

Jim Frazier
Chair
Oakley
City Council

Salvatore Evola
Vice-Chair
Pittsburg
City Council

Brian Kalinowski
Antioch
City Council

Robert Taylor
Brentwood
City Council

Mary N. Piepho
Contra Costa County
Board of Supervisors

Gil Azevedo
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Vacant
Representing the
Contra Costa County
Board of Supervisors

Duane Steele
Contra Costa
Planning Commission

Kevin Romick
Oakley
Planning Commission

Bruce Ohlson
Pittsburg
Planning Commission

Staff Contact:
John Cunningham
TRANSPLAN
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Martinez CA 94553
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john.cunningham@
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TRANSPLAN Committee Meeting

Thursday, May 10, 2012 – 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 925-674-7830 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 12, 2012 TRANSPLAN Meeting. ♦ PAGE 2**
- 4. Accept Correspondence. ♦ PAGE 12**
- 5. Accept Status Report on Major Projects ♦ PAGE 22**
- 6. Calendar of Events ♦ PAGE 29**

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

7. Authorize the TRANSPLAN Chair to sign a letter to the Bay Area Air Quality Management District re: funding utility. During a 511 Contra Costa report at the Committees April meeting staff was directed to draft a letter to the BAAQMD addressing the flexibility of funding. Staff will distribute a draft letter at the meeting.

8. Review TRANSPLAN Administrative Procedures and Take Action As Appropriate: The 2011/12 TRANSPLAN Work Program includes: "Work with the TAC, legal counsel and the TRANSPLAN Committee to establish procedures for administering Measure J/Growth Management compliance issues that come before TRANSPLAN". ♦ PAGE 30

9. Draft 2012/13 Work Program and Budget: Review draft, make revisions and take action as appropriate. ♦ PAGE 32

10. Receive Update on Water Emergency Transportation Authority (WETA) and take action as appropriate:

The TRANSPLAN Chair and TRANSPLAN Staff will report on activities related to recent discussions at TRANSPLAN on the development of ferry service in Contra Costa County.

Closed Session Items

11. CONFERENCE WITH LEGAL COUNSEL -- EXISTING LITIGATION (Govt. Code Sect. 54956.9(a))

Case Name: TRANSPLAN & ECCRFFA v. City of Pittsburg; Contra Costa County Superior Court Case No. MSN11-0395

End of Closed Session Items

12: Adjourn to next meeting on Thursday, June 14, 2012 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
ADOPT MINUTES FROM Apr 2012 MEETING

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

MINUTES

April 12, 2012

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

ROLL CALL

PRESENT: Nancy Parent, Alternate for Salvatore Evola (Pittsburg), Larry Wirik, Alternate for Bruce Ohlson (Pittsburg), Mary N. Piepho (Contra Costa County Board of Supervisors), Kevin Romick (Oakley), Duane Steele (Contra Costa County Planning Commission), Robert Taylor (Brentwood), Joe Weber (Brentwood), and Chair Jim Frazier (Oakley)

ABSENT: Gil Azevedo (Antioch), and Brian Kalinowski (Antioch)

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

PUBLIC COMMENT FOR ITEMS NOT LISTED ON THE AGENDA

There were no comments from the public.

CONSENT ITEMS

Chair Frazier removed Item 5 from Consent.

On motion by Mary Piepho, seconded by Kevin Romick, TRANSPLAN Committee members unanimously adopted the Consent Calendar, as follows, with abstentions from Nancy Parent and Larry Wirik on Item 3 only.

3. Adopted Minutes from March 8, 2012 TRANSPLAN meeting.
4. Accepted Correspondence.
5. Accept Status Report on Major Projects **[REMOVED FOR DISCUSSION]**

ACCEPT STATUS REPORT ON MAJOR PROJECTS

The Item was continued to *Receive Update on East Contra Costa County Measure J Projects* on the agenda to allow a more detailed update on specific projects.

RECEIVE 511 CONTRA COSTA ACTIVITY REPORTS

John Cunningham, TRANSPLAN staff, advised that 511 Contra Costa conducted transportation demand management (TDM) activities for TRANSPLAN/TRANSPAC, and would provide a report on Safe Routes to School funds, particularly on funds granted six months ago to projects in the City of Brentwood with the remainder to 511 Contra Costa.

Lynn Overcashier, Program Manager of 511 Contra Costa, introduced the 511 Contra Costa staff in the audience including the new Safe Routes to School Supervisor, and presented an overview of the program with respect to Measure J and Transportation Fund for Clean Air (TFCA) funds. She reported on the electric plug-in vehicle charging stations at County locations and those in the cities of Pittsburg and Pleasant Hill which were made available to other jurisdictions as well at request, and explained that the demand for additional stations was increasing. She noted that TFCA funds through the Bay Area Air Quality Management District (BAAQMD) could not currently be used for electric charging station infrastructure so Measure J funds were currently being used. 511 Contra Costa also implemented the Countywide Carpool and Countywide Incentive Programs, the largest of which was the SchoolPool Program. She also reported, when asked, that 3,000 passes for the SchoolPool Program were provided each year; one pass per student, the equivalent of two weeks worth of free passes that had no time limit, and all had been used.

With respect to the Safe Routes to School Program, Ms. Overcashier explained that funding had been approved last year, environmental clearance from Caltrans had been received, and the process was being pursued. She distributed a handout for the pilot Middle School Bicycle/Pedestrian Safety Program and reported that such favorable input had been received from those participating that it was the basis for the development of the elementary, middle, and high school ongoing programs. Since the middle of February, meetings had been held or were ongoing with school superintendents who all wanted some level of customization of the program. The middle school program consisted primarily of assemblies teaching the rules of the road with respect to pedestrian and bike safety. The Street Smarts name was being utilized as the brand along with the universal logo. A Request for Proposal (RFP) was now being developed for a website so that County School Administrators and parents could be apprised of ongoing programs.

In response to the Chair, Ms. Overcashier advised that some funds would be used to develop a website page to offer additional information and that Twitter was used and the standard media picked up on that.

Ms. Overcashier stated that 511 was making the most of the Safe Routes to School funding where infrastructure needs could be addressed. The high school element would not begin for another 18 months and a video would be developed to train students the rules of the road, to be distributed within the high schools and to other high schools over a period of six semesters to focus the efforts. 511 Contra Costa was now determining how to allocate the resources and potentially use part-time staff to help in that regard.

Chair Frazier requested that a draft letter to the BAAQMD be brought back to the Board to lift constraints from 511 so that the correct funding sources could be used.

Mr. Cunningham stated that he would work with 511 Contra Costa staff and submit a letter to the Board next month for consideration.

EAST BAY REGIONAL PARK DISTRICT REQUEST FOR APPROVAL OF MEASURE J: PEDESTRIAN, BICYCLE AND TRAIL FACILITIES FUNDING

Mr. Cunningham explained that the East Bay Regional Park District (EBRPD) received less than one half of one percent of Measure J funds under the Pedestrians, Bicycle and Trails Program, and in order to spend the funds the projects needed to be approved by the Regional Transportation Planning Committee (RTPC). He reported that Mr. Townsend had met with the TRANSPLAN Technical Advisory Committee (TAC), had identified the proposal for how to spend the funds for East County, and the TAC had approved that request.

Jim Townsend, Trails Development Program Manager for EBRPD, affirmed that Measure J had allocated 1.5 percent of its receipts to pedestrian programs and of that amount one third was allocated to the EBRPD for new construction and rehabilitation of the regional trail. The measure required a demonstration of effort and required that the spending plan for the funds be approved by the RTPC for the Contra Costa Transportation Authority (CCTA). The funding would come as part of the pay-as-you-go program for Measure J and the CCTA had calculated that over the next three fiscal years approximately \$2 million would be available to the EBRPD. In order to take advantage of the economy of scale, the EBRPD had worked with the CCTA to come up with a strategy to allocate a quarter of next year's funds to one RTPC to be able to do enough projects within that area to make a difference. This year the money would be spent in East Contra Costa County, and four specific projects had been identified; Delta DeAnza Trail-Willow Pass Road, Delta DeAnza Trail-James Donlon Boulevard to Lone Tree Way, Delta DeAnza Trail-Somersville to Gentrytown, and Marsh Creek Trail-Brentwood Boulevard to Sand Creek Road.

Mary Piepho noted that the EBRPD had been instrumental in the development of the East County Master Plan and she verified with Mr. Townsend that the projects were on that plan. It was also noted that some of the gaps would be filled in for the extension of the Big Break Trail.

Nancy Parent expressed her understanding that the EBRPD would meet with City of Pittsburg staff with respect to a portion of the trail behind Los Medanos College.

Mr. Townsend added that the specific projects had considered the trail in the worst condition, and the EBRPD was very clear about geographic equity and worked to achieve that.

In response to Bob Taylor with respect to the \$183,000 cost for the Brentwood project, Mr. Townsend explained that the EBRPD planned to complete many of the projects in-house which would allow projects to be completed at a significantly lower cost, and if there were remaining funds from the projects those funds would be used to do additional work in East County.

Chair Frazier noted that he had met with Mr. Townsend this date to discuss the Oakley portion of the trail.

When asked, Mr. Townsend explained with respect to Round Valley that the EBRPD had to get through Cowell Ranch and across Marsh Creek Road, and had been able to include language for Round Valley to allow work with local partners to hopefully be able to move forward with some planning on Round Valley in the near future.

On motion by Bob Taylor, seconded by Mary Piepho, TRANSPLAN Committee members unanimously approved the East Bay Regional Park District's request for Measure J expenditures in East County under the Pedestrian, Bicycle and Trail Facilities Program in Measure J.

RECEIVE REPORT ON WATER EMERGENCY TRANSPORTATION AUTHORITY

Mr. Cunningham referred to the handouts and the draft letter to the Water Emergency Transportation Authority (WETA) that responded to the direction provided by the TRANSPLAN Committee at its last meeting, copies of which had also been provided to the public. When asked by the Chair, he read the draft letter into the record at this time and described other related activities in that the County Board of Supervisors on May 8 would hear a recommendation from the Transportation Subcommittee of the Board to allow the Board to take a position of support and seek amendment of Assembly Bill 2433 to request that some measure of geographic representation be included.

At that May 8 meeting, the Board of Supervisors would also hear a recommendation that the CCTA get involved to encourage and guide rapid ferry service to Eastern Contra Costa County. Mr. Cunningham added that TRANSPAC might also want to be involved in the development of the joint committee which was the subject of the letter in that the City of Martinez also had an interest in the committee.

Mary Piepho explained that the legislative committee of the Board of Supervisors, which had approved the position, would request support from the full Board. She suggested that the proposal was broader than she had originally envisioned but requested that the letter also be copied to Supervisor Glover who had indicated at a recent meeting his interest in learning more about WETA and its impact on the water ferry.

Mr. Cunningham stated that he would provide minutes of the meetings when WETA had been discussed to Supervisor Glover. He also explained that staff had gone back and forth on the intent of the letter but would modify the letter at the direction of the TRANSPLAN Committee.

Bob Taylor suggested that the agencies across the Bay that already had ferry service should also receive the letter, not necessarily to get them involved, but to keep them apprised of the discussions given the collective interest.

Chair Frazier wanted to send the letter to identify the TRANSPLAN Committee's interest and intent and noted that if there was more strength in numbers from other jurisdictions there might be strength with parallel support. The first intent was to get the message out. He asked what, if anything, Measure J included for public transit that could be used for the WETA process and asked if anything could be done to start a line item for Measure J.

Ross Chittenden, Deputy Executive Director, Projects, CCTA, stated that he would have to look at that. There was a line item for West County although he was not aware of something for East County.

Kevin Romick supported something more focused on East County although he agreed there might be opportunities to leapfrog to other communities as part of the process. He did not want to get into a process that might create problems with local advocates.

Mary Piepho asked about any funding associated with West County planning whether that would provide fluidity with a committee environment. She suggested there might be a West County representative or an East County representative and some capital available to assist in that regard.

On motion by Mary Piepho, seconded by Joe Weber, TRANSPLAN Committee members unanimously approved the letter to the San Francisco Bay Area Water Emergency Transportation Authority, as drafted and as amended with a copy to Supervisor Federal Glover

RECEIVE UPDATE ON EAST CONTRA COSTA COUNTY MEASURE J PROJECTS

The item removed from Consent for *Accept Status Report on Major Projects* was included with the discussion of the update on East Contra Costa County Measure J projects.

Mr. Chittenden offered a narrative overview of East County's Measure J projects and explained that the CCTA was initiating a process to improve the report to offer a better view of schedule, budget, and status. He referred to handouts distributed to the Committee to identify East County's Measure J projects and to provide an update and the status of project funding identifying the major commitments for SR4 Widening-Loveridge to Somersville, SR4 Widening-Somersville to SR160, and eBART, and new funding and potential new funding for SR4 Widening/Sand Creek Interchange, and SR4/SR160 Connector Ramps projects. He identified the funding available and possible, the project status, and explained that any contingency left over would be returned to TRANSPLAN for use in other projects

Mr. Chittenden referred to the letter to the California Transportation Commission (CTC) from the CCTA requesting funding from Corridor Mobility Improvement Account (CMIA) savings for ready-to-go projects in Contra Costa County and referred to a "5 for 1" combination of projects that could utilize that funding with SR-4 East Widening-Segment 3B; Vasco Road Safety Improvements-Phase 2; I-680/SR4 Interchange-Phase 3; I-80 San Pablo Dam Road Interchange; and I-680 Auxiliary Lanes: Sycamore Valley Road to Crow Canyon Road. He spoke to the Metropolitan Transportation Commission's (MTC's) interest in the Pittsburg Railroad Avenue BART Station and suggested there could be a "6 for 1" combination of projects. He added that there might be some flexibility in funding already current to exchange with some of the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) cash flow to address near term needs such as landscaping.

Mary Piepho verified with respect to the State Route 4-Loveridge to Somersville Road project that any remaining funds would be utilized by the TRANSPLAN Committee and if there was any cost savings on the eBART project the TRANSPLAN Committee might be able to utilize those funds for the SR160 Connector project.

Mr. Chittenden could not answer for BART but explained that whatever was left over elsewhere would be money controlled by East County.

Nancy Parent noted that BART ridership was key, governed by the combination of federal grant requirements and MTC's expansion policy and smart growth; a combination of planning with General Plans and ridership to weigh in and determine what monies would be dedicated to the Pittsburg eBART Station now.

Chair Frazier thanked Mr. Chittenden for the comprehensive report and asked that a job count for projects be included in future updates.

On motion by Mary Piepho, seconded by Joe Weber, TRANSPLAN Committee members unanimously accepted the report.

RECEIVE REPORT ON STATE ROUTE 160 CONNECTOR PROJECT OPTIONS

Interim Program Manager Steve Kowalewski for the SR4 Bypass Authority and ECCRFFA explained that several options had been discussed at the last meeting to accommodate BART in the SR4/SR160 Connector Project, at which time the ECCRFFA Board of Directors had directed staff to talk to MTC about additional funding and to return with ECCRFFA revenue projections. He referred to the packet and distributed handouts noting the updated costs associated with each option. He explained that Option 1 included the bridge widening over the railroad corridor that would accommodate an interim alignment and future alignment once BART came in; there would be additional soundwall work with that section and some retaining walls. Option 2 would fully accommodate eBART, the bridge, and soundwalls at the ultimate location.

Mr. Kowalewski also referred to the ECCRFFA revenue projections and described them as a conservative economic outlook. He had gotten information from all the cities and had guesstimated revenues. He delineated the report and identified what had been included in the report for the various scenarios for the SR4/SR160 connector ramp Options 1 and 2, along with other projects and commitments for funds to provide an expenditure plan for upcoming years. He noted that the plan did not push out the completion of the commitments beyond 2016 or 2017. It would delay by one fiscal year some of the commitments for reimbursement, which totals might shift to one future fiscal year, the major impact the tables identified.

Mr. Kowalewski also presented a table to identify the costs to accommodate a future eBART project to show a baseline or no action project versus Option 1 or Option 2. He explained that if doing nothing to the interchange now, BART would have to pay an additional \$5.1 million to accommodate eBART in the median. Noting some "throw away" costs, he noted that there would be some life out of the improvements before the improvements were no longer necessary.

For Option 1, the construction cost would be the bridge widening of \$1.2 million which would reduce BART costs to \$3.9 million. For Option 2, the full ramp to accommodate BART would cost \$2.6 million now for construction costs and there would have to be more substantial provisions to the Project Report and additional design costs; using 50 percent construction management costs of \$3.3 million for that option.

Mr. Kowalewski explained that Caltrans would prefer some accommodation for eBART and Caltrans had indicated its support of Option 1 even though there would be some throw away costs with the ramp and the soundwall. Based on those options and conversations with Caltrans and the CCTA, he recommended Option 1 as a favorable compromise to set the stage for BART although it could impose a financial impact on the TRANSPLAN Committee in the future.

Mary Piepho thanked staff for the report, agreed in concept that something needed to be done, was frustrated with BART which would not pay for anything particularly since it was BART's responsibility for the project, and was frustrated that local jurisdictions had to pick up the slack to get the projects moving forward. She wanted to put pressure on BART, supported Option 1 to help move the item forward, and suggested that if there was any savings in the bids or the ultimate contingency in the final project that BART be required to commit to reimburse TRANSPLAN for the costs. She appreciated the recognition from Caltrans and suggested that the request would keep BART connected to the responsibility.

Bob Taylor also supported Option 1 as the best way to proceed and verified with Mr. Chittenden that if additional cash was needed it would be needed 16 to 18 months after the completion of the designs.

Chair Frazier suggested that the project could come in under the \$50 million for the project even with the added component. He expressed his hope to be able to capture savings in the long-term, suggested that Option 1 would help and not stop the process, and expressed dismay that the issue had arisen in the first place urging consultants and project managers to communicate more effectively to avoid similar problems in the future. He supported Option 1.

On motion by Mary Piepho, seconded by Bob Taylor, the TRANSPLAN Committee unanimously approved Option 1, which is estimated to add an additional cost of \$1.4 million to the project, and advised the ECCRFFA Board to work with the CCTA to formalize the change in scope, and to communicate in writing to BART that any cost savings from the bid process on eBART construction will be returned to the TRANSPLAN Committee to reimburse the costs, or absent that to reimburse from the contingency at the end of the project.

Nancy Parent recused herself from the closed session and left the dais and the meeting at this time.

Chair Frazier adjourned into closed session at 7:55 P.M.

CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (Government Code Section 54956.9(a))

Case Name: TRANSPLAN & ECCRFFA vs. City of Pittsburg; Contra Costa County Superior Court Case No. MSN11-0395

The meeting reconvened from closed session at 8:19 P.M. with nothing to report.

ADJOURNMENT

On motion by Bob Taylor, seconded by Mary Piepho and carried unanimously to adjourn the TRANSPLAN Committee meeting at 8:20 P.M., to May 10, 2012 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

Meeting Handouts:

- Addendum to Agenda Item #5: Accept Status Report on Major Projects Measure J Projects Update
- Letter Dated April 12, 2012 to the Chair of the SF Bay Area Water Emergency Transportation Authority (WETA) from Chair of the TRANSPLAN Committee
- Announcement from 511 Contra Costa Regarding Weeklong Middle School Bicycle/Pedestrian Safety Program – Event Highlights
- Announcement from Street Smarts, Diablo Region, a Traffic Safety Program, Superintendent Meetings
- For SR4/SR160 Phase II Connector Project: ECCRFFA - Revenue and Expenditure Plan
 - Fact Sheet
 - Costs to Accommodate Future eBART Project
 - ECCRFFA – Revenue and Expenditure Plan

ITEM 4

ACCEPT CORRESPONDENCE

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 30, 2012

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 12, 2012, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a report on 511 Contra Costa program activities from Lynn Overcashier, 511 Contra Costa Program Manager.
2. Approved TAC's draft Line 20a Call for Project Application package in the amount of \$288,000.
3. Approved contracts for Barbara Neustadter for TRANSPAC staff services and 511 Contra Costa Oversight for fiscal years 2012-2014.
4. Approved the 2012-2013 TRANSPAC Budget.
5. Received information regarding the 2010-2011 Conditions of Compliance Report.
6. Received reports on CCTA activities from TRANSPAC's CCTA representatives.
7. Received a report on SB 375/SCS from CCTA representative, Matt Kelly.

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, Brad Beck, CCTA
Christina Atienza, WCCTAC
Janet Abelson, WCCTAC Chair
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
June Catalano, City of Pleasant Hill

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

April 12, 2012

Charlene Haught Johnson, Chair
San Francisco Bay Area Water Emergency Transportation Authority
Pier 9, Suite 111, The Embarcadero
San Francisco, CA 94111

Dear Chair Johnson:

The TRANSPLAN Board would like to thank you for having your staff attend our March 8, 2012 regular Board meeting. The presentation and resulting dialog was very informative and helpful in providing our Board with a better understanding of current and future WETA activities, the resources available to WETA, and the constraints WETA operates under.

As you may be aware, the TRANSPLAN Committee is comprised of the member cities of Antioch, Brentwood, Oakley, Pittsburg and the County of Contra Costa operating under a Joint Exercise of Powers agreement. TRANSPLAN is the primary transportation planning agency for eastern Contra Costa County. Among other activities, TRANSPLAN advises the Contra Costa Transportation Authority (CCTA) on Eastern Contra Costa priorities for transportation project development and funding. CCTA, in turn, oversees the expenditure of Contra Costa's one-half cent transportation related sales tax in addition to other congestion management related responsibilities.

Given the interest in the extension of ferry service to East County and the importance of the emergency services that are to be provided by WETA, TRANSPLAN is collectively and respectfully requesting that WETA join us in establishing a Committee that would enhance communication between our agencies. The ultimate goal of this Committee would be to jointly guide the development of rapid water transit service in eastern Contra Costa County. We believe that such a Committee would facilitate communication and collaboration, and would be particularly valuable given the broad geographic scope of the area under the purview of WETA.

Again, thank you for the efforts of your staff at our recent meeting and for your efforts to implement rapid ferry service and emergency response in the San Francisco Bay Area.

Please feel free to contact me or TRANSPLAN staff, John Cunningham, at 925-674-7833 or at john.cunningham@dcd.cccounty.us to if you have any questions or wish to discuss this request.

Sincerely,



Jim Frazier, Chair
TRANSPLAN Committee

Copy:

Mayor James D. Davis, City of Antioch
Mayor Robert Taylor, City of Brentwood
Mayor Kevin Romick, City of Oakley
Mayor Ben Johnson, City of Pittsburg

Mary N. Piepho, Chair – Contra Costa County Board of Supervisors
Federal D. Glover, District V – Contra Costa County Board of Supervisors
Don Tatzin, Chair, Contra Costa Transportation Authority
Nina Rannells, Executive Director, WETA

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SWAT

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

April 3, 2012

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

RE: SWAT Meeting Summary Report for April 2012

Dear Mr. Iwasaki:

At the **April 2, 2012** Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

Received a Presentation on the I-680 Corridor System Management Plan (CSMP)/Tools for Operation Planning (TOPL) Corridor Analysis Demonstration: Caltrans and Authority staff provided an introductory overview on the upcoming efforts related to the I-680 CSMP/TOPL. Staff members from Danville, San Ramon, and Lafayette will participate on the Corridor Analysis Technical Advisory Committee.

Approved a Recommendation for Measure J Transportation for Livable Communities (CC-TLC) Program Funding Allocations for Projects within the SWAT Subregion: The Committee took action to recommend funding allocations and programming for eight projects submitted from the SWAT subregion (attachment).

The next SWAT meeting is tentatively scheduled for Monday, May 7, 2012 at the Town of Moraga, Hacienda de las Flores, 2100 Donald Drive, Moraga. Please contact me at (925) 314-3384, or adillard@danville.ca.gov, if you should have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Dillard", is written over a horizontal line.

Andy Dillard
Town of Danville
SWAT Administrative Staff

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

DEPARTMENT OF REGISTRATION
AND DOCUMENTATION

2012 APR -5 A 11:15

CONTRA COSTA

2012 Contra Costa Transportation for Livable Communities Program
 SWAT Subregion Project Applications
Recommended Funding Allocations and Programming

SWAT Subregion Allocation: **\$3,582,445**

PROJECT	SPONSOR	LOCATION	RECOMMENDED COST-THIRD ALOCATION	RECOMMENDED PROGRAMMING			TOTAL
				FY 09-10	FY 10-11	FY 11-12	
Livable Moraga Road	Moraga	Moraga Road, Rheem Park Planning Area	\$335,000	—	—	—	\$335,000
Iron Horse Trail Corridor Improvements	San Ramon	Iron Horse Trail between Bollinger Canyon Road and San Ramon/Dublin Border	\$360,000	—	—	—	\$360,000
Orinda-Lafayette BART Wayfinding & Lighting Improvement Project	BART	Orinda & Lafayette BART Stations, City of Orinda	\$0	—	—	—	\$0
East End Ped/bike & Streetscape Improvements, Phase I	Lafayette	Mt. Diablo Boulevard, First Street to Brown Avenue	\$540,000	—	—	—	\$540,000
San Ramon Valley Iron Horse Trail Bicycle/Pedestrian Overcrossings	San Ramon	Iron Horse Trail between Bollinger Canyon Road and Iron Horse Trail at Crow Canyon Road	\$620,000	\$419,300	—	—	\$620,000
Downtown Danville Multimodal Access Improvements	Danville	Downtown Danville, along Hartz and Railroad Avenues north of San Ramon Valley Boulevard and south of Danville Boulevard	\$795,000	—	\$178,800	\$616,200	\$795,000
Stone Valley Road Bike Lane Gap Closure	Contra Costa County	Along Stone Valley Road from High Eagle Road to Winding Glen	\$680,000	—	—	—	\$680,000
Olympic Corridor Trail Connector Study**	Contra Costa County	Olympic Blvd. corridor from the intersection of the Lafayette-Moraga Trail, Olympic Blvd., and Reliez Station Road in the City of Lafayette to the Iron Horse Trail Corridor in the City of Walnut Creek	\$97,500 (represents 50% SWAT share)	—	—	—	\$97,500
San Ramon Valley Transit Access and Connectivity Study	San Ramon/ Danville		\$155,000 (\$77.5k San Ramon, \$77.5k Danville)	—	—	—	\$155,000
Subtotals			\$3,582,500	\$598,100	\$616,200		\$3,582,500

Project submitted for PBIF Program funding

**Project cost split 50/50 - resides within TRANSPAC and SWAT



SWAT

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

April 3, 2012

Mr. Brad Beck
 Contra Costa Transportation Authority
 2999 Oak Road, Suite 100
 Walnut Creek, CA 94597

RE: Contra Costa Transportation for Livable Communities (CC-TLC) Program Project Applications for the SWAT Subregion

DEPARTMENT OF CONSERVATION AND DEVELOPMENT
 2012 APR -5 A 11:05
 CONTRA COSTA

Dear Mr. Beck:

At their regular meeting of **April 2, 2012**, the Southwest Area Transportation Committee (SWAT) approved the following projects and funding allocations submitted from the subregion for Contra Costa Transportation for Livable Communities (CC-TLC) Program funds. SWAT recommends that the subregion's estimated program share of \$3.582 million be allocated to the projects as shown in Table 1:

Table 1

Project Sponsor	Project Name	CC-TLC Request	Recommended Allocation
Moraga	Livable Moraga Road	\$325,000	\$335,000
San Ramon	Iron Horse Trail Improvements	\$330,950	\$360,000
BART/Orinda	Orinda/Lafayette BART Wayfinding and Lighting ¹	\$394,100	\$0
Lafayette	East End Ped/Bike & Streetscape Improvements	\$495,000	\$540,000
San Ramon	San Ramon Valley Iron Horse Trail Bike/Ped Overcrossings (Design)	\$558,000	\$620,000
Danville	Downtown Danville Multi-modal Access Improvements	\$811,596	\$795,000
CC County	Stone Valley Road Bike Lane Gap Closure	\$700,000	\$680,000
CC County	Olympic Corridor Trail Connector Study ²	\$195,000	\$97,500
SR/Danville	San Ramon Valley Transit Access/Connectivity Study	\$155,000	\$155,000
SWAT PROJECTS - TOTAL:		\$3,964,646	\$3,582,500

¹ This project has been submitted for funding through the Pedestrian, Bicycle, and Trails Facility (PBTF) Program.

² Project to be shared 50/50 with TRANSPAC.

The recommended allocations reflect that the Orinda/Lafayette BART Wayfinding and Lighting Project (the "Orinda/Lafayette BART Project") has also submitted an application request for Pedestrian, Bicycle, and Trails Facility (PBTF) Program funding. At the time of this letter's draft, it was known that the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) had reviewed and forwarded a recommendation to fully fund this project with PBTF funds.

In light of this information, the CC-TLC funds available (\$3.58 million) exceeds the amount of the remaining application requests (\$3.57 million). Recognizing that a number of the funding requests are less than the actual project costs, the SWAT TAC conferred with the project sponsors and determined that the projects would be able to utilize the additional limited funding. As such, the SWAT Committee recommends that four of the eight projects receive allocations greater than the initially requested amounts.

In regards to allocation programming, it has been determined that all but one of the subregions projects is "shovel ready" and will be able to utilize funding immediately. Additionally, given the relatively small amount of CC-TLC funds allocated to the subregion, and coupled with the fact that the third year of programming is rapidly approaching, all but two of the projects will be able to be programmed entirely during the first three years. A complete allocation and programming schedule, as recommended, is shown in Attachment A.

If you have any questions or comments regarding SWAT's recommendation, or questions directly related to the project applications or allocations, please contact Andy Dillard, SWAT Administrator, at (925) 314-3384, or adillard@danville.ca.gov.

Sincerely,



Michael Metcalf, Chair
Southwest Area Transportation Committee
Contra Costa County

Attachments: A – Table of Approved SWAT CC-TLC Projects with Recommended Allocations and Programming

Cc: SWAT; SWAT TAC; John Cunningham, TRANSPLAN; Christina Alienza, WCCTAC; Barbara Neustadter, TRANSPAC; Marilyn Geren, TRANSPAC; Martin Engelmann, CCTA; Diane Bodon; CCTA; Danice Rosenbohm, CCTA

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2012 Contra Costa Transportation for Livable Communities Program
 SWAT Subregion Project Applications
Recommended Funding Allocations and Programming

SWAT Subregion Allocation: \$3,582,445		PROJECT	SPONSOR	LOCATION	CC-TLC REQUEST	RECOMMENDED CC-TLC ALLOCATION	RECOMMENDED PROGRAMMING			TOTAL
							FY 09-13	FY 14	FY15	
Livable Moraga Road	Moraga		Moraga Road, Rheem Park Planning Area	\$325,000	\$335,000	—	—	—	\$335,000	
Iron Horse Trail Corridor Improvements	San Ramon		Iron Horse Trail between Bollinger Canyon Road and San Ramon/Dublin Border	\$330,950	\$360,000	—	—	—	\$360,000	
Orinda-Lafayette BART Wayfinding & Lighting Improvement Project	BART		Orinda & Lafayette BART Stations, City of Orinda	\$394,100	\$0	—	—	—	\$0	
East End Ped/bike & Streetscape Improvements, Phase I	Lafayette		Mt. Diablo Boulevard, First Street to Brown Avenue	\$495,000	\$540,000	—	—	—	\$540,000	
San Ramon Valley Iron Horse Trail Bicycle/Pedestrian Overcrossings	San Ramon		Iron Horse Trail between Bollinger Canyon Road and Iron Horse Trail at Crow Canyon Road	\$558,000	\$620,000	\$200,700	\$419,300	—	\$620,000	
Downtown Danville Multimodal Access Improvements	Danville		Downtown Danville, along Hartz and Railroad Avenues north of San Ramon Valley Boulevard and south of Danville Boulevard	\$811,596	\$795,000	—	\$178,800	\$616,200	\$795,000	
Stone Valley Road Bike Lane Closure	Contra Costa County	Gap	Along Stone Valley Road from High Eagle Road to Winding Glen	\$700,000	\$680,000	—	—	—	\$680,000	
Olympic Corridor Trail Connector Study**	Contra Costa County		Olympic Blvd. corridor from the intersection of the Lafayette-Moraga Trail, Olympic Blvd. and Relief Station Road in the City of Lafayette to the Iron Horse Trail Corridor in the City of Walnut Creek	\$195,000	\$97,500 (represents 50% SWAT share)	—	—	—	\$97,500	
San Ramon Valley Transit Access and Connectivity Study	San Ramon/ Danville			\$155,000 (\$77.5k San Ramon, \$77.5k Danville)	\$155,000	—	—	—	\$155,000	
Subtotals				\$3,964,646	\$3,582,500	\$2,368,200	\$598,100	\$616,200	\$3,582,500	

**Project submitted for PBTF Program funding
 *Project cost split 50/50 - resides within TRANSPAC and SWAT



COMMISSIONERS

Don Tatzin,
 Chair

Janet Abelson,
 Vice Chair

Geneveva Calloway

David Durant

Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

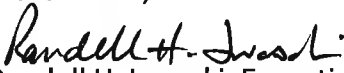
Robert Taylor

Randell H. Iwasaki,
 Executive Director

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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 19, 2012

Re: Items approved by the Authority on April 18, 2012, for circulation to the
 Regional Transportation Planning Committees (RTPCs), and items of interest

At its April 18, 2012 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Circulation of Draft Fiscal Year (FY) 2012-13 Congestion Management Agency (CMA) Budget.** Staff has prepared a draft Fiscal Year 2012-13 CMA budget for review by the Public Managers' Association (PMA) in April 2012. The Contra Costa Congestion Management Agency (CMA) was established through a Joint Powers Agreement 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 2012 as part of the full Authority budget. *The Authority approved circulation of the draft FY 2012-13 CMA Budget to the Public Managers' Association. The Budget will be reviewed by the APC and Authority, with adoption scheduled for June 20, 2012 following a public hearing.*
2. **SB 375 Implementation Update.** *Staff reported that on May 11, 2012 the joint MTC Planning Committee/ABAG Administrative Committee would take action to recommend a preferred Sustainable Communities Strategy (SCS) that would join the preferred land use scenario, known as the Jobs-Housing Connection, and the transportation improvement network that was selected by*

the joint committee in April. Staff reviewed excerpts from the Draft Transportation Investment Strategy, including an update on GHG emission reductions, revenue forecasts, investment options, and next steps.

- 3. Request for Qualifications (RFQ No. 12-1) for Program/Project Management Consultant Services Contract.** Staff requests authorization to begin negotiations with Parsons Transportation Group (Parsons) for Program/Project Management Services. *The Authority approved offering the contract to Parsons and to begin negotiations on scope and fee. Parsons will provide Program/Project Management services for the Authority after the current contract with Nolte Vertical Five expires on June 30, 2012.*

ITEM 5

ACCEPT MAJOR PROJECTS STATUS REPORT

TRANSPLAN: Major East County Transportation Projects

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

Monthly Status Report: May 2012

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, but the completion date depends 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 sound wall construction, traffic barrier constructions, and work on the new southbound Loveridge Road Bridge over SR4. Concrete for the new bridge deck was placed in early March. The new southbound Loveridge Road Bridge is anticipated to be completed in May. At that time, all Loveridge Road traffic will be temporarily switched onto the new bridge so demolition of the existing bridges over SR 4 can take place as well as construction of the new northbound Loveridge

Road Bridge. While the new northbound Loveridge Road Bridge is being constructed, temporary access for the North Park Plaza shopping center will be via a temporary access point at California Avenue behind the shopping center.

Eastbound and Westbound SR4 traffic in the vicinity of Century Boulevard has been switched to the newly constructed outside concrete pavement lanes and onto the newly constructed bridges over Century Boulevard. The switch of both eastbound and westbound traffic to the new outside lanes in this vicinity allows for the demolition of inactive bridges and construction of the freeway median and eBART bridges over Century Boulevard. Demolition of the inactive bridges over Century Boulevard is tentatively scheduled for the weekend of May 18th, 19th, and 20th. Century Boulevard will be completely closed between North Park Boulevard and Delta Fair Boulevard from approximately 10:00 PM on Friday night until approximately 5:00 AM on Monday morning for the demolition work.

The project construction is approximately 45% 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: **Segments 1 & 2** – Construction Phase; **Segment 3A** – Bid Phase, **Segment 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 Somersville Road Interchange project was awarded on December 23, 2010 to R & L Brosamer, Inc. for the bid price of \$35,727,083.49 (25% below Engineer's Estimate). The total project allotment is \$39,641,000.00.

Contract approval was received on January 19, 2011. Construction started on March 16, 2011. The anticipated completion date is August, 2013.

During the month of April, construction work continued along both the north and south sides of the freeway on sound walls and finishing work on retaining walls that have the Delta Region Native Landscape Architectural Treatment. Mainline pavement widening continued along the north and south sides of the freeway in conjunction with other preparations that were needed for completion and opening of the new off-ramps and on-ramps at Somersville Road. The new ramps in both directions of the freeway, were opened in March. Work on various drainage systems and electrical systems also continued.

Temporary paving and other stage construction work was completed in order to move westbound SR 4 traffic to the south to allow for demolition of the inactive bridge as well as construction of the new westbound SR 4 mainline bridge over Somersville Road.

Segment 1 construction is approximately 46% complete.

Segment 2: The Contra Loma Interchange/G Street project was awarded on October 11, 2011 to CC Myers, Inc. for the bid price of \$42,380,000 (16% below the Engineer's Estimate). The total project allotment is \$48,718,000. Construction began in March 2012 and is anticipated to be completed by spring 2015.

The first order of work on Segment 2 was to permanently close the G Street on and off ramps. Closure of these ramps allows construction to proceed on the western half of the new G Street Bridge over SR4. Installation of foundation piles for the new western half of the bridge has begun. Other than occasional short-term (night) closures, G Street will remain open to traffic during construction of the new G Street Bridge over SR4. Excavation and foundation work for various retaining walls and sound walls is in progress.

Segment 2 construction is approximately 1% complete.

Segment 3A: The California Transportation Commission (CTC) allocated State Proposition 1B Bond funds in January 2012. This segment of SR4 was advertised for construction bids on February 27, 2012. Bids were opened on April 18th and construction is anticipated to start this summer. Bay Cities/Myers JV is the apparent low bidder with a bid of \$52.5 million, 12% below engineers estimate.

Segment 3B: The design of this segment, Hillcrest Avenue Interchange area, was delayed due to coordination issues related to the future eBART station and geometric approval by Caltrans of the proposed Hillcrest Avenue Interchange. The 100% construction documents were submitted to Caltrans on March 30, 2012. The Ready-To-List (RTL) date for this segment is targeted for May 2012. The Authority will advertise, award and administer the construction contract for this segment. Currently, it is anticipated that Segment 3B will be constructed using 100% local funds, however, the Authority is seeking from CTC an additional \$44 million in Corridor Mobility Improvement Account (CMIA) funds for this segment.

Issues/Areas of Concern: Caltrans and the Segment 1 contractor (R&L Brosamer, Inc.) are currently engaged in some discussions about potential claims by the contractor. Caltrans provided a written response to a letter submitted by the contractor and Caltrans acknowledged that some portions of the issues raised by the contractor may have some merit, albeit with very minor impacts and costs to the project. All other issues have no merit according to Caltrans' position and opinion. The contractor recently submitted ten related Notices of Potential Claims (NOPCs) to formally protect their claim noticing rights on issues raised by the contractor. The contractor has not submitted any documents which substantiates their claims.

D. SR4 Bypass: SR4/SR160 Connector Ramps

Project Fund Source: Bridge Toll Funds

Lead Agency: State Route 4 Bypass Authority/CCTA

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

Current Phase: Final Design.

Project Status: Mark Thomas and Company (consultant to the SR4 Bypass Authority) is responding to Caltrans comments to finalize the Project Report. Completion of the Project Report was delayed due to the discussion on the responsibility to pay for the potential additional costs to accommodate eBART in the median of SR4. The SR4 Bypass Authority stopped work on the Project Report to request funding from BART. Project design has begun by Rajappan and Meyer Consulting Engineers with Caltrans oversight. Design is scheduled to be completed in May 2013.

The Authority has finalized a MOU with the SR4 Bypass Authority to transfer Lead Agency status to the Authority, and a MOU with TRANSPLAN and ECCRFFA to address cost issues should the \$50 million in Bridge Toll funds be insufficient to complete the project.

Issues/Areas of Concern: There is no funding identified to address the potential additional costs to accommodate eBART in the median of SR4.

E. SR4 Bypass: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority/CCTA

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

Current Phase: Construction.

Project Status: Bids were opened on March 27, 2012 and the construction contract was awarded to Bay Cities/Myers JV at the Authority Board meeting on April 18, 2012.

The first working day is anticipated to be June 6, 2012. A groundbreaking ceremony is planned for June 22, 2012.

Issues/Areas of Concern:

E. East County Rail Extension (eBART)

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

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

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

Current Project Phase: Final Design and Construction. BART is the lead agency for this phase. First Construction Package: Construction of the Transfer Platform and eBART Facilities in the median to Railroad Avenue is underway.

Project Status:

ePPAC will meet in May. Staff will provide an update.

Issues/Areas of Concern: Availability of fund sources, including Prop 1B transit funding continues to be a concern.

STATE ROUTE 4 BYPASS PROJECT

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 associated with the EBMUD aqueduct have been relocated. The EBMUD aqueduct encasement work is underway and expected to be completed by mid November 2011.

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

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

May 2012 Update – No Changes From Last Month

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

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

eBART Next Segment Study

eBART Next Segment Study Contact: Ellen Smith: esmith1@bart.gov

ePPAC will meet in May. Staff will provide an update.

The Next Segment study will be completed Fall 2012 with a report to ePPAC/TRANSPLAN in September 2012.

ITEM 6
CALENDAR OF EVENTS:

Calendar of Upcoming Events*

Spring 2012	Location	Event
April - Date TBD	Antioch	Antioch Bridge Seismic Retrofit Completion
April 18, 2012	Sacramento	Caltrans Bid Opening - SR4 Widening Segment 3A
May 3, 2012	San Francisco	Water Emergency Transportation Authority Board Meeting
May 10, 2012	Bay Area	Bike to Work Day
May 11, 2012	MTC - Oakland	MTC/ABAG to Approve SCS Preferred Alternative
May 23, 2012	Antioch	East County Small Business Symposium
June 22, 2012 (Tentative)	Brentwood	Groundbreaking - SR4 Bypass Sand Creek Road Interchange and 4-Lane Widening Lone Tree Way to Sand Creek
Summer 2012	Location	Event
July 2012 (Estimated)	CCTA - Walnut	Advertisement - SR4 Widening, Segment 3B
July 2012 (Tentative)	Antioch	Groundbreaking - SR4 Widening Segment 3A
Fall 2012	Location	Event
Winter 2012 -Spring 2013	Location	Event
Date TBD	Danville	Groundbreaking - I-680 Auxiliary Lanes - Sycamore Valley to Crow Canyon
April 24, 2013 (Tentative)	MTC - Oakland	MTC to Adopt the 2013 RTP
Fall 2013	Location	Event
Date TBD	Orinda	Open to Traffic - Caldecott Fourth Bore Project


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

**ITEM 8:
REVIEW LANGUAGE CHANGE TO TRANSPLAN ADMINISTRATIVE
PROCEDURES**

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 2, 2012
SUBJECT: DRAFT Revised TRANSPLAN Administrative Procedures

Background

In 2010 a Growth Management Program compliance issue arose with a member jurisdiction. Such an issue had not come before TRANSPLAN in the past. There was no guiding language in the TRANSPLAN Joint Exercise of Powers Agreement, Work Program, or Administrative Procedures that provided guidance on how this type of issue should be administered.

Discussion

At the time the compliance issue arose in 2010, in the absence of guiding language, staff was directed to develop policy guidance for consideration by the Committee. An item was added to the Work Program for 11/12.

Language was developed with the assistance of the TRANSPLAN Technical Advisory Committee and staff from the Contra Costa Transportation Authority:

If a Measure J growth management compliance issue with a member jurisdiction is brought to the attention of the TRANSPLAN Committee, and the Committee determines that a conflict, the perception of a conflict, or any potential conflict is a concern, then the Committee shall determine the appropriate staff to administer the resolution of the issue. The Committee shall designate the acting Project Manager (RTPC staff) or request that Contra Costa Transportation Authority (or their designee) administer the matter.

Recommendations

Review and discuss draft language, make revisions as appropriate, and take action as appropriate.


c: TRANSPLAN TAC
D. Schmidt, TRANSPLAN Legal Counsel
M. Engelmann, CCTA Deputy Director, Planning

**ITEM 9:
DRAFT 2012/13 WORK PROGRAM AND BUDGET:**

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN
FROM: John Cunningham, TRANSPLAN Staff 
DATE: May 2, 2012
SUBJECT: A) **DRAFT 2012/2013 Proposed TRANSPLAN Work Program and Budget**
B) **Preliminary 2011/2012 Budget Report**

Recommendation A) Discuss and revise (as appropriate) the attached Draft Work Program and Budget for 2012/2013 and take action as appropriate.

B) Receive Preliminary Report on 2011/2012 Budget

Background

The TRANSPLAN Committee adopts a budget and work program annually. Typically, a draft is discussed in May and a final is adopted in May or June.

Discussion

Activities: The attached work program proposes the set of tasks to be undertaken during the 2012/2013 fiscal year. As is typical, most of the items are standard continuing items with a few exceptions noted below:

- **Ferry Service Planning Coordination:** In 2011/2012 TRANSPLAN staff, in response to concerns from the Committee, asked that staff from the Water Emergency Transportation Authority attend a TRANSPLAN meeting to report on activities related to the implementation of plans for ferry service in east Contra Costa County. That initial presentation led the Committee to initiate additional efforts to encourage implementation of service. These efforts will require ongoing monitoring and coordination from TRANSPLAN staff. (See Task 8)
- **Growth Management Compliance:** In 2010 a Growth Management Program (GMP) compliance issue with a member jurisdiction arose. In responding to that issue there were differences in interpretations of the responsibility staff when addressing GMP compliance. The differences at the time were resolved with the understanding that guiding policies would be developed to ensure a consistent response in the future. (See Task 9)
- **State Route 4 Bypass Project Oversight:** In 2011 the Contra Costa Transportation Authority took over responsibility for some State Route 4 Bypass Authority projects. With that transfer of responsibility TRANSPLAN agreed to act as a financial backer for the projects which is a new responsibility.

Staffing: Contra Costa County, in the TRANSPLAN Joint Exercise of Powers Agreement, is identified as the TRANSPLAN *Program Manager*. Occasionally, due to budget changes, reassignments, and turnover, staff assigned to TRANSPLAN changes. The County is proposing a

change this year due to a combination of reduced staffing levels and reassignments within the Department of Conservation and Development.

Jamar Stamps, a Planner in the Department of Conservation Development will be taking over TRANSPLAN Staffing duties in July 2012. Mr. Stamps started working for the County in 2006 in the Current Planning division of Conservation and Development. In 2008, Mr. Stamps transferred to the Transportation Division. He has been the County representative on the TRANSPLAN TAC since 2008. As a result he is very familiar with the issues facing eastern Contra Costa County. I have been working with Mr. Stamps to ensure a seamless transfer and will continue to do so.

I will continue to be involved in the current growth management compliance issue in the event it continues in to the new fiscal year.

cc: TRANSPLAN TAC

Draft Work Program for FY 2012/2013

Task 1. Participate in project development for the Brentwood-Tracy Expressway (SR 239) Interregional Corridor Study. The public/external planning process for this effort began in 2011/12 and will continue for approximately three years. The Contra Costa Transportation Authority (CCTA) has taken over project administration duties and identified TRANSPLAN as a primary stakeholder.

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

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

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

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

Task 6. Participate as needed in refining the East County portion of the countywide travel demand forecasting model and/or in adapting the model for local application. CCTA completed the model update and combined the four sub-regional models into one countywide version in '03. Ongoing refinements or consultation may be needed. The Measure J GMP requires local jurisdictions to consult with the TAC when they use or adapt the model for local general plan amendments or CEQA review of large development proposals.

Task 7: Decennial Model Update: Related to Tasks 1 and 6 above is the CCTA led effort to conduct the Decennial Model Update to the travel forecasting model. A major update was completed in 2003. The preliminary recommendation from CCTA staff, consultants and the Technical Model Working Group is that this update should be streamlined. Despite a streamlined approach, there will be a need for facilitation and participation from the RTPCs. This effort began in 10/11 and will continue in 12/13.

Task 8: Ferry Planning: Coordinate ferry service planning activities with member agencies, the Contra Costa Transportation Authority, the Water Emergency Transportation Authority, and other affected involved entities.

Task 9: Growth Management Program Compliance: Assist in administering the resolution of growth management compliance issues between member jurisdictions in cooperation with Contra Costa Transportation Authority staff per *TRANSPLAN Committee Administrative Procedures, Article III, Section #*.

Task 10: Oversee State Route 4 Bypass Projects: With CCTA taking on responsibility for certain State Route 4 Bypass Authority projects, TRANSPLAN has agreed to take on additional obligations. These obligations will be defined in memoranda of understandings on a project by project basis. This will require oversight and involvement of TRANSPLAN staff.

Proposed 2012/2013 Budget

The proposed TRANSPLAN budget for FY 2012/13 remains unchanged from last years budget estimated at \$67,752. This amounts to contributions of \$13,550 from each of the five member jurisdictions. The rate for new TRANSPLAN staff was not available at the time of distribution of the May packet, the figures below are an estimate. I will bring those new figures to the May TRANSPLAN meeting and it should result in a lower budget.

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

Consistent with Committee direction from past years, I will bill the jurisdictions for the difference in this years actual cost (any overrun will be added to the 2011/12 invoice or a surplus being deducted).¹

Table 1. Proposed TRANSPLAN Budget for FY 2012/13

Item	FY 2012/13 Budget	% of Total Budget
Transportation planner (30 hours per month)	\$48,190	71%
Secretary (10 hours per month)	\$9,322	14%
Minutes taking (8 hours per month)	\$6,240	9%
Subtotal for personnel costs	\$63,752	
Office supplies and services	\$1,500	2%
Contingency	\$2,500	4%
Total budget	\$67,752	
Per Jurisdiction Contribution:		
\$ 13,550	\$67,752	100%

2011/2012 Preliminary Budget Report

A complete report for this year's budget will not be available until September when the last quarter reports are available. Preliminarily, TRANSPLAN is on track to be over budget due to several factors (in order of magnitude of impact on time/costs):

- 1) Administration of a growth management compliance issue with a member jurisdiction,
- 2) Transfer of SR4 Bypass responsibility to CCTA and the corresponding increase in TRANSPLAN oversight obligations.
- 3) Coordinating an ferry planning activities.

¹ 10/11 had TRANSPLAN coming in on budget, 09/10 was under budget, 08/09 under budget, 07/08 overbudget