, N. Wing, 4th Floor
Martinez, CA 94553

Dear Chair Kalinowski:

Presently your agency appoints a representative and an alternate to the Authority's Technical Coordinating Committee (TCC). Your current appointees are Ahmed Abu-Aly, Leigha Schmidt and Paul Reinders as member and Gina Haynes as alternate. Under the provisions of the TCC Charter, the current two-year term will expire on March 31, 2011. According to our records, we have not received notification of your appointees for the upcoming term. Accordingly, I am requesting that your agency either re-appoint or name a new staff representative and alternate for the next two-year term ending March 31, 2013.

For your convenience, a copy of the TCC Charter as well as the current TCC membership roster are enclosed.

Sincerely,

Randell H. Iwasaki
Executive Director

cc: Ahmed Abu-Aly, Leigha Schmidt and Paul Reinders
Gina Haynes
Martin Engelmann, CCTA
Ellen Wilson, CCTA

Enclosures

Randell H. Iwasaki
Executive Director

2999 Oak Road,
Suite 100

Walnut Creek, CA
94597.

PHONE:
925/ 256-4700

FAX:
925/ 256-4701

<http://www.ccta.net>

RECEIVED
CONTRA COSTA
2011 FEB 10 A 11:25
COMMUNITY DEVELOPMENT
651 PINE STREET
MARTINEZ, CA 94553

TECHNICAL COORDINATING COMMITTEE CHARTER

June 19, 1991

MISSION OF THE COMMITTEE

The Technical Coordinating Committee (TCC) provides advice on technical matters that may come before the Authority. The Committee members also act as the primary technical liaison between the Authority and the Regional Committees.

RESPONSIBILITIES OF THE COMMITTEE

The TCC provides advice on the following issues:

- review and comment on project design, scope and schedules
- development of priority transportation improvement lists for submittal to the Metropolitan Transportation Commission (MTC)
- review and comment on the Strategic Plan
- review and comment on the Congestion Management Program
- review of the regional Action Plans and the proposed merging of the Action Plans to form the Countywide Transportation Plan
- review and comment on the Growth Management Plan Implementation documents

COMMITTEE MEMBERSHIP

The Committee shall be composed of twenty four (24) technical staff members as follows:

1. Each Regional Committee to appoint three members representing the planning, engineering and transportation disciplines. (twelve members)
2. The Board of Supervisors to appoint three members representing the planning and engineering disciplines. (three members)
3. Each transit operator to appoint one representative: Bart, CCCTA, AC Transit, Tri Delta and WestCat. (five members)
4. The City County Engineering Advisory Committee shall appoint one member.
5. Caltrans, MTC, and the Bay Area Air Quality Management District (BAAQMD) each to have one ex-officio non voting member. (three members)

Appointments to the Committee shall be for a renewable two year term. The first term shall expire March 31 1993.

Notwithstanding the above formal membership roster, all interested technical staff will be welcome to attend and participate in the committee deliberations.

TECHNICAL COORDINATING COMMITTEE CHARTER

page 2

June 19, 1991

COMMITTEE ORGANIZATION

With the exception of the ex-officio members, each Committee member shall have one vote, although the preferred method of conducting business shall be by consensus. The Committee shall elect a chair and vice chair to serve a one year term. The initial term shall expire March 31, 1992.

The Committee may form sub-committees to deal with major programmatic issues. Full committee meetings shall be once per month, or as needed; with committee and sub committee meetings scheduled as necessary.

TCC Membership

February 9, 2011

TCC Appointees

Members

Alternates

Staff Designee*

TRANSPAC:

Tim Tucker, Martinez
Ray Kuzbari, Concord
Eric Hu, Pleasant Hill

John Greitzer

Barbara Neustadter (consultant)

SWAT:

Tony Coe, Lafayette
Janice Carey, Orinda
Tai Williams, Danville

Leah Greenblat, Lafayette
Lisa Bobadilla, San Ramon
Andy Dillard, Danville

Andy Dillard, Danville

TRANSPLAN:

Ahmed Abu-Aly, Antioch
Leigha Schmidt, Pittsburg
Paul Reinders, Pittsburg

Gina Haynes, Pittsburg

John Greitzer, County

WCCTAC:

Winston Rhodes, Pinole
Jerry Bradshaw, El Cerrito
Edrick Kwan, Richmond

Adèle Ho, San Pablo

Christina Atienza, WCCTAC

COUNTY:

Planning: Pat Roche
Trans. Plng: Steve Goetz
Engineering: Mike Carlson

Aruna Bhat
John Greitzer
Chris Lau

MTC:

Liz Brisson

Ashley Nguyen

CCEAC:

Heather Ballenger, WC

Adèle Ho, San Pablo

TRANSIT:

Eric Harris, CCCTA
Deidre Heitman, BART
Tom Harais, Tri Delta Transit
Rob Thompson, WestCat

Nathan Landau, AC Transit
Steve Ponte, Tri Delta Transit

CALTRANS:

Laurie Lau

Hamid Fathollahi

BAAQMD

Geraldina Grunbaum

Joseph Steinberger

* Staff person assigned to Regional Transportation Planning Committee

ITEM 10
STATUS REPORT: REGIONAL TRANSPORTATION PLAN (RTP) CALL
FOR PROJECTS



CONTRA COSTA
**transportation
 authority**

COMMISSIONERS

Robert Taylor, Chair

David Durant,
 Vice Chair

Janet Abelson

Newell Arnerich

Ed Balico

Susan Bonilla

Jim Frazier

Federal Glover

Mike Melcalf

Julia Pierce

Maria Viramontes

Randell H. Iwasaki,
 Executive Director

February 3, 2011

From: Randell H. Iwasaki, Executive Director

To: Regional Transportation Planning Committees and Transit Operators

Re: Development of a 25-year STIP list for inclusion in the 2013 Regional Transportation Plan

MTC's call for projects for the 2013 Regional Transportation Plan (RTP) is expected to be released by the end of February. In preparation for this event, the Authority's Planning Committee authorized staff to begin work with the Regional Transportation Planning Committees (RTPCs) and Transit Operators on developing a 25-year State Transportation Improvement Program (STIP) list.

During the RTP update process, MTC works with the CMAs and project sponsors to update the project list and constrain it based on discretionary funding projected to be available during the 2013 RTP period. For the Authority, most of its discretionary funding comes from the State Transportation Improvement Program (STIP).

Projects must be included in the RTP committed or financially constrained lists if they are expected to impact the capacity of the transportation system and air quality – such as adding lanes to freeways and roadways, rail extensions, Park and Ride lots – or if they expect to receive state and/or federal funding or action (e.g. NEPA clearance). Routine roadway and transit maintenance projects (e.g. pavement rehabilitation) will be included in general categories in the RTP.

Definitions:

Committed Projects List: This list refers to projects that are currently fully funded or expected to be fully-funded by local sources. (See *Exhibit A* for the 2009 RTP committed project list).

Financially Constrained List: Projects on this list are expected to request future discretionary STIP funds during the RTP period. The fund requests must not exceed MTC's fund estimate for Contra Costa. (See *Exhibit B* for the 2009 RTP financially constrained project list).

Vision List: Projects that are not included in the committed or financially constrained lists would be included in the vision list. (See *Exhibit C* for the 2009 RTP vision list).

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

Fund Estimate:

During the 2009 RTP, MTC estimated that Contra Costa would receive \$380 million in STIP-RIP funds (in 2007 dollars) and \$38.9 million in STIP-TE funds, of which \$19.5 million is under MTC discretion. For the 2013 RTP, MTC will release the fund estimate in late February. However, in order to get a head start on the process, staff recommends using \$400 million in STIP-RIP funds (in 2010 dollars) and \$20 million in STIP-TE funds (in 2010 dollars) as a starting point for updating the financially constrained project list.

The Authority is requesting the RTPCs and Transit Operators to do the following:

1. Review the committed project list and determine the following:
 - a. Remove projects that are completed, no longer supported, or substantially under construction.
 - b. Update cost estimates, project descriptions, committed fund sources, and determine if the project has a funding shortfall.

Committed projects with funding shortfalls have to be either moved to the financially constrained list or the vision list if total funding requests exceed the fund estimate above. Adding non-STIP funding sources (such as fees, local funds) will reduce the demand on future STIP funds.

2. For projects in the financially constrained list, RTPCs should assign priority to the projects in their areas. Potential core evaluation criteria recommended by the Authority include completion of Measure J projects and project readiness.

MTC will use the following goals in their evaluation of all submitted projects (not in order):

- a. Reduction of emissions
 - b. Reduction of injuries and fatalities from collisions
 - c. Encouragement of walking and biking
 - d. Reduction of trip travel time and vehicle miles of travel
 - e. Maintenance of transportation system in good repair
 - f. Encouragement of development within urban footprint
 - g. Improvement of equitable access by reducing transportation/housing costs
 - h. Improvement to economic vitality
 - i. Promotion of healthy and safe communities
 - j. Providing adequate housing.
3. Identify significant new projects deemed critical to the RTPC and/or transit operator, sought to be included in the financially constrained list. For projects to be added, provide project

descriptions, costs (including year costs was developed), expected mid-year of construction, funding secured to date and potential future STIP requests (escalated dollars).

The Authority will only add projects to the financially constrained list if capacity exists or if other projects are removed from the list.

Transit Operators are requested to coordinate their recommendations with the affected RTPCs. Multi-area system-wide requests can be submitted directly through Peter Engel of Authority staff, who will facilitate other transit project requests.

In order to compile the project lists and submit to MTC as Contra Costa's priority list in April 2011, we need you input no later than **April 5, 2011**.

Should you have any questions, please contact Hisham Noeimi at 925.256.4731 or Jack Hall at 925.256.4743.

Thank you in advance for your input.

Attachments:

Exhibit A: 2009 RTP committed project list by sub-region

Exhibit B: 2009 RTP financially constrained project list by sub-region

Exhibit C: Vision list developed during the 2009 RTP

Instructions to the project sponsors:

Please review your projects in the committed, financially constrained, and vision lists and provide requested information as follows: *(note that we included costs and funding from the 2009 RTP for your information)*

- Projects no longer supported should be deleted
- Projects completed should be deleted
- Projects substantially under construction and don't anticipate future federal actions should be deleted.
- Provide updated total project costs (includes capital and soft costs) in 2011 dollars and in Year of Expenditure (YOE) dollars (also called inflated/escalated dollars). Use 2.2% inflation rate to escalate costs to mid-year of construction.
- Fill out the date for anticipated mid-year of construction (year only).
- List all fund sources and amounts in the committed funding column.
- The difference between the YOE cost and the committed funding should be entered in the funding shortfall column.
- Cost estimates should be as accurate as possible. Underestimating costs will preclude projects from receiving federal actions such as NEPA clearance. Overestimating the cost will tie scarce funding to projects, preventing other important projects from being added to the RTP. Project sponsors are encouraged to use the Authority's Cost Estimation Guide or equivalent to develop their cost estimates, available at these web links:
<http://ccta.net/EN/main/state/tools.html>
http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt20.pdf
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf
- Upon determination of projects to be included in the committed, financially constrained and vision lists, Authority staff will contact you for additional information on the project including cost per phase (environmental, design, R/W, construction), description, limits, milestone schedule, other fund sources by phase, and how the project meets RTP goals.
- Submit information on the scope, cost (2011 and YOE dollars), and fund sources for any new projects. Because the RTP is updated every 4 years, and due to funding constraints, sponsors are encouraged to only add projects that are expected to move forward in the next 5 years.

COMMITTED LIST OF PROJECTS

County	RTP ID	Subregion	Sponsor	Project Description	Cost (YOE \$)	Committed Funding	Updated Cost (2011 \$)	Updated Cost (YOE \$)	Mid Year of Construction	Updated Committed Funding (list all sources)	Notes
Contra Costa	21225	CCTA	CCTA	Improve regional and local pedestrian and bicycle system, including constructing overcrossings, expanding sidewalks, and expanding facilities	22.2	22.2				Measure J	
Contra Costa	21206	SWAT	CCTA	Construct a fourth bore at the Caldecott Tunnel complex north of the three existing bores	445.9	445.9					under construction
Contra Costa	22402	SWAT	SWAT	Implement the San Ramon School Bus Program, and continue the Lamorinda School Bus Program	168.2	168.2					
Contra Costa	22613	SWAT	CCTA	Widen and extend major streets, and improve interchanges in southwest Contra Costa County (including widening Camino Tassajara)	30.0	30.0					
Contra Costa	94532	SWAT	SWAT	Gateway Lamorinda Traffic Program (including carpool lots, road improvements, pedestrian accommodation, and signal coordination)	15.9	15.9					
Contra Costa	98132	SWAT	San Ramon	Widen and extend Bollinger Canyon Road to 6 lanes from Alcosta Boulevard to Dougherty Road	4.7	4.7					
Contra Costa	98134	SWAT	County	Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line	47.8	47.8					
Contra Costa	98196	SWAT	Orinda	Construct auxiliary lanes on Route 24 from Gateway Boulevard to Brookwood Road/Moraga Way	7.3	7.3					
Contra Costa	21207	TRANSPAC	Martinez	Construct Martinez Intermodal Station (Phase 3 initial segment) including site acquisition, demolition and construction of 200 interim parking spaces	12.0	12.0					under construction
Contra Costa	22353	TRANSPAC	CCTA	Construct HOV lane on I-680 southbound between North Main Street and Livorna	115.0	115.0		80.0	2015	Measure J: \$38, RM2: \$14	move to financially constrained list
Contra Costa	22365	TRANSPAC	Martinez	Improve Martinez Ferry landside facilities	5.3	5.3					
Contra Costa	22609	TRANSPAC	CCTA	Widen and extend major streets, and improve interchanges in central Contra Costa County	30.0	30.0					
Contra Costa	22637	TRANSPAC	BART	Construct BART crossover at Pleasant Hill BART Station	25.0	25.0					under construction
Contra Costa	98115	TRANSPAC	Concord	Widen Ygnacio Valley/Kirker Pass Roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	8.2	8.2					
Contra Costa	98126	TRANSPAC	CCTA	Improve interchanges and parallel arterials to I-680 and Route 24 (projects to be determined based on analysis)	21.5	21.5					
Contra Costa	98193	TRANSPAC	Concord	Extend Panoramic Drive from North Concord BART Station to Willow Pass Road	12.9	12.9					
Contra Costa	98194	TRANSPAC	Concord	Extend Commerce Avenue from current terminus to Waterworld Parkway, including construction of vehicular bridge over Pine Creek and installation of trails and pedestrian bridge, and connect Willow Pass Road to Concord Avenue/Route 242 interchange	7.7	7.7				Measure C: \$4.4, Local: \$1.9, Earmark: \$1.4	
Contra Costa	230212	TRANSPAC	Concord	Improve Clayton Road/Treat Boulevard intersection to improve operational efficiency and increase capacity (includes upgrading traffic signal and constructing geometric improvements)	2.1	2.1				Measure J	
Contra Costa	230239	TRANSPAC	Pleasant Hill	Widen and improve Buskirk Avenue between Monument Boulevard and Hookston Road to provide 2 through-lanes in each direction (includes road realignment, new traffic signals, and bicycle/pedestrian streetscape improvements)	10.6	10.6				Measure J	
Contra Costa	230320	TRANSPAC	CCTA	Extend the Interstate 680 southbound high occupancy vehicle lane northward 1 mile from Livorna Road to north of Rudgear Road	3.1	3.1				TRANSPLAN Packet Page #: 45	under construction

Contra Costa	230596	TRANSPAC	County Connection	Construct Pacheco Boulevard Transit Hub on Blum Road at the Interstate 680/State Route 4 Interchange, including 6 bus bays and 110 park-and-ride spaces.	2.7	2.7				Measure C: \$0.8, RM2: \$1.1, Prop 1B: \$0.8	
Contra Costa	21211	TRANSPLAN	BART	Extend BART/East Contra Costa Rail (eBART) eastward from the Pittsburg/Bay Point BART station into eastern Contra Costa County	525.0	525.0		464.0	2013	Measure J: \$135, RM2: \$96, RM1: \$52, AB1171: \$115, Fees: \$6, STIP: \$13, Prop 1B: \$37, STA: \$3, TCRP: \$5	
Contra Costa	21214	TRANSPLAN	Antioch	Widen Wilbur Avenue over Burlington Northern Santa Fe Railroad from 2 lanes to 4 lanes	15.7	15.7					
Contra Costa	22600	TRANSPLAN	Antioch	Widen Somersville Road Bridge in Antioch from 2 lanes to 4 lanes	2.2	2.2					
Contra Costa	22607	TRANSPLAN	CCTA	Widen and extend major streets, and improve interchanges in east Contra Costa County	90.0	90.0					
Contra Costa	94046	TRANSPLAN	CCTA	Improve interchanges and parallel arterials to Route 4	21.5	21.5					
Contra Costa	94538	TRANSPLAN	Caltrans	Route 4 transportation management system	1.1	1.1					
Contra Costa	98142	TRANSPLAN	CCTA	Widen Route 4 from Loveridge Road to Somersville Road from 4 lanes to 8 lanes, with HOV lanes.	170.0	170.0					under construction
Contra Costa	98999	TRANSPLAN	CCTA	Widen Route 4 from Somersville Road to Route 160 including improvements to Interchanges	530.0	530.0		415.0	2012	Measure J: \$110, SLPP: \$15, Prop 1B: \$85, Measure C: \$12.4, Fees: \$30, Earmark: \$1.6, Tolls: \$90, STIP: \$44.5, BART: \$26	
Contra Costa	230188	TRANSPLAN	Oakley	Purchase land in Oakley for use as a park-and-ride lot	1.2	1.2					
Contra Costa	230202	TRANSPLAN	SR4 Bypass	Widen Route 4 Bypass from Laurel Road to Sand Creek Road from 2 lanes to 4 lanes	42.4	42.4					
Contra Costa	230203	TRANSPLAN	SR4 Bypass	Construct Route 4 Bypass interchange at Sand Creek Road	40.4	40.4					
Contra Costa	230205	TRANSPLAN	SR4 Bypass	Widen Route 4 Bypass from Sand Creek Road to Balfour Road from 2 lanes to 4 lanes	23.6	23.6					
Contra Costa	230206	TRANSPLAN	SR4 Bypass	Construct Route 4 Bypass interchange at Balfour Road (Phase 1)	46.1	46.1					
Contra Costa	230233	TRANSPLAN	Pittsburg	Extend James Donlon Boulevard to Kirker Pass Road by constructing a new 2-lane expressway	35.0	35.0					
Contra Costa	230236	TRANSPLAN	Antioch	Widen Pittsburg-Antioch Highway from 2 lanes to 4 lanes with turning lanes	19.9	19.9					
Contra Costa	230238	TRANSPLAN	Pittsburg	Widen California Avenue from 2 lanes to 4 lanes with 2 wide left turn lanes	16.0	16.0					
Contra Costa	230249	TRANSPLAN	Brentwood	Construct a 6-lane grade separation undercrossing along the Union Pacific Line at Lone Tree Way.	26.6	26.6					
Contra Costa	230250	TRANSPLAN	Brentwood	Widen Brentwood Boulevard from 2 lanes to 4 lanes between Sunset Court and Lone Tree Way.	23.5	23.5					
Contra Costa	230253	TRANSPLAN	Antioch	Replace the old 2-lane Fitzuren Road with a new, 4-lane divided arterial, including shoulders, bicycle lanes, a park-and-ride lot and sidewalks.	10.0	10.0					
Contra Costa	230274	TRANSPLAN	Oakley	Widen Main Street from State Route 160 to Big Break Road from 4 lanes to 6 lanes.	12.6	12.6					
Contra Costa	230288	TRANSPLAN	Oakley	Widen Empire Avenue from 2 to 4 lanes between Lone Tree Way and Union Pacific Railroad right of way/Antioch city limits.	2.1	2.1					
Contra Costa	230535	TRANSPLAN	County	Realign curves along Marsh Creek Road to improve safety and operations.	4.6	4.6					
Contra Costa	230538	TRANSPLAN	County	Widen Bailey Road to 12-ft lanes and 4-ft shoulders.	5.7	5.7					

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Contra Costa	230631	TRANSPLAN	Caltrans	Double the existing rail track between Oakley and Port Chicago	28.1	28.1					
Contra Costa	21208	WCCTAC	AC Transit	Construct Richmond Parkway Transit Center, including signal timing and reconfiguration, parking facility and security improvements	30.5	30.5		28.7	2012	STIP: \$12.7, RM2: \$16	
Contra Costa	21209	WCCTAC	Hercules	Relocate and expand Hercules Transit Center, including relocation of park and ride facility and construction of express bus facilities	13.0	13.0					relocation complete
Contra Costa	21210	WCCTAC	Hercules	Construct Capitol Corridor train station in Hercules	39.8	39.8					
Contra Costa	22603	WCCTAC	Richmond	Construct 680-space parking garage at Richmond Intermodal Transfer Station	34.3	34.3					under construction
Contra Costa	22610	WCCTAC	CCTA	Widen and extend major streets, and improve interchanges in west Contra Costa County	30.0	30.0					
Contra Costa	22611	WCCTAC	WCCTAC	West County low-income student bus pass program	36.9	36.9					
Contra Costa	94045	WCCTAC	MTC	Purchase new express buses for I-80 HOV service (capital costs)	17.5	17.5					
Contra Costa	94048	WCCTAC	CCTA	Improve interchanges and parallel arterials to I-80 (specific projects to be determined)	21.5	21.5					
Contra Costa	98157	WCCTAC	AC Transit	Improve AC Transit bus service in San Pablo corridor.	12.9	12.9					
Contra Costa	98211	WCCTAC	Caltrans	Extend I-80 eastbound HOV lanes from Route 4 to the Crockett interchange	55.5	55.5					under construction
Contra Costa	230127	WCCTAC	WestCAT	Construct new satellite WestCAT maintenance facility (includes land purchase)	8.2	8.2					
Contra Costa	230129	WCCTAC	WestCAT	Expand WestCAT service, including purchase of vehicles	8.8	8.8					
Contra Costa	230193	WCCTAC	AC Transit	Enhance AC Transit Zero Emission Bus (ZEB) program, including fueling stations and new maintenance bays	8.1	8.1					
Contra Costa	230194	WCCTAC	AC Transit	Implement AC Transit Environmental Sustainability Program to address environmental issues associated with bus transit operation	6.6	6.6					
Contra Costa	230195	WCCTAC	AC Transit	Improve safety and security on AC Transit vehicles and in facilities, including installing surveillance systems and emergency operations improvements	4.5	4.5					
Contra Costa	230196	WCCTAC	AC Transit	Implement AC Transit San Pablo Dam Road Transit Priority Measures (TPM), including passenger safety improvements and road improvements to increase bus speeds	12.2	12.2					
Regional/ Multiple Counties	230221	WCCTAC	WCCTAC	I-80 Integrated Corridor Mobility (ICM) Project Operations and Management	187.8	187.8					
Regional/ Multiple Counties	230222	WCCTAC	WCCTAC	San Pablo Avenue SMART Corridors Operations & Management	37.6	37.6					
Contra Costa	230225	WCCTAC	Hercules	Improve and expand arterial streets in Central Hercules for express bus and rail transit facilities to support transit-oriented development at I-80/Route 4 intersection	7.7	7.7					
Contra Costa	230227	WCCTAC	WCCTAC	Conduct engineering, environmental and financial feasibility assessment of rail mass transit to western Contra Costa County (includes future station site acquisition)	2.9	2.9					
Contra Costa	230293	WCCTAC	County	Add transit stops, sidewalks, along with bicycle and pedestrian amenities to San Pablo Dam Road.	7.3	7.3					
Contra Costa	230397	WCCTAC	WestCAT	Construct and develop infrastructure enhancements to improve operations of transit service within the WestCAT service area, including Park-and-Ride lots, signal prioritization, bus-only lanes and freeway drop ramps	12.4	12.4					
Contra Costa	230401	WCCTAC	WCCTAC	Construct bicycle- and pedestrian-friendly improvements along San Pablo Avenue from El Cerrito to Crockett to support transit-oriented development.	6.8	6.8					

Contra Costa	230402	WCCTAC	Caltrans	Install new or upgraded corridor management and traveler information elements along the Interstate 80 corridor from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge Toll Plaza.	67.0	67.0		67.0	2012	CMIA: \$55.3, Measure J: \$3.8, TFCA: \$1.1, CMAQ: \$3.2M, ACCMA: \$3, STIP: \$1	
Contra Costa	230505	WCCTAC	Richmond	Provide transportation improvements on the east side of the Richmond BART station to accommodate redevelopment for a transit village.	16.1	16.1					
Contra Costa	230542	WCCTAC	Pinole	Close a bicycle/pedestrian gap on San Pablo Avenue by upgrading the existing bridge or constructing new dedicated bicycle/pedestrian bridge.	0.9	0.9					
Contra Costa	230597	WCCTAC	WCCTAC	Install new or upgraded corridor management and real-time traveler information improvements along (1) Interstate 80 and (2) key arterial routes between the Carquinez Bridge to the San Francisco-Oakland Bay Bridge Toll Plaza.	26.5	26.5		26.5	2012	TLSP: \$21.4, RM2: \$4, Measure J: \$1.1	

FINANCIALLY CONSTRAINED LIST OF PROJECTS

County	RTP ID	Subregion	Sponsor	Project Description	Cost (YOE)	Committed	STIP/TE	ITIP	Other (STP, CMAQ, STA, Tolls, Prop 1B, etc.)	Updated Cost (2011 \$)	Updated Cost (YOE \$)	Estimated Mid Year of Construction	Updated Committed Funding (list all sources and amounts)	Updated Shortfall	Notes
Contra Costa	230693	CCTA	CCTA	Local Streets and roads maintenance	4362.0	2458.0			1001.0						
Contra Costa	22352	SWAT	CCTA/San Ramon	Improve I-680/Norris Canyon Road HOV direct ramps in San Ramon	101.6	58.7	42.9								
Contra Costa	22602	SWAT	CCTA/Danville	Construct I-680 auxiliary lanes in both directions from Sycamore Valley Road to Crow Canyon Road	47.0	20.0	27.0								
Contra Costa	230307	SWAT	County	Widen Camino Tassajara Road from 2 lanes to 4 lanes, including shoulders and bicycle lanes in both directions from Windemere Parkway to the Alameda/Contra Costa Countyline.	13.0	4.9	8.1								
Subtotal							78.0	0.0	0.0						
Contra Costa	21205	TRANSPAC	CCTA/TRANSPAC	Improve I-680/Route 4 interchange (phases 1-2 and 3)	229.0	40.9	145.1	43.0							
Contra Costa	22354	TRANSPAC	Martinez	Improve I-680/Marina Vista interchange	7.9	1.6	6.3								
Contra Costa	22388	TRANSPAC	Concord	Construct Route 242 on and off -ramp at Clayton Road	42.6	12.3	30.3								
Contra Costa	22390	TRANSPAC	Concord	Reconstruct Route 4/Willow Pass Road ramps in Concord to support new infill development at the Concord Naval Weapons Station.	45.1	35.1	10.0								
Contra Costa	22614	TRANSPAC	Martinez	Construct Martinez Intermodal Station (Phase 3) including an additional 425 parking spaces and auto/ped bridges	14.2	2.8	11.4								
Contra Costa	98133	TRANSPAC	County	Widen Pacheco Boulevard from Blum Road to Arthur Road from 2 lanes to 4 lanes	50.3	28.3	22.0								
Contra Costa	230216	TRANSPAC	Concord	Construct 2-lane bridge connecting Waterworld Parkway with Meridan Park Boulevard.	16.9	11.3	5.6								
Contra Costa	230240	TRANSPAC	Pleasant Hill	Add additional left- or right-turn lanes at various intersections along Contra Costa Boulevard (between Monument Boulevard and 2nd Avenue)	11.3	2.0	9.3								
Contra Costa	230291	TRANSPAC	County	Add Northbound truck climbing lane and an 8-foot bicycle lane on Kirker Pass Road from Clearbrook Drive in Concord to just beyond the crest of Kirker Pass.	10.2	8.2	2.0								
Contra Costa	230306	TRANSPAC	Martinez	Add a second southbound Alhambra Avenue lane from Walnut Avenue to the south side of Highway 4, including signal modifications.	2.1	0.3	1.8								
Contra Costa	230308	TRANSPAC	Martinez	Straighten curves to improve safety and operation of Alhambra Valley Road.	7.5	3.0	4.5								
Contra Costa	230309	TRANSPAC	County Connection	Provide rolling stock, infrastructure and information-technology for bus-rapid-transit service in the Pacheco/Contra Costa Boulevard/North Main corridor in Contra Costa County, including software support for regional Americans With Disabilities Act databa	13.3	0.0	13.3								
Subtotal							261.6	43.0	0.0						
Contra Costa	98198	TRANSPLAN	County	Improve safety and operations on Vasco Road in Contra Costa and Alameda counties	45.2	10.7	34.5								
Contra Costa	98222	TRANSPLAN	SR4 Bypass	SR4/SR160 Connectors	60	24	36								
Contra Costa	230232	TRANSPLAN	Antioch	Construct new interchange at Route 4/Phillips Lane	50.1	30.1	20.0								
Contra Costa	230237	TRANSPLAN	Pittsburg	Extend West Leland Road, including a raised median, bicycle lanes and sidewalks, from San Marco Boulevard to Willow Pass Road.	45.0	37.0	8.0								
Contra Costa	230247	TRANSPLAN	Brentwood	Widen Lone Tree Way to 6 lanes: O'Hara Ave. to Brentwood Blvd. to match roadway west of O'Hara Ave.	27.0	10.4	16.6								
Contra Costa	230185	TRANSPLAN	Tri Delta/BART	Establish Express Bus Service and eBART support network (park-and-ride lots and rolling stock)	21.7		21.7								

Contra Costa	230289	TRANSPLAN	Oakley	Construct Main Street Downtown Bypass road between Vintage Parkway and 2nd Street.	27.1	12.4	14.7								
Subtotal							151.5	0.0	0.0						
Contra Costa	22122	WCCTAC	WETA	Implement Richmond Ferry service from Richmond to San Francisco	62.6	16.4			46.2						
Contra Costa	22355	WCCTAC	CCTA	Modify I-80/Central Avenue interchange	32.0	27.0	5.0								
Contra Costa	22360	WCCTAC	San Pablo/CCTA	Reconstruct I-80/San Pablo Dam Road interchange and modify adjacent interchanges	118.0	47.0	71.0								
Contra Costa	230084	WCCTAC	Richmond	Construct a railroad grade separation at the Richmond Waterfront on the Marina Bay Parkway.	45.5	20.0	25.5								
Contra Costa	230090	WCCTAC	AC Transit	Expand and enhance AC Transit facilities in Western Contra Costa County, including environmental sustainability projects, zero emission improvements, other facility improvements and new operating facility	25.0		25.0								
Contra Costa	230123	WCCTAC	WestCAT	Expand existing WestCAT maintenance facility (includes land purchase)	6.1		6.1								
Contra Costa	230229	WCCTAC	Pinole	Widen Pinole Valley Road ramps at I-80 to provide dedicated right turn lane on eastbound onramp and bus turnout/shelter on westbound onramp	0.8		0.8								
Contra Costa	230279	WCCTAC	Hercules	Extend John Muir Parkway with 4 traffic lanes, a bridge, bicycle path and landscaping.	8.7	0.4	8.3								
Contra Costa	230318	WCCTAC	County	Extend North Richmond truck route along Soto Sreet from Market Avenue to Parr Boulevard. .	28.1	5.6	22.5								
Contra Costa	230321	WCCTAC	Hercules	Construct Phase 2 of Hercules Intermodal Station (includes station facility and approx. 350 parking spaces).	14.0			14.0							
Contra Costa	230613	WCCTAC	WETA	Launch ferry service between Hercules and San Francisco	59.3	16.0			43.3						
Subtotal							164.2	14.0	89.5						
SUM							655.3	57.0	89.5						

VISION LIST OF PROJECTS

RTP ID	Subregion	Sponsor	Project Description	Cost (2007 \$)	Updated Cost (2011 \$)	Fund Sources/Amounts
22371	CCTA	CCTA	Park & Ride Lots for the support of Regional Express Bus Service	20		
21036	SWAT	CCTA/SWAT	Selected additional I-680 auxilliary lanes south of I-680/24 interchange	20		
22375	SWAT	CalTrans	SR24 and I-680 Traffic Operation System (TOS) and fiber optic cable project	5		
21223	TRANSPAC	CCTA/TRANSPAC	I-680 transit corridor improvements (including express bus service enhancements and improved connections to BART)	100		
22343	TRANSPAC	CCTA/TRANSPAC	Express bus service expansion along I-680 (Phases 1 and 2)	57		
22350	TRANSPAC	CCTA/TRANSPAC	I-680/SR4 Phase 4 SB to EB	40.5		
22350	TRANSPAC	CCTA/TRANSPAC	I-680/SR4 Phase 5 WB to NB	26		
22350	TRANSPAC	CCTA/TRANSPAC	I-680/SR4 HOV Flyover	82		
22351	TRANSPAC	CCTA/TRANSPAC	I-680 NB HOV Lane Extension: N. Main to SR242	44		
98130	TRANSPAC	Martinez	Alhambra Avenue Widening (Phase 3)	6		
230217	TRANSPAC	Concord	State Route 4/Port Chicago Highway Interchange Improvements	35		
230522	TRANSPAC	County	Kirker Pass Rd Truck Climbing Lanes Southbound	14		
21227	TRANSPAC	BART	eBART Phase 2; Extend BART using DMU technology from Hillcrest Ave to Byron.	500		
22336	TRANSPAC	County	Byron Highway shoulder widenings and railroad grade separation	20		
22376	TRANSPAC	CalTrans	Route 4 ramp meter, Traffic Operation System (TOS) and fiber optic cable project	5		
22378	TRANSPAC	CalTrans	I-80 and I-580 Traffic Operation System (TOS) and fiber optic cable project	5		
22400	TRANSPAC	County	Construct Route 239 from Brentwood to Tracy Expressway	200		
22604	TRANSPAC	County	Vasco Road Safety Improvements; Phase 2	50		
22605	TRANSPAC	SR4 Bypass Authority	SR4 Bypass: Widen Segment 2 (Lone Tree Way - Balfour Rd) to 6 lanes and Segment 3 (Balfour Rd - Walnut Blvd) to 4 lanes	143.5		
22981	TRANSPAC	County	Widen State Route 4 as continuous 4-lane arterial from Marsh Creek Road to San Joaquin County line	100		
230208	TRANSPAC	SR4 Bypass Authority	State Route 4 Bypass: Widen from 4 to 6 lanes from Laurel Road to Sand Creek Road	32		
22004	WCCTAC	AC Transit	AC Transit Regional Lifeline Transit Priorities	50		
22346	WCCTAC	CCTA/WCCTAC	Express bus service expansion along I-580	50		
22358	WCCTAC	Hercules	Re-engineer Freeway Ramps at I-80/SR4	11.8		
22382	WCCTAC	Richmond	Richmond Parkway/San Pablo Ave grade separated interchange	20		
22383	WCCTAC	Richmond	Richmond Parkway Upgrade	94		
22516	WCCTAC	Capitol Corridor JPA	Capitol Corridor Regional Rail Service (West Contra Costa and Solano counties)	70		
94050	WCCTAC	CCTA	Upgrade State Route 4 to full freeway from I-80 to Cummings Skyway (Phase 2)	75		
230131	WCCTAC	WestCAT	Lynx service Expansion	5		
230218	WCCTAC	El Cerrito	Del Norte Area TOD	25		
230283	WCCTAC	Richmond	Grade Separation @ Morton/Giant	26		
230528	WCCTAC	County	Cummings Skyway Truck Lane Extension	1.8		

Planning Committee **STAFF REPORT**

Meeting Date: March 2, 2011

Subject	Public Outreach Plan for the 2013 RTP/SCS
Summary of Issues	MTC has requested that each Bay Area Congestion Management Agency (CMA) undertake a public outreach effort that will garner community participation and input during MTC's 2013 RTP "Call for Projects." As the designated CMA for Contra Costa, the Authority would be responsible for undertaking this effort. The outreach effort is intended to provide opportunities for public input into the 2013 RTP. It is one component of the broader, more comprehensive outreach plan that was adopted by MTC in December 2010.
Recommendations	That the Authority review and approve the proposed Public Outreach Plan.
Financial Implications	The cost of undertaking the proposed public outreach plan includes staff time, and consultant costs associated with preparing outreach presentation materials and assisting with public workshops. The cost of this effort would be covered by federal funds received by CCTA through an interagency agreement with MTC. Partial funding for this effort is included in the FY 2010-11 planning budget. The remaining funding will be included in the forthcoming FY 2011-12 CMA budget.
Options	The Authority could beef up or pare down the proposed Public Outreach Plan as appropriate.
Attachments	<ul style="list-style-type: none"> A. Draft Public Outreach Plan for the 2013 RTP Call for Projects B. MTC's Call for Projects, Guidance, February 14, 2011
Changes from Committee	

Background

MTC has requested that each Bay Area CMA undertake a public outreach effort to complement the broader effort undertaken by the regional agencies. CMA participation is required as part of an interagency agreement between CCTA and MTC enabling receipt of federal funds. The

objective of the outreach effort is to encourage all interested stakeholders and transportation constituents to participate and comment in the RTP/SCS development process.

Following Authority consideration of the attached proposal, staff will incorporate the Authority's comments and implement the program. Staff notes that the proposed outreach effort is still conceptual in nature, and that specific meeting locations, times, and dates will need to be firmed up in the coming months.

The scope of this outreach effort is intended to provide opportunities for public input into the 2013 RTP/SCS. It is one component of a broader, more comprehensive outreach effort that will be conducted by the regional agencies.

DRAFT

**PROPOSED PUBLIC OUTREACH PLAN FOR
THE CONTRA COSTA COMPONENT OF MTC'S 2013 RTP
"CALL FOR PROJECTS"**

March 2, 2011

Scope

The scope of this outreach effort is intended to fulfill the CMA's* role to conduct public outreach at the county-level on behalf of MTC. This effort is intended to complement the broader public outreach effort that is expected to be deployed by the regional agencies. The requirement for CMA outreach is found in the Inter-agency funding agreement between CCTA and MTC, which states that CCTA shall "assist MTC and ABAG with public outreach and involvement of county residents and local organizations in the development of the RTP/SCS, pursuant to MTC's adopted Public Participation Plan (MTC Resolution No. 3821, revised). More detailed requirements are set forth in the attached "Call for Projects Guidance" issued by MTC on February 14, 2011.

Overall Approach

- Make full use of available forums such as the public meetings held by CCTA, PC, the RTPCs, the CAC, the PMA, and the Contra Costa Council;
- Use the Authority's full electronic contact list for distribution of notifications and information materials. Avoid mass mailings to the public at large;
- Maximize use of the Authority website. Keep meeting notifications current. Post the links to draft RTP materials on the website. Also, post all related meeting handout and presentation materials. Post links to (and from) other resource sites where appropriate.
- Video record major RTP/SCS-related public meetings using Contra Costa TV, which is available to the Authority at minimal cost, and encourage CCTV to re-broadcast the proceedings. The video recordings may also be edited (for brevity) and posted on the Authority's web site.

Authority, PC, APC, CAC, and RTPC Review

This portion of the review uses, to the fullest extent possible, existing public forums where the RTP/SCS can be presented for review and comment. The Authority and its standing committees will receive regular briefings on the status of the outreach effort. Members of the CAC will hear presentations on the RTP/SCS as well. Presentations to the RTPCs will take place at their regularly scheduled meetings; these will be in addition to the Public Workshops described below. Furthermore, from time-to-time, the RTPCs may wish to hold "expanded" meetings where the full councils from each member jurisdiction are invited to participate. Expanded meetings should be held in the evening hours or on weekends when the vast majority of stakeholders are available to attend.

*See attached list of acronyms

Mass e-mailings

Meeting notices and relevant information will be transmitted to an expanded e-mail contacts listing. Approximately 2000 contacts are available in the Authority's Outlook Contracts database. Additional contact lists will be obtained from the RTPCs and other interested parties, for a grand total of approximately 5000 contacts. Mass e-mailings will be transmitted using software to ensure that the individual e-mails can bypass spam filters.

Public Workshops (tentative)

Three public workshops, jointly sponsored by MTC and CCTA, will be held in the evening in various subareas. Meeting locations will be accessible to public transit. Meeting rooms should be capable of holding at least 100 persons. MTC will arrange meeting schedule, location, and setup.

Workshop Format:

- **Sign-in and Walk-through:** The first 15 to 20 minutes will allow the public to sign in and walk through a series of posters explaining the RTP/SCS.
- **Staff Presentation:** MTC staff will make a PowerPoint® presentation (20-minutes max.) that pulls together all aspects of the RTP/SCS effort, including the Authority's role, current issues, goals, and strategies, and the public review schedule.
- **Formal Testimony:** Attendees will be encouraged to comment on the materials as presented and circulated. Comments will be recorded on the projection screen using Word® software.
- **Videotaping:** Arrangements will be made for Contra Costa TV to tape and broadcast one or more of the public workshops for re-broadcast at appropriate times that maximize public viewership. Furthermore, excerpts from the broadcasts will be posted on the CCTA website.
- **Language Translation Services:** Upon request, language translation services will be provided at the workshop subject to advance notification by the interested party.

Presentations to Local Jurisdictions

Local jurisdictions are encouraged to become involved in the RTP/SCS through their respective RTPCs. Authority staff will, however, be available to present the RTP/SCS to interested City or Town Councils and the Board of Supervisors. The Councils/Board are encouraged to schedule presentations on their regular meeting agendas, or request special work sessions for a more focused discussion and review. Already, several local jurisdictions have scheduled RTP/SCS presentations on their agendas.

Addressing Equity through Involvement of Communities of Concern and NGOs

MTC has requested that the CMAs assist MTC with addressing Title VI equity requirements by involving “communities of concern” in the RTP Call for Projects. MTC has indicated that for the 2013 RTP “Call for Projects,” any Non-governmental Organization (NGO) may submit a project, provided a public agency is willing to sponsor it. To enable the participation of low income communities, CCTA will notify NGOs throughout Contra Costa, and encourage them to participate in the process. The notifications will inform the NGOs of upcoming meeting locations and dates, including RTPC meetings. We will also provide a CCTA e-mail contact that NGOs can use to submit project ideas. CCTA and RTPC staff will work with the NGOs to develop the project scope of work. If a project submitted by an NGO has a clear scope of work, and is eligible for inclusion in the RTP, then CCTA and RTPC staff will assist the NGO in identifying a potential project sponsor.

Parallel Outreach Effort Conducted through a Private Grant

MTC staff has indicated that additional workshops may be sponsored by NGOs through a private grant. Authority staff will make every effort to coordinate the schedule of the NGO workshops with other planned activities. Furthermore, the Authority will include information regarding NGO workshop times and locations on the CCTA website and through the mass e-mailings.

Website

The Authority’s website will serve as a major hub for the public outreach effort. The website will provide information on the RTP/SCS, and will link visitors to draft RTP/SCS documents and resource materials. All meeting announcements and presentation materials will also be posted on the website. Any website visitor who wishes to submit comments may do so via e-mail, using the information provided on the website.

Staff and Consultant Resources

- Much of the work will be done in-house, however, limited consultant resources will be available through Dyett & Bhatia, Nolte, and Economic Planning Systems (EPS) through existing on-call services agreements. Dyett & Bhatia will assist in preparing presentation materials, workshop posters, and portions of the “hand-out” materials for the workshops. Nolte and EPS can provide technical support for information delivery.
- MTC and ABAG staff will accompany CCTA staff to attend the public meetings/workshops and make the RTP/SCS presentation.
- Authority staff will attend all other meetings with the various standing committees and Councils/Boards.

Cost Estimate

- The cost of issuing electronic mail is covered under administrative expenses.
- Newspaper Advertisements: Assumed to be approximately \$1,000.
- Television Broadcast: CCTV charges a nominal fee of approximately \$700 for each recording session, editing, and subsequent broadcast of the public workshops on cable television.
- Website: There is a fixed cost associated with maintaining the CCTA website. Although some staff time is required to post additional notices, no additional costs are directly attributed to posting the 2013 RTP Update information.

Documentation

The Authority will provide MTC with written documentation of how the public was involved in the process for nominating and/or commenting on projects for inclusion in the RTP/SCS. The documentation will include a description of how the public engagement process meets the outreach requirements of MTC's Public Participation Plan. It will summarize comments received, indicate whether the comments were incorporated, and will provide the rationale for each specific response.

Acronyms/Definitions

CAC: Citizens Advisory Committee

CCTA: The Contra Costa Transportation Authority

CMA: Congestion Management Agency

Communities of Concern: Low income communities identified by MTC as part of the Lifeline Transportation Program.

Expanded e-mail Contacts Listing: A combined listing of the Authority's existing contacts list plus additional listings received from the RTPCs and other interested agencies.

MTC: Metropolitan Transportation Commission

NGO: Non-governmental organization

PC: The Authority's Planning Committee

PMA: The Contra Costa Public Managers Association, comprised of the city managers of each local jurisdiction in Contra Costa

Project Sponsor: A government organization, such as a city, town, the county, or a transit agency, that is eligible to receive federal funds and is willing to support the environmental review, design, right-of-way, and construction for a proposed transportation improvement project.

RTP: Regional Transportation Plan

RTPCs: Regional Transportation Planning Committees

SB 375: Senate Bill SB 375, the 2008 legislation that created the requirement for Metropolitan Planning Organizations (such as MTC) to develop a Sustainable Communities Strategy in the RTP.

SCS: The Sustainable Communities Strategy required under SB 375. An SCS is a land use and transportation plan that limits suburban sprawl and encourages compact growth and more mixed-use communities that will reduce Greenhouse Gas Emissions from cars and light trucks.

Title VI: Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. Section 2000d). Subsequent Executive Orders include the requirement for "environmental justice," to ensure that federally -funded transportation projects do not have a disproportionate adverse environmental impacts on minority communities.

TCC: The Authority's standing Technical Coordinating Committee

ATTACHMENT B

Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) requests the assistance of the nine Bay Area Congestion Management Agencies (CMAs) to help with the Call for Projects within their counties. CMAs are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their counties. MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Project sponsors with projects vying for future state or federal funding must have their project identified in the financially constrained RTP/SCS. CMAs will be the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 SCS/RTP. Sponsors of multi-county projects (i.e. Caltrans, BART, Caltrain, etc.) may submit directly to MTC, but communication and coordination with CMAs is encouraged. Members of the public are eligible to submit projects, but must secure a public agency sponsor and coordinate the project submittal with their CMA.

CMAs will assist MTC with the Call for Projects by carrying out the following activities:

1. Public Involvement and Outreach

- **Conduct countywide outreach to stakeholders and the public to solicit project ideas.** CMAs, as well as multi-county transit operators and Caltrans, will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at http://www.onebayarea.org/get_involved.htm. CMAs are expected, at a minimum, to:
 - Execute effective and meaningful local engagement efforts during the Call for Projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process. In addition to the CMAs' citizen advisors, MTC's Policy Advisory Council members are a good resource to the CMAs to help plan community outreach events, engage members of the public, and identify candidate projects. Please see **Attachment A.4** for a list of MTC's Policy Advisory Council members.
 - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
 - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
 - Hold at least one public hearing providing opportunity for public comment on the list of potential projects prior to submittal to MTC;
 - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations.
 - CMA staff will be expected to provide MTC with a link so the information can also be viewed on the website OneBayArea.org;
 - Hold public meetings in central locations that are accessible for people with people with disabilities and by public transit;

- Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- ***Document the outreach effort undertaken for the local call for projects.*** CMAs, as well as multi-county transit operators and Caltrans, are to provide MTC with:
 - A description of how the public was involved in the process for nominating and/or commenting on projects for inclusion in the RTP/SCS. Specify whether public input was gathered at forums held specifically for the RTP/SCS or as part of an outreach effort associated with, for example, an update to a countywide plan;
 - A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
 - A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA. Conversely, rationale must be provided if comments or projects from the public were not able to be accommodated in the list of candidate projects and a description of how the CMA, in future project nomination processes, plans to address the comments or projects suggested by the public.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, and stakeholders to identify projects for consideration in the RTP/SCS.*** CMAs will assist with agency coordination by:
 - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, Caltrans, and stakeholders and coordinate with them on the online project application form by assigning passwords, fielding questions about the project application form, reviewing and verifying project information, and submitting projects as ready for review by MTC
 - Working with members of the public interested in advancing a project idea to find a public agency project sponsor, and assisting them with submitting the project to MTC;
 - Developing freeway operations and capacity enhancement projects in coordination with MTC and Caltrans staff.
 - Developing transit improvements in coordination with MTC and transit agency staff.

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
 - Assist community-based organizations, communities of concern, and any other underserved community interested in submitting projects;
 - Remove barriers for persons with limited English proficiency to have access to the project submittal process;
 - For additional Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.htm

4. County Target Budgets

- ***Ensure that the County project list fits within the target budget defined by MTC for the county.***
 - To establish the county target budgets, MTC used the discretionary funding amount (\$32 billion) from the Transportation 2035 Plan and assigned counties a target budget based on a population share formula with an additional 75% mark up. County target budgets can be seen below. This formula approach is consistent with the formula used in Transportation 2035 Plan.
 - County target budgets are intended as a starting point to guide each CMA in recommending a project list to MTC by providing an upper financial limit.
 - County target budgets are not intended as the financially constrained RTP/SCS budget. CMAs and MTC will continue to discuss further and select projects later in the process that fit the RTP/SCS financially constrained envelope.

County Target Budgets (in billions)

Alameda: \$11.76

Contra Costa: \$7.84

Marin: \$2.24

Napa: \$1.12

San Francisco: \$6.16

San Mateo: \$5.60

Santa Clara: \$14.0

Solano: \$3.36

Sonoma: \$3.92

5. Cost Estimation Review

- ***Establish guidelines for estimating project costs.*** CMAs are to establish cost estimation guidelines for use by project sponsors. The guidelines may be developed by the CMAs or CMAs can elect to use other accepted guidelines produced by local, state or federal agencies. MTC has identified the following cost estimation guidelines available for use:
 - Federal: National Cooperative Highway Research Program's Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming, and Preconstruction (http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf)
 - State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates (http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt20.pdf)
 - Local: Contra Costa Transportation Authority (CCTA) Cost Estimation Guide (http://ccta.net/assets/documents/Cost_Est_Guide_Documentation.pdf)
- ***Review and verify with MTC that each project has developed an appropriate cost estimate prior to submittal.***

6. General Project Criteria

- ***Identify whether projects meet basic project parameters as outlined by MTC.*** CMAs will encourage project sponsors to submit projects which meet one or more of the general criteria listed below, keeping in consideration that projects should support SCS principals promulgated by SB 375:
 - Supports the goals and performance targets of the RTP/SCS (see **Attachment A.1**).
 - Serves as a regionally significant component of the regional transportation network. A regionally significant transportation project serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region,

major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves).

- Supports focused growth by serving existing housing and employment centers FOCUS Priority Development Areas.
- Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan, climate action plans, etc.).

- **Assess how well the project meets basic criteria**

Project sponsors are welcome to use MTC’s qualitative/quantitative approach or some hybrid thereof to develop and evaluate project priorities (See **Attachment A.3**). Sponsors may include qualitative discussion and/or quantitative data to demonstrate how proposed projects meet the RTP/SCS goals and targets, the magnitude of project impacts and cost effectiveness. MTC will provide a function in the on-line application for this information and may use it to inform the Goals Assessment portion of MTC's evaluation.

7. Programmatic Categories

- CMAs should group similar projects, which are exempt from regional air quality conformity that do not add capacity or expand the transportation network, into broader programmatic categories rather than submitting them as individual projects for consideration in the RTP/SCS. These individual projects may address a concern of the community (e.g., improved pedestrian ways to transit, curb bulb-outs to calm traffic, etc.), but do not have to be individually specified for the purposes of air quality conformity. See **Attachment A.2** for guidance on the programmatic categories.

Timeline

Task	Date
Issue Call for Projects Letter to CMAs, Caltrans, and Multi-County Transit Operators	February 10, 2011
Open Online Project Application Form for Use by CMAs/ Project Sponsors	March 1, 2011
Close of Project Submittal Period	April 29, 2011
MTC Conducts Project-Level Performance Assessment and Selection Process for Projects for Detailed SCS Scenarios	May – July 2011

J:\PROJECT\2013 RTP_SCS\Call for Projects\Final Version\Attachment A - Guidance.doc

ITEM 11
RECEIVE UPDATE ON THE CITY OF PITTSBURG'S COMPLIANCE
WITH THE EAST COUNTY ACTION PLAN AND TAKE ACTION AS
APPROPRIATE.

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

February 23, 2011

Will Casey, Mayor
City of Pittsburg
5 Civic Avenue
Pittsburg, CA 94565

Dear Mayor Casey:

This correspondence is to inform you that the TRANSPLAN Committee, at its February 17, 2011 special meeting, directed the City of Pittsburg to rejoin the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) no later than March 4, 2011, subject to the following conditions:

- (1) Pittsburg must re-adopt the regular ECCRFFA fee schedule;
- (2) Pittsburg must repeal its fee program;
- (3) The previous tentative agreement for priority funding of the James Donlon Extension and eBART is still available for Pittsburg;
- (4) The litigation by TRANSPLAN against Pittsburg [see information below] will not proceed if Pittsburg rejoins ECCRFFA by the March 4 deadline;
- (5) A written response must be received by the TRANSPLAN Committee by the March 4 deadline; and
- (6) Additional details will be covered by staff and Legal Counsel.

In addition, following a closed session held at the same meeting, the TRANSPLAN Committee announced that, by an 8-0 vote with one member absent, the Committee had given approval for TRANSPLAN to initiate legal action against the City of Pittsburg. The announcement also mentioned that the litigation would generally involve a legal challenge about Pittsburg's compliance with its regional fee obligations under the East County Action Plan and Measure J.

Sincerely,



John W. Cunningham
TRANSPLAN Staff

cc: TRANSPLAN Committee Members
Randell H. Iwasaki, Executive Director, CCTA
Dale Dennis, Program Manager, ECCRFFA

March 2, 2011

David Schmidt, Deputy County Counsel
Office of Contra Costa County Counsel
651 Pine St., 9th Floor
Martinez, CA 94553

Re: Concerns regarding ECCRFFA meetings

Dear Mr. Schmidt:

On behalf of the City of Pittsburg ("Pittsburg"), I am writing to express concern about recent actions of the Board of Directors of the East Contra Costa County Regional Fee and Financing Authority ("ECCRFFA"), for which you and your office serve as legal counsel.

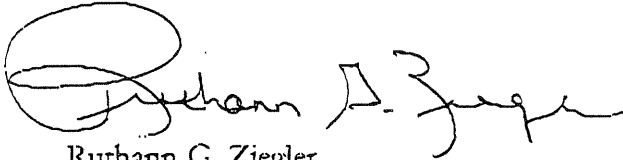
Based on statements made in open session on January 27th by TRANSPLAN committee members, it appears that the ECCRFFA Board is meeting in closed session to discuss and take action as to potential litigation by TRANSPLAN against the City of Pittsburg. We have been informed that ECCRFFA's action stemmed from your legal advice and recommendation as counsel to ECCRFFA. While ECCRFFA may be able to meet in closed session to discuss potential litigation by ECCRFFA or against ECCRFFA, there is no valid basis for one entity (here, ECCRFFA) to meet in closed session to direct another entity (here, TRANSPLAN) to initiate litigation against another party (i.e., Pittsburg). To do so is a violation of the Brown Act.

While four of the five TRANSPLAN jurisdictions constitute ECCRFFA, this would not justify an ECCRFFA closed session directing TRANSPLAN action. Evidence of this practice has been acknowledged in TRANSPLAN open session. The January 27, 2011, TRANSPLAN minutes state: "Chair Kalinowski advised that there had been a unanimous decision from [ECCRFFA's January 13, 2011] closed session to convene a [TRANSPLAN] special meeting with the two questions to be considered." Additionally, Pittsburg staff has been informed by TRANSPLAN and/or ECCRFFA staff that TRANSPLAN called its February 17, 2011, special meeting based upon direction arising from the February 10, 2011, ECCRFFA closed session meeting. Clearly, ECCRFFA cannot validly discuss, much less act upon, TRANSPLAN issues in an ECCRFFA closed session. Such actions taken by ECCRFFA directing TRANSPLAN to act were beyond the scope of ECCRFFA's authority.

Since the substance of what occurred in the ECCRFFA closed sessions has been presented in a TRANSPLAN open session and since the closed session topics were not valid, it is our position that any confidentiality as to those closed sessions either did not exist and/or are now waived. Therefore, we are hereby requesting any documents or writings produced, discussed, or related to those closed session topics be made available to Pittsburg for review and possibly copying. Furthermore, we hereby request, and expect your confirmation, that ECCRFFA will cease and desist from engaging in such Brown Act violations. Please note, however, that in the spirit of cooperation between Pittsburg and its neighbors, Pittsburg is not considering the initiation of litigation against ECCRFFA. To do so would not benefit the communities we serve.

I look forward to receiving your response.

Very truly yours,



Ruthann G. Ziegler
City Attorney
City of Pittsburg
1594843.4

c: Board of Directors, ECCRFFA
TRANSPLAN Committee Members
Board of Directors, Contra Costa Transportation Authority
Office of Contra Costa County Counsel
City Council, City of Pittsburg

March 2, 2011

David Schmidt, Deputy County Counsel
Office of Contra Costa County Counsel
651 Pine St., 9th Floor
Martinez, CA 94553

Re: Concerns regarding February 17, 2011 TRANSPLAN meeting

Dear Mr. Schmidt:

On behalf of the City of Pittsburg, I am writing as to the February 17, 2011 meeting held by TRANSPLAN. At that meeting TRANSPLAN convened in closed session under Government Code section 54956.9, subdivision (c) to consider the initiation of litigation.

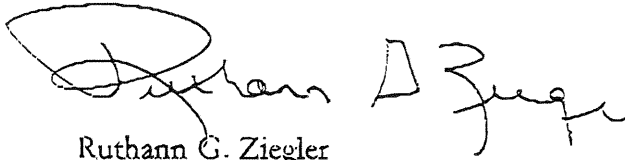
The reportable action from this closed session was that the TRANSPLAN board decided to initiate litigation against the City of Pittsburg, unless the City of Pittsburg performed certain actions, including rejoining ECCRIFA, by March 4, 2011.

Please note TRANSPLAN is not a legal entity capable of initiating litigation. TRANSPLAN is a standing committee of the Contra Costa Transportation Authority ("CCTA") formed under section 104.3 of the Administrative Code of the Contra Costa Transportation Authority. Standing committees have no legal identity separate from their governing authority and have no authority to file suit. CCTA was formed as a local transportation authority under Public Utilities Code Sections 180000 *et seq.*; TRANSPLAN was not. Since TRANSPLAN has no legal authority to initiate litigation, TRANSPLAN logically has no legal authority to meet in closed session to consider initiation of litigation. That closed session, and the related action taken, constitute violations of the Brown Act.

Pursuant to Government Code section 54960.1, we hereby request TRANSPLAN to cure and correct its action taken in the invalid closed session by rescinding in open session the action improperly taken. We also ask that you confirm that TRANSPLAN will, in the future, fully comply with the Brown Act, including no longer conducting closed sessions under Section 54956.9(c). Finally, since the closed session was invalid, we hereby request any documents or writings produced, discussed or related to that closed session, and any other closed sessions held by TRANSPLAN allegedly under Section 54956.9(c), be made available to Pittsburg for review and possibly copying. Please let me know at which meeting TRANSPLAN will discuss our request.

We look forward to your cooperation and courtesy in this matter.

Very truly yours,

A handwritten signature in black ink, appearing to read "Ruthann G. Ziegler". The signature is fluid and cursive, with a large initial "R" and "Z".

Ruthann G. Ziegler
City Attorney
City of Pittsburg

1594844.3

c: TRANSPAN Committee Members
Board of Directors, Contra Costa Transportation Authority
Office of Contra Costa County Counsel
City Council, City of Pittsburg

ITEM 12
UPDATE: STATE ROUTE 4
INTEGRATED CORRIDOR ANALYSIS (SR4 ICA)



February 17, 2011

TO: Integrated Corridor Analysis Corridor Policy Advisory Committee (C-PAC)

FR: Martin R. Engelmann, Deputy Executive Director, Planning

Subject: March 22, 2011 SR-4 C-PAC Meeting Materials

Welcome to the first of two C-PAC meetings for the State Route 4 Integrated Corridor Analysis (ICA) C-PAC. The objective of the first meeting is to receive your input on improvement strategies, proposed projects, and prioritization measures for the SR-4 corridor.

The attached Powerpoint slides provide an overview of the materials to be covered. The figures identify proposed transportation strategies that represent an integrated, multi-modal approach for improving the SR-4 corridor, including supporting arterials, and transit services. These improvements are also consistent with and supportive of the Priority Development Areas (PDAs) that have been identified along the SR 4 corridor.

The proposed transportation strategies were obtained from Action Plans, corridor studies, and other plans and programs within the corridor and have been vetted by the Corridor Technical Advisory Committee (C-TAC). Also attached is the Review of Existing Studies document which provides more detailed information on the proposed transportation strategies.

This information will be used to develop a prioritized list of strategies along SR 4 in Contra Costa County. We look forward to your participation at this meeting.

**SR-4 Integrated Corridor Analysis
(I-80 to SR-160)
Corridor Policy Advisory Committee (C-PAC)**

MEETING AGENDA

Date: Tuesday, March 22, 2011
Time: 2:00 p.m. – 4:00 p.m.
Location: Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Purpose of Meeting:

To provide a summary of potential transportation strategies for the SR-4 corridor and receive C-PAC input.

Items of discussion:

1. Introductions/Objectives
2. Purpose/Scope
3. Proposed congestion mitigation strategies (short-term 2015 and long-term 2030)
4. Prioritization Criteria
5. Milestones
6. Next C-PAC meeting



CONTRA COSTA
transportation
authority

SR-4 Integrated Corridor Analysis

March 22, 2011



Meeting Objectives

- Review strategies and proposed projects from existing studies
- Review prioritization measures
- Review schedule milestones

Purpose

The purpose of the SR-4 Integrated Corridor Analysis is to coordinate the Action Plans for SR-4 (West, Central, and East) into a cohesive corridor plan that:

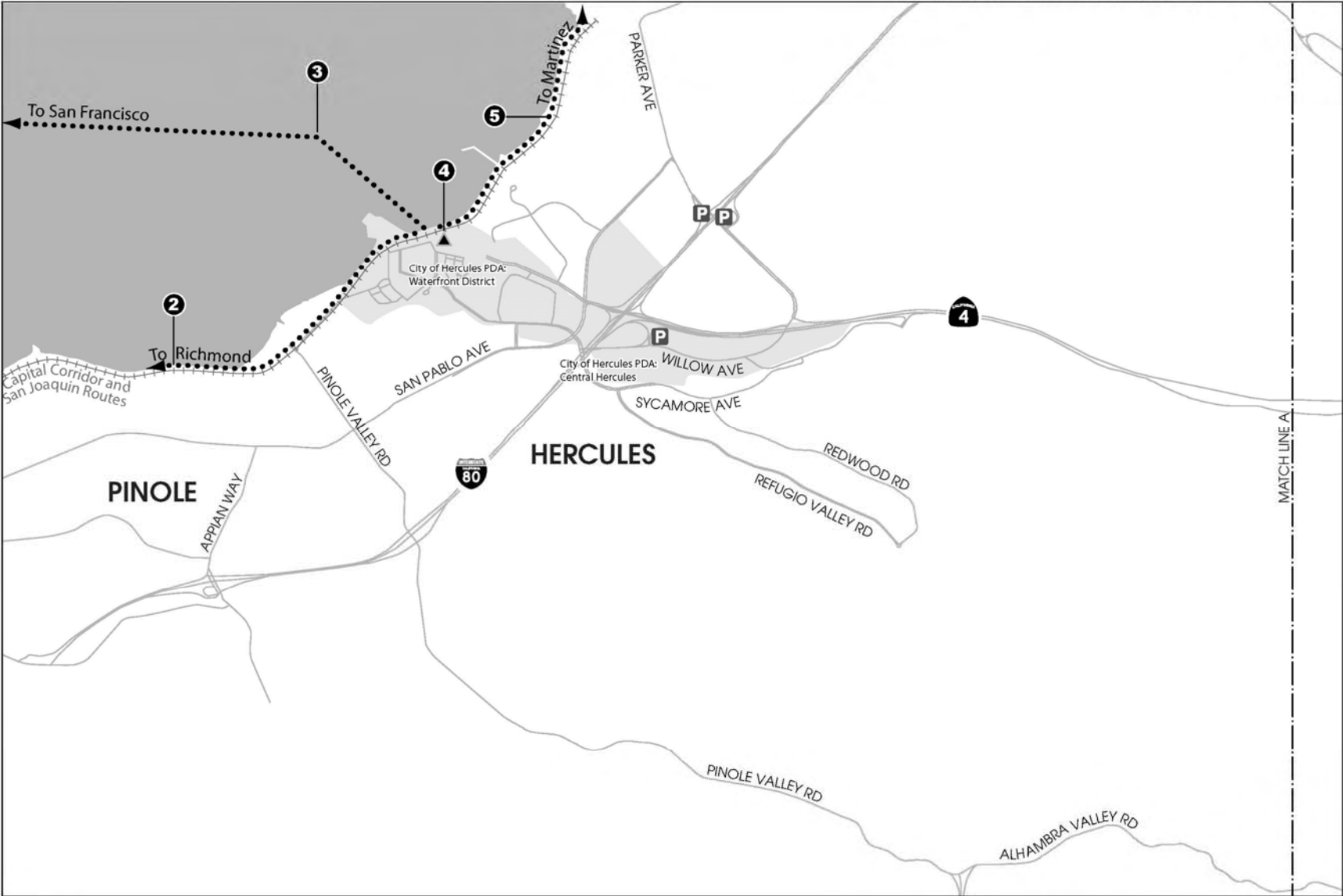
- 1) identifies and prioritizes previously identified projects along the corridor;
- 2) advances local community goals for Priority Development Areas (PDAs) along the corridor; and
- 3) to the extent possible, establishes an integrated set of Multi-modal Transportation Service Objectives (MTSOs) for incorporation into future Action Plan updates.

Work Plan

- Synthesize Existing Studies
 - Action Plans
 - Corridor Studies
 - Other Plans and Programs
- Prioritize strategies
- Evaluate integrated MTSOs
- Develop potential Action Plan amendments
- Document SR-4 Integrated Corridor Analysis

Proposed Corridor Strategies

- Short-term 2015 strategies
- Long-term 2030 strategies
- Cost estimates

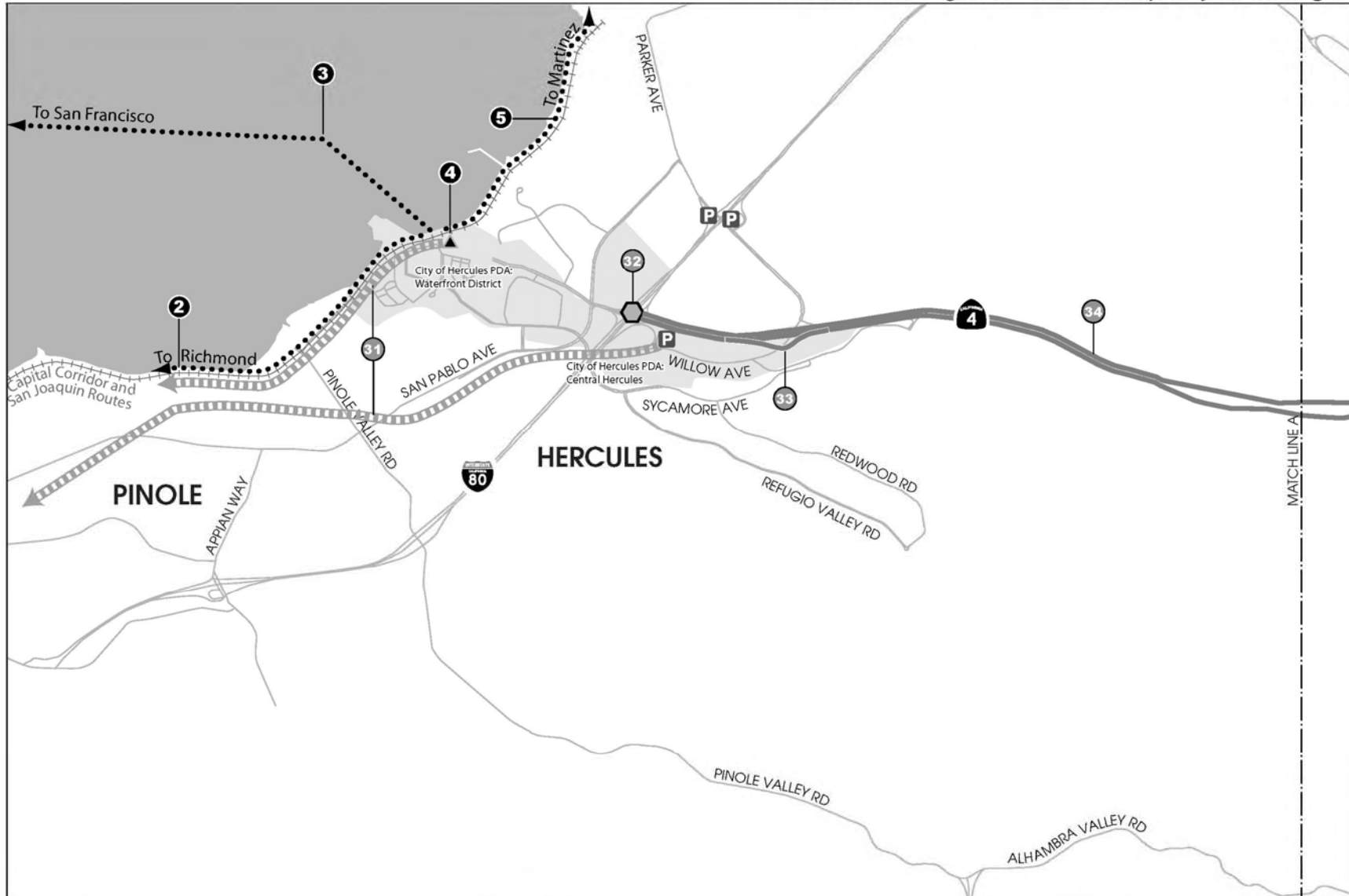


Short-Term:

1. <Not illustrated> Fill gaps in the current and programmed ITS installations, and extend ITS coverage to the full corridor.
2. Increased Richmond-Hercules service along the existing Capitol Corridor rail line.
3. Hercules Ferry Service from Hercules to San Francisco.
4. Hercules Intermodal Transit Station construction to serve the Capital Corridor and future Ferry Service.
5. Increased Hercules-Martinez service along the existing Capitol Corridor rail line.

	Existing Roadway
	Existing Passenger Rail
	Existing Park & Ride Facility
	Priority Development Area (PDA)
	Roadway Improvement (Short-Term)
	Roadway Improvement (Long-Term)
	Transit Improvement (Short-Term)
	Transit Improvement (Long-Term)
	Intersection/Interchange Improvement (Short-Term)
	Intersection/Interchange Improvement (Long-Term)
	Transit Improvement (Station)





Short-Term:

1. <Not illustrated> Fill gaps in the current and programmed ITS installations, and extend ITS coverage to the full corridor.
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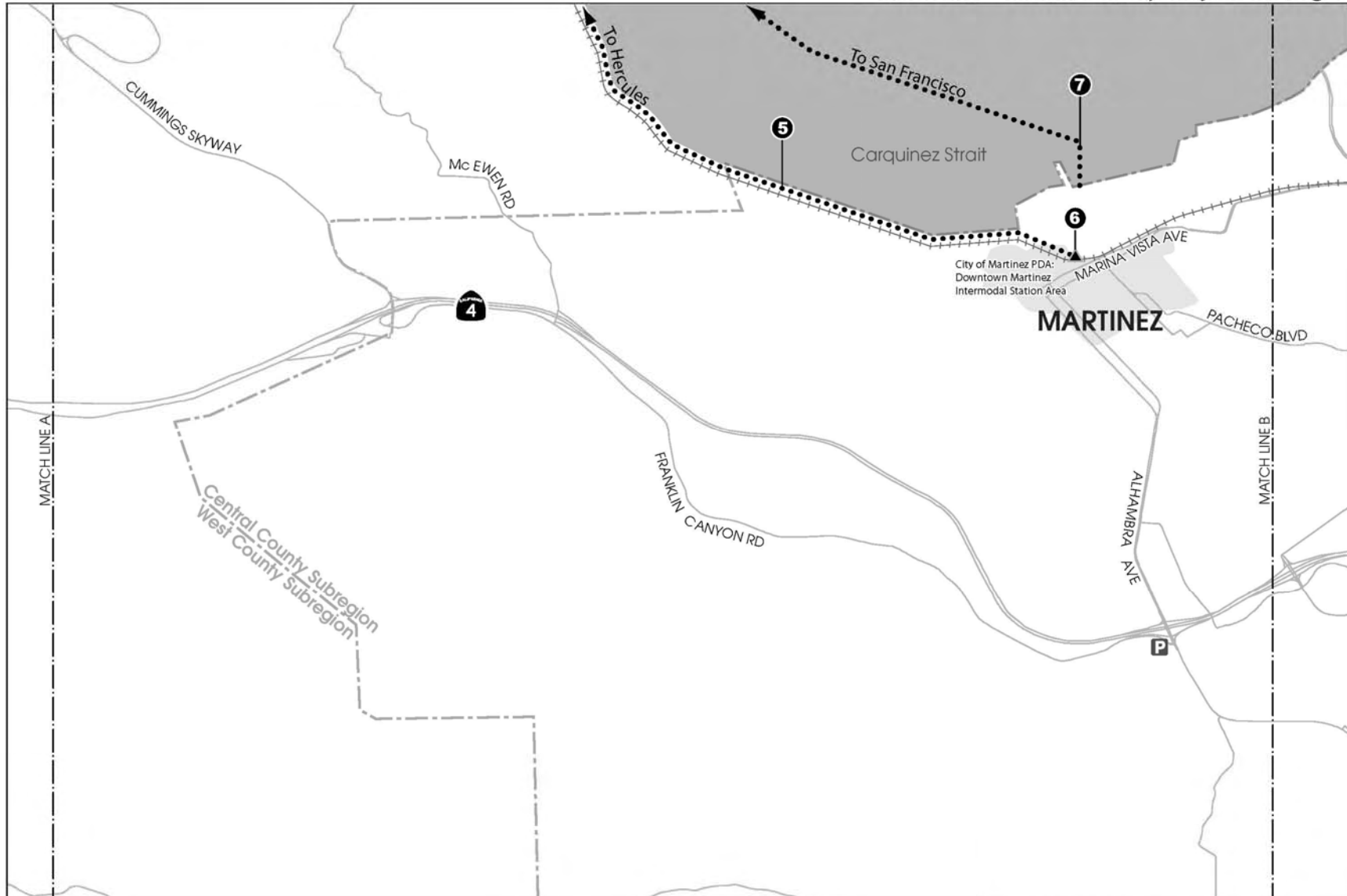
Long-Term:

30. <Not illustrated> SR-4 EB and WB Ramp Metering between I-80 and I-680.
31. wBART - Operate rail services from Hercules to the Richmond BART station. (Exact alignment TBD.)
32. Ultimate I-80/SR-4 Interchange Improvements.
33. Willow Ave Ramp Replacement - reconstruct the WB ramps as diagonal ramps.
34. State Route 4 West, Phase 2 - Upgrade SR-4 from an expressway to a freeway between I-80 and Cummings Skyway.

	Existing Roadway
	Existing Passenger Rail
	Existing Park & Ride Facility
	Priority Development Area (PDA)
	Roadway Improvement (Short-Term)
	Roadway Improvement (Long-Term)
	Transit Improvement (Short-Term)
	Transit Improvement (Long-Term)
	Intersection/Interchange Improvement (Short-Term)
	Intersection/Interchange Improvement (Long-Term)
	Transit Improvement (Station)



Short-Term - Central County Project Strategies

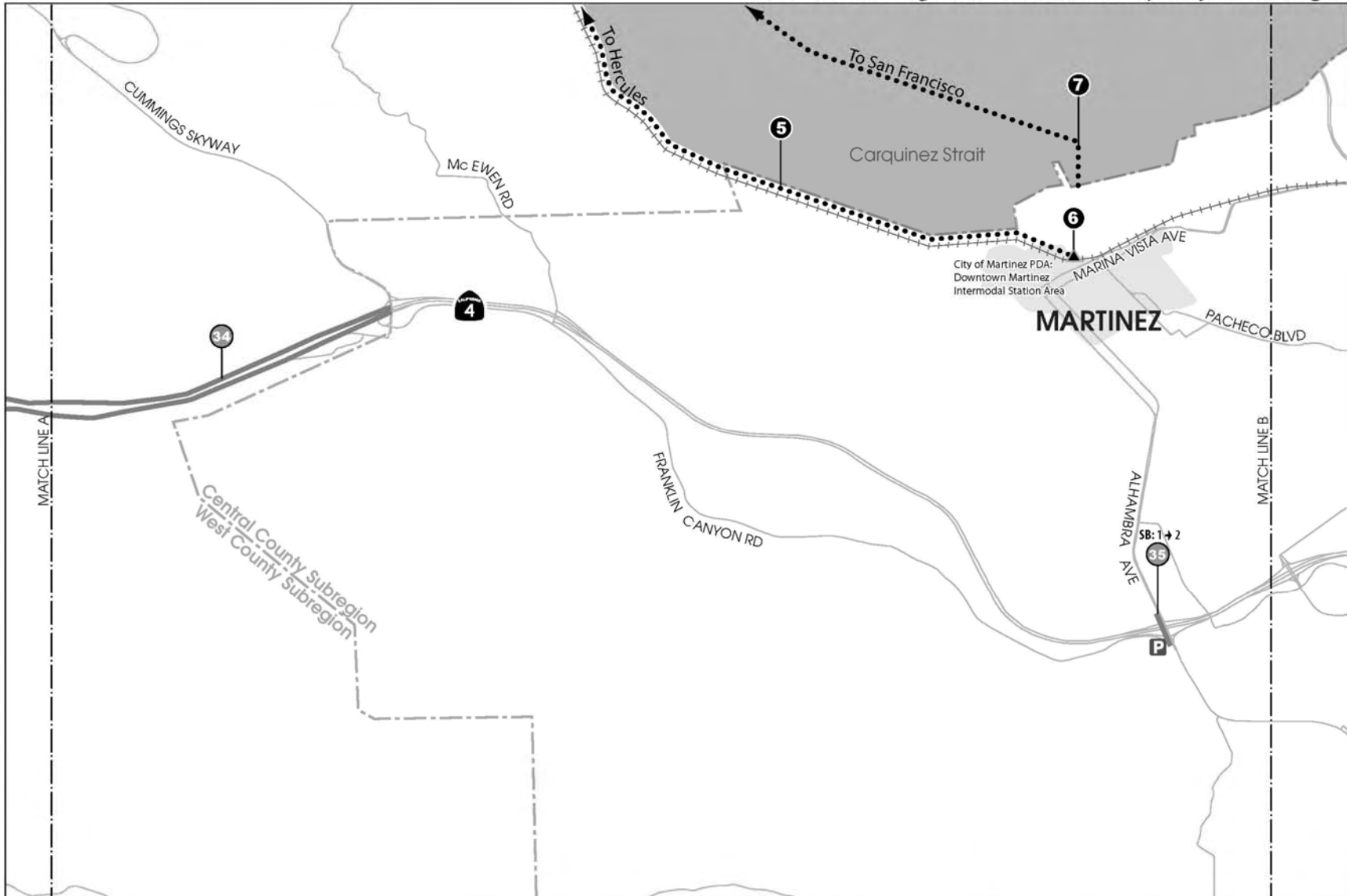


Short-Term:

1. <Not illustrated> Fill gaps in the current and programmed ITS installations, and extend ITS coverage to the full corridor.
5. Increased Hercules-Martinez service along the existing Capitol Corridor rail line.
6. Martinez Intermodal Station (Phase 3) - 425 parking spaces, vehicles, and pedestrian bridges.
7. Martinez Ferry Service between Martinez and San Francisco.

	Existing Roadway		8
	Existing Passenger Rail		
	Existing Park & Ride Facility		
	Priority Development Area (PDA)		
	Roadway Improvement (Short-Term)		
	Roadway Improvement (Long-Term)		
	Transit Improvement (Short-Term)		
	Transit Improvement (Long-Term)		
	Intersection/Interchange Improvement (Short-Term)		
	Intersection/Interchange Improvement (Long-Term)		
	Transit Improvement (Station)		

Short-Term and Long-Term - Central County Project Strategies



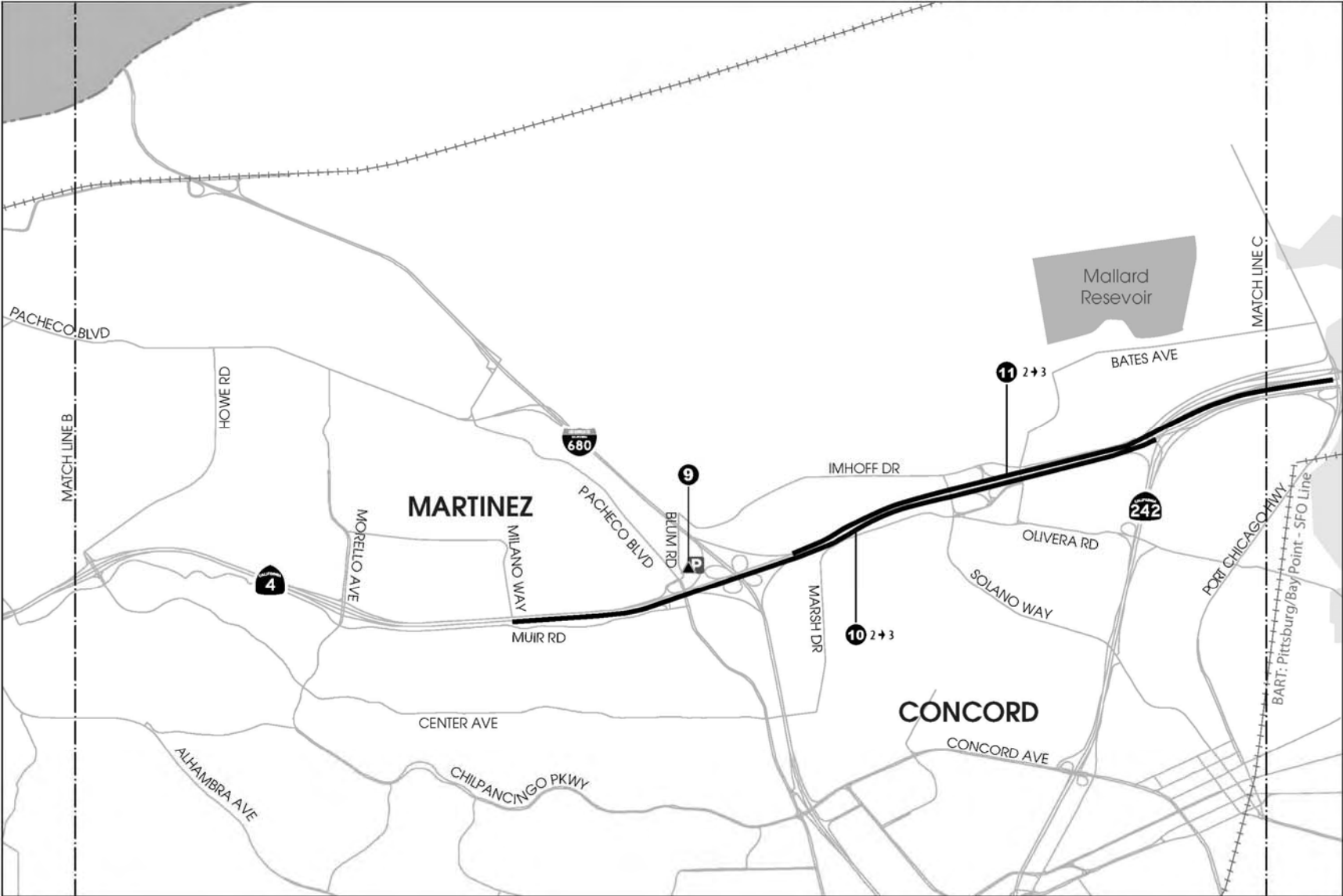
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5. Increased Hercules-Martinez service along the existing Capitol Corridor rail line.
6. Martinez Intermodal Station (Phase 3) - 425 parking spaces, vehicles, and pedestrian bridges.
7. Martinez Ferry Service between Martinez and San Francisco.

Long-Term:

30. <Not illustrated> SR-4 EB and WB Ramp Metering between I-80 and I-680.
34. State Route 4 West, Phase 2 - Upgrade SR-4 from an expressway to a freeway between I-80 and Cummings Skyway.
35. Alhambra Ave Safety Improvements: Construct a 2nd SB lane from Walnut Ave to Franklin Canyon Rd.





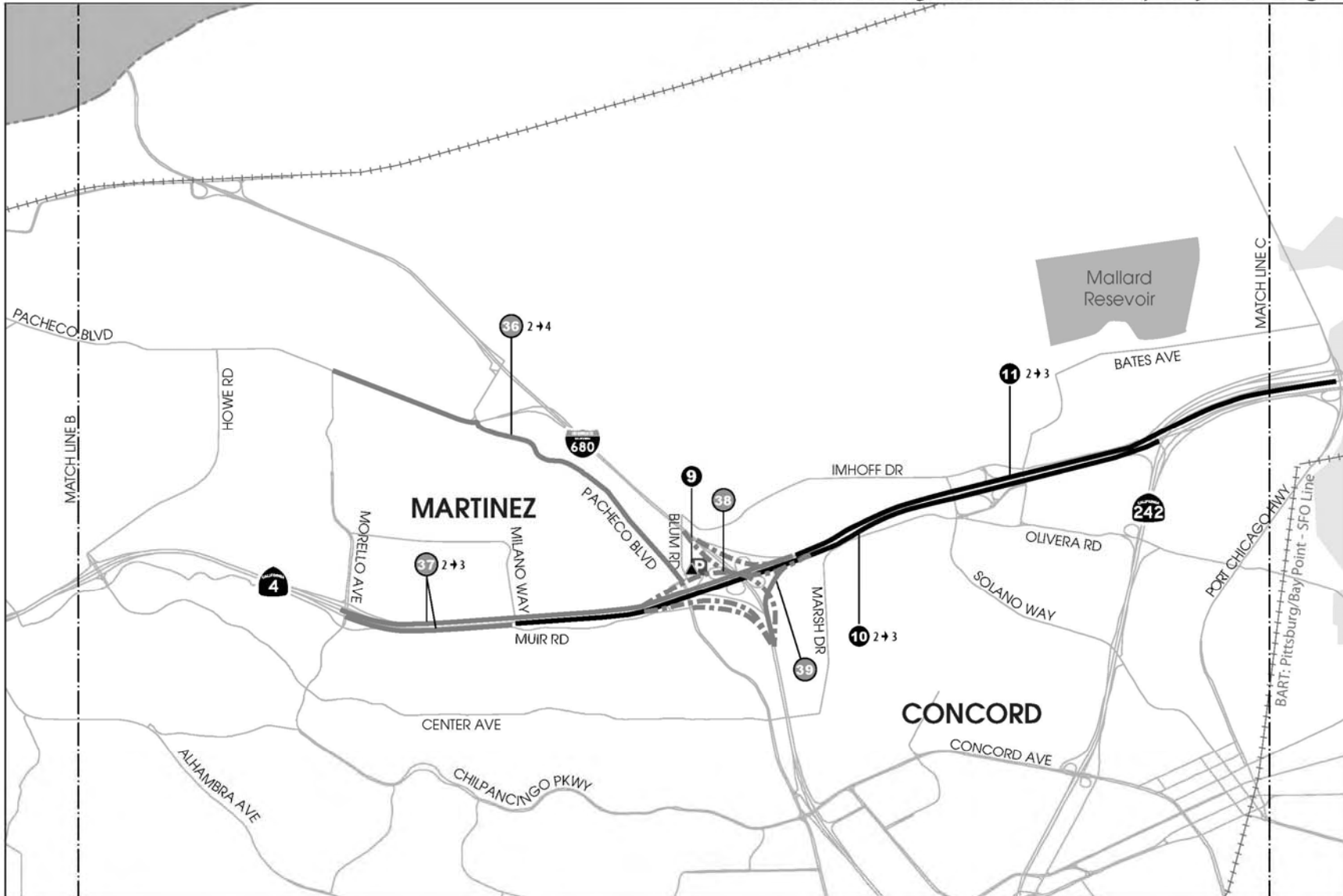
Short-Term:

1. <Not illustrated> Fill gaps in the current and programmed ITS installations, and extend ITS coverage to the full corridor.
8. <Not illustrated> SR-4 EB and WB Ramp Metering between I-680 and SR 160.
9. Pacheco Transit Hub - construction of a transit hub with 6 bus bays and 110 parking spaces.
10. I-680/SR-4 Interchange Improvement Project - Interim Phase III ("sooner, cheaper") - 3rd EB inside lane from Milano Way to SR 242.
11. Add a 3rd WB mixed-flow lane from the SR-242 off-ramp to the I-680 NB off-ramp.

	Existing Roadway
	Existing Passenger Rail
	Existing Park & Ride Facility
	Priority Development Area (PDA)
	Roadway Improvement (Short-Term)
	Roadway Improvement (Long-Term)
	Transit Improvement (Short-Term)
	Transit Improvement (Long-Term)
	Intersection/Interchange Improvement (Short-Term)
	Intersection/Interchange Improvement (Long-Term)
	Transit Improvement (Station)



Short-Term and Long-Term - Central County Project Strategies



Short-Term:

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4. <Not illustrated> SR-4 EB and WB Ramp Metering between I-680 and SR 160.
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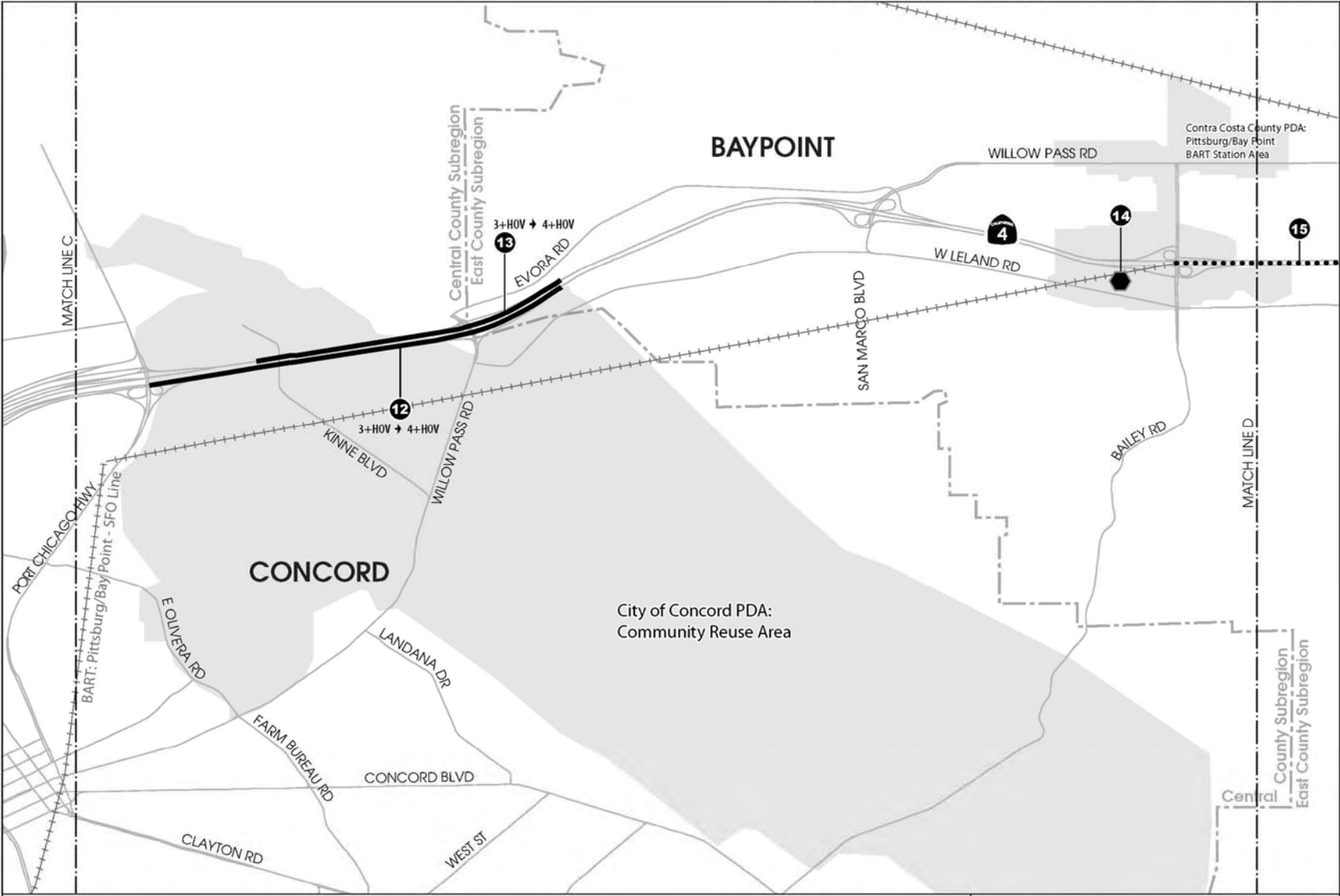
Long-Term:

30. <Not illustrated> SR-4 EB and WB Ramp Metering between I-80 and I-680.
36. Pacheco Boulevard Widening from 2 to 4 lanes from Blum Rd to Morello Ave with a new railroad overcrossing.
37. I-680/SR-4 Interchange Improvement Project (Remainder Phase III) - Widen SR-4 from 4 to 6 lanes. Remainder sections are WB from I-680 to Morello and EB from Morello Ave to Milano Way.
38. I-680/SR-4 Interchange Improvement Project (Phases I, II, IV, V) - Construct direct connector ramps for the interchange.
39. I-680/SR-4 Interchange HOV direct connector ramp.

	Existing Roadway
	Existing Passenger Rail
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	Priority Development Area (PDA)
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	Transit Improvement (Short-Term)
	Transit Improvement (Long-Term)
	Intersection/Interchange Improvement (Short-Term)
	Intersection/Interchange Improvement (Long-Term)
	Transit Improvement (Station)



Short-Term - Central and East County Project Strategies



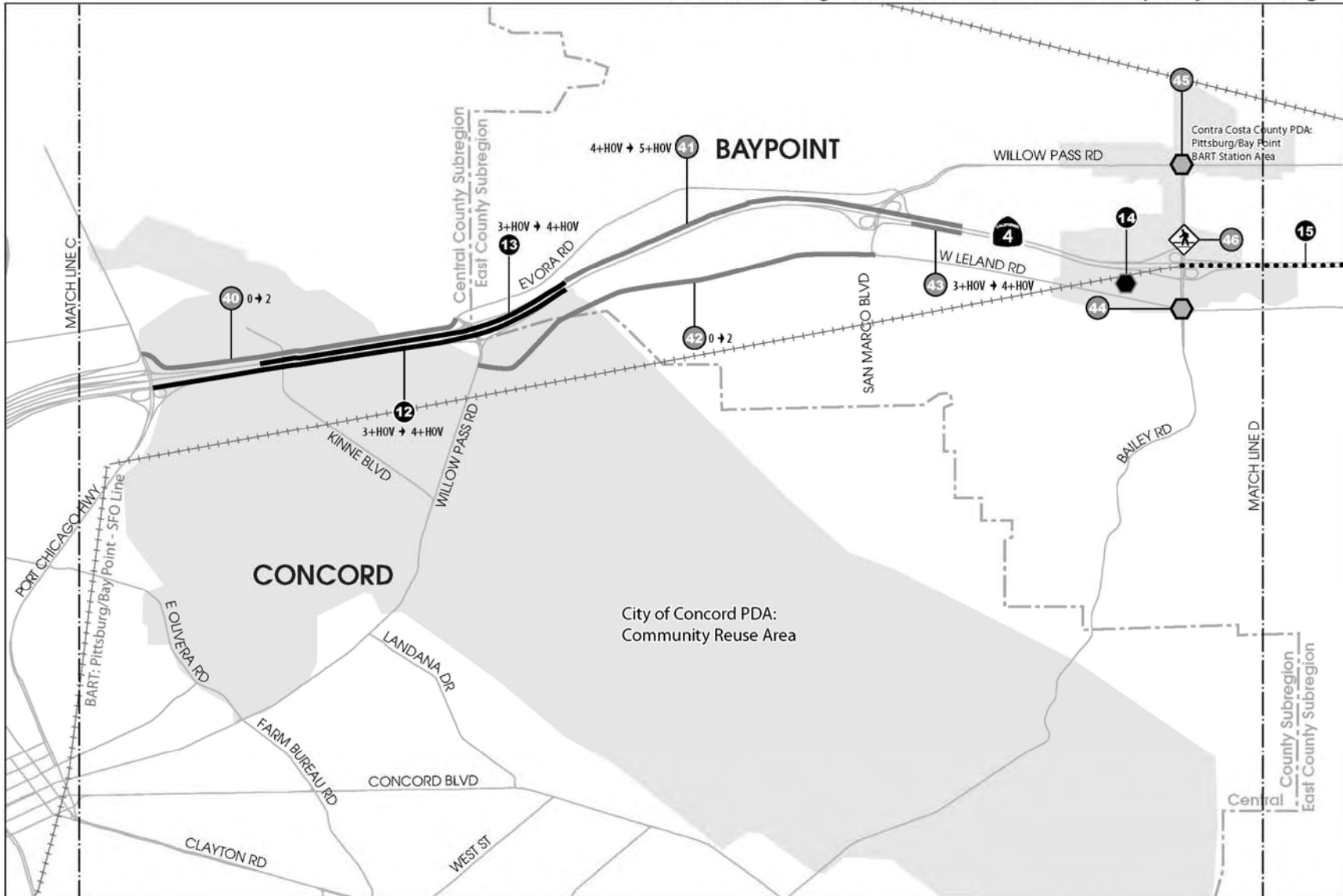
Short-Term:

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8. <Not illustrated> SR-4 EB and WB Ramp Metering between I-680 and SR 160.
12. Extend the EB mixed flow lane from the lane drop at Port Chicago Hwy to Willow Pass Rd (West).
13. Extend the WB mixed-flow lane from its start east of Port Chicago Hwy to Willow Pass Rd.
14. Pittsburg/Bay Point BART Station Area - Expanded parking.
15. East Contra Costa BART Extension (eBART) from the Pittsburg/Bay Point BART Station to Hillcrest Ave.

	Existing Roadway
	Existing Passenger Rail
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Short-Term and Long-Term - Central and East County Project Strategies



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Long-Term:

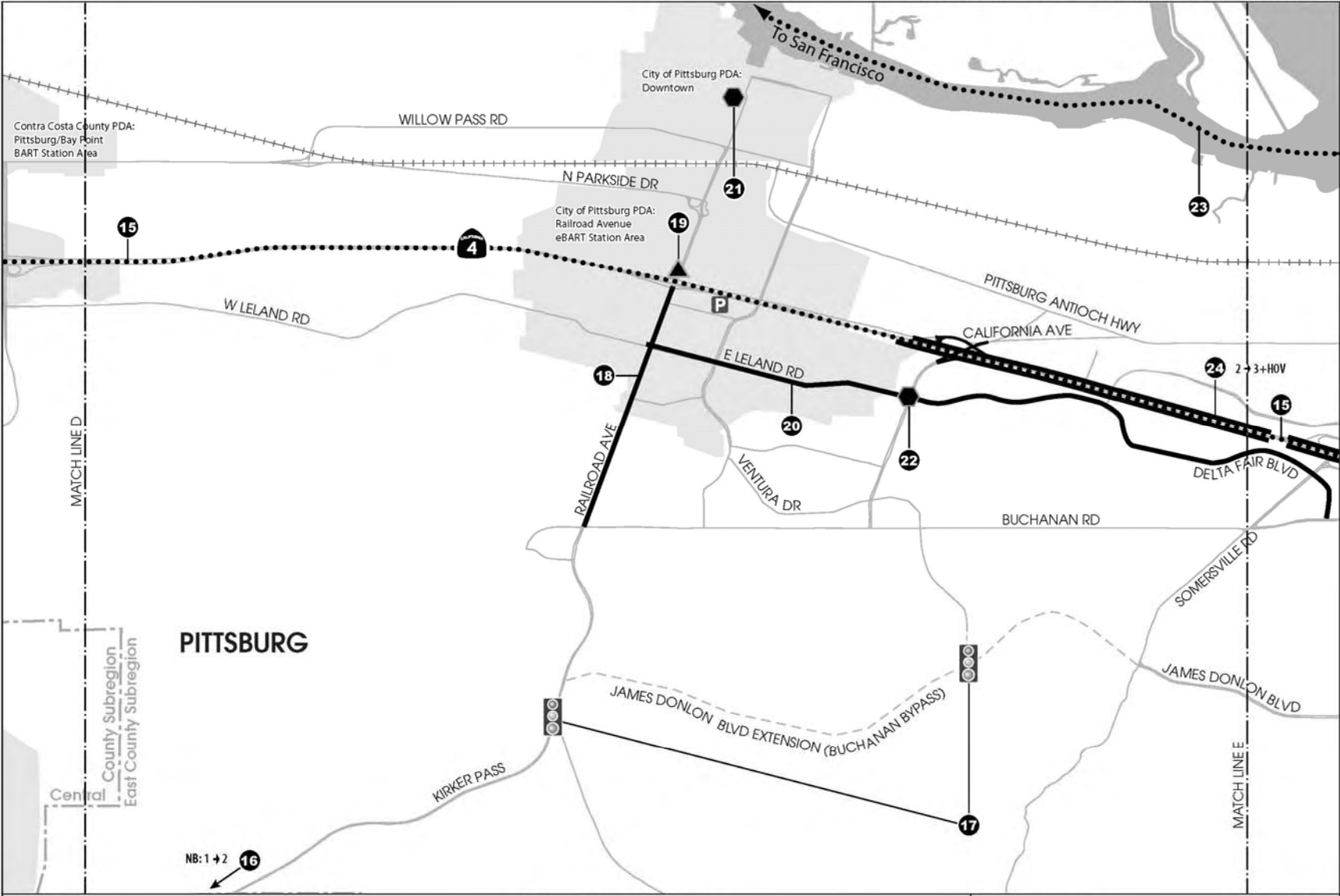
40. Parallel Arterial Improvements - Extend Evora Rd from Willow Pass Rd to Port Chicago Hwy.
41. Extend the existing WB mixed-flow lane from the lane drop east Willow Pass Rd (East) to the Willow Pass Rd (West) off-ramp.
42. Parallel Arterial Improvements - Extend West Leland Rd to Willow Pass Rd.
43. Extend the existing EB mixed-flow lane from Willow Pass Rd (East) to the lane located east of Willow Pass Rd (East).
44. Bailey Rd/Leland Rd Intersection Improvements.
45. Bailey Rd/Willow Pass Rd Intersection Improvements.
46. Bailey Rd Pedestrian Interchange Improvements and Design Modifications.

	Existing Roadway
	Existing Passenger Rail
	Existing Park & Ride Facility
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	Roadway Improvement (Long-Term)
	Transit Improvement (Short-Term)
	Transit Improvement (Long-Term)
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	Intersection/Interchange Improvement (Long-Term)
	Transit Improvement (Station)

13



Short-Term - East County Project Strategies



Short-Term:

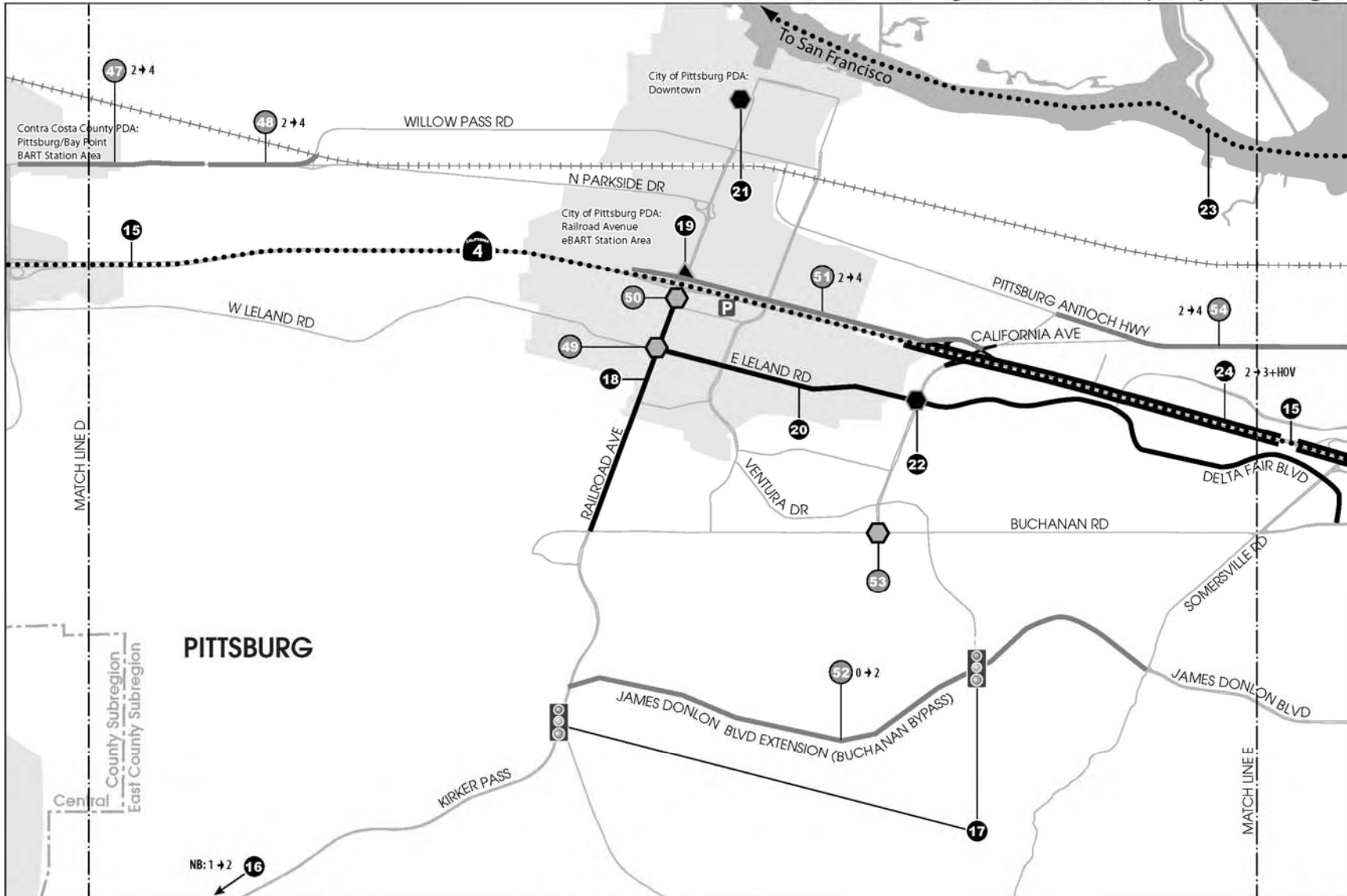
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- 8. <Not illustrated> SR-4 EB and WB Ramp Metering between I-680 and SR 160.
- 15. East Contra Costa BART Extension (eBART) from the Pittsburg/Bay Point BART Station to Hillcrest Ave.
- 16. Kirker Pass Rd Truck Climbing Lane from Clearbrook Drive to 1000' east of E Hess Rd (NB).
- 17. Control Point Metering at Kirker Pass Rd/Nortonville Rd and James Donlon Blvd/Ventura Rd.
- 18. Arterial Signalization Improvements on Railroad Ave.
- 19. Railroad Ave eBART Station construction, Station area improvements, and transit access improvements.
- 20. Communication equipment for signal synchronization on E Leland Rd and Delta Fair Blvd.
- 21. Downtown Pittsburg connections to future eBART Railroad Ave Station.
- 22. Loveridge Rd/Leland Rd Intersection Improvements.

Long-Term:

- 23. Antioch Ferry Service to San Francisco.
- 24. SR-4 East Widening from 2 lanes to 3 lanes + 1 HOV lane in each direction between Loveridge Rd and Somerville Rd.
- 47. Willow Pass Rd Widening from Bailey Rd to Pittsburg City Limits.
- 48. Willow Pass Rd Widening from Range Rd to Loftus Rd.
- 49. Railroad Ave/Leland Rd Intersection Improvements.
- 50. Railroad Ave/EB SR-4 Ramps Intersection Improvements.
- 51. California Ave Widening from Railroad Ave to Loveridge Rd.
- 52. James Donlon Blvd Extension between Somerville Rd and Kirker Pass Rd.
- 53. Buchanan Rd/Loveridge Rd Intersection Improvements.
- 54. Pittsburg-Antioch Hwy Widening from 2 to 4 lanes between Somerville and Loveridge Rd.

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Short-Term and Long-Term - East County Project Strategies



Short-Term:

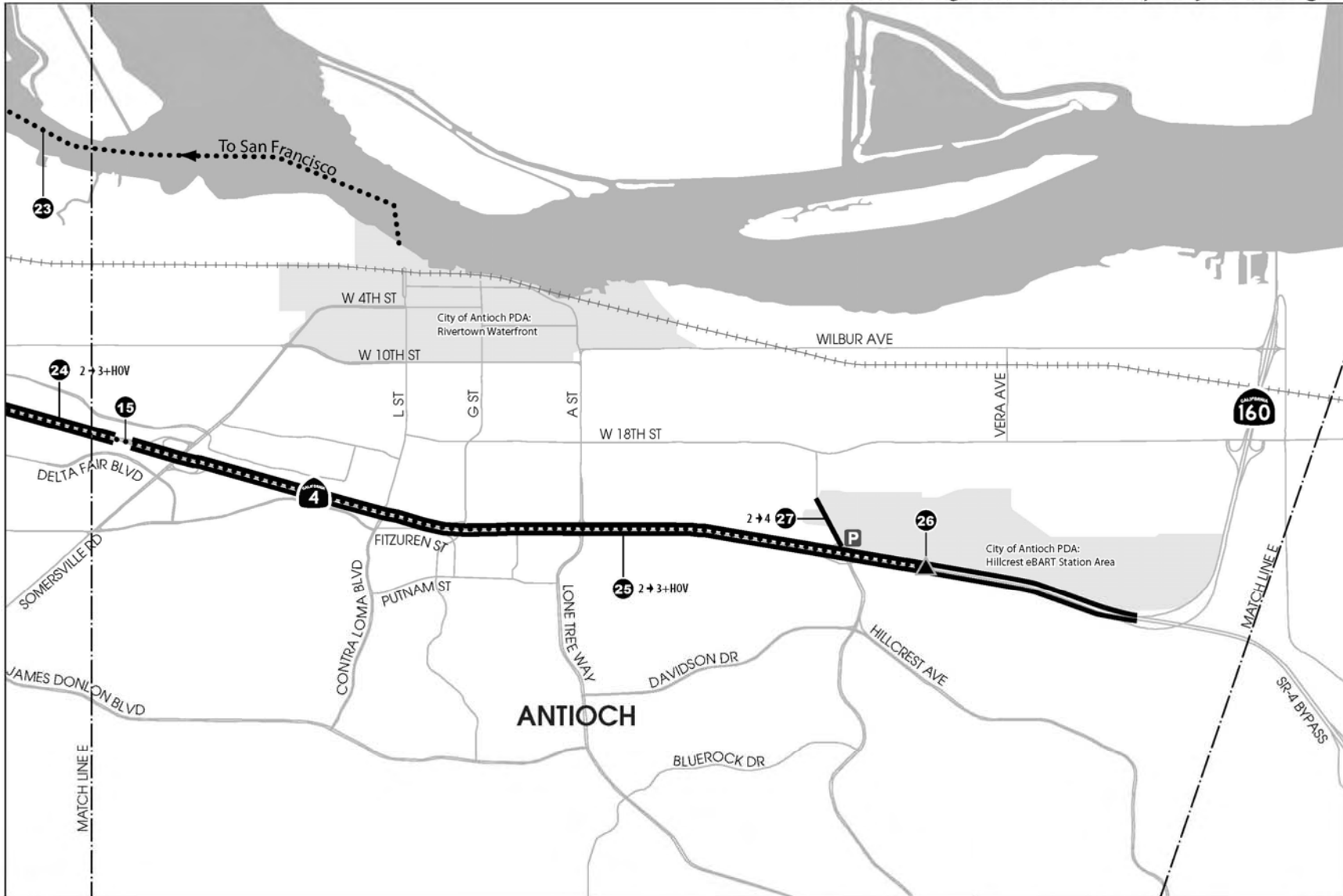
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53. Buchanan Rd/Loveridge Rd Intersection Improvements.
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	Existing Passenger Rail
	Existing Park & Ride Facility
	Priority Development Area (PDA)
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	Roadway Improvement (Long-Term)
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	Transit Improvement (Long-Term)
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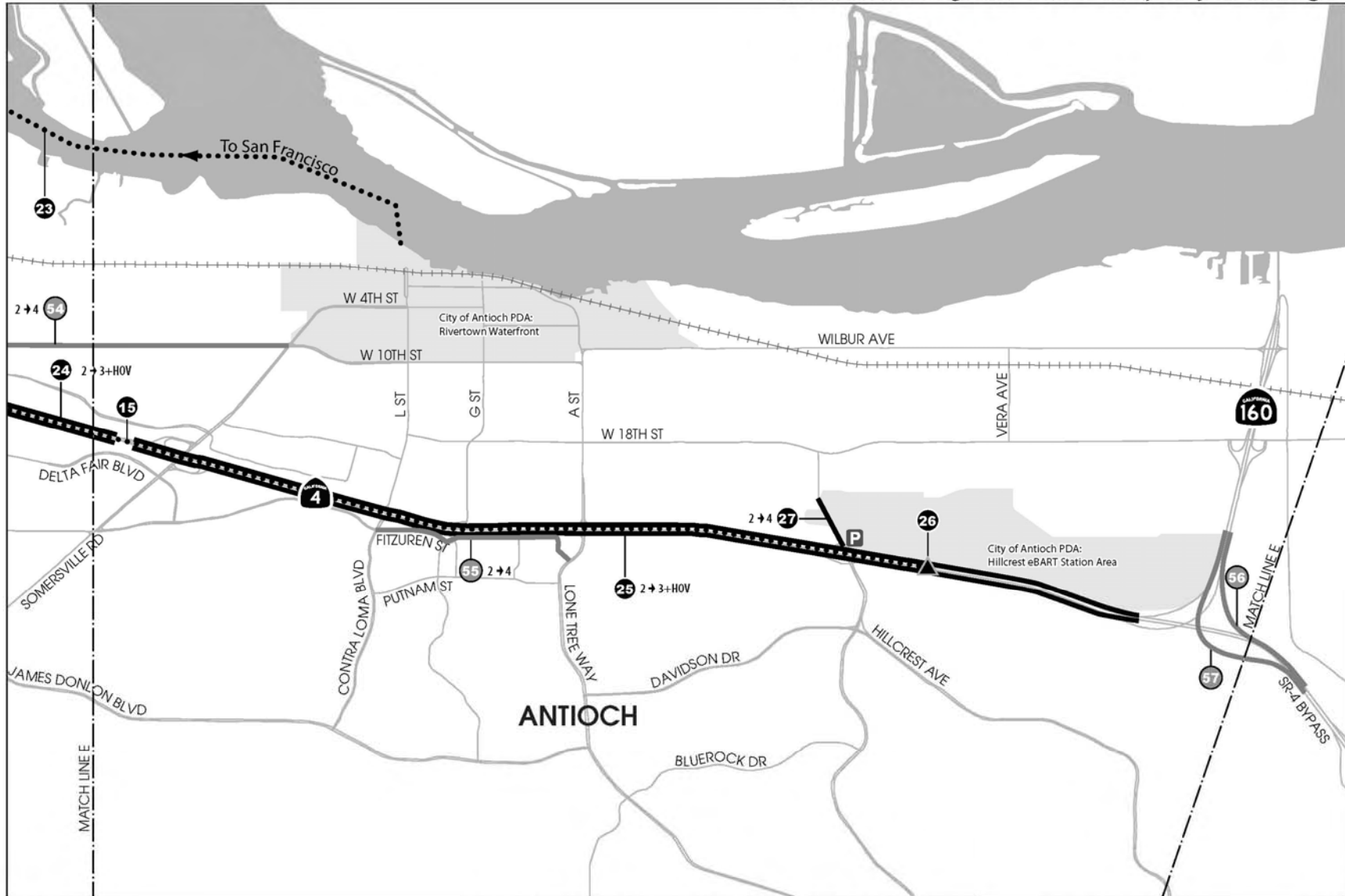


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24. SR-4 East Widening from 2 lanes to 3 lanes + 1 HOV lane in each direction between Loveridge Rd and Somersville Rd.

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	Existing Passenger Rail
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	Roadway Improvement (Long-Term)
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	Transit Improvement (Station)





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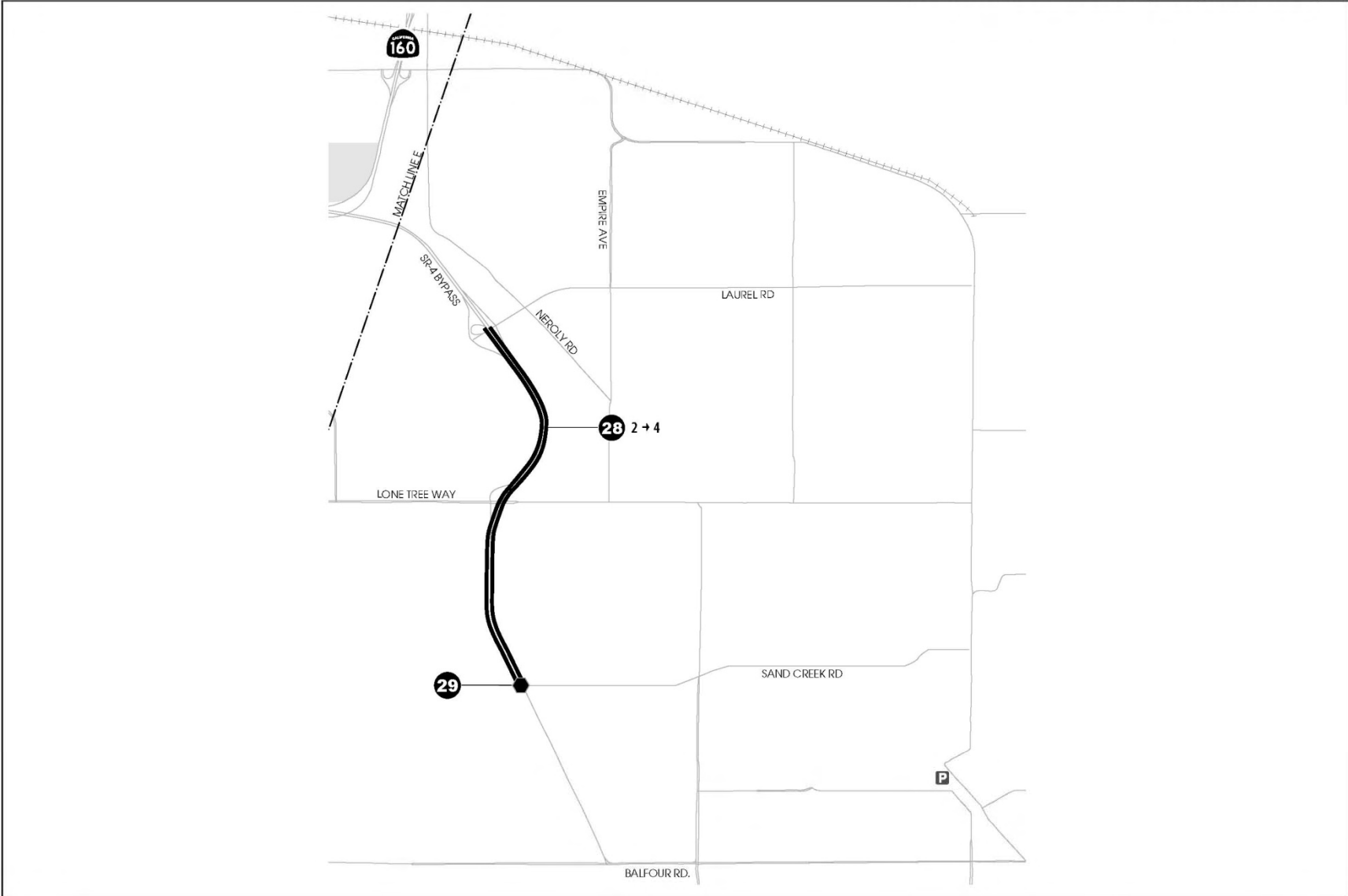
25. SR-4 East Widening from 2 lanes to 3 lanes + 1 HOV lane in each direction between Somersville Rd and SR 160.
26. Hillcrest Ave eBART Station construction and restructuring of Route 300 express service.
27. Widen Hillcrest Ave from 2 to 4 lanes between SR-4 and 18th St.

Long-Term:

54. Pittsburg-Antioch Hwy Widening from 2 to 4 lanes between Somersville and Loveridge Rd.
55. West Tregallas Rd/Fitzuen Rd Widening from 2 to 4 lanes.
56. SR-4 Bypass/SR-160 Northbound Connector.
57. SR-4 Bypass/SR-160 Southbound Connector

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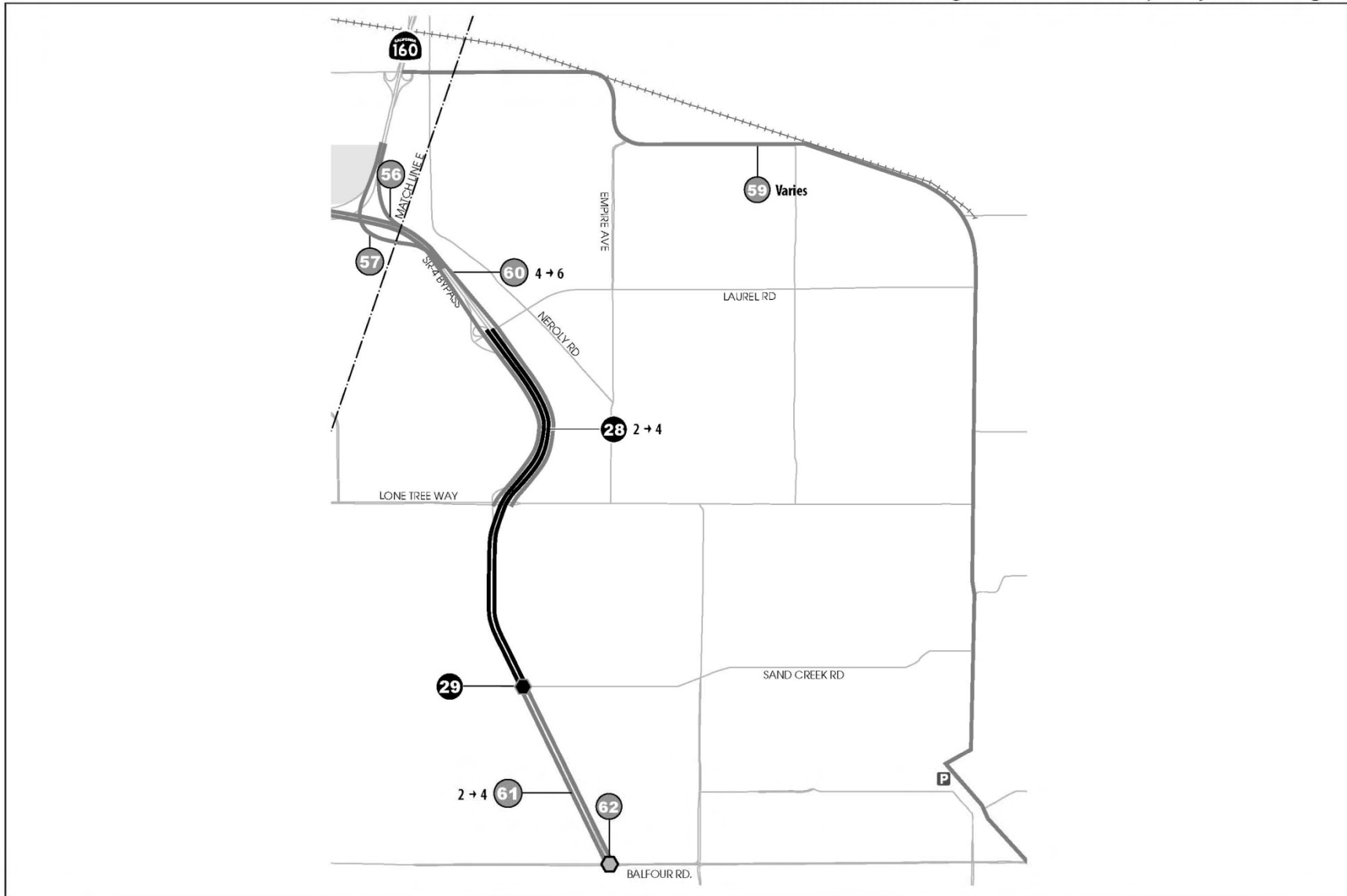




Short-Term:

1. <Not illustrated> Fill gaps in the current and programmed ITS installations, and extend ITS coverage to the full corridor.
28. SR-4 Bypass, Segment 2: Widen from 2 lanes to a 4-lane expressway from Laurel Rd to Sand Creek Rd.
29. SR-4 Bypass, Segment 2: Sand Creek Rd Interchange construction.

	Existing Roadway	 NORTH
	Existing Passenger Rail	
	Existing Park & Ride Facility	
	Priority Development Area (PDA)	
	Roadway Improvement (Short-Term)	
	Roadway Improvement (Long-Term)	
	Transit Improvement (Short-Term)	
	Transit Improvement (Long-Term)	
	Intersection/Interchange Improvement (Short-Term)	
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Short-Term:

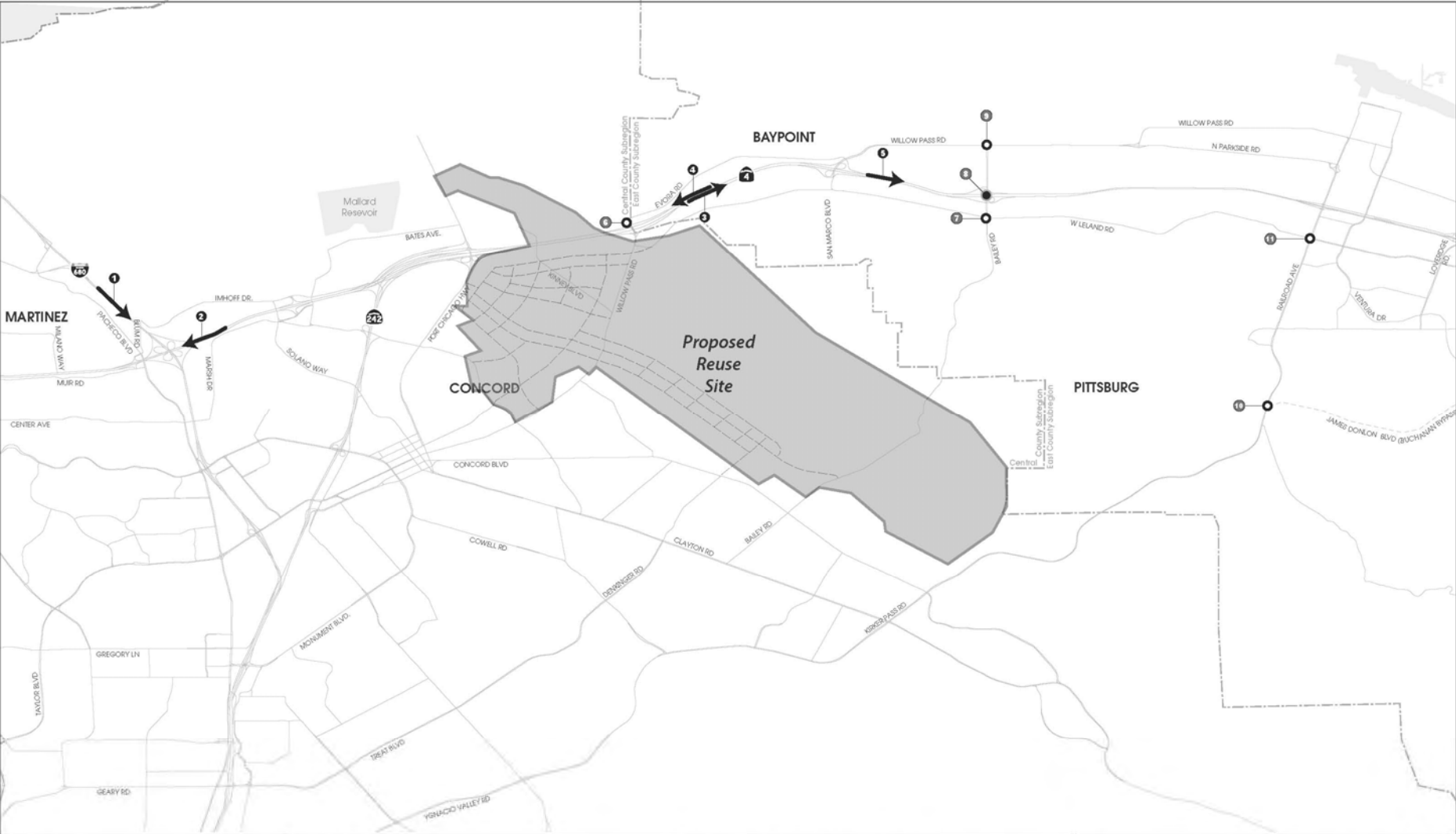
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- 28. SR-4 Bypass, Segment 2: Widen from 2 lanes to a 4-lane expressway from Laurel Rd to Sand Creek Rd.
- 29. SR-4 Bypass, Segment 2: Sand Creek Rd Interchange construction.

Long-Term:

- 56. SR-4 Bypass/SR-160 Northbound Connector.
- 57. SR-4 Bypass/SR-160 Southbound Connector.
- 58. <Not illustrated> SR-4 EB and WB Ramp Metering on the SR-4 Bypass.
- 59. Widen (number of lanes varies) and improve the "old" SR-4 arterial from SR 160 to Marsh Creek Rd.
- 60. SR-4 Bypass, Segment 1: Widen from 4 to 6 lanes between SR-160 and Lone Tree Way.
- 61. SR-4 Bypass, Segment 2: Widen from 2 lanes to a 4-lane expressway between Sand Creek Rd and Balfour Rd.
- 62. SR-4 Bypass, Segment 3: Balfour Rd Interchange Improvements.

- Existing Roadway
- - - Existing Passenger Rail
- P Existing Park & Ride Facility
- ▭ Priority Development Area (PDA)
- ▬ Roadway Improvement (Short-Term)
- ▬ Roadway Improvement (Long-Term)
- Transit Improvement (Short-Term)
- Transit Improvement (Long-Term)
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- Intersection/Interchange Improvement (Long-Term)
- ⬆ Transit Improvement (Station)





2030 Summaries:	
Household Population	28,800
Employment	26,530
Daily Vehicle Trips	172,967
Change in Daily Transit Ridership from 2000:	
- North Concord/Martinez BART Station	+4,000 Daily
- Central Contra Costa County	+22,000 Daily
- East Contra Costa County	+12,000 Daily

Link Impacts	
1. I-680 North of SR 4 Southbound (AM) (+60 vehicles)	
2. SR 4 East of SR 242 Westbound (PM) (+120 vehicles)	
3. SR 4 East of Willow Pass Road Eastbound (PM) (+250 vehicles)	
4. SR 4 East of Willow Pass Road Westbound (AM/PM) (+330/+300 vehicles)	
5. SR 4 East of San Marco Blvd Eastbound (PM) (+250 vehicles)	

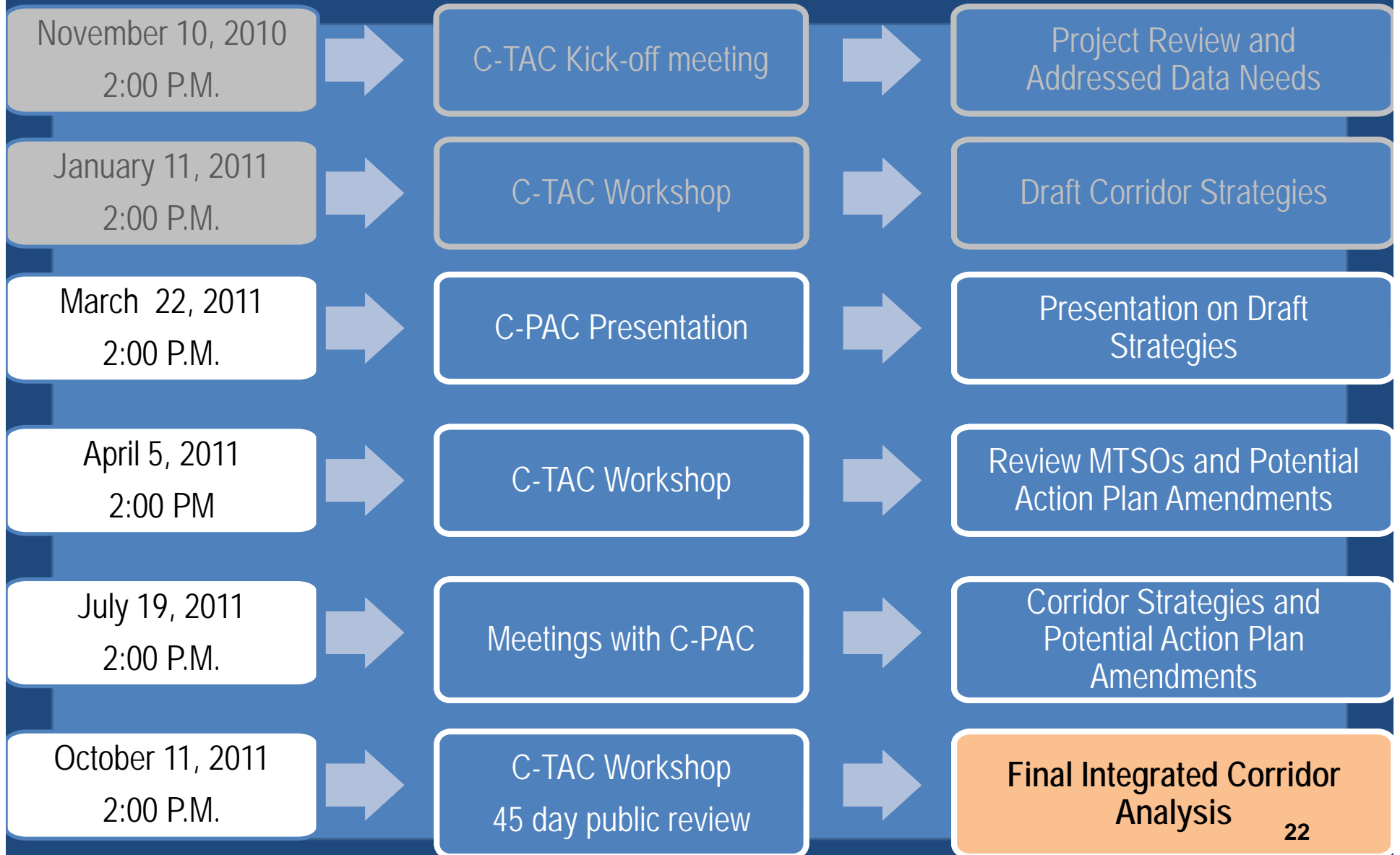
Intersection Impacts (V/C = volume to capacity ratio)	
6. Willow Pass Road/Evora Road (PM) (V/C 1.04)	
7. Bailey Road/West Leland Road (V/C 0.99)	
8. Bailey Rd/SR 4 EB ramps - BART Access (PM) (V/C 1.87)	
9. San Marco Blvd/Willow Pass Road - SR 4 EB ramps (AM/PM) (V/C 0.99)	
10. Kirker Pass Road/James Donlon Blvd (V/C 1.09)	
11. Railroad Avenue/West Leland Road (AM) (V/C 0.98)	

	Project Specific Significant Impact of the Preferred Alternative that is worse than the No Project condition	
	Contributing Significant Impact of the Preferred Alternative that is worse than the No Project condition	
	Proposed Reuse Site	
	Proposed Roads	

Prioritization Criteria

- Quantitative Measures of Cost effectiveness
 - Project Cost
 - Mobility improvements (travel time, speed, and delay)
- Qualitative Measures
 - System Continuity
 - Improve multi-modal access and mobility
 - Sustainable Community Strategy (SCS) and Community Goals
 - Reduce Vehicle Miles Traveled (VMT)
 - Reduce per-capita CO₂ emissions
 - Reduce particulate emissions
 - Reliability
 - Freeway operational improvements
 - Enhance transit service
 - Improve transit speeds
 - Improve efficiency through signal timing and ramp metering
 - Better access to jobs and housing
 - Increase walking and biking (mode share for public transit and non-motorized modes)

Milestones



Next Steps

- C-TAC meeting on April 5, 2011 at 2:00 P.M.
 - Agenda items:
 - Options for modifying existing MTSOs
 - Proposed MTSOs
- C-PAC Meeting on July 19, 2011 at 2:00 P.M.
 - Agenda items:
 - Proposed strategies
 - Potential Action Plan Amendments



CONTRA COSTA
transportation
authority

SR-4 Integrated Corridor Analysis

