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City Council

Jim Frazier
Vice-Chair
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City Council

Ben Johnson
Pittsburg
City Council

Federal D. Glover
Contra Costa County
Board of Supervisors

Robert Taylor
Brentwood
City Council

Gil Azevedo
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Carmen Gaddis
Representing the
Contra Costa County
Board of Supervisors

Duane Steele
Contra Costa
Planning Commission

Kevin Romick
Oakley
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Bruce Ohlson
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TRANSPLAN Committee Meeting

Thursday, May 12, 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 April 14 TRANSPLAN Meeting. ♦ PAGE 3**
- 4. Accept Correspondence. ♦ PAGE 17**
- 5. Accept Recent News Articles ♦ PAGE 33**
- 6. Accept Status Report on Major Projects. ♦ PAGE 41**
- 7. Accept Environmental Register. ♦ PAGE 47**

End of Consent Items

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

8. Consider and Recommend Safe Routes to School Funding Projects/Programs for the TRANSPLAN Sub-Region: The Metropolitan Transportation Commission has allocated \$2.47 million in Congestion Mitigation and Air Quality Improvement funds to support SR2S projects/programs in Contra Costa. TRANSPLAN has been allocated \$726,000 and must make a recommendation to CCTA on how to spend the funds. ♦ **PAGE 49**

- 9. Receive Update: State Route 4 Integrated Corridor Analysis**
- 10. (A) Adopt 11/12 work program and budget and advise as appropriate (B) Receive report on 10/11 Budget.**
- 11. Receive Report on eBART Project (Hillcrest Station Design) and Take Action As Appropriate.**

End of Action/Discussion Items – Adjournment

12: Adjourn to next meeting on Thursday, June 9, 2011 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
ADOPT MINUTES FROM MARCH 2011 MEETING

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

MINUTES

April 14, 2011

The meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Vice Chair Jim Frazier at 6:31 P.M.

ROLL CALL

PRESENT: Federal Glover (Contra Costa County Board of Supervisors), Ben Johnson (Pittsburg), Gary Agopian (Alternate for Brian Kalinowski) (Antioch), Bruce Ohlson (Pittsburg), Kevin Romick (Oakley), Duane Steele (Contra Costa County Planning Commission), Robert Taylor (Brentwood), Joe Weber (Brentwood), and Vice Chair Jim Frazier (Oakley)

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

STAFF: John Cunningham, TRANSPLAN Staff

PUBLIC COMMENT

There were no comments from the public.

CONSENT ITEMS

On motion by Kevin Romick, seconded by Joe Weber, TRANSPLAN Committee members unanimously adopted the Consent Calendar, with the removal of Item 3, as follows:

3. Adopt Minutes from March 10, 2011 TRANSPLAN meeting.
[REMOVED FROM CONSENT]
4. Accepted Correspondence.
5. Accepted Status Report on Major Projects
6. Accepted Environmental Register

Gary Agopian arrived at 6:32 P.M.

ADOPT MINUTES FROM MARCH 10, 2011 TRANSPLAN MEETING

On motion by Federal Glover, seconded by Bob Taylor, TRANSPLAN Committee members adopted the minutes from March 10, 2011, as submitted, with Joe Weber's abstention.

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

Victor Carniglia, consultant to the City of Antioch, referred to the discussion of the Hillcrest Station design at the last meeting when there had been an overview of the issues related to the station. He advised that the outstanding issue from that meeting was a question of security due to the fact that a station agent had not been proposed which had raised concerns with Antioch staff and the Antioch Police Department, and for which the TRANSPLAN Committee had requested a presentation on the security plan for the station. That presentation was to be made by BART staff. He advised that Lieutenant Willerford from the Antioch Police Department was present to make comments.

When asked by Federal Glover, Mr. Carniglia verified that all of the other issues related to the Hillcrest Station had been satisfied with the exception of security, and that the presentation to be made by BART staff had just been received by the City of Antioch this date.

Rick Rattray, eBART Project Phase Coordinator, highlighted the history of the eBART project that had unanimously been approved by the eBART Partnership Policy Advisory Committee (ePPAC) in 2007. He advised that BART Deputy Chief Dan Hartwig was present to identify what had been done at other BART stations. He explained that the eBART project would utilize a diesel multiple unit (DMU) train, an articulated car that was self-propelled, and where three DMUs could be coupled to carry 600 passengers at a time.

Mr. Rattray explained that the previous discussion of using the Union Pacific Railroad Mococo Line as the route from the Pittsburg/Bay Point BART Station to the terminus at Hillcrest Avenue had not been possible. As a result, BART was working with the Contra Costa Transportation Authority (CCTA) for an integrated eBART/Highway 4 Widening Project with capital costs of \$462 million. He noted that the project had originally been estimated at \$502 million, although Measure J sales tax revenues had dropped, contributions anticipated for eBART had declined, and while bids had come in lower by \$40 million, there remained a big gap to fund capital costs. He advised that the TRANSPLAN Committee had put forth \$60 million from local road funds to make sure that eBART would be developed.

Mr. Rattray advised that the eBART project now had a transfer platform at the Pittsburg/Bay Point Station and a future infill station at Railroad Avenue that the City of Pittsburg had planned to fund although there was now some uncertainty in that endeavor. He added that BART continued to work with Pittsburg to see what could be done in the future. He presented examples of DMU trains in Austin, Texas and Oceanside, California. He explained why "real" BART was not being provided in the hope of bringing eBART to East Contra Costa County sooner than possible with real BART, which would require two and a half times the capital cost.

Mr. Rattray referenced the challenges of funding, the tight budget, and BART's commitment to provide service that was BART quality and with BART speed trains at 72 MPH that would be clean and quiet. He added that eBART would offer similar service to BART, operating from 4:00 A.M. to 1:00 A.M. to meet every BART train, with 15 minute headways consistent with BART operation during commute hours, traveling at BART speed. He reported that there had been discussions with Tri Delta Transit that if there was not sufficient ridership for late service, express bus shuttles could be provided by Tri Delta to ensure service to BART riders. He added that the eBART alignment would be in the freeway median, with the exception of the maintenance function, and would offer simple, functional, clean and safe stations, with extra measures to ensure security.

Mr. Rattray showed how one would ride an eBART train at a BART station through a transfer platform which would have 30 percent canopy coverage from both sun and rain. He suggested that everyone on the train would have a seat. There would be a three-minute cross platform transfer time offering adequate time for crossover with no extra ticketing required since the ticketing would be at the Hillcrest or other BART station.

Offering a depiction of a Hillcrest Station, Mr. Rattray stated that the Clipper card would be used, similar to a credit card. The minimum fare on the Clipper card was currently five dollars. Those traveling from the opposite direction, infrequent riders of eBART, would have paper tickets. He noted that the gates would accept a mag stripe on exit but not on entry. Given the desire to force people to use the Clipper card, he stated that BART would work with bus companies so that the Clipper card would be the fare media for all transportation modes. He expected that 90 percent of Clipper card users would be regular eBART users.

Mr. Rattray identified the Delta-themed art that would be integrated into the concrete wall of the Hillcrest Station to represent the local theme of the area offering something unique and distinctive of the area. He noted discussions of proposed solar panels to generate a megawatt worth of electricity which would also provide shade for 300 cars in the parking lot. He explained that BART staff had worked with Mr. Carniglia and some of the planners to optimize future access connectors. He added that the entry house would have not only the locally approved Delta-themed art, but the fare gates, elevator and stairs, emergency phones, restrooms, a location for a future escalator, ticket vending and add-fare machines, and 38 CCTV cameras where one could not go anywhere in the station without being visible at eBART Central Control a half mile away.

To reach the platform one would have to travel over a pedestrian walkway; there would be an elevator and stairs, electronic train arrival information, canopy, benches, and trash receptacles, and a location for a future escalator. Initially 1,000 parking spaces would be provided, as would bike lockers and racks, 12 bus bays coordinated with Tri Delta Transit, and a separated bike/ped access route. The site would be fully compliant with Americans with Disabilities Act (ADA) requirements.

With respect to safety, Mr. Rattray described the elements of the Safety Plan, the coverage to be provided by Community Service Officers (CSOs) at a greater level than was typical, the extensive CCTV coverage with an LCD monitor at the entry house, BART staff camera observation at eBART Central Control, and the mutual support with the Antioch Police Department. He emphasized that there would be a BART presence at the station 70 to 80 percent of the time. He presented proposed staffing levels by time of day in relation to projected ridership by hour and reported that there would be a CSO on site early in the morning. Bathrooms would be opened and cleaned during peak ridership hours, with intermittent operation support during mid-day non-peak periods, and with cleaning and restroom openings later in the day.

BART Deputy Police Chief Dan Hartwig referred to the time chart and spoke to the law enforcement aspect noting that crime and the opportunity for crime at the station was no different than the current crime in the City of Antioch. He characterized the crime rates at BART stations as borderline miniscule, although crime rates increased in the outer perimeters of stations and in parking lots. He spoke to the CSO coverage periods and the number of officers expected to be involved. He identified where patrol vehicles were located in Central County and explained that when opened the Hillcrest Station would be included in those patrols. He explained that patrols would not necessarily be available seven days a week, but would serve Monday through Friday, with a focus on Monday through Friday commute service periods. Specific train beats with two more officers on trains during swing shift hours would be mixed in with vehicle beats. He stated that officers would be more visible than ever before and added that if opening tomorrow, the new station would be incorporated immediately with a heavier presence in the beginning.

Deputy Chief Hartwig explained that BART had a five-minute emergency response window which would apply to the Hillcrest Station as well. In response to Ben Johnson as to how that would be done, he stated there was always at least one vehicle in an area and there could potentially be three vehicles to address trouble spots particularly since the stations were located adjacent to freeway access. He cautioned riders not to leave anything in vehicles parked at BART stations. He stated that the ultimate goal was to have trained beats alternate with patrol beats. He referred to an integrated response system using intelligent video systems and other measures to address safety concerns, and added that the station would be similar to other BART stations although the Hillcrest Station tended to be in an isolated section of Antioch immediately adjacent to the freeway.

In response to Bob Taylor, the Deputy Chief advised that the CSOs would have access to the locked bathrooms. All bathrooms in underground stations were now closed and one would have to go to the station agent to access a restroom. Access would be made available if needed at any time. There were a specific required number of cameras in a station and the Hillcrest Station would exceed those numbers. He affirmed that there were agreements of cooperation between the Antioch and BART Police Departments.

Federal Glover commented that his questions related to cameras had been satisfied. He referenced BART Director Keller's commitment to resolve the City of Antioch's issues and he thanked him and BART staff for doing an outstanding job addressing those issues and potentially providing one of the safest stations in the BART System. He expressed his hope that the citizens using the station would be comfortable with the station as proposed.

Joe Weber welcomed the Deputy Chief, noted the effort to have continued focus with the Hillcrest Station, and asked why eBART Central Control would be located farther up the line and not at the end of the line.

Mr. Rattray noted that eBART Central Control was located at the end of the line but in the proper location by being in a facility where it could be accommodated, accessible, and where train operators would dispatch. He added that eBART Central would be central to the eBART System; a separate function from BART Central.

Mr. Weber asked about the parking structure and whether permit fees or parking fees would be imposed on eBART passengers, reported by Mr. Keller that fees were not being considered at this time although they might not be ruled out in that BART had a policy based on usage and availability. He sought as easy access as possible and stated that if rising to the BART District Wide Parking Policy, parking fees might have to be considered.

In response to Mr. Weber with respect to crime statistics, Deputy Chief Hartwig stated that concern from a safety standpoint was whether or not fare gate jumping could become an issue. He explained that BART relied on technology through the camera system, the fare gate collection program, and a comparison of the number of tickets sold with ridership. He noted that there would be quiet periods given that Hillcrest would be the end of the line and cameras and ticket count comparisons would be monitored. If there was a problem, it would be addressed.

When asked by Bob Taylor about the sixteen safety telephones, the Deputy Chief reported that the numbers in the parking lot would exceed the recommended numbers, and allow patrons to call 911 for emergency assistance. He noted that phones would normally be at the end of the parking lots and in the beginning; at the Hillcrest Station there would be four phones in the parking lot with the remainder in the station.

Mr. Taylor verified that there would be security, bathrooms, and easy transfer capabilities, with the service to be clean and safe from opening day.

Mr. Rattray reported that the eBART System had been designed so that the entire system could be converted to real BART. He explained that the fare to the Pittsburg/Bay Point Station had been estimated to be \$2.25; \$6.55 to the Embarcadero, and \$11.55 to the San Francisco Airport.

Mr. Rattray added that the more miles traveled on BART the less paid per mile. Clipper cards with a current \$5.00 value were disposable and could be purchased for cash. He reiterated the objective to have the Clipper card used regionwide for all transportation. He identified some of the agencies that used Clipper cards and stated that Tri Delta Transit was optimistic that it could convert its buses to Clipper cards in the future.

Mr. Rattray presented a construction update on the preparation of the freeway median and other areas of construction now underway. He reported that BART would soon advertise vehicle procurement contracts, finalize the Hillcrest Station design, finalize the integrated design of the Hillcrest Station area with the CCTA and Caltrans, and begin a study of the next segment.

Vice Chair Frazier excused himself from the meeting at this time due to a death in the family.

Joel Keller thanked BART staff and stated that with input from the TRANSPLAN Committee, BART was turning a good project into a better project. He emphasized that BART staff had worked hard to be responsive to the Committee's concerns. He referenced BART's release of its preliminary budget and reported that there continued to be a \$300,000 allocation to begin looking at a 3.1 mile extension from Hillcrest Avenue to Laurel Road at a cost of \$100 million, to add approximately 40 percent ridership to the eBART System. He wanted to ensure that the money remained in the budget, and while still tentative he was more confident that the funds would be allocated to continue the work in East County. He took this opportunity to thank both Federal Glover and Amy Worth, Contra Costa County's representatives to the Metropolitan Transportation Commission (MTC), who had championed the eBART project.

When asked by Joe Weber, Mr. Keller explained that the reported one-way fare was the 2015 estimate at this time as to what the fare might be although the actual fare would be set by BART Boardmembers prior to the opening of the station.

Gary Agopian thanked Mr. Keller for his efforts, recognized the difficult process, but was pleased to see what had been presented. He suggested that the station would benefit from the use of Clipper cards and make eBART use faster, more efficient, cheaper, and better operating for the system. He wanted to see the station open with the latest, greatest technology. He also wanted to emphasize a sense of clean and safe at the station and suggested that if opened right, it would be a model and a win for everyone involved. He was pleased with the work done to date, supported the presence at the station, accessible bathrooms, and a clean, well run station for residents.

Mr. Keller concurred and stated that the region was looking for a fare system that could be used regionwide.

Mr. Keller reiterated the goal to increase the usage of the Clipper card and while it might not be able to be used alone stated that an increased percentage of the use of the Clipper card would make more sense and offer a convenient fare that would make transportation use easier and more convenient.

Chair Pro Tem Glover thanked Mr. Keller for the presentation and applauded what he expected would be a better product.

Lieutenant Willerford from the Antioch Police Department explained that this was the first time he had seen the BART Safety Plan and the first time he had received crime statistics, although he commented that there had been a meeting this date when BART PD had answered most questions. He recommended a meeting with the Antioch Police Department and the BART Deputy Chief to learn more about the added patrols.

Lieutenant Willerford advised that Antioch PD had gathered the crime statistics for the BART Park and Ride and there had been 53 calls for service. He noted the concern for the 8:00 P.M. to 1:00 A.M. period when staff when home, which was the busiest period and when resources were stretched thin. He explained that there was a mutual aid agreement with BART where if there was an incident on a BART train, Antioch PD would respond and attempt to stabilize the situation until BART PD could arrive. The impact of that area had not yet been identified. He was glad to see the camera system, described it as outstanding, and was advised by the BART Deputy Chief that the phones in the parking lot went directly to BART PD. He noted that unattended cars were easy targets and theft was on the rise. He reiterated his desire to meet with the Deputy Chief to learn more about the enhanced patrols.

Chair Pro Tem Glover recommended that Antioch PD and BART PD meet to address the concerns, with Antioch PD to advise the TRANSPLAN Committee at its next meeting whether or not it could sign off on BART's Safety Plan.

Deputy Chief Hartwig commented that 12 months prior to the grand opening of the West Dublin Station, BART staff had met with the local Police Department to address concerns and the same would be done with the City of Antioch. He added that one year ahead of the station opening there would be a security committee convened to address those concerns.

Bob Taylor asked Mr. Keller to bring the applicable City Councils up to date on what had transpired at this time.

PUBLIC COMMENTS OPENED

Terry Ramus, Antioch, was pleased that BART had returned with a reasonable plan for the operation of the station and the safety of the parking lot.

Mr. Ramus asked staff to address the seamless nature of BART and how one would be able to travel from the BART train to an e-BART DMU. He expressed concern for what had been described as a bus bridge if ridership numbers were too low and he suggested that if riders lost confidence in eBART that would affect the overall utilization of the system. He urged serious thought of that potential situation.

Curtis Corlew, Antioch, noted the discussion of making BART safe and expressed concern with safe bicycle and pedestrian access at the Hillcrest Station. He was hopeful that the station would have a wider access for bicyclists, that the parking lot would be safe, and that bike locks would be functional. He was concerned for those who used BART but who did not use cars.

Mr. Rattray advised that BART had gone to extraordinary measures to incorporate the City of Antioch's concerns and to make a dedicated bike pedestrian path, to provide safe multimodal access, and a safe means of egress. While all might not be available on the first day, he stated they would be provided.

Bruce Ohlson stated that the City of Pittsburg, the City of Antioch, and East County's bicycle community were pleased with what had been provided for the parking lot and the station but remained concerned with the access to the station, particularly the Caltrans area of the Hillcrest Interchange, and wanted to ensure that bicyclists and pedestrians would be ensured easy access.

Chair Pro Tem Glover thanked BART and Antioch staff for all their work.

CONSIDER AND PROVIDE FEEDBACK ON MTC / ABAG's INITIAL VISION SCENARIO

Martin Engelmann, Deputy Director for Planning of the Contra Costa Transportation Authority (CCTA) stated that MTC and the Association of Bay Area Governments (ABAG) had released the initial vision scenarios to see what would happen in the Bay Area if there was a jobs/housing balance, which would mean that everyone who worked in the Bay Area would be able to live in the Bay Area alleviating traffic from the valley by 2035. In order to accomplish that scenario, housing production would essentially have to be doubled to 35,000 units a year in the Bay Area, which he suggested would be difficult to achieve. In addition, that housing would have to be affordable.

Mr. Engelmann identified concerns about the initial vision scenario and wanted to work in the Sustainable Community Strategy (SCS) which would include all the projects in the Regional Transportation Plan (RTP), which scenario would start being developed in the next couple of months. He explained that the SCS must meet greenhouse gas reduction goals by 2035. The item had been submitted to the TRANSPLAN Committee for information only at this time. The TRANSPLAN Board indicated that it was comfortable with the matter being handled by the Planning Directors at their SCS meetings.

RECEIVE UPDATE ON JAMES DONLON BOULEVARD EXTENSION PROJECT

City of Pittsburg Traffic Engineer Paul Reinders presented an overview of the James Donlon Boulevard Extension Project, formerly known as the Buchanan Road Bypass. He explained that the overview had previously been presented to the TRANSPAC Committee on November 10, 2010. He identified the project area and stated that Buchanan Road had been built as a two-lane county road extending from Summersville Road in Antioch to Kirker Pass Road in Pittsburg, with no future plans for development.

Mr. Reinders spoke to the extensive commute traffic on Buchanan Road, the projected level of service (LOS) of F, and stated that increased traffic volumes and congestion had resulted in additional safety hazards for vehicles and bicyclists and had reduced response times. He explained that commuters on Buchanan Road traveled by a school, two parks, and residential neighborhoods with several driveways located along the frontage, and that the route was a Class II bicycle lane and had several crosswalks. He identified a three-year collision history showing two fatal collisions, 19 collisions with injury, and 99 collisions with property damage, and identified the accident rate per vehicle miles at 2.48, much higher than the statewide average of 1.47. He added that the vast majority of collisions were rear-enders.

Mr. Reinders described the cut through routes used by commuters to bypass the congestion, noted the traffic calming measures taken to alleviate traffic concerns on those routes, and described the other attempts such as control point traffic metering at Buchanan Road and Meadows Avenue to free up the level of service downstream along with other calming devices, such as no right turn signs and stop signs along the cut through routes. He described how traffic from East County created traffic congestion along Buchanan Road, and explained that in 1988 the City's General Plan had identified a potential bypass to alleviate traffic along Buchanan Road. In 1999 the CCTA performed a Major Investment Study for Route 4 East and recommended increasing capacity of parallel arterials, namely Buchanan Road, to meet traffic demand. The route had also been identified as a Route of Regional Significance. He included newspaper articles from 1993 and later that spoke to the Buchanan Road Bypass and stated that in 2001 controlled point metering had been identified as a method to alleviate traffic along Buchanan Road.

Mr. Reinders stated that the arterial route took nine minutes longer to navigate than the freeway as determined by a 2010 study. He identified some of the large employment centers in Central County and advised that the proposed project consisted of a 1.98 mile extension of James Donlon Boulevard. He noted plans for some connections to the bypass roadway and stated that the project had been included in a number of transportation documents that he identified at this time. He also identified the chronology of the concept for the project that had been initiated prior to 1988 through multiple environmental documents to 2008 when the Administrative Draft Environmental Impact Report (EIR) had been presented for review by the City of Pittsburg.

Mr. Reinders advised that the City would annex the roadway requiring the City to expand its Sphere of Influence (SOI) through the Local Agency Formation Commission (LAFCO). Photos of the existing topography were presented along with traffic studies and analyses. Intersection tables showed the benefit the extension would have on the roadway with respect to LOS with and without the project along with a delay index with and without the project. He added that the project was currently within the City of Pittsburg's Urban Limit Line (ULL) and the next step would be to update and revise the EIR to reflect City annexation and current conditions, obtain LAFCO approval to annex the roadway, obtain needed right-of-way, prepare project plans and specifications, and start construction in two to three years if funding was identified.

When asked, Mr. Reinders distributed a handout of his presentation.

Terry Ramus, Antioch, referred to the area between Sky Ranch and Kirker Pass Road, asked if that area was a permanent greenbelt, asked the disposition of that property, and noted that the road went from four lanes to two lanes and then back to four lanes again. He noted the debate as to whether or not the road would be built with County funds. He also noted some of the other roads in East County that had been installed at four lanes.

City of Pittsburg Assistant City Manager Joe Sbranti stated that the Thomas Ranch property, a large ranch, was currently within Pittsburg's General Plan and there were potentially 200 or so developable lots on that property, which lots had not been entitled and which would require an extensive environmental process if entitled. He stated that the project was a regional project, a route of regional significance for many years, and that Mr. Reinders had been working on the project for 18 years; one of the original projects included with the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), and one of the reasons why funding had been collected. He described the project as one with a regional benefit and noted that 90 percent of traffic on that roadway would be coming from points east of Pittsburg. While Leland Road and others within the City of Pittsburg carried regional traffic, the James Donlon Extension was outside the City and there was a process required to annex it to the City.

Mr. Reinders added that the roadway would be kept at four lanes through developed areas although the roadway would be two lanes through the open space area, which would be kept as open space.

RECEIVE STATUS REPORT AND PROVIDE A RECOMMENDATION TO CCTA ON THE REGIONAL TRANSPORTATION PLAN (RTP) CALL FOR PROJECTS

Mr. Cunningham advised that the item was a public hearing and speaker comments would be solicited. He reported that in February, MTC released a Call for Projects to the Regional Transportation Plan and noted that if desiring any state or federal funding a project would have to be on that list.

Mr. Cunningham spoke to the three lists under discussion; Committed List of Projects (projects currently or anticipated to be fully funded), Financially Constrained List of Projects (projects that are expected to request state and federal money through the five year period of the RTP), and a Vision List of Projects (essentially a backup list). He explained that transit projects, such as BART, were treated differently in the process, which was new. With regard to Caltrans, he stated that the TRANSPLAN Technical Advisory Commission (TAC) had discussed a number of ramp metering projects to be included on the list. He noted that in recent Corridor System Management discussions there was an agreement that any ramp metering projects would require consulting with local jurisdictions. The TAC had raised that concern and Caltrans was committed to performing that outreach and had agreed to consult with local jurisdictions.

Hisham Noeimi of the CCTA advised that MTC updated the RTP every four years. The current RTP had last been updated in 2009 and MTC was now working on the 2013 RTP. There was a requirement that the RTP be financially constrained, where funding for all projects from all state and federal sources should not exceed \$400 million in this case. For East County, \$150 million was anticipated for projects in the Financially Constrained List, a list of projects that are expected to request state and federal money through the five year period of the RTP. He described the Vision List, a backup list of projects in case there may be more than \$400 million in funding.

Mr. Noeimi advised that the only thing to address at this time is when going after a funding source for a project there was a need to ensure that the project had been included in the RTP. He noted that in February there had been a Call for Projects when the Regional Transportation Planning Committees (RTPCs) and project sponsors had been asked to start from the last RTP list, review the projects, identify completed projects, identify committed projects that were no longer committed, and update the costs and think about new projects that had become priority between now and the last RTP.

Mr. Noeimi referred to the list of projects in the Committee packets and asked the TRANSPLAN Committee to focus on the Financially Constrained List with a target of \$152 million.

Bob Taylor thanked Mr. Noeimi for distributing an enlarged list of projects and described the list as self-explanatory.

PUBLIC HEARING OPENED

Allen Payton, Antioch, clarified with Mr. Noeimi that the 2013 RTP covered the period to 2040 and that it would be updated in four years. He verified that the \$400 million reported as being designated for Contra Costa County was in 2007 dollars and had been used as an estimate because MTC had not yet identified the total funding available.

Mr. Noeimi commented, when asked, that Proposition 1B funds were being solicited to help fund projects.

Mr. Payton stated that East County was doing more than its share and he wanted to ensure that state funds were being solicited to help fund transportation projects in East County.

Federal Glover requested that *State Route 239 Brentwood to Tracy Expressway* be moved from the Vision List of Projects to the Financially Constrained List of Projects to potentially secure funding sources from the outside.

Joe Weber commented that he was pleased to see *SR4/SR160 Connectors* moved to the Committed List of Projects.

Gary Agopian confirmed that the source of funding for SR160 was bridge toll savings from the Antioch Bridge and that *SR4/SR160 Connectors* had been moved from the Financially Constrained List of Projects. He stated that project was vital and needed to go from vision to reality.

Mr. Noeimi reported that the Project Study Report (PSR) and environmental document had just been started, and when completed by the next RTP they would be positioned to advocate for funding the first phase of the project.

PUBLIC HEARING CLOSED

On motion by Joe Weber, seconded by Gary Agopian, TRANSPLAN Committee members unanimously adopted the Project List, as amended, to move the *State Route 239 Brentwood to Tracy Expressway* from the Vision List of Projects to the Financially Constrained List of Projects, and authorized staff to forward the List to the Contra Costa Transportation Authority.

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

Mr. Cunningham presented the standing item related to the City of Pittsburg's status of regional fee program requirements and noted communications from Pittsburg to the CCTA and from the CCTA to Pittsburg in the Committee packets. He had no further information on that issue.

RECEIVE UPDATE: STATE ROUTE 4 INTEGRATED CORRIDOR ANALYSIS

Mr. Cunningham stated that the item had also been included as a standing item so that staff could report on the short term project; currently in a lull in terms of information.

Mr. Cunningham reported that the Policy Advisory Committee (PAC) had met and a lot of information had been submitted to the consultants that had not yet been presented to the PAC. He noted that Jim Frazier and Ben Johnson were the TRANSPLAN representatives on the PAC.

Ben Johnson confirmed that the PAC had met and had received a report from the consultants related to the overall study in the corridor from I-80 to SR160.

RECEIVE TRANSPLAN BUDGET REPORT

Mr. Cunningham reported that information had not yet been provided by County staff to allow him to present an updated budget report. He would provide more detail next month.

ADJOURNMENT

Chair Pro Tem Glover adjourned the TRANSPLAN Committee meeting at 8:44 P.M., *in memory of Jim Frazier's Grandmother*, to May 12, 2011 at 6:30 P.M. or other day/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

Meeting Handouts:

East County Times article; re: Shrinking State transportation revenue; January 18, 2011
Contra Costa Times article; re: East Contra Costa cyclists; March 6, 2011
Inside Bay Area.com article; re: Canceled sale of transportation bonds; March 7, 2011
Bay City News article; re: eBART allocation; March 23, 2011
Contra Costa Times article; re: eBART allocation; March 23, 2011
eBART TRANSPLAN Briefing Presentation; April 14, 2011
James Donlon Boulevard Extension Presentation; April 14, 2011

ITEM 4

ACCEPT CORRESPONDENCE

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

April 27, 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 April 27 meeting took the following actions that may be of interest to the Authority:

Richmond

1) Approved comments on the Draft Guidelines for Measure J Transportation for Livable Communities and Pedestrian, Bicycle, and Trail Facilities Programs (transmitted under separate cover).

San Pablo

2) In regard to the 2013 Regional Transportation Plan (RTP) Call for Projects:

a. Approved West County's program and project submittals to CCTA, including project priorities for the Financially Constrained element (transmitted under separate cover).

b. Received input from the public on projects and programs for inclusion in the 2013 RTP.

Contra Costa County

c. Approved the transmittal to potential public agency sponsors for their consideration the public's proposed programs and projects received during both the Board meeting and at a prior public workshop.

3) Approved the attached Agency work plan for FY 2011-12.

AC Transit

4) Authorized West County's CCTA representatives (Directors Abelson and Calloway) to consider and approve on or before May 18 a list of programs and projects, to be developed by the WCCTAC-TAC, that are proposed to be funded with West County's share of the Safe Routes to School Program funds from MTC.

BART

In addition to the above, I would also like to take this opportunity to thank you for your attendance and input at the April 27 WCCTAC Board meeting.

WestCAT

Sincerely,



Christina M. Atienza
Executive Director

Attachment

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

WCCTAC FY 2012 APPROVED WORK PROGRAM

WCCTAC's activities may be grouped into the following four major program areas: Advisory Committee, Transportation Demand Management, Subregional Transportation Mitigation Fee Program, and Other Reimbursable Projects.

Advisory Committee. This program area includes all work related to WCCTAC's function as the Regional Transportation Planning Committee for West County under Measure J, as well as local transportation planning efforts resulting from the agency's JPA function. The program is funded with annual member agency contributions.

1. Participate in regional, countywide, subregional, and local planning efforts as appropriate. Monitor and report on issues that may affect West County. Efforts include but are not limited to:
 - a. Regional express lane network
 - b. Implementation of SB 375, including development of a Sustainable Communities Strategy and Priority Development Areas
 - c. I-80 Integrated Corridor Mobility project and O&M of San Pablo Av Smart Corridor
 - d. West County casinos
 - e. Ferry planning efforts
 - f. Potentially lead feasibility study pertaining to Richmond Parkway Transit Center improvements
 - g. West County Safe Routes to School and Countywide Safe Routes to School Master Plan
 - h. Corridor plan for State Route 4
 - i. Mobility management studies
 - j. General plan updates for County
 - k. Local specific plans involving San Pablo Av, N. Richmond
 - l. Implementation of AB 1358 Complete Streets Act
 - m. Alameda County CMA Central/I-80 Corridor Rail study
2. Program and administer as appropriate West County's Measure J projects and programs, including but not limited to:
 - a. Transportation for Livable Communities (West County Share of Countywide & Additional)
 - b. Pedestrian, Bicycle, and Trail Facilities (West County Share of Countywide & Additional)
 - c. Transportation for Seniors and People with Disabilities.
 - d. Low-Income Student Bus Pass Program including transition to Clipper
 - e. Subregional Transportation Needs
3. Monitor Action Plan Compliance. Lead multi-jurisdictional planning efforts to identify impacts of General Plan Amendments and advance goals, objectives, and actions for routes of regional significance.
4. Identify subregional transportation needs including opportunities to enhance the integration of transportation and land use in West County. Investigate need to develop a unifying vision

for San Pablo Avenue and the status of wBART. Monitor progress of Richmond-Cybertran project.

5. Monitor grant opportunities, prepare grant applications, and facilitate prioritization of West County candidate projects for ongoing grant programs. Identify opportunities to leverage funding.
6. Office administration. Complete FY 2011 audit. Monitor FY 2012 budget. Prepare FY 2013 budget and work plan. Support staff's professional development. Perform tasks necessary to ensure efficient operations.
7. Conduct agency performance assessment and needs, including assessment of existing and desired competencies, transition planning for retiring employee, backfilling existing vacancy, and review of results from CCTA's salary study.

Transportation Demand Management. This program area includes all work aimed at reducing solo vehicle driving and promoting walking, bicycling, transit, carpooling, and vanpooling, which is coordinated with the larger countywide 511 Contra Costa Program. The program is funded on a reimbursement basis with Measure J and grants from the Air District.

1. Administer and implement countywide Guaranteed Ride Home Program. Update taxi contracts and investigate payment methods.
2. Administer and implement the Employer Outreach Program.
3. Administer and implement the I-80 Transit Commute Incentives Program including Clipper support and youth programs.
4. As appropriate, participate in or administer and implement other TDM programs, including but not limited to: Summer Reading Program, Marina Bay Shuttle Program, Street Smarts.
5. Coordinate with 511 Contra Costa for Countywide School Pool Program.
6. Update local TDM Ordinances, possibly in concert with SCS development.
7. Coordination with Regional 511 Program

Subregional Transportation Mitigation Fee Program. WCCTAC acts as the trustee for the developer impact fees collected by the West County cities and the unincorporated areas of the County. This program comprises eleven capital projects.

1. Administer program. Monitor collection of fees. Review need to update ordinances and/or implementation processes.
2. Prepare strategic plan update.

Other Reimbursable Projects. As a JPA, WCCTAC is able to apply for and receive various grants that facilitate various elements of transportation in West County.

1. Conduct West County Transit Enhancement Strategic Plan project.
2. Conduct West County Wayfinding Plan project.
3. Apply for grant to implement/construct wayfinding signage.



COMMISSIONERS

David Durant, Chair

April 26, 2011

Don Tatzin,
 Vice Chair

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

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

Janet Abelson

Geneveva Calloway

Jim Frazier

Federal Glover

Dave Hudson

Subject: Comments on the “Initial Vision Scenario”

Karen Mitchoff

Dear Ms. Tissier and Mr. Green,

Julie Pierce

At its meeting on March 16, 2011 the Authority received a presentation on MTC/ABAG’s “Initial Vision Scenario” (IVS). We would like to thank your staff, Doug Kimsey of MTC, and Sailaja Kurella of ABAG, for attending that meeting, and for their informative presentation of the IVS to our Board.

Karen Stepper

Robert Taylor

Randell H. Iwasaki,
 Executive Director

On April 20, the Authority reconvened and deliberated on a set of comments developed by the Contra Costa Planning Directors, a forum comprised of the top planning staff from each of our local jurisdictions. This letter transmits our initial comments on the IVS, along with recommended next steps for developing the detailed Sustainable Communities Strategy (SCS) scenarios.

We preface our comments by acknowledging that the purpose of the IVS was to initiate a discussion about a consensus-oriented regional approach to steering long-term sustainable growth and to thereby explore a potential regional sustainable growth scenario where development of two of the most vital ingredients to a sustainable Bay Area – housing production and transit service – was unconstrained. That is, we recognize that the purpose was to explore where development might occur without taking into account many factors that constrain the region’s supply of new housing units and construction of infrastructure improvements, such as availability of funding, employment forecasting and current employment distribution, the overall economy and other market factors, so that discussion could ensue regarding how the Bay Area can accommodate projected population growth over the next quarter century in a sustainable way. We also recognize that future phases of the SCS process will include developing a range of detailed scenarios and testing feasible land-

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use/transportation alternatives to achieve the greenhouse gas emission reduction targets mandated by SB 375.

We appreciate that MTC/ABAG has developed this vision, which provides us with useful information on what could be achieved if some of the existing barriers to sustainability were removed. We will continue to refer back to the valuable lessons learned from the IVS as we work with you to craft an SCS. Accordingly, our comments below assume that the SCS alternatives will be financially “realistic,” and that the forecast will reflect pragmatic objectives and policies as required for an internally consistent RTP under SB 375.

Our comments focus on balancing the regional distribution of growth, moving employment towards emerging population centers, and concentrating development in the PDAs to create a more realistic framework for smart growth.

1. Establish a more realistic and balanced regional growth forecast.

While the housing forecast is intentionally unconstrained in the IVS, our understanding is that the IVS job forecast ultimately used was constrained. We therefore are concerned that the job growth projected for the region may be well above market realities and inconsistent with historic levels – and therefore that the IVS may overstate the housing potentially needed in the unconstrained scenario. The methodology used by ABAG, as referenced in the staff Memorandum to the Executive Board dated November 5, 2010, does not, in our opinion, provide adequate justification for a sustained differential between national and Bay Area growth; the structural changes and weak employment increases that have occurred in the Bay Area over the past decade, in our view portend weaker employment growth than ABAG is currently envisioning. Moreover, we believe that the substantial projected region-wide increase in non-worker households is at best questionable.

We strongly believe that if constrained employment forecasting and current employment distribution are going to be used as part of an unconstrained scenario, revised regional, County-wide and jurisdiction-specific development forecasts should be prepared, informed by the available regional forecasts provided by State, academic, and commercial forecasting entities. In our view, the revised forecasts should reflect a technically sound relationship between job growth and housing demand, commuting patterns, and workers per household assumptions.

2. Place employment where the necessary market conditions and development capacity exist and also close to existing and emerging population centers.

Contra Costa, and the region as a whole, has many communities that are currently housing-rich, where residents are commuting to other parts of the region for employment.

Consistent with smart growth principles, new employment should therefore be focused partially on providing jobs for existing residents. We therefore support adding regional employment centers in close proximity to current and projected housing.

Adding regional employment centers in areas suitable for such development and close to growing population centers, creates the potential for reducing vehicle miles traveled (VMT). One example is East Contra Costa, an area that currently shows the highest travel times (and distances) of anywhere in the County. This area, and other similar ones in the region, has a ready and sizable labor force nearby and the capacity for job growth, particularly if it is spurred by active economic development programs.

To reduce both overall GHG emissions for the region, and GHG emissions per capita, we propose to work with MTC/ABAG staff in partnership to identify the best locations for employment near transit and transportation facilities to encourage shorter commutes and more use of transit. We note that while San Jose, Oakland, and San Francisco are taking on a significant amount of growth, Contra Costa as a whole has equal or greater potential to become a magnet for future employment growth along major transit corridors.

3. Concentrate development in all Priority Development Areas (PDA), identified Growth Opportunity Areas (GOA) and other urbanizing areas.

The IVS places much of the future development in PDAs, GOAs and other urban areas, but this allocation appears overdone in some instances where the allocations are not just “unconstrained” but very likely physically impossible. At the same time allocations have not been carried to the full potential of other jurisdictions. In addition, some locations with identified PDA/GOA locations show negative growth in the IVS, however, this may be a simple error. Comprehensively identifying the sites within urban areas with capacity for smart growth and defining these locations as PDAs and/or GOAs could create a more realistic framework for smart growth.

Next Steps: Proposed Approach for Developing Detailed SCS Scenarios

We propose to work in partnership with MTC/ABAG staff to develop the detailed SCS scenarios, applying what we've learned from the IVS, while working towards a preferred SCS that is both feasible and realistic. Here are four steps that we believe can result in achieving the SCS objectives:

Step One – Refine the Forecast: Based upon the current economic situation, and assuming reasonable growth levels for housing and employment into the future, the growth forecast for the Bay Area should remain at or below historic levels, and therefore lower than the attached forecasts for Current Regional Plans and the IVS. Once the SCS forecast has been benchmarked to historic levels, we would propose to work with you to tighten and improve the forecasting assumptions for Contra Costa.

Step Two – House the Region's Population: SB 375 requires that the SCS "house all the population of the region," however, it leaves the regional agency with significant flexibility on how best to accomplish this. In the IVS, "all" of the population (including all workers) was housed by increasing housing production by 267,000 dwelling units, while at the same time reducing the average number of workers per household (from 1.42 to 1.22). Even if more affordable housing is provided in the future, a large percentage of households will still require more than one income to afford a house in the Bay Area. We therefore suggest that MTC/ABAG assume at least 1.4 Workers per Household in the 2035 forecast. This would still accomplish the jobs-housing balance that SB 375 aspires to, without introducing unrealistically high housing production numbers.

Step Three – Assume Financially Constrained Transportation Investments: Regarding the transit investments, tripling the service frequency on existing transit lines under the IVS, while desirable, cannot be funded under the financial constraints of the RTP, and therefore it cannot be included in the SCS. Given that gas tax revenues are expected to further erode due to improved fuel economy and electric cars, available future revenues are likely to go down. We therefore suggest a balanced transportation investment program, maintaining available transit service, while also investing in streets and roads, and moreover, improving the efficiency of our freeway system through implementation of the Freeway Performance Initiative (FPI).

Step Four – Introduce Pricing and TDM: We believe that pricing and TDM should be applied on the margin, in a realistic fashion to help achieve the GHG emission reduction target. For example, due only to supply constraints, gas prices could easily surpass the

Ms. Adrienne Tissier

Mr. Mark Green

April 26, 2011

Page 5

2035 price of \$5.35/gallon (\$2009) assumed in the IVS. TDM is another area where we can expect to see significant improvements in efficiency. We anticipate a dramatic increase in tele-work over the next 25 years, and we are optimistic that new opportunities will allow for expanded casual carpooling through the use of smart phone "apps". TDM strategies can provide a one-for-one reduction in GHG emissions (a one percent increase in the share of trips that are eliminated due to TDM activities could result in a one percent decrease in Vehicle Miles Travelled (VMT) and per capita Greenhouse Gas (GHG) emissions).

We appreciate this opportunity to provide initial feedback on the IVS. During the coming weeks, local staff will provide more detailed comments at the census tract level.

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

Sincerely,



David E. Durant

Chair

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

File: 13.03.08.01

Attach: Current Regional Plans and IVS Forecasts for Households and Jobs

**SF BAY AREA HOUSEHOLD GROWTH FORECASTS 2010-2035
COMPARING CURRENT REGIONAL PLANS AND INITIAL VISION SCENARIO**

HOUSEHOLDS

	BASE₁	CURRENT REGIONAL PLANS₂				INITIAL VISION SCENARIO₃			
	2010	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year
ALAMEDA	557,300	708,000	150,700	27%	6,028	770,000	212,700	38%	8,508
CONTRA COSTA	384,400	480,500	96,100	25%	3,844	538,400	154,000	40%	6,160
MARIN	104,600	112,300	7,700	7%	308	115,300	10,700	10%	428
NAPA	51,200	54,600	3,400	7%	136	56,000	4,800	9%	192
SAN FRANCISCO	346,700	415,000	68,300	20%	2,732	436,800	90,100	26%	3,604
SAN MATEO	264,400	322,800	58,400	22%	2,336	358,200	93,800	35%	3,752
SANTA CLARA	614,000	827,300	213,300	35%	8,532	867,900	253,900	41%	10,156
SOLANO	148,200	171,300	23,100	16%	924	187,800	39,600	27%	1,584
SONOMA	188,300	211,300	23,000	12%	920	231,300	43,000	23%	1,720
BAY AREA TOTAL	2,659,100	3,303,100	644,000	24%	25,760	3,561,700	902,600	34%	36,104

₁ 2010 base normalized to Current Regional Plans

₂ Current Regional Plans, ABAG 3/14/11

₃ Initial Vision Scenario, ABAG 3/14/11

**SF BAY AREA JOB GROWTH FORECASTS 2010-2035
COMPARING CURRENT REGIONAL PLANS AND INITIAL VISION SCENARIO**

JOB

	BASE₁	CURRENT REGIONAL PLANS₂				INITIAL VISION SCENARIO₃				
	2010	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year	2010	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year
ALAMEDA	675,600	906,300	230,700	34%	9,228	675,600	925,400	249,800	37%	9,992
CONTRA COSTA	345,900	469,500	123,600	36%	4,944	345,900	479,400	133,500	39%	5,340
MARIN	129,700	147,900	18,200	14%	728	129,700	151,100	21,400	16%	856
NAPA	70,100	87,000	16,900	24%	676	70,100	88,800	18,700	27%	748
SAN FRANCISCO	544,800	698,800	154,000	28%	6,160	544,800	713,700	168,900	31%	6,756
SAN MATEO	330,100	442,900	112,800	34%	4,512	330,100	452,200	122,100	37%	4,884
SANTA CLARA	858,400	1,213,000	354,600	41%	14,184	858,400	1,238,400	380,000	44%	15,200
SOLANO	126,300	173,000	46,700	37%	1,868	126,300	176,700	50,400	40%	2,016
SONOMA	190,400	262,200	71,800	38%	2,872	190,400	267,600	77,200	41%	3,088
BAY AREA TOTAL	3,271,300	4,400,600	1,129,300	35%	45,172	3,271,300	4,493,300	1,222,000	37%	48,880

₁ 2010 base normalized to Current Regional Plans

₂ Current Regional Plans, ABAG 3/14/11

₃ Initial Vision Scenario, ABAG 3/14/11



COMMISSIONERS

David Durant,
Chair

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Vice Chair

Janet Abelson

Genoveva Calloway

Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

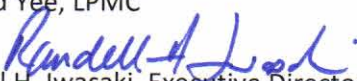
Karen Stepper

Robert Taylor

Randell H. Iwasaki,
Executive Director

MEMORANDUM

To: Barbara Neustadter, TRANSPAC
 Andy Dillard, SWAT, TVTC
 John Cunningham, TRANSPLAN
 Christina Atienza, WCCTAC
 Richard Yee, LPMC

From: 
 Randell H. Iwasaki, Executive Director

Date: April 21, 2011

Re: Items approved by the Authority on April 20, 2011, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its April 20, 2011 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Corridor Mobility Improvement Account (CMIA) – Project Cost Savings Call for Projects.** The California Transportation Commission (CTC) has issues a 2011 CMIA Cost Savings Call for Projects to identify projects to receive funding as a result of bid savings on previously programmed CMIA projects. *The Authority approved staff’s recommendation to work with Caltrans and MTC to obtain support and concurrence for the nomination of three projects, prioritized as follows:*

- 1. SR4 Bypass Freeway Conversion - Phase 1 Sand Creek Interchange**
- 2. SR4 Bypass Freeway Conversion - Phase 2 Laurel to Sand Creek Road**
- 3. I-680 Auxiliary Lane Project, Segment 2.**

- 2. Approval of Cooperative Agreement 18CO.01 between Sonoma County Transportation Authority (SCTA), CCTA, and Transportation Authority of Marin (TAM) to Conduct a Dynamic Ridesharing Pilot Program.** In 2010, CCTA successfully competed for a \$500,000 Dynamic Ridesharing grant through MTC’s *Climate Initiatives Program*. The pilot program will explore opportunities for encouraging more carpooling through the use of smart-phone applications (“apps”) that can enable spontaneous ridesharing. To launch the program, MTC has approved a total of \$1.5 million to be shared among SCTA, CCTA, and TAM, with SCTA as the lead agency. Federal funds for the pilot program will flow from Caltrans through SCTA to CCTA. The cooperative agreement formalizes the roles and responsibilities of each party in conducting the work and the process for seeking reimbursement of costs incurred.

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www.ccta.net

The Authority approved the cooperative agreement with SCTA and TAM to participate in the Regional Dynamic Ridesharing Pilot Project.

- 3. Circulation of Draft Fiscal Year (FY) 2011-12 Congestion Management Agency (CMA) Budget.** Staff has prepared a draft Fiscal Year 2011-12 CMA budget for review by the Public Managers' Association (PMA). The Contra Costa Congestion Management Agency (CMA) was established through a JPA between CCTA and the 20 local jurisdictions. The CMA performs certain Authority planning functions, namely: the Measure C/J Growth Management Program (GMP), and the Congestion Management Program (CMP). The final CMA budget will be adopted in June 2011 as part of the full Authority budget. *The Authority authorized staff to make minor refinements to the draft FY 2011-12 CMA Budget and approved it for circulation. The budget will be reviewed at the Public Managers' Association meeting on May 12, 2011.*
- 4. Approval of Consultant Agreement No. 322 with DKS Associates to Perform Congestion Management Program (CMP) Traffic Monitoring.** In response to RFP 11-1, the Authority received proposals from six qualified consultant teams. Following review of these proposals by Authority staff and the review panel, three teams were invited to interview. Based on the interviews held on Monday, April 4, the selection committee chose DKS Associates to lead the 2011 Congestion Management Program Traffic Monitoring effort. The selection decision was presented to the Planning Committee at the Wednesday, April 6 meeting for approval. *The Authority authorized Agreement No. 322 with DKS Associates for the 2011 CMP Traffic Monitoring effort.*
- 5. 2013 RTP "Call for Projects."** MTC released a "call for projects" for the 2013 Regional Transportation Plan (RTP) on February 14, 2011 and requested that the CMAs support the public outreach process. In response to the "call," the Authority requested that the Regional Transportation Planning Committees (RTPCs) and Transit Operators submit their 25-year financially-constrained project list to CCTA by April 22th. For a transportation project to receive State or federal funding or approvals, it must first be included in the RTP. Staff will provide a status report on the process and an updated timeline for project submittals to MTC. *As part of the public outreach process, a Public Hearing was held at the April Authority Board meeting. The Authority received comments from a number of parties, and authorized staff to monitor the project submittal process and prepare the final project list for Authority consideration and approval in May, 2011.*
- 6. Approach to Allocating MTC Safe Routes to School (SR2S) Program Funds.** The Authority has \$2.47 million in federal CMAQ funds available through MTC's Climate Initiatives Program for SR2S programs and projects in Contra Costa. Authority staff, working together with the SR2S Task Force, the RTPC managers, and local staff familiar with the federal funding process, developed an approach for allocating these funds. In this approach, the RTPCs would be asked to recommend how to allocate their subregion's share of funds (this share would be based 50 percent on population

within the subregion and 50 percent on k–12 enrollment). The RTPCs could recommend either (or both) of two types of projects or programs: a stand-alone project or program that could meet federal and MTC requirements, or an exchange of federal for local funds using an existing federalized project as the vehicle for this exchange. The minimum request for federal funds would be \$250,000. Funds from the SR2S Master Plan contract could be used, if necessary, to help implement the programs or projects recommended, but could not be used for the required local match. *The Authority approved the recommended approach. The Authority will adopt the recommended allocation of funds at its May 18 meeting.*

- 7. SB 375 Implementation Update.** Authority staff is continuing to work with local jurisdictions on a response to the Initial Vision Scenario released by ABAG/MTC last March 11. *The Authority reviewed a draft comment letter to MTC and ABAG on the Initial Vision Scenario, and provided staff with direction on revisions to the letter.*

TRANSPAC Transportation Partnership and Cooperation

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

April 29, 2011

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

Dear Mr. Iwasaki:

At its meeting on April 21, 2011, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation on the SR4/I-680 Interchange project by Ray Kuzbari, Transportation Manager, City of Concord. TRANSPAC approved the TAC's recommendation to proceed with a focused review of the SR4 Third Eastbound Lane. Staff was directed to work with CCTA to develop an expanded scope of work and report back to TRANSPAC.
2. Received a report on the RTP Outreach (SCS) for the Bay Area and an update on SB 375 Implementation presented by Martin Engelmann, CCTA Deputy Executive Director, Planning.
3. Received a presentation on the Regional Transportation Plan (RTP) by Hisham Noeimi, CCTA Engineering Manager.
4. Approved the TRANSPAC TAC's recommendations for the Committed and Financially Constrained Project lists for the 2013 Regional Transportation Plan/Sustainable Communities Strategy. The Vision list will be refined and updated further for the Comprehensive Transportation Project List.
5. Received a presentation of the CCTA's Proposed Guidelines for the Measure J Transportation for Livable Communities and the Pedestrian, Bicycle and Trail Facilities (PBTF) Proposed Guidelines by Brad Beck, CCTA Senior Transportation Planner. TRANSPAC approved forwarding the TAC's comments to CCTA.
6. Received information presented by the TRANSPAC Manager on the Safe Routes to School (SR2S) Program. Approved the proposal to allow \$683,500 of Measure J money for sidewalk gap closure projects near schools in lieu of Federal CMAQ funds which are to be used for 511 Contra Costa programs.
7. Approved an allocation request by Lynn Overcashier, 511 Program Manager, for TRANSPAC Measure J School Access funds in the amount of \$758,000.

DEPARTMENT OF CONSERVATION
AND DEVELOPMENT

2011 MAY -31 PM 1:56


CONTRA COSTA

8. Received reports on CCTA activities from TRANSPAC's CCTA representatives.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter 
TRANSPAC Manager

cc: TRANSPAC Representatives
TRANSPAC TAC and staff
Amy Worth, Chair, SWAT
Brian Kalinowski, Chair, TRANSPLAN
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, CCTA
Christina Atienza, WCCTAC
Roy Swearington, WCCTAC Chair
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
June Catalano, City of Pleasant Hill

ITEM 5

ACCEPT RECENT NEWS ARTICLES

Contra Costa Times Readers' Forum: Speak up for the future of Contra Costa County

By Federal Glover, Julie Pierce and Amy Worth
Contra Costa Times
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Posted: 04/29/2011 04:00:00 PM PDT

Updated: 04/29/2011 05:30:22 PM PDT

CONTRA COSTA County is our home. Whether you are a new resident or someone with deep roots here, this county is a special place. And if you are like us, you cherish what makes it unique, from our excellent schools, to our unique and diverse communities to our beautiful parks and open space.

It's also clear that the place we call home is changing. As the economy recovers, employers are thankfully hiring again and our region is growing.

By 2035, the Bay Area is expected to add more than 900,000 new households and 1.2 million new jobs. To reduce traffic congestion and avoid harmful air quality, we'll have to get smarter about how we design our communities, so that people can meet most of their daily needs without having to drive as much.

What we know is quite simple: we have the choice to use new growth to make our communities better places to live. What does this look like? It can mean you save money on gas because you are able to walk to new shops and restaurants near home. It can mean your children have the choice of safely walking or biking to school.

It can also mean homes we can all afford, and a convenient bus route or more efficient road ways that can get you to work.

A California law is asking all regions to come up with a plan to accommodate growth over the next 24 years. In the next few months, regional planning agencies will be making vital decisions about how we get around and

where we build, decisions that will impact housing and transportation over the next two decades.

The Metropolitan Transportation Commission will be deciding how to spend more than \$200 billion in transportation funding over the next 25 years and we want to hear how you want those dollars spent.

The Association of Bay Area Governments is charged with allocating the regional housing needs for the coming years. A primary goal is to preserve the character and special qualities of our existing neighborhoods, communities and green spaces while accommodating the anticipated population increases. Just how we accomplish this is under discussion.

The regional agencies can't do this alone. We know you care about the future of the Bay Area and Contra Costa particularly. We need your input.

Fortunately, MTC, ABAG and several organizations including Greenbelt Alliance and the Silicon Valley Community Foundation are gathering feedback from residents.

Each county is holding a forum to hear what matters most to you -- things like a short commute, clean air, and more affordable homes. If you can't make it to a forum, you can also make your views known on youchoosebayarea.org.

What happens in the next few months will impact whether our children and grandchildren will want to live and work here in Contra Costa County. Please join us Saturday, May 7, in Concord.

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This is your chance to claim your seat at the table, and to speak directly to the local and regional leaders who can make smart and powerful investments for the future.

Federal Glover is a Contra Costa County Supervisor and a member of the Metropolitan Transportation Commission, Julie Pierce is a Clayton City Councilwoman and the Contra Costa Cities ABAG Representative, and Amy Worth is an Orinda City Councilwoman and vice chair of the Metropolitan Transportation Commission.

IF YOU GO

What: The You Choose Contra Costa Forum

When: 9 a.m. to noon, Saturday, May 7

Where: Concord Senior Center, 2727 Parkside Circle, Concord

Further Information:

www.greenbelt.org or

www.onebayarea.org



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Report: Highway 4 ranks among nation's most congested commute

By Paul Bugarino
Contra Costa Times

Posted: 04/08/2011 03:50:13 PM PDT

Updated: 04/10/2011 05:34:39 PM PDT

ANTIOCH -- A recent national freeway traffic study confirms what travel-weary East Contra Costa County commuters could have surmised.

Westbound Highway 4 from Hillcrest Avenue to Somersville Road on weekday mornings is the Bay Area's most congested commute corridor, according to a March study by traffic data tracking firm INRIX. Nationally, it ranks as the 27th worst.

It takes about three minutes to travel the road when there's no traffic, but on weekdays the drive averages almost 12 minutes, according to the Kirkland, Wash.-based company's study.

On some weekday mornings, it can take drivers almost 20 minutes to slog through the three-mile stretch, the study said.

"It's a joy," Brentwood resident Rich McDaniel said sarcastically.

It can sometimes take more than an hour to drive 22 miles to McDaniel's office in Concord, he said.

"You just get numb to it after a while," said Tom Anderson, who merges onto Highway 4 at L Street in Antioch on his way to Alameda.

"It doesn't matter if you're rich or poor -- you're stuck," he said.

The afternoon commute eastbound on Highway 4 through Pittsburg is almost as bad. It was the second worst Bay Area corridor identified in the study and ranks 37th nationally. Six other Bay Area freeway corridors cracked the list's top 100, including the eastbound afternoon commute on Interstate 580 from Eden Canyon Road in Castro

Valley to El Charro Road in Livermore, which ranked No. 3

in the Bay Area and No. 43 nationally.

The San Francisco-Oakland-Fremont metropolitan area was the sixth-most congested in the United States, behind Los Angeles, New York, Chicago, Washington, D.C., and Dallas-Fort Worth. The San Jose-Sunnyvale-Santa Clara area ranked 18th.

East Contra Costa leaders acknowledge local traffic is a pain, but point out help will soon be on the way. Work continues on widening Highway 4 through Antioch from two to four lanes. The half-billion-dollar project is anticipated to be complete by 2015, barring any funding complications.

Construction to widen Highway 4 from near Bay Point over the past decade has left a pinch point just west of Loveridge Road in Pittsburg, as the freeway narrows from eight to four lanes.

"We're working to get rid of the funnel effect. Unfortunately, it's a case of no pain, no gain," Contra Costa Supervisor Federal Glover said.

Ground was broken Friday morning for a \$35.7 million project to widen Highway 4 from Somersville to Contra Loma Boulevard. Construction continues on widening the segment between Loveridge and Somersville.

Oakley Mayor Jim Frazier understands the frustration of Highway 4 firsthand.

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Frazier, who sits on the Contra Costa Transportation Authority and several other regional transportation groups, has commuted to Danville for 27 years.

McDaniel remembers hearing about the widening when he moved to Brentwood more than 20 years ago. Highway 4 traffic used to crawl over the Willow Pass grade into Concord before the widening started, Frazier said.

"It used to be really brutal," said Anderson, who has driven on Highway 4 to work for 28 years.

"It has widened through Pittsburg, so the progress has been there. It's just amazingly slow," McDaniel said.

While sitting in Highway 4 stop-and-go, McDaniel created a lighthearted jingle that embodies the dismay called the "Highway 4 Blues."

The morning backup is so bad that Frazier takes side streets through Antioch and merges onto Highway 4 at Loveridge.

The INRIX rankings were based on real-time data and analysis from about 4 million vehicles carrying global-positioning devices that traveled the nation's major roads, said Jim Bak, a company spokesman.

The study looked at the additional travel time on a given road during rush hour compared with when traffic is flowing freely, he said.

Other Bay Area freeway stretches that ranked in the top 100 were evening commutes on westbound Highway 24 in Orinda headed toward the Caldecott Tunnel and the Bay Bridge from San Francisco to Treasure Island.

The morning commute at the Bay Bridge Toll Plaza and the evening drive in Fremont on northbound Interstate 680 between Scott Creek Road and Mission Road also cracked the Top 100.

Along with BART's extension into East Contra Costa, commuters should notice a difference once Highway 4 is widened, Glover said.

"It's not going to resolve the region's traffic problem in its entirety," he said, "but it will help a great deal."



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Contra Costa Times editorial: New redevelopment agency wrong way to boost Concord growth

Contra Costa Times editorial
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Posted: 04/09/2011 04:00:00 PM PDT

THE CONCORD City Council on Tuesday joined many other localities in taking action to create or expand redevelopment zones in case the Legislature comes to its senses and works with Gov. Jerry Brown to end or significantly reform the zones.

In a 4-0 vote the Concord council voted to form a new redevelopment area at the former Concord Naval Weapons Station to capture property taxes as the value of the area grows with development.

Redevelopment agencies, which generally consist of city council members, are allowed to control taxes on the increased value of property within the zone. Because the land at the former weapons station has little assessed value now, virtually all of the property taxes collected in that area in the future would be in the hands of the agency.

The redevelopment zone could redirect an estimated \$555 million in property tax revenue to development projects over the next 45 years.

That is money that otherwise would be used to help the state solve its massive budget deficit and pay for local schools, public safety, parks, libraries and other local government services that property taxes are supposed to help finance.

The original idea behind redevelopment zones was to eradicate blight, provide affordable housing and to boost economic growth.

However, a recent Public Policy Institute of California study concluded that redevelopment zones are not cost-effective and that

the money could be better used on government services. That is especially true today with the economic downturn and huge state budget deficit.

Over the years, redevelopment zones have drifted away from their original mission and have been used to enrich developers, finance nonessential projects and subsidize city budgets. The result is that basic government services suffer.

Concord's argument that the naval weapons station land would not be developed for a long time without hundreds of millions of redevelopment zone dollars is weak.

Even though some of the area is blighted and needs to be cleaned up, it is a bit of a stretch to argue that such prime real estate will not attract more than enough interest from private developers.

The weapons station is the largest tract of developable land in the East Bay. When the real estate market revives, there are likely to be many developers willing to pay for the necessary infrastructure, including fire houses and schools, as has been the case time and again in other large developments.

Even without a huge new redevelopment zone covering the weapons station land, Concord will reap its share of additional sales tax revenue from new businesses and its normal share of property taxes, which will increase with development.

Back in the 1980s, redevelopment agencies received less than 4 percent of all property tax money.



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Today, that share has tripled to 12 percent and is far higher in some East Bay cities. In Concord, 13.1 percent of property taxes go to its redevelopment agency.

Contra Costa County supervisors, led by John Gioia, deserve much credit in calling for major reforms to redevelopment agencies that would at least return them to their original purpose. We also believe in capping the share of a city's property tax revenues flowing to redevelopment agencies to 10 percent or less.

Concord's desire to boost development at the former weapons station is understandable. But it should not come at the expense of government services and efforts to correct the state's unsustainable structural deficit.



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BART addresses security concerns for Hillcrest eBART station

By Paul Burgarino
Contra Costa Times

Posted: 04/14/2011 08:52:37 PM PDT

Updated: 04/14/2011 08:52:47 PM PDT

ANTIOCH -- The Hillcrest eBART station will have a bathroom and a staff to monitor activity -- most of the time.

BART officials unveiled a plan to provide security at the proposed station to East Contra Costa transportation leaders Thursday night.

Initial station designs presented by BART drew ire from Antioch leaders in December, specifically because it lacked a bathroom, escalator, and space for a service agent.

Antioch and BART staffs have worked since then to address the concerns.

The Hillcrest station will have one maintenance worker or station attendant present at the station between 5 a.m. to 8 p.m., along with intermittent BART police patrols, said Ric Rattray, eBART project manager.

Plans also call for 38 security cameras around the station and parking lot and an extra BART police patrol beat.

Though the feedback from the TRANSPLAN committee was mainly positive, Antioch police Lt. Scott Willerford pointed out that the department's resources are stretched thinnest from 8 p.m. to 1 a.m. -- the same time the station would have no live staffing.

The two police agencies would have to discuss how security would work, he said.

eBART is a planned diesel battery-powered train that will run from BART's terminus just east of the Pittsburg/Bay Point station to Hillcrest. A station is

also planned near Railroad Avenue in Pittsburg.

The \$462 million project is planned to start operation in 2015.

For

updates, check back to ContraCostaTimes.com.

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ITEM #

ACCEPT MAJOR PROJECTS STATUS REPORT

TRANSPLAN: Major East County Transportation Projects

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

Monthly Status Report: April 2011

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

STATE ROUTE 4 WIDENING

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

east of Century Boulevard. The eastern end of the freeway for this project is being completed to allow access for the next contractor to begin work on the adjacent SR4/Somersville Road Interchange Project. The planned two-month closure of Century Boulevard at SR4 for new bridge work is scheduled to start in May 2011.

The project construction is approximately 22% complete.

Issues/Areas of Concern: *none*

C. SR4 Widening: Somersville Road to SR 160

Lead Agency: CCTA

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

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

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

Segment 1: The project was advertised for construction bids on July 19, 2010, bids were opened on October 5, 2010 and Caltrans awarded the contract on December 23, 2010. The formal pre-construction meeting with the contractor, construction management team, and various stakeholders occurred on February 23, 2011. The first contractual working day for the project was March 16, 2011.

There are 550 working days allowed for this contract to be completed.

While awaiting State Water Resources Board approval of SWPPP and issuance of Waste Discharge Identification Permit (WDID), current construction activities have been limited to the installation of construction area signs, placement of temporary barrier (K-Rail), temporary roadway re-striping, mobilization of contractor's equipment and other miscellaneous activities to prepare for the major work items. In addition, two test panels of the architectural treatment (Delta Region Native Landscapes) that will be cast into various retaining walls throughout the Project, have been completed and submitted to Caltrans for review and approval. Test panel 2 is expected to meet the required criteria and will be acceptable to Caltrans with some corrections noted. A groundbreaking event for the Project was held on April 8, 2011.

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

Segment 3A: 100% PS&E documents were submitted to Caltrans in May 2010. TY Lin is working on preparation of Final PS&E documents, targeted to be submitted to Caltrans District 4 by early May.

pending approval of structures plans. The RTL date for this segment is now targeted for September 2011 with advertisement for construction bids in November 2011, pending availability of State funds.

Segment 3B: This segment, Hillcrest Interchange area, was 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 review comments were delayed due 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. The Authority will advertise, award and administer the construction contract for this segment.

Issues/Areas of Concern: Availability of all fund sources in time to meet the project delivery schedule continues to be a concern for this corridor project. In March 2011 the Authority provided approval for staff to submit a Letter of No Prejudice (LONP) to authorize expenditure of Measure J funds in lieu of Proposition 1B funds programmed for Segment 2 construction. If availability of STATE funds continues to be delayed, construction of the follow on Segments (3A & 3B) will be compromised. The delay of the freeway project will affect construction of eBART, which will run in the newly constructed median of SR4.

STATE ROUTE 4 BYPASS PROJECT

Segment 1

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

Segment 2

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

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

The project has been completed and closed out.

Sand Creek Interchange Phase I, Stage 2 - Final Design

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

Tasks	Completion Date
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	August 2008 (A)
Plans, Specs. & Estimates (PS&E) - 100% Design	January 2009 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	November 2010 (A)

Right-of-Way Activities /Acquisition (R/W)	May 2010 (A)
Utility Relocation	<u>Aug/Sept 2011</u>
Advertise Project for Construction – Subject to Availability of Funding	<u>July 2011</u>
Award Construction Contract – Subject to Availability of Funding	<u>October 2011</u>

(A) – Actual Date

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

Right of way acquisition and utility relocation is underway.

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

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

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

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 Cunningham, (925) 335-1243, john.cunningham@dcd.cccounty.us

State Route 239 Project Phase 1 (Planning)

The County has advanced the Parsons contract to the Board of Supervisors for approval on May 11. The project will begin as soon as the contract is approved by the Board. 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.

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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
Contra Costa County	Unincorporated Tassajara Valley	NOP	Proposed New Farm Project	Applicant is proposing a rural mixed-use project on a total of 771 acres within the Tassajara Valley. The project includes a new general plan designation that would allow for clustered residential development. The land is currently designated Ag Lands and zoned A-80.	May 26, 2011	Staff has determined that no response from TRANSPLAN is necessary.

ITEM 8
**CONSIDER AND RECOMMEND SAFE ROUTES TO SCHOOL FUNDING
PROJECTS/PROGRAMS FOR THE TRANSPLAN SUB-REGION**

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: John Cunningham, TRANSPLAN Staff 
DATE: May 4, 2011
SUBJECT: **Consider and Recommend Projects and Programs to be Funded with the TRANSPLAN Share of Safe Routes to School Funding From the Metropolitan Transportation**

Background

Through its Climate Initiative Program the Metropolitan Transportation Commission has allocated \$2.47 million in federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds to support Safe Routes to School (SR2S) programs or projects in Contra Costa, which are intended “...to improve safety and encourage children, including children with disabilities, to safely walk and bicycle to school. In the process, programs are working to reduce traffic congestions and improve health and the environment, making communities more livable for everyone.”

Consistent with the direction from the Contra Costa Transportation Authority (CCTA) Planning Committee, CCTA staff met the Regional Transportation Planning Committee (RTPC) managers and the SR2 S Task Force to develop a funding allocation approach that meets the stringent requirements of the funding source. These requirements include:

- \$250,000 minimum project size
- The project must be “federalized” meaning that it already has National Environmental Policy Act (NEPA) clearance
- Local match: 11.47% – federal match not allowed
- Eligible activities: This program has more limited activities than other SR2S programs
- Timing: right-of-way certification, design approvals, and NEPA clearance by 2/2/2012. Projects must be “shovel –ready” and complete within two years

TRANSPLAN has been allocated \$726,000 to spend. Background from CCTA regarding program requirements and details on the funding allocation is attached.

In summary, with certain restrictions, CCTA is asking the RTPCs to determine how to spend their share of funding.

Discussion

Countywide, this program has consumed an inordinate amount of staff time from local jurisdictions, RTPCs, and CCTA. This has been largely due to the fact that the subject funding is very difficult to spend. Due to the funding requirements, programs are easier to fund under this program than capital projects. Staff effort was spent trying to:

- Reduce the \$250,000 spending cap (effectively) thereby making smaller gap closure type efforts eligible under this program
- Loosen the stringent program requirements

The approaches considered by staff to achieve the above were “swapping” the funding for other, more flexible local funding, or “bundling” projects thus enabling smaller project sizes. Although all of the

RTPCs have not come to a final decision, it appears that these approaches are not going to be feasible on a large scale. The same rigid characteristics which make the funding difficult to spend on local projects also make the funding difficult to *swap* or *bundle*.

The TRANSPLAN Technical Advisory Committee met on April 19, 2011 to discuss prioritization of projects that would be eligible under the subject program. Again, both programs and projects are eligible under this SR2S program. The preference of the TAC was to first identify capital projects to fund. While there were several projects mentioned, only Brentwood was able to come up with project(s) which met the stringent criteria.

As no other projects could be identified in time for the May 18, 2011 CCTA meeting for approval prior to the necessary TIP amendment process at the end of May (see schedule below), the TAC approved moving forward with the Brentwood project(s) and recommends that the remaining SR2S funds be allocated to 511 Contra Costa to implement bicycle/pedestrian programs among all of the East County jurisdictions.

Recommended Approach

The TRANSPLAN TACs proposal for spending the \$726,000 share of the subject funding is as follows:

	Funding Available	\$ 726,000
Project		
Brentwood Project		
	Traffic signal on American Avenue at Heritage High School.	\$ 300,000
	Replacement of 66 existing solar powered in pavement crosswalk lights.	\$ 85,000
	Sidewalk gap closure project adjacent to Marsh Creek Elementary School.	\$ 50,000
	Total	\$ 435,000
511 Contra Costa Program		
	511 Contra Costa East County Bicycle/Pedestrian Program	\$ 291,000

Notes:

- The 511 Contra Costa Program elements include:
 1. School bike/ped access improvements (e.g. signage, striping, dynamic speed signage, site surveys, other site improvements). The “matching” Measure J funds would be used for this purpose since these are not eligible elements using SR2S funds.
 2. Bicycle/Pedestrian road safety programs at middle and elementary schools
 3. Bike/pedestrian safety assemblies
 4. Bike/pedestrian challenge days, and Bike to School events & incentives.
 5. Development and distribution of bike/pedestrian safety curricula to complement bike/ped safety classes in both English and Spanish
- CCTA gave permission for the 11.47% local matching funds necessary for the program to come from Measure J Commute Alternative funds which have been reserved for this purpose, should this be approved.
- CCTA indicated that due to the complex nature of the funding and absolute need to meet funding deadlines that CCTA staff would assist local staff with the process.

The following is the schedule provided by CCTA for this funding:

2011

May 12	TRANSPLAN Meeting
May 13	Initial submittal of projects to MTC’s Fund Management System (FMS)
May 18	Authority approval of recommended projects (the “project” can be programmatic)
May 26	Deadline for submittal of projects to FMS
End of May	MTC preliminary approval of projects as part of TIP Amendment 11–09

At this point, sponsors can begin the local assistance process and begin process of procuring consultants for design and environmental work

July 27 MTC approval of TIP Amendment 11-09
August 31 FHWA approval of TIP Amendment 11-09

At this point, sponsors can apply for E-76 for design and environmental work to pay the selected consultant. Sponsors can submit for their E-76 for construction at this time as soon as they have completed the local assistance process.

2012

February 1 Deadline for submittal of materials for E-76

Recommendations

1. Consider and APPROVE the TAC recommendation for distribution of TRANSPLAN SR2S funding and direct staff to forward the recommendation to CCTA, and
2. AUTHORIZE staff, with approval of a designee(s) of the Committee, to make any necessary changes to the projects, programs, and amounts in the recommendation to adhere to the various requirements of the program.

Recommendation #2 is being made given the tight timeline on the funding and the stringent requirements.

Attachments

1. CCTA Information Re: MTC/CMAQ/SR2S Funding Program
2. City of Brentwood Project Description

c: TRANSPLAN TAC

Planning Committee **STAFF REPORT**

Meeting Date: April 6, 2011

Subject	Contra Costa Safe Routes to School Program and Approach to Allocating SR2S Funds from MTC
Summary of Issues	<p>The Authority has the responsibility for allocating the \$2.47 million in federal CMAQ funds that MTC has set aside for Safe Routes to School (SR2S) programs and projects in Contra Costa. Members of the SR2S Task Force and the RTPC managers have recommended that the Authority try to use these funds for another project and use freed-up Measure J funds for SR2S purposes. Measure J funds are somewhat more flexible and can be used to fund projects smaller than the \$500,000 minimum that MTC imposed. (They are open to allowing a lower minimum though no lower than \$250,000.) Staff is concerned, however, about the increased demands on Authority staff who will need to oversee many more projects, especially with the time needed to oversee projects funded that the Measure J TLC and PBTF programs.</p>
Recommendations	<p>Keep the \$2.47 million as federal funds but pursue MTC approval of a lower minimum project size; select programs and projects for funding based on each RTPC's recommendation for its share of the \$2.47 million</p>
Financial Implications	<p>The federal funds will require an 11.47 percent match in local funds</p>
Options	<p>Exchange the federal funds for Measure J funds but hold back a portion of the Measure J funds to provide needed administration of the projects and programs funded</p>
Attachments	<p>A. MTC Resolution 3331</p>
Changes from Committee	

Background

As part of its *Climate Initiatives Program*, MTC has allocated \$2.47 million in federal CMAQ funds to support Safe Routes to School (SR2S) programs and projects. These funds have a number of restrictions on their use, both from their being federal funds and from the rules that MTC has set for Cycle 1 CMAQ funds. While SR2S activities are often defined as including “the 5 Es” — engineering, enforcement, encouragement, education and evaluation — the federal CMAQ requirements generally limit funding for SR2S activities to engineering, encouragement and education. The evaluation of specific projects or programs is allowable (and required by the MTC program) but the more general evaluation of needs — for example, conducting walkability audits or SR2S plans around schools — is not. Because they would be receiving federal funds, sponsors would need to go through the Caltrans local assistance process, a staffing-intensive effort.

The MTC program also requires that projects in Contra Costa, Alameda and Santa Clara counties have a minimum size of \$500,000. Because Contra Costa has minimized the number of projects funded through the three CMA Block Grant programs, MTC staff may allow projects as small as \$250,000 — the minimum for the other six Bay Area counties — for SR2S activities in Contra Costa.

Local and RTPC staff throughout Contra Costa have expressed an interest in funding both programmatic (education and encouragement) and engineering (design and construction of physical improvements) activities. The physical improvements mentioned — a sidewalk gap or improved signage near school entrances and drop-off locations, for example — often cost less than even the \$250,000 minimum. Authority staff’s rule-of-thumb is that projects that cost less than \$300,000 are usually not worth the administrative costs to go through the Caltrans local assistance process.

Because SR2S needs likely vary among the four subregions, the Authority has proposed dividing the \$2.47 million among the four subregions. Each RTPC would then have the responsibility for recommending how to allocate their share to a specific mix of eligible projects and programs. Authority staff would then create a SR2S program that combines those recommendations into a single list of activities for submittal to MTC.

Recommended Approach

RTPC managers and the Safe Routes to School Task Force met Monday, March 28 to discuss how to allocate the \$2.47 million in SR2S funding. The staff at that meeting recommended that the Authority:

1. Try to exchange the \$2.47 million in federal CMAQ funds with another project and use freed-up Measure J funds to implement SR2S projects and programs. The other project would need to be already approved for federal funding and have at least \$2.47 million in CMAQ-eligible

components as part of the approved projects. Staff is looking at Segments 1 and 3a of the State Route 4 widening as possible candidates for this exchange.

2. The Measure J funds would be used only for programs and projects that further the purposes of the SR2S component of MTC’s *Climate Initiatives Program*, namely, to reduce greenhouse gas emissions by encouraging students to walk, bicycle or carpool to school.
3. Ask the RTPCs to recommend programs and projects using their share of the \$2.47 million. The mix could be all programs, all projects or a mix of the two.
4. Base the allocation of these funds among the subregions on a 50-50 split, that is, 50 percent based on the share of population (the most-common Measure J split) and 50 percent based on the share of K–12 enrollment. This split is outlined in the following table.

Recommended Allocation of SR2S Funds Among the Subregions: 50% Population, 50% K–12 Enrollment

Subregion	Share By Population		Share By Enrollment		“50-50”	
	2010	Share	2010	Share	Average	Allocation
West	249,612	24%	31,757	19%	21%	\$529,000
Central	307,859	29%	43,306	26%	28%	\$683,500
East	294,866	28%	51,035	31%	29%	\$726,000
Southwest	203,262	19%	39,297	24%	22%	\$531,500
	1,055,599	100%	165,395	100%	100%	\$2,470,000

5. To limit bureaucratic overhead, sponsors should be limited to one project although that project can include multiple locations throughout the jurisdiction.

MTC Requirements

MTC outlines its policy on fund exchanges in Resolution 3331. That resolution allows counties to direct their share of regional discretionary funds – federal or state – to local projects. That resolution sets three basic requirements for these exchanges:

1. All exchange projects should be consistent with the programming policy of the original MTC funding source. In this case, the policy is the reduction of greenhouse gas emissions through the development of SR2S projects and programs
2. All project sponsors must report of contract award to MTC through the applicable CMA, and
3. MTC must approve the list of specific projects or categories of activities to be funded with the exchanged local funds.

MTC staff notes that any exchanges are subject to MTC approval and that the CMA must provide both the details and justification for the request.

Staff Concerns

As noted above, local staff have identified a number of potential projects much smaller than the \$500,000 minimum that MTC has set or even the \$250,000 minimum that they may allow. Every project funded will add to the workload of Authority staff who administer the program even though the local assistance process is primarily a Caltrans effort. Exchanging the federal funds for Measure J funds would add significantly to Authority workload, first, by making Authority staff solely responsible for overseeing projects and ensuring their timely completion and, second, by allowing much smaller projects and thus potentially multiplying the number that Authority staff would be responsible for substantially. With a \$250,000 minimum request, the federal funds could go to up to nine projects. With the Measure J funds and a \$100,000 minimum, the Authority could be responsible for up to 24 projects and would face a significant increase in demands on staff time.

Staff is also concerned about how the Authority can ensure that the projects funded will be delivered in a timely manner, as MTC will require as part of any exchange of federal funds. We have had issues recently with project deliverability which have resulted in the loss of federal funds to Contra Costa and substantial increases in demands on Authority staff will not help our ability to get projects delivered on time.

Recommendation

Authority recommends that we keep the \$2.47 million as federal funds but pursue MTC approval of a lower minimum project request. We would still select programs and projects for funding based on each RTPC's recommendation for its share of the \$2.47 million. That share would be based on the "50-50" split outlined above. The sponsors of the projects and programs proposed would be responsible for identifying and committing to providing the required 11.47 percent match.

If the Planning Committee, however, recommends exchanging the federal funds — which will still require MTC approval — Authority staff would note that a share of those funds should be retained to fund additional staff oversight that will be needed for these new projects. Authority staff will also need to prepare a letter to MTC requesting this exchange of funds, describing justification for the exchange and the categories of projects that would be funded, and the Authority's commitment to ensure that the programs and projects funded are implemented consistent with the timelines required in Resolution 3331.

ATTACHMENT A

Date: January 24, 2001
W.I.: 51.2.10
Referred by: P&AC

ABSTRACT

Resolution No. 3331

This Resolution establishes the regional policy for fund exchanges for projects programmed with regional discretionary funds.

Further discussion of this action is contained in an MTC "Programming and Allocation Summary Sheet" dated January 10, 2001.

Date: January 24, 2001
W.I.: 51.2.10
Referred by: P&AC

Re: Policy for Funding Exchanges for Projects Programmed with Regional Discretionary Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3331

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency (RTPA) for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region (the region); and

WHEREAS, MTC, as the designated RTPA and MPO for the region, is responsible for programming and managing certain federal and state funding provided to the Bay Area for transportation purposes; and

WHEREAS, in some instances, project delivery may be streamlined through an exchange of federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), or State Transportation Improvement Program (STIP) funds for local funds; and

WHEREAS, MTC supports the efficient use of transportation funds; and

WHEREAS, MTC must ensure that regional discretionary funds are used for priority projects in the region as identified in the Regional Transportation Program (RTP); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, includes a policy for allowing exchanges of funding between regional discretionary programs and local programs in order to support both flexibility and control in the use of regional discretionary funds; now, therefore, be it

RESOLVED, that MTC approves the policy set forth in Attachment A to this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

James T. Beall Jr., Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at a regular meeting of the
Commission held in Oakland, California,
on January 24, 2001

Date: January 24, 2001
W.I.: 51.2.10
Referred by: P&AC

Attachment A
MTC Resolution No. 3331
Page 1 of 1

Policy for Allowing Exchanges for Projects Programmed With Regional Discretionary Funds

General Policy

This policy allows counties, at the time of programming, to direct their share of regional discretionary dollars to projects that have already met state and federal requirements and retain local dollars for transportation projects that would be proportionately more costly to deliver with federal or state funds. The ‘fund exchange’ policy outlined below expands the flexibility for using regional discretionary funds and preserves regional transportation investment goals. This exchange policy does not apply to exchanges coordinated without the use of MTC’s regional discretionary funds.

Specific Policy Provisions

As used below, “exchange projects” refer to the projects funded with local dollars and “substitute projects” refer to the projects funded with federal or state funds.

Requirements for “exchange projects:”

- All exchange projects should be consistent with the programming policy of the original MTC funding source. For example, if the funding was intended to fund local road maintenance, the local exchange projects should meet the same transportation investment goal.
- Project delivery objectives should also be preserved. Because the regional policies are based on obligation deadlines – which does not have a local fund counterpart – MTC will require that counties report on contract award. This information would be advisory unless MTC staff finds that awards are lagging significantly.
- MTC must review and approve either the list of specific exchange projects or the categories of projects to be funded from an exchange program (such as transit rehabilitation or local road rehabilitation in a certain geographic area) depending on the nature of the regional discretionary program.

Requirements for “substitute projects:”

- All substitute projects must be consistent with the Regional Transportation Plan (RTP).
- All substitute projects must adhere to the project delivery requirements associated with the funds programmed.

In order to compare regional investments against the goals of the RTP, MTC staff will also enter exchange projects into a funding database. Therefore, counties and sponsors making use of this fund exchange program will be asked to provide certain project information. In some cases, projects will be amended into the Transportation Improvement Program (TIP). However, if a project is not regionally significant, MTC staff will not necessarily amend it into the TIP.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 10, 2001

Item Number 3f

Resolution No. 3331

- Subject:** Policy for Allowing Fund Exchanges for Projects Programmed with Regional Discretionary Funds
- Background:** Several counties have requested to use regional discretionary funds on locally-funded transportation projects that have already met certain federal and state funding requirements. In turn, “clean” local funds are directed to projects that have not yet met requirements for receiving state and federal funds. MTC staff is supportive of these fund exchanges to the extent that the exchange projects meet the spirit of MTC’s original programming policy.
- Request:** Establish a fund exchange policy that will allow counties to direct their share of regional discretionary funds – federal or state – to local projects with the requirement that local funding is directed to projects consistent with MTC’s original programming policy. This exchange policy supports flexibility in the use of transportation dollars and preserves regional transportation investment priorities. This policy is limited to fund exchanges involving regional discretionary funds.
- Issues:** None.
- Recommendation:** Refer Resolution No. 3331 to the Commission for approval as requested.
- Attachments:** MTC Resolution No. 3331
Attachment A: Exchange Policy

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Safe Routes to School Recommendations

The Authority adopted the following approach to allocating funds through MTC's Safe Routes to School program at its 20 April 2011 meeting.

BACKGROUND

Contra Costa has \$2.47 million in federal CMAQ funding to allocate for Safe Routes to School programs or projects (or some combination of the two). Activities must be CMAQ-eligible and further the purposes of MTC's SR2S program. (Essentially, activities funded must either implement a physical improvement or educate or encourage students to walk or bicycle to school as a way to replace vehicle trips and thus reduce emissions.)

MTC set a minimum size of \$500,000 for each CMAQ-funded project in Contra Costa though they have tentatively agreed to allow projects as small as \$250,000. Since the funds are programmed in fiscal year 2012, all programs and projects must complete the State Local Assistance process by February 1, 2012.

DISCUSSIONS WITH LOCAL AND RTPC STAFF

Authority staff met with the SR2S Task Force, RTPC managers and members of the City-County Engineers Advisory committee familiar with the State Local Assistance process to work out a feasible approach to allocating the \$2.47 million in federal CMAQ funds for Safe Routes to School purposes. At an earlier meeting, the task force and RTPC staff recommended pursuing the exchange of the federal SR2S funds for Measure J funds by substituting Measure funds previously programmed for an existing federalized project with the CMAQ funds from the SR2S program.

After exploring this option further, the Authority staff recommended to the Planning Committee that it *not* exchange the federal funds for Measure funds because:

1. We're not sure that MTC would approve such an exchange.
2. We will also need approval from both Caltrans and FHWA.
3. The exchange would add significantly to demands on Authority staff.
4. The exchange may, by setting a February 1, 2012 deadline for use of CMAQ funds, put the \$2.47 million at risk as the projects that can receive the CMAQ funds are dependent on State bond sales.

The group reviewed the various requirements of the federal and MTC processes and programs, such as the size of minimum funding requests, and how the RTPCs and potential sponsors could successfully respond to them, for example by bundling of smaller projects into a single larger project or creating or expanding multi-jurisdictional SR2S programs.

The group spent considerable time discussing the difficulties in identifying projects that meet the minimum size requirement (\$250,000 plus local match) as either stand-alone projects or programs, or as bundled projects with multiple locations in multiple locations. The biggest concern was that each project sponsor would need to get its right-of-way certification, NEPA clearance and other design approvals by February 1, 2012. Even projects that were categorically excluded from NEPA and required no right of way or utility relocation could have a hard time completing the Local Assistance process by February 1.

Staff and meeting attendees did agree that the RTPCs should recommend how to allocate the funds within their subregions and that the 50/50 split — 50 percent based on population and 50 percent on k-12 enrollment — should be used to determine subregional allocations.

THE TWO RTPC OPTIONS

The group recommended that the RTPCs pursue one of the following two options:

1. Recommend a stand-alone program or project that can meet both the federal and MTC requirements; education and outreach programs could either expand existing programs or create new ones within the subregion.
2. Find an already federalized project that can exchange some or all of its local funds with other SR2S projects for the CMAQ funds.

RTPCs could recommend either the stand-alone option or the “swap” option or a combination of the two. Or an RTPC could propose a stand-alone project and a stand-alone program.

Whether it funds programs or projects, the minimum request of federal funds would be \$250,000. (The total cost of CMAQ-eligible components, including the local match, would have to be at least \$282,500.)

Programs

If the RTPC proposes to use some or all of its share of SR2S funds for program activities, it must identify:

1. What activities will be funded (a detailed set of activities and budget for each set will be required later).
2. How the required local match (11.47 percent) will be provided.
3. What agency will implement the program.

The Authority could serve as the project sponsor (possibly using STP funds set aside for the SR2S Master Plan). Under this arrangement, the Authority would establish agreements either with existing programs (511 Contra Costa, Streets Smarts in San Ramon Valley, Contra Costa Health Services in West County) or with other providers. Alternatively, these existing programs could serve as the project sponsor to provide new services or cover new areas.

RTPC managers also requested that the Authority consider requests to use comparable amounts of Measure J funds, from the CC-TLC, PBTF or other programs, to be used for sidewalk gap closures and other small SR2S projects.

Projects

If the RTPC proposes to use some or all of its share of SR2S funds for physical improvements, it would identify a project that is already “federalized”, that is, that already has federal funds programmed towards it in the TIP and can meet the February 1, 2012 deadline. The project must have at least \$282,500 in CMAQ-eligible components that the sponsor isn’t already receiving CMAQ funds (both the CMAQ- and the local match-funded components must be CMAQ-eligible)

If \$282,500 of the project is eligible for SR2S funding — for example, by providing sidewalk and crosswalk access to a school — then the project could use all \$250,000 of the SR2S funds. Alternatively, if none of the project was eligible, then the RTPC would need to identify other projects that could use local funds exchanged from the project that would provide \$250,000 in SR2S-eligible components. The Authority would need to request and MTC would need to approve any such exchange funds.

LOCAL MATCH AND ADMINISTRATIVE COSTS

Since the SR2S program is funded with federal CMAQ funds, those funds will need to be matched with local funds. For this program, the local match must be at least 11.47 percent of the total cost of the CMAQ-eligible components of the program or project. Sponsors will need to identify the source of the local match. Staff time used to oversee the project or program can be used to fulfill at least a portion of the local match. (This staff oversight, or “construction management” in the case of a construction project, cannot exceed 15 percent

of the cost of the “construction” phase of the project, however. In addition, any consultant staff used for oversight or construction management must be contracted with through a competitively bid process.)

The group discussed using federal STP funds allocated for the Safe Routes to School Master Plan to help set up and administer SR2S programs in Contra Costa funded through MTC’s program. The Authority’s original scope of work for the Master Plan did include an optional Task 4 — “Implement Initial Program for SR2S Funds” — that noted that “the scope of services for the Consultant Team may be amended to include involvement in the oversight of education and outreach programs funded through the CMAQ program.” While the use some Master Plan funds could be used to oversee and help set up SR2S programs, they would not count as a local match since they too are federal funds.

INFORMATION REQUIRED FOR FMS DATABASE

Sponsors must enter their project or program into MTC’s Fund Management System (FMS) database (<http://fms.mtc.ca.gov/fms/home.do>). The first step in this process is for each sponsor to get an FMS ID that will allow him or her to enter the necessary project information.

The FMS project entry form contains nine “tabs” of information that sponsors must fill out:

<i>Tab</i>	<i>Key Information</i>
<i>General information</i>	Project name, county, sponsor, implementing agency, etc.
<i>Project description</i>	Mode and submodes served and percentage of funding for each, project type, purpose, description, expanded description and transportation problem addressed
<i>Project location</i>	Location included political districts
<i>Funding</i>	For each phase and funding source, the programmed year and amount
<i>Delivery milestones</i>	Environmental documents, PSR, and PSE
<i>Screening criteria</i>	Relationship of project to ITS, bicycle-pedestrian and transit plans and facilities and consistency with ADA requirements

Tab	Key Information
Contact information	For both sponsoring and implementing agencies
Project documents	Includes required Resolutions of Local Support
Air quality	Questions relating to consistency of project with air quality requirements. Note: <i>sponsors are strongly encouraged to work through this section with Authority staff</i>

SCHEDULE

The Authority will need to request an amendment from MTC, Caltrans and FHWA to add these programs and projects to the TIP. As noted above, either one umbrella TIP entry could cover all of the program activities within Contra Costa or each could be listed separately. Each project will need to have a separate TIP entry.

The next deadline for submitting amendments to the TIP is **May 26, 2011**. The following schedule would be needed to meet this deadline:

- April 22, 2011** Board approval of SR2S approach (or alternative)
 - RTPCs identify approach to use their subregional share consistent with the preceding options
- May 4, 2011** Planning Committee receives update on RTPC progress to date on defining their subregional approaches
- May 13, 2011** Sponsors complete entry of their projects or programs into MTC's FMS database
- May 18, 2011** Board approves SR2S projects for amendment into the TIP
- May 26, 2011** Deadline for submittal of final project or program entries into FMS
 - MTC staff agrees to submit new projects and programs as part of TIP Amendment 11-09
 - Sponsors begin Local Assistance Process
- February 1, 2012** Deadline for submittal of application for funding to Caltrans

RECOMMENDATIONS

1. Ask the RTPCs to recommend how to allocate their share of CMAQ funds available through MTC's SR2S program
2. Base this share 50 percent on population within the subregion and 50 percent on k-12 enrollment
3. Ask the RTPCs to recommend projects or programs that can meet the Caltrans and MTC requirements and that are either:
 - a. A stand-alone program or project, or
 - b. An already federalized project that can exchange some or all of its local funds with other SR2S projects for the CMAQ funds
4. Set a minimum request for SR2S funds of \$250,000 (the minimum program or project size would be \$282,500)
5. Set aside funds, if needed, from the SR2S Master Plan contract to help oversee and support programs or projects funded through MTC's SR2S program (although those funds may not be used as the required match)

EXHIBIT A

STATE-LEGISLATED SAFE ROUTES TO SCHOOL (SR2S) PROGRAM

APPLICATION (8TH CYCLE)

Please read the Safe Routes to School Program Guidelines available on the SR2S website and pay special attention to Section 7 - Application Form Instructions - while preparing this application. An incomplete or altered application format will be disqualified from further review. The entire application package, including attachments, shall not exceed 30 pages.

This page must be the first page of the application. Applications must be stapled in the upper left hand corner. Applications bound by any other means will not be accepted, e.g. binders, protective covers, spiral threading, etc. A transmittal letter, if submitted, should be attached to the application with a removable binder clip.

I. APPLICATION INFORMATION

Applicant (Agency): Brentwood **Caltrans District:** 4
Address: 708 Third Street
City: Brentwood **County:** Contra Costa **Zip:** 94513
Contact Person: Steve Kersevan
Phone: (925) 516-5316 **Ext:** **E-Mail:** skersevan@ci.brentwood.ca.us
Metropolitan Planning Organization (MPO): MTC

II. PROJECT INFORMATION

School Names(s): Heritage High School and Adams Middle School
School District(s): Liberty Union and Brentwood Union
Amount of SR2S funds requested: \$297,240.00

Project Description: Provide a brief description of the proposed project improvements i.e. Construction of new sidewalks, curb ramps, and crosswalks; installation of bicycle racks and lockers in Jonesville Middle School.

Project would construct a new traffic signal on American Avenue at the main parking lot entrance for Heritage High School

Project Location: Provide a brief description of the general location(s) of the proposed project i.e. The intersection of First Street and Second Street in the City of Jonesville.
American Avenue at Heritage High School parking lot entrance

State Legislative District of project location:

Senate District: 5 **Assembly District:** 15

No more than 3 applications may be submitted by a single agency. Total number of project applications being submitted: 2

If more than one application is being submitted, what is the priority of this application? 2

Improvement categories included in the proposed project: (check all that apply)

- Pedestrian Facilities
- Bicycle Facilities
- Traffic Control Devices
- Traffic Calming and Speed Reduction
- Public Outreach and Education
- Other (describe) _____

III. PROJECT COST ESTIMATE

	SR2S Funds	Local Funds	Other Funds	Total Cost
Preliminary Engineering				
Environmental		1000		1000
PS&E	10000	10000		20000
Right of Way				
Engineering				\$0.00
Appraisals, Acquisitions & Utilities				\$0.00
Construction				
Construction Engineering		23020		23020
Construction ⁽¹⁾	230200			230200
Public Outreach & Education⁽²⁾				
Includes education, enforcement, and encouragement activities.				\$0.00
Subtotal	240200	34020	\$0.00	\$274220
Contingency⁽³⁾	23020			23020
Total Project Cost⁽⁴⁾	263220	34020	\$0.00	297240

(1) For construction cost, provide a detailed Engineer's Estimate (use form provided on SR2S web site).

(2) Public Outreach & Education "Total Cost" may not exceed 10% of the Construction "Total Cost".

(3) Contingency "Total Cost" may not exceed 10% of the "Subtotal".

(4) SR2S funds may not exceed 90% of "Total Cost" or \$900,000.

In some cases, the review committee may recommend that a project be funded providing certain components are removed from the project scope. Will the applicant proceed with the construction of the project if its scope and cost are reduced? Y N X

IV. PROJECT SCHEDULE

Estimated dates of completion for the major milestones shown below assuming the project is approved for funding (three months after the application due date):

Request Allocation to Proceed with PE:	<u>8/09</u>
Complete Environmental Document:	<u>10/09</u>
Request Allocation to Proceed with Right of Way:	<u>N/A</u>
Obtain Right of Way Clearance:	<u>N/A</u>
Request Allocation to Proceed with Construction:	<u>12/09</u>
Award Construction Contract:	<u>4/10</u>
Complete Construction:	<u>8/10</u>

V. EVALUATION CRITERIA

The applicant's responses to the following seven weighted questions will be used to evaluate the proposed project. Scores from applicant responses to those weighted questions will be totaled to yield the final score. Maximum score: 50.

The scoring rubrics accompanying the questions below are intended to help the applicant better understand the depth and scope of information being sought and to help the reviewer strive for consistency when evaluating applicant responses. Applicants should feel free to expand their responses to include additional information not specifically asked but relevant to the project.

1. *Demonstrated need.* Describe the reasons you are applying for SR2S funds. Describe the risks facing students who walk or bike to school. (10 pts.)

The intersection in question is currently controlled by a three way STOP. In order to provide safe passage for pedestrians the school district is currently funding a crossing guard to cross middle school and high school students across the opening to the parking lot. The access to the parking lot is a dual right turn lane and similarly the egress is a dual left turn lane. American Avenue has a rather heavy pedestrian movement serving both schools.

Scoring Rubrics:

- Applicant provides a clear, detailed description of all the safety risks currently being encountered, along with a description of the surrounding environment. Cites recent injuries and fatalities among students who walk/bicycle to school along certain routes along with documentation. Explains methodology used to support claim. Documentation may include data related to crash circumstances i.e. vehicular speeds, roadway features, neighborhood characteristics, etc. Data collection methodology may include CHP reports, surveys, audits, observational accounts, etc. Links the risks to the injuries/fatalities. (8-10 pts.)

- Applicant provides a brief description of all the safety risks currently being encountered, and the surrounding environment. Cites strong potential for injuries/fatalities occurring if safety risks are not addressed as evidenced primarily by anecdotal accounts. Applicant provides a general explanation of methodology used to support claims. (5-7 pts.)
- Applicant provides a vague description of the safety risks currently being encountered and the surrounding environment. No recent incidences of injuries/fatalities cited. (2-4 pts.)
- Applicant provides little to no information regarding safety risks currently being encountered. No apparent history of injuries/fatalities cited. (0-1 pt.)

2. *Proposed solution for reducing child injuries/fatalities along current and proposed routes.*

Provide a detailed description of the safety problem(s) and proposed solution for reducing injuries/fatalities. Describe project scope and the locations targeted for improvement. Expand upon the descriptions provided on the first page of the application. Reference your exhibits or attachments in this section. (5 pts.)

The construction of a traffic signal would provide for a separate pedestrian movement across the parking lot access while controlling right and left turning vehicles. The signal would also relieve the school district from the cost of a crossing guard. The signal would be designed to control right turning vehicles by way of a right turn arrow and not allow right turns on the red phase.

Scoring Rubrics:

- Applicant provides clear, detailed description of the existing and proposed roadway conditions i.e. intersection geometrics, presence of curves, sight-distance issues at crosswalks, lane and shoulder width, vehicle speeds, lighting, etc. Clearly describes how the proposed solution will reduce injuries/fatalities. Demonstrates an integrated approach to addressing the safety hazards. Fully describes project's scope, location, and its proximity to the school(s). Location description should be very specific i.e. "Sidewalk construction is located along a major arterial between First Street and Second Street." May include other relevant information i.e. neighborhood demographics, geographic characteristics, etc. (4-5 pts.)
- Applicant provides a general description of the above, and how the safety hazards will be addressed, in reducing injuries/fatalities. Applicant provides a general description of the project's scope, location, and proximity to the school(s). (2-3 pts.)
- Applicant provides a vague description of the above, and how safety hazards will be addressed in reducing injuries/fatalities. Applicant provides little to no description of project's scope, location, and proximity to the school(s). (0-1 pt.)

3. *Degree of collaboration/partnerships.* Describe your approach in developing the project. (10 pts.)

The City of Brentwood has worked closely with both the Brentwood Union and Liberty Union School Districts at designing and funding

various projects along the American Avenue corridor to improve pedestrian and bicycle movements.

Scoring Rubrics:

- Applicant provides a clear, detailed description of the process followed in identifying the safety risks and the agencies/organizations that participated in the development of the project. Provides strong evidence that the applicant made a concerted effort to reach out to stakeholders and collaborate with others in arriving at the best solution i.e. engineers, bicycle/pedestrian advocates, school officials, parents, etc. Provides evidence that a full range of alternatives were considered and provides a rationale for the preferred alternative. (8-10 pts.)
 - Applicant provides a general description of the process followed in identifying the safety risks and participants in that process. Provides some evidence that the applicant made an effort to collaborate. Cites that some alternatives were considered and rationale for the preferred alternative. (5-7 pts.)
 - Applicant provides a brief description of the process followed in identifying the safety risks and participants. Suggests that participants arrived at a single solution early, and that few alternatives if any, were considered. (2-4 pts.)
 - Applicant provides vague description of the process followed in identifying the safety risks. Suggests a non-inclusive process whereby the project was developed in a vacuum. (0-1 pt.)
4. ***Project sustainability.*** Describe any ongoing and/or planned Safe Routes to School program efforts specifically targeted towards education, encouragement, and enforcement activities. (5 pts.)

The City of Brentwood has received Office of Traffic Safety funds in the past to distribute bicycle helmets and promote pedestrian and bicycle safety at these two schools.

Scoring Rubrics:

- Applicant describes an integrated approach of incorporating non-infrastructure strategies in an infrastructure project i.e. walkability audit around a school(s), parent survey, PTA safety needs assessment, volunteer task force report, etc. Identifies strategies to keep the momentum going after project completion i.e. on-going Safe Routes to School Task Forces. Produces evidence of past efforts i.e. survey results, study reports, along with resulting outcome i.e. effectiveness, number of children reached, etc. Cites education/encouragement/enforcement efforts already underway to complement project or commits up to 10% of the construction funds for an education/encouragement/enforcement element. (4-5 pts.)
- Applicant few details regarding any non-infrastructure strategies, and how they will be incorporated into the project. (3-4 pts.)
- Applicant provides little to no information on non-infrastructure strategies. (0-1 pt.)

5. Potential for encouraging walking and bicycling. Describe how the proposed project would encourage more students to walk or bicycle to and from school more frequently. Provide an estimate for the increased number of children that would walk and bicycle on a daily basis due to the project. (10 pts.)

· Safer passage along American Avenue would relieve parents of some of the concerns they currently have when determining whether to allow their children to walk to school.

Scoring Rubrics:

- Applicant provides a clear, detailed strategy to encourage more students to walk/bicycle to school more often. Provides an estimated increase in the number or percentage of students within the target school(s) projected to walk/bicycle as a result of the project. Explains the methodology used to project increase i.e. comparable projects in comparable schools, past pilots or demonstration projects within the school(s), prior survey results, etc. Provides strong evidence that the project will be sustained after the project is completed. (8-10 pts.)
- Applicant provides a general strategy to encourage more students to walk/bicycle to school more often. Provides an estimated increase in the number or percentage of students within the target school(s) projected to walk/bicycle as a result of the project. However, applicant does not fully explain the methodology used to make projection. Does not suggest that the project will be sustained after project is completed. (5-7 pts.)
- Applicant provides a sketchy description of how the project will encourage more students to walk/bicycle to school more often. Provides an estimated increase in the number or percentage of students within the target school(s) projected to walk/bicycle as a result of the project. However, applicant provides a weak explanation of how the projected increase was determined. Does not address the issue of sustainability. (2-4 pts.)
- Applicant fails to describe how the project will encourage more students to walk/bicycle to school more often. Fails to provide an estimated increase in the number or percentage of students within the target school(s) projected to walk/bicycle as a result of the project. Does not address the issue of sustainability. (0-1 pt.)

6. Support from other agencies/organizations. Describe the degree of support from other agencies/organizations as evidenced by shared resources. If the proposed project integrates resources from other entities, identify the sources and how they will enhance the SR2S project i.e. provide additional funds/staffing for infrastructure improvements or in the development of education, enforcement and encouragement programs. (5 pts.)

The City of Brentwood along with the Brentwood Police Department, Liberty Union High School District, Brentwood Union School District, parents and students formed a task force to discuss various options to help relieve congestion along American Avenue as well improve safety for bicyclists and pedestrians. As a result a new 10 foot wide pedestrian/bicycle pathway was constructed. The funding for this pathway was shared between the City and both school districts. The Task Force also recommended a traffic signal on American Avenue at the

High School parking lot entrance/exit. Due to the cost it was agreed that grant funding would be pursued in order to construct the signal.

Scoring Rubrics:

- Applicant cites other resources that are available to complement or expand current or future infrastructure or non-infrastructure projects. Provides a detailed description of partnerships with other agencies/organizations, and cites specific examples of coordination i.e. joint funding, shared volunteer efforts, in-kind services, etc. Applicant cites that the project is consistent with a shared community vision as evidenced in planning documents i.e. community's general plan, safety plan, circulation plan. Explains how the project will advance that vision as the first of other planned efforts or as a continuation of efforts already underway. (4-5 pts.)
- Applicant cites few resources if any, that are available to augment SR2S funds to complement or expand current or future infrastructure or non-infrastructure projects. Provides a general description of partnerships with other agencies/organizations, but does not cite specific examples. Applicant may cite that the project is consistent with a community vision; may explain how the project will advance that vision. (3-5 pts.)
- Applicant does not cite other resources available to augment SR2S funds. Project appears to be funded solely by SR2S funds. Does not appear to involve partnerships with other agencies/organizations. Applicant fails to link project to community vision. (0-2 pts.)

7. ***Deliverability.*** Describe the agency's past implementation performance and whether there are any "red flags" regarding this project. Describe any issues or concerns that may impact the delivery of the project. (5 pts.)

There are no right of way issues to deal with and the project would be constructed during the summer or winter break in order to avoid conflicts with school related commuting.

Scoring Rubrics:

- Applicant states that there are no issues or concerns that would delay submittal of the Request for Allocation to Proceed within six months i.e. no environmental, right-of-way, utility, Americans with Disabilities Act (ADA) issues. Applicant does not have projects which have sat unobligated for over two years; are stalled as "inactive"; have not come in for Preliminary Engineering in over ten years; or are on Cooperative Work Agreement (CWA) status. (5 pts.)
- Applicant states that some of the issues or concerns noted above may cause a delay in submitting the Request for Allocation to Proceed within six months. (3-4 pts.)
- Applicant has a history of losing funds due to inactivity. States that several of the issues or concerns noted above may cause a delay in submitting the Request for Allocation to Proceed within six months. (0-2 pts.)

The following attachments are required:

-
- A. A general map showing the location of all proposed improvements and their proximity to the school and school routes.
 - B. A site plan for each improvement location showing existing and proposed conditions.
 - C. Detailed Engineer's Estimate (Use form provided on SR2S web site)
 - D. Letters of support from project partners and advocacy groups.
 - E. Applicable 'warrants' for projects with traffic control devices.

Photographs supplementing "A" and "B" above are highly recommended.

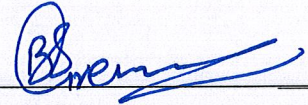
VI. APPLICATION SIGNATURES

The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Local Agency Official

Name: Bailey Grewal

Signature: _____




Title: City Engineer

School Official

Name: Dan Smith

Signature: _____



Title: LUHSD Superintendent

Person to Contact for Questions

Name: Steve Kersevan

Title: Engineering Manager - Traffic

Phone Number: (925) 516-5316

Email: skersevan@ci.brentwood.ca.us

California Highway Patrol Approval

If the SR2S project application proposes improvements on a freeway, state highway, or county road having California Highway Patrol (CHP) enforcement authority, a CHP Officer must approve of the project.

California Highway Patrol Approval: _____

(Signature)

(Print Signing Officer's Name and Title)

Local Law Enforcement Agency Approval

If the SR2S project application proposes improvements that do not require a CHP Officer's approval, it is recommended that the applicant either obtain a letter of support from the local law enforcement agency to show acknowledgement and support of the project or have a local law enforcement representative sign below:

(Signature)

Chief of Police - Mark Evenson

(Print Signing Officer's Name and Title)



Liberty Union High School District

20 Oak Street

Brentwood, CA 94513

Phone: (925) 634-2166 Fax (925) 634-1687

Daniel M. Smith, Superintendent

Caltrans Safe Routes to School Program

Sylvia Fung, Director Caltrans Office of Local Assistance-District 4

111 Grand Avenue Oakland, CA 94612

April 3, 2009

To Whom It May Concern:

Liberty Union High School District enthusiastically supports the City of Brentwood's application to the Caltrans Safe Routes to School Program to install a traffic signal on American Avenue. This traffic signal will serve over 2,000 students and 160 faculty and staff at Heritage High School and hundreds more at Brentwood School District's Adams Middle School.

Two of the members of the District's Governing Board, President Steve Barr, and Board member Holly Hartman, participated on the Brentwood City's American Avenue Task Force which served as a catalyst for this Caltrans Safe Routes to School application. Our District's Director of Project Development, Wayne Reeves, and I served as liaisons for this "blue ribbon" task force which included elected officials, parents, students, and district staff members.

One of the outcomes from the Task force was the recommendation that the installation of a traffic signal on American Avenue would significantly reduce the dangers for students, parents, and community members. Currently there are daily safety concerns for the many pedestrians, bicyclists, and automobile drivers who travel on the congested American Avenue.

The traffic signal will also assist traffic control efforts to reduce congestion by directing parents, students, faculty and staff during peak traffic hours at Heritage High School and Adams Middle School. By enhancing the safety of the streets, crosswalks, sidewalks, and road crossings, there is also greater likelihood that students and families will make the healthy decision to walk and ride a bike to school.

Liberty Union High School District has a successful history of partnership with the City of Brentwood. We have been able to accomplish a number of significant joint-use ventures that have proven to be beneficial for students and for the entire community. Examples include: two new gymnasiums, Olympic size swimming pool, all-weather track, artificial turf, parking facilities, and collaboration on the planning and construction of a new comprehensive high school. We look forward to continuing to work with the City of Brentwood to improve the safety of our students and community.

Sincerely,

Dan Smith

Superintendent Liberty Union High School District

**Detailed Engineer's Estimate
For Construction Items Only**

Agency: City of Brentwood

Project Name: American Avenue Traffic Signal

Project Location: American Avenue

Date of Estimate:

April 2, 2009

Prepared by: Steve Kersevan

Item No.	Description	Quantity	Units	Unit Cost	Total
1	Signal Pole Type 1B	3	EA	\$4,500.00	\$13,500
2	Signal Pole Type 18-3-129	3	EA	\$25,000.00	\$75,000
3	Signal Heads	9	EA	\$3,500.00	\$31,500
4	Pedestrian Heads	2	EA	\$1,250.00	\$2,500
5	Pedestrian Push Button Assembly	2	EA	\$850.00	\$1,700
6	Controller Cabinet Type P	1	EA	\$22,500.00	\$22,500
7	Video Detection	1	LS	\$24,000.00	\$24,000
8	Signal Interconnect	1200	LF	\$5.00	\$6,000
9	Naztec TS2 controller	1	EA	\$7,500.00	\$7,500
10	Battery Back Up System	1	EA	\$10,000.00	\$10,000
11	Traffic Control	1	LS	\$2,500.00	\$2,500
12	Mobilization	1	LS	\$12,000.00	\$12,000
13	Clearing and Grubbing	1	LS	\$3,000.00	\$3,000
14	Striping	1	LS	\$2,500.00	\$2,500
15	Miscellaneous concrete work	1	LS	\$16,000.00	\$16,000
16					
17					
18					
19					
20					

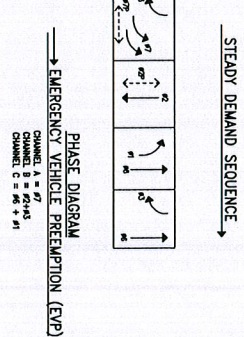
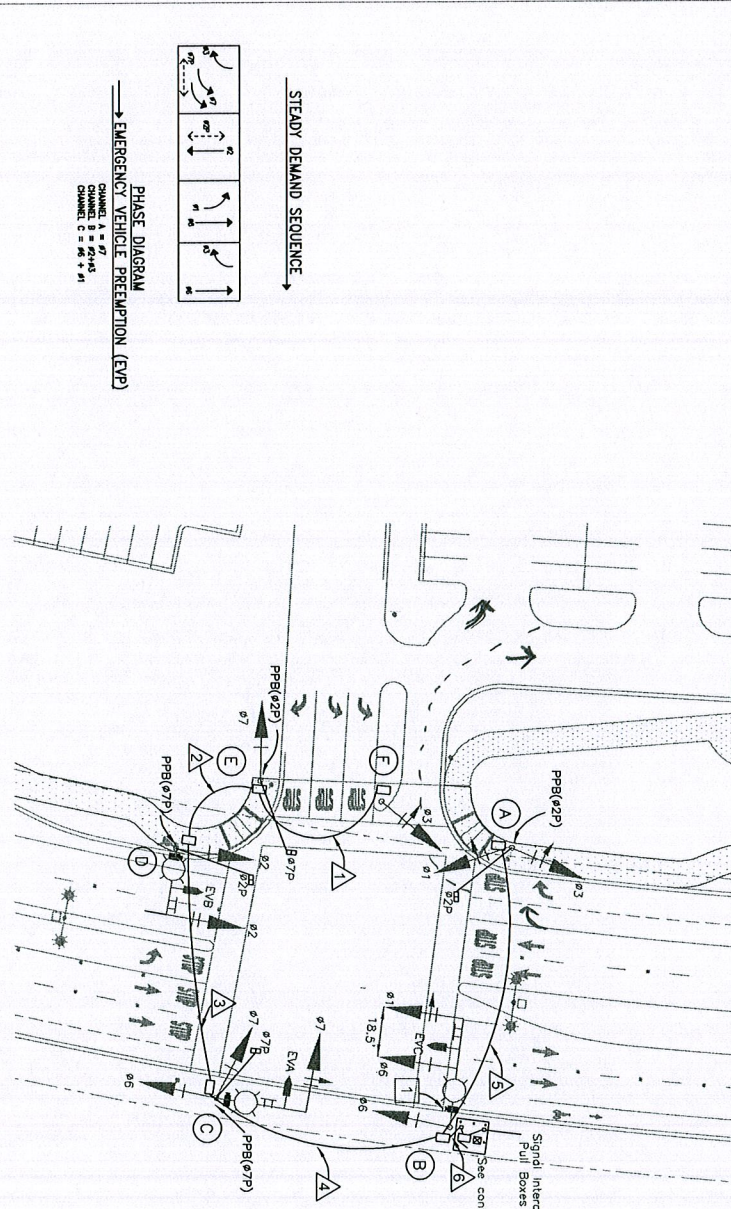
TOTAL: \$230,200



American Avenue at Heritage High School Parking Lot

DRAFT

- GENERAL NOTES**
- WORK ON THESE PLANS SHALL BE PERFORMED IN CONFORMANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS AND STANDARD PLANS, THE LATEST EDITIONS OF SIGN SPECIFICATIONS SHEETS AND TRAFFIC MANUALS, THE LATEST EDITIONS OF SIGN SPECIFICATIONS SHEETS AND TRAFFIC MANUALS, THE LATEST EDITIONS OF SIGN SPECIFICATIONS SHEETS AND TRAFFIC MANUALS, THE LATEST EDITIONS OF SIGN SPECIFICATIONS SHEETS AND TRAFFIC MANUALS.
 - CONDUIT IN PARALLEL SHALL BE INSTALLED BEFORE THE FINAL LAYER OF PAVEMENT IS INSTALLED. OTHERS AND CONDUIT SHALL BE INSTALLED AT MINIMUM DEPTH OF 36 INCHES BELOW GRADE USING BURNING METHOD.
 - ALL CONDUIT SHALL BE RIGID NON-METALLIC, PVC SCHEDULE 40.
 - ALL PULL BOXES SHALL BE NO. 5, UNLESS OTHERWISE NOTED.
 - THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.
 - WORK ON THESE PLANS SHALL BE PERFORMED IN CONFORMANCE WITH THE CITY OF BENTWOOD'S DESIGN AND CONSTRUCTION STANDARDS AND THE SPECIAL PROVISIONS.
 - THE CONTRACTOR SHALL LAY OUT THE TRAFFIC SIGNAL POLE LOCATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE NECESSARY PERMITS AND REVIEW OF THE LAYOUT AND FOR APPROVAL FROM THE TRAFFIC ENGINEER.
 - ALL CONDUITS AND THEIR TERMINATIONS SHALL BE CLEARLY MARKED.
 - THE CONTRACTOR SHALL PROVIDE THE CITY TRAFFIC ENGINEER A TRAFFIC CONTROL PLAN FOR APPROVAL TWO (2) WEEKS PRIOR TO THE START OF WORK.
 - WORK ON THESE PLANS SHALL BE LIMITED FROM 8:00 A.M. TO 3:30 P.M. MONDAY THROUGH FRIDAY. ALL OTHER WORK SHALL BE LIMITED FROM 8:00 A.M. TO 3:00 P.M. MONDAY THROUGH FRIDAY.



- PROJECT NOTES**
1. SERVICE CONDUIT IN JOHN TRENK.
 2. SHAPE LOC (FOR DRIVE 21A) IS CIRCLED IN PULL BOX WITH 6" SLACK.
 3. ALL SIGNAL HEADS (110) 12" HAT BACK PLATES.
 4. THE CONTRACTOR SHALL CONNECT THE EMERGENCY VEHICLE CONNECTION TO THE CONTROLLER AND ALL NECESSARY CONDUIT FOR PROPER CONNECTION.
 5. FORMER & INSTALL VIDEO DETECTION CAMERA ON LUMINAIRE AS REQUIRED FOR SCHEDULED OPERATION.
 6. CONTRACTOR SHALL PURCHASE AND INSTALL VIDEO DETECTION SYSTEM HARDWARE AS REQUIRED FOR SCHEDULED OPERATION.

ENGINEERING DEPARTMENT
CITY OF BENTWOOD

CIP 236-XXXX

TRAFFIC SIGNAL

AMERICAN AVENUE / PARKING LOT

BENTWOOD

NO.	DESCRIPTION	DATE	BY
1	REVISION		

CALIFORNIA

SEAL NO. 7

DCABRT

DATE: 10/26/2023
TIME: 10:26:00 AM

1-800-462-7444
408-263-2255

WASHINGTON STREET, 2ND FLOOR, BENTWOOD, OR 97107