

# TRANSPLAN Committee Meeting

Thursday, May 9, 2013 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

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

## AGENDA

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

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

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

- 3. ADOPT** Minutes from 4/11/13 TRANSPLAN Meeting ♦ **PAGE 3**
- 4. ACCEPT** Correspondence ♦ **PAGE 13**
- 5. ACCEPT** Status Report on Major Projects ♦ **PAGE 21**
- 6. ACCEPT** Calendar of Events ♦ **PAGE 28**
- 7. ACCEPT** Environmental Register ♦ **PAGE 30**

### End of Consent Items

### Open the Public Meeting

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

**8. APPROVE** prioritized list of Cycle 2 Safe Routes to School (SR2S) projects, as recommended by the TRANSPLAN Technical Advisory Committee (TAC). Approximately \$3.3 million in federal funding is available through the Metropolitan Transportation Commission (MTC) for SR2S programs. Funds are allocated to the Regional Transportation Planning Committees (RTPCs) based upon K-12 student enrollment. The East County Region's allocation is approximately \$974,700. The TRANSPLAN TAC has assembled a list of high priority SR2S projects and recommend they be approved by the TRANSPLAN Committee. The Transportation Authority (CCTA) will submit the County's complete list of proposed projects to MTC by July 31, 2013. ♦ **Page 32**

**9. RECEIVE** report on status of East County Fee Program Negotiations from staff and **take action as appropriate:** Staff from all East County Cities, the County, and ECCRFFA have continued to meet and refine Option 1. The attached staff report contains details on the meetings and a recommendation. ♦ **PAGE 57**

**10. CONSIDER** request from the City of Pittsburg for TRANSPLAN to Reconsider its Position concerning the City of Pittsburg's Compliance with Regional Mitigation Transportation Plan Requirements. (Take Action As Appropriate)

**11. ADOPT** resolution of the TRANSPLAN Committee's position on the status of the City of Pittsburg's compliance with its obligations under the East County Action Plan to participate in a cooperative, multi-jurisdictional process for managing growth in the East County region. ♦ **Page 63**

Kevin Romick, Chair  
Oakley  
City Council

Salvatore Evola, Vice-Chair  
Pittsburg  
City Council

Wade Harper  
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

Duane Steele  
Contra Costa  
Planning Commission

Vacant  
Representing the  
Contra Costa County  
Board of Supervisors

Doug Hardcastle  
Oakley  
Planning Commission

Larry Wirick  
Pittsburg  
Planning Commission

Staff Contact:  
Jamar Stamps  
TRANSPLAN  
30 Muir Road  
Martinez CA 94553

Phone  
(925) 674-7832  
Facsimile  
(925) 674-7258  
[www.transplan.us](http://www.transplan.us)  
[jamar.stamps@dcd.cccounty.us](mailto:jamar.stamps@dcd.cccounty.us)

**12. ADJOURN** to next meeting on Thursday, June 13, 2013 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

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

**TRANSPLAN Committee Packet Page: 2**

**ITEM 3**  
**4/11/13 TRANSPLAN MEETING MINUTES**

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

MINUTES

April 11, 2013

The meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Kevin Romick at 6:43 P.M.

**ROLL CALL**

PRESENT: Gil Azevedo (Antioch), Salvatore (Sal) Evola (Pittsburg), Doug Hardcastle (Oakley), Wade Harper (Antioch), Mary N. Piepho (Contra Costa County Board of Supervisors), Duane Steele (Contra Costa County Planning Commission), Robert (Bob) Taylor (Brentwood), Larry Wirick (Pittsburg), and Chair Kevin Romick (Oakley)

ABSENT: Joe Weber (Brentwood)

STAFF: Jamar Stamps, TRANSPLAN Staff  
David Schmidt, Legal Counsel

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

There were no comments from the public.

**CONSENT ITEMS**

Bob Taylor removed Item 5 and Wade Harper removed Item 9 from Consent.

On motion by Bob Taylor, seconded by Wade Harper, TRANSPLAN Committee members unanimously adopted the Consent Calendar, with the removal of Items 5 and 9, as follows:

3. Adopted Minutes from February 14, 2013 TRANSPLAN meeting.
4. Accepted Correspondence.
5. Accept Status Report on Major Projects **[REMOVED FOR DISCUSSION]**
6. Accepted Calendar of Events
7. Accepted Environmental Register
8. Authorized Technical Coordinating Committee (TCC) Appointments.



9. Authorize Amendment No. 3 to the 2011 Measure J Strategic Plan. Amendment No. 3 programs \$500,000 to the Railroad Avenue Station in Pittsburg (new Project 2002) by deprogramming an identical amount from the Rail Extension to East County (eBART) project (Project 2001).  
**[REMOVED FOR DISCUSSION]**

### **ACCEPT STATUS REPORT ON MAJOR PROJECTS**

Bob Taylor reported that the Contra Costa Transportation Authority's (CCTA's) Administration & Projects Committee had met last week when major plans had been discussed including an update to the Strategic Plan for Measure J. He referred to the Capital Project Priority List for Highway 4 Widening, the eBART Extension and the SR4 Bypass and noted that the next in line was the Balfour Road construction. He suggested TRANSPLAN needed to determine East County's funding needs and priorities and recommended that staff prepare a Needs Assessment removing the SR4/Balfour Road Widening Project, which would save money, and while already on the list he asked staff to transfer the list to the CCTA.

Jamar Stamps, TRANSPLAN Committee staff, verified the direction to consult with CCTA staff and members of the TRANSPLAN Committee to perform an assessment to identify ultimate priorities.

On motion by Bob Taylor, seconded by Wade Harper, TRANSPLAN Committee members unanimously accepted the status report on major projects.

### **AUTHORIZE AMENDMENT NO. 3 TO THE 2011 MEASURE J STRATEGIC PLAN. AMENDMENT NO. 3 PROGRAMS \$500,000 TO THE RAILROAD AVENUE STATION IN PITTSBURG (NEW PROJECT 2002) BY DEPROGRAMMING AN IDENTICAL AMOUNT FROM THE RAIL EXTENSION TO EAST COUNTY (eBART) PROJECT (PROJECT 2001)**

Wade Harper expressed support for Amendment No. 3 to the 2011 Measure J Strategic Plan to program \$500,000 to the Railroad Avenue Station in Pittsburg by deprogramming an identical amount from the Rail Extension to East County (eBART), but noted that the eBART Station in Antioch had been delayed two years and Antioch had not been notified, which was not acceptable. He wanted to make sure that eBART in Antioch was fully funded with all ancillary needs and on time with notification of any delays or problems.

On motion by Wade Harper, seconded by Mary Piepho, TRANSPLAN Committee members unanimously authorized Amendment No. 3 to the 2011 Measure J Strategic Plan; Amendment No. 3 programs \$500,000 to the Railroad Avenue station in Pittsburg (new Project 2002) by deprogramming an identical amount from the Rail Extension to East County (eBART) Project (Project 2001).

### **ADOPT RESOLUTIONS RECOGNIZING OUTGOING COMMITTEE MEMBERS**

Chair Romick recognized three long-term members who were no longer part of the TRANSPLAN Committee; Brian Kalinowski, Bruce Ohlson, and Jim Frazier.

Jennifer Barton, District Director for State Assemblymember Jim Frazier, accepted the Resolution on his behalf and announced that there would be an open house for Assemblymember Frazier's Antioch office in the New Community Center on May 17, 2013.

On motion by Mary Piepho, seconded by Wade Harper, TRANSPLAN Committee members unanimously adopted the Resolutions recognizing outgoing Committee members Brian Kalinowski, Bruce Ohlson, and Jim Frazier.

### **ELECT CHAIR AND VICE CHAIR FOR 2013**

Mary Piepho suggested maintaining the current Chair and Vice Chair and consider maintaining the status quo until resolution with the City of Pittsburg, with transition to occur as appropriate and consider the timeframe of the new Chair when rotated with an abbreviated year, for a full year, or extending the current Chair/Vice Chair for another year with a hoped for resolution by the normal rotation.

Sal Evola concurred and made a motion to extend the current term of **Kevin Romick** as Chair and **Sal Evola** as Vice Chair of the TRANSPLAN Committee for the rest of the 2013 term with consideration of the same rotational basis at the time of the next normal rotation. The motion was seconded by Doug Hardcastle and carried unanimously.

### **RECEIVE REPORT ON STATUS OF EAST COUNTY FEE PROGRAM NEGOTIATIONS FROM STAFF**

Mr. Stamps advised that John Cunningham, Steve Kowalewski, and Dale Dennis would present the report on the status of East County Fee Program negotiations.

John Cunningham highlighted the steps to be taken for the current discussion as well as how staff recommended bringing the issue to resolution. He advised that staff would like to review the proposal, have discussion, make revision, obtain conceptual approval of the proposal, and get direction to have staff further refine deal points in Options 1 and 2, after which that conceptual document would be taken to the individual councils and boards for their individual conception and approval, when that agreement would be returned to the TRANSPLAN Committee and the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) for final approval to appropriately adopt and memorialize the agreement.

Based on last month's meeting, Dale Dennis reported that staff had received direction to evaluate Option 1 and Option 2 of the summary of ECCRFFA and TRANSPLAN proposals, and had decided not to pursue Option 3. It was also recognized that the CCTA's primary focus was Option 1, while keeping Option 2 available for consideration. Since that time, staff had been meeting with all the member agencies to work through the details of how to craft Option 1 and to identify the deal points. With respect to Option 1, he noted that the first two paragraphs spoke to fee equalization since there had been differing situations for collecting fees over the last two to three years with a variation of collection varying by ECCRFFA and Pittsburg. There was an attempt to lay out a methodology where the fee collections would be consistent throughout the region. Additionally, in the future any subsequent ECCRFFA fee rebate program may not involve a rebate greater than 50 percent of the full fee unless unanimously approved by the full ECCRFFA Board. Another component that had been negotiated in the previous Settlement Agreement would ensure that all member agencies remained fully participating members in ECCRFFA through 2030.

Mr. Dennis explained that the second section of Option 1 had laid out the project list and priorities for East County but had been refined in that State Route 4 East was the number one priority with eBART the second priority, although given the agreement between the City of Pittsburg and BART that \$1.2 million would be provided to BART by the end of the fiscal year it had been documented that commitment would be upheld. The remainder of the section was the same although the environmental review for the eBART Extension had been included followed by the James Donlan Extension (JDE), laying out the priorities for East County. He referred to the redline text intended to ensure flexibility for priorities depending upon extenuating circumstances to be able to adjust the list, which would require unanimous vote of the full ECCRFFA Board.

Mr. Dennis added that the last section applied if the City of Pittsburg withdrew from ECCRFFA where Pittsburg would use the fees collected to date, approximately \$5.5 million, for environmental clearance, right-of-way acquisition and design for the JDE, and for the Railroad Avenue eBART station.

With respect to Option 1, Mary Piepho verified with Mr. Dennis that every agency had been represented at every level of discussion.

On motion by Bob Taylor, seconded by Wade Harper, TRANSPLAN Committee members unanimously adopted Option 1, in concept, with the clarifications as shown, and with the understanding that each involved agency would be required to adopt the concept.

Bob Taylor sought assurance that any issues as part of the further refinements would return to the TRANSPLAN Committee for discussion.

**CONSIDER REQUEST FROM CITY OF PITTSBURG FOR TRANSPLAN TO RECONSIDER ITS POSITION CONCERNING THE CITY OF PITTSBURG'S COMPLIANCE WITH REGIONAL MITIGATION TRANSPORTATION PLAN REQUIREMENTS**

On motion by Sal Evola, seconded by Mary Piepho, TRANSPLAN Committee members unanimously tabled the item to future action.

**ADOPT RESOLUTION OF THE TRANSPLAN COMMITTEE'S POSITION ON THE STATUS OF THE CITY OF PITTSBURG'S COMPLIANCE WITH ITS OBLIGATIONS UNDER THE EAST COUNTY ACTION PLAN TO PARTICIPATE IN A COOPERATIVE, MULTI-JURISDICTIONAL PROCESS FOR MANAGING GROWTH IN THE EAST COUNTY REGION**

On motion by Sal Evola, seconded by Mary Piepho, TRANSPLAN Committee members unanimously tabled the item to future action.

**RECEIVE UPDATE ON TRANSPAC/TRANSPLAN 511 CONTRA COSTA SCHOOL-BASED PROGRAMS IN EAST COUNTY FUNDED BY THE 2011 MTC CLIMATE INITIATIVES CYCLE 1, SAFE ROUTES TO SCHOOL BLOCK GRANT (FEDERAL SR2S); 2012 MEASURE J LINE 17, COMMUTE ALTERNATIVE FUNDS; AND THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT TRANSPORTATION FUND FOR CLEAN AIR FUNDS**

Lynn Overcashier, TRANSPAC/TRANSPLAN TDM Program, reported that in 2011 the Climate Initiatives Grant process Safe Routes to School (SR2S) funding had gone to the CCTA and had been allocated by subregion based on school population and the number of schools. For East County, only one capital project was eligible, a traffic signal in Brentwood, so the TRANSPLAN Committee allocated the funds to the 511 Contra Costa TRANSPAC/TRANSPLAN TDM Program. Four middle schools had been selected in the pilot program and based on the success of those week-long programs the concept had been expanded to all schools in East County using funding not eligible for any other use for a pedestrian bike/safety program K-12. She reported that program had been conducted for K-3 at 30 schools in East County and superintendents, local jurisdiction staff, and principals had all been excited about the program.

Since East County did not have a SR2S fund, Ms. Overcashier explained that she had been using Measure J funds to improve access infrastructure; signs, skateboard racks, and the like. She reported that a number of infrastructure projects had already been done and work was ongoing on projects in Oakley, Antioch, and Pittsburg schools given there was always some infrastructure need.

Ms. Overcashier identified the Street Smarts program and stated that CCTV had come to one of the schools and videotaped the presentation of Mr. Beeps, a robotic car that was popular with the elementary school students. She reported that a fourth and fifth grade program was now being developed with before and after counseling, site assessments, infrastructure access improvements, and a parent notification night, and would be incorporated in the PE classes at each school, specialized for each school. Although Knightsen was not interested in promoting biking or walking to school given the lack of access, the program had been enthusiastically accepted by the other schools. She was also using Bay Area Air Quality Management District (BAAQMD) transportation funds for transit incentive programs for children. CCTV was developing an East County Cable Television Station and she would provide the access number when available. The video would be posted on CCTV and on the 511 Contra Costa website as well as on the school websites.

Mary Piepho thanked Ms. Overcashier for the presentation and clarified that every school had been offered the program although not every school had taken advantage of the program. She wanted to know if there were some schools not taking advantage of the program so that she could advocate for the program.

Ms. Overcashier expressed her confidence at being able to accommodate all schools in East County over the three years of the program.

**RECEIVE REPORT ON “UNIFIED CALL FOR PROJECTS FOR CYCLE 2 FEDERAL FUNDING” FOR THE FOLLOWING FUND PROGRAMS:**

Mr. Stamps offered an update on the progress of the programs and noted that the Call for Projects had gone out on March 8 and jurisdictions and the Regional Transportation Planning Committees (RTPCs) had been working to get projects together to take advantage of the funds. He stated that Contra Costa County had received a little over \$51 million in Cycle 2 funding for the three programs; OneBayArea Grant (OBAG) Program, Safe Routes to School (SR2S), and Federal Planning Funds for local Priority Development Area (PDA) planning and implementation.

- **OneBayArea Grant (OBAG) Program**

Contra Costa County would receive \$45.2 million in federal funds through the program and at least 70 percent of the OBAG funds must be spent in or provide proximate access to PDAs and could fund Congestion Management Agency (CMA) planning and outreach, local streets and roads preservation, bicycle and pedestrian improvements, transportation for livable communities (TLC), SR2S, and priority conservation areas (PCA).

- **Safe Routes to School (SR2S)**

Approximately \$3.3 million in federal funding would be available through the Metropolitan Transportation Commission (MTC) for the SR2S program of which approximately \$974,000 would be allocated to East County based on K-12 student enrollment. A list of projects must be submitted to the CCTA for the \$974,000, which list should be finalized by the next TRANSPLAN Technical Advisory Commission (TAC) meeting, to be discussed at the May 9 TRANSPLAN Committee meeting. Some of the funding for Cycle 1 had gone to the 511 Contra Costa Program and a traffic signal in Brentwood.

- **Allocation of \$2.745 Million in Cycle 2 Federal Planning Funds for Local Priority Development Area (PDA) Planning and Implementation**

For this program, jurisdictions would apply to the CCTA. The process for attaining the services, which would be in the form of technical assistance planning for PDAs, would go to the CCTA Board next week and information would be made available at the TRANSPLAN TAC next week.

**RECEIVE TRILINK SR 239 UPDATE FROM CCTA STAFF ON THE DEVELOPMENT OF A FEASIBILITY STUDY FOR A MULTIMODAL TRANSPORTATION CONNECTION BETWEEN BRENTWOOD AND TRACY**

Martin Engelmann, CCTA Deputy Director, Planning, presented a corridor study for SR 239 to Tracy with a multimodal facility for a highway, passenger rail, or both, funded through a Pombo \$14 million federal earmark. Contra Costa County originally had the project and retained Parsons Transportation Group to develop a corridor study. The oversight management had been handed over to the CCTA and he was the Project Manager. There had been a number of meetings with a number of people and there was now sufficient information to present some concepts to the public. There would also be a series of public meetings in Tracy, Mountain House, and Brentwood.

Stephen Morton, Parsons Transportation Group, explained that SR 239 was a legislatively designated but unconstructed route. Contra Costa County had been awarded a \$14 million grant in 2005 to study a multimodal lane from State Route 4 from near Brentwood to Tracy connecting to K 205, a route not yet adopted by the California Transportation Commission (CTC). The County transferred administration of the project to the CCTA in 2012. He presented the study corridors envisioned as a series of projects with the North Link an extension of the southeast of the SR4 Bypass; the Airport Connector, an east/west connection between Vasco Road and Byron Highway; the South Link improvements to the existing Byron Highway to Mountain House; and the I-580 Link to connect from the Byron Airport to a three-lane interchange at 580/205 creating a fourth leg of the interchange.

In addition, a transit connection had been proposed between Brentwood and Tracy, which could be full BART, eBART, Bus Rapid Transit, Express Bus, or something else.

Mr. Morton advised that the study projections had used the adopted Association of Bay Area Governments (ABAG) forecast from 2010 and had found that TriLink was not likely to make a fundamental difference in the housing market but should help with job growth and economic expansion in the area. In order to meet those job projections, a project as proposed needed to happen. On the traffic side, the traffic data had found that traffic on the Byron Highway and Vasco Road would be significantly reduced and there would be congestion relief on the I-580 interchange over the Altamont Pass.

As to the study alignments, Mr. Morton presented a map to show considerations and constraints in the project area and identified the various factors that had been mapped. He showed the previously identified connectors on the map and noted there was no transit on the I-580 Link which was not expected to be a large transit draw and would have a different function between Tracy and Brentwood. All the projects that would make up the program and the alternatives in the project would work with one another.

Mr. Morton identified the expected multimillion cost of each link, stated that transit connections would vary by type, and identified future outreach activities, with meetings to occur in the summer and with a complete Feasibility Study expected by summer 2013. The study would be presented to stakeholders in the fall 2013, and a Project Study Report (PSR) would be prepared to place the project in Caltrans cycling by early 2014.

Responding to comments, Mr. Engelmann clarified that the \$14 million earmark had come in two parts; \$4 million and \$10 million. He suggested the \$4 million could be used for some design and engineering work and continued project development, with the \$10 million to be poised for funding for a particular project. There was a desire to start using the \$10 million as soon as possible to avoid losing it although how it would be spent was unknown pending the Feasibility Study and the public meetings. When done, the \$10 million would be focused on the concepts to be pursued through a phased implementation plan to focus on the most feasible, cost-effective components.

Mr. Morton stated it would likely cost \$20 million for construction of the Airport Connection. He emphasized the importance of programming the funding to produce a project that could be poised for available state or federal funding and emphasized the development of the PSR in order to be ready.

Mary Piepho clarified that the cities and the County had been represented on some of the committees and suggested that former Congressman Pombo should be given the credit for a huge undertaking with no source of revenue and a possible opportunity. She noted the proposal would have significant benefit and impact to Byron and other unincorporated communities in the area. It was noted that the Byron Airport was identified as the key to unlocking the challenges in East County and in meeting a jobs/housing balance and she agreed with the need to plan now. She added that the economic benefit that the roadway could provide was huge for all affected counties, a tremendous opportunity to get something more shovel ready to take advantage of funding should it become available.

On motion by Mary Piepho, seconded by Bob Taylor, TRANSPLAN Committee members unanimously accepted the TriLink SR-239 Update.

### **ADJOURNMENT**

Chair Romick adjourned the TRANSPLAN Committee meeting at 7:47 P.M. to May 9, 2013 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk



**ITEM 4  
CORRESPONDENCE**



# SWAT

---

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

April 15, 2013

Janet Abelson, Chair  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

RE: SWAT Comments on “*Launching the 2014 Countywide Transportation Plan Update*” and corresponding “*Incorporating Sustainability in the 2014 CTP Update*” Discussion Papers

Dear Chair Abelson:

At their meetings of February 4, 2013 and March 4, 2013, the Southwest Area Transportation Committee (SWAT) discussed at length the Authority’s discussion papers entitled “*Launching the 2014 Comprehensive Transportation Plan Update*” and “*Incorporating Sustainability into the 2014 CTP*”. The Committee appreciates the Authority’s efforts in developing these discussion papers and for providing the opportunity to comment.

SWAT concurs that the inclusion of sustainability practices within transportation planning documents are important, logical components. SWAT also recognizes the importance that the incorporation of a sustainability policy within the 2014 CTP Update aligns with the Transportation Authority’s primary mission of delivering transportation projects and programs, and for maintaining the existing transportation system.

Additionally, SWAT notes that many of the sustainability components outlined in the “*Incorporating Sustainability into the 2014 CTP*” discussion paper could be considered duplicative of existing local, regional, state and federal mandates. As such, SWAT respectfully recommends that the incorporation of a sustainability policy be structured as a “best practices” approach, thereby providing flexibility and manageability at the local level.

Attached please find a summary of comments specific to the “*Incorporating Sustainability in the 2014 CTP Update*” discussion paper. Thank you for your consideration and opportunity to comment on this important matter. If you should have any questions or comments, please contact me, or Andy Dillard, SWAT administrative staff, at (925) 314-3384, or [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov).

Sincerely,



David Hudson, Chair  
Southwest Area Transportation Committee  
Contra Costa County, CA

Attachments: Summary of Comments on CCTA's *"Incorporating Sustainability into the 2014 Countywide Transportation Plan Update"* Discussion Paper

Cc: Randell H. Iwasaki, CCTA; Martin Engelmann, CCTA; Danice Rosenbohm, CCTA; SWAT; SWAT TAC; WCCTAC, Jerry Bradshaw; TRANSPAC, Barbara Neustadter; TRANSPLAN, Jamar Stamps



# SWAT

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

## ATTACHMENT A

SWAT Draft Summary of Comments on CCTA's  
*"Incorporating Sustainability into the 2014 Countywide Transportation Plan Update"*  
Discussion Paper

*"Incorporating Sustainability into the 2014 CTP"*

- The Committee supports the use of a succinct and simple definition of sustainability (as defined under "Definitions of Sustainability", page 2), and that is in alignment with the Authority's existing mission statement (as referenced on page 3).
- A sustainability policy should not only consist of implementing new projects and programs, but also place emphasis on the maintenance of existing transportation infrastructure.
- The incorporation of a simple and concise sustainability policy within the Vision and Goals of the CTP Update should be represented as a "best practices" approach in order to provide flexibility for local jurisdiction interpretation and discretion.
- In further support of a "best practices" approach, and when considering incorporating sustainability components as part of CTP Action Plans, it is recommended that it be in the form of a "toolbox" of options for practical applications and discretion at the local level. Sustainability should also function as monitoring components for performance measures rather than new or additional mandates.
- As previously stated, a sustainability policy within the CTP Update should be structured with the intent that it be for the discretionary use of local jurisdictions, and in recognition that local general plans and policies ultimately govern and control sustainability practices at the project level (such as "Complete Streets").
- The Committee concurs with the alignment of sustainability with the Authority's Measure J mission in supporting "operational sustainability", "fiscal sustainability", and "maintaining and promoting a healthy environment".

# **TRANSPAC Transportation Partnership and Cooperation**

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

April 15, 2013

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

Re: Status Letter for TRANSPAC Meeting – April 11, 2013

Dear Mr. Iwasaki:

At its meeting on April 11, 2013, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. At the request of Concord Councilmember Ron Leone, TRANSPAC unanimously approved placement of an urgency item on the TRANSPAC agenda. The details of the urgency item were presented by Susan Miller, CCTA's Director, Projects regarding I-680/SR4 Interchange Improvements (Project 1117-6001). Ms. Miller requested TRANSPAC's approval of the CCTA staff proposal to proceed with final design services for Phase 3 of the I-680/SR4 Interchange Improvement project subject to the City of Concord's request that CCTA and Concord staff work together with Caltrans to consider ending the third eastbound lane west of the Solano Way off-ramp. TRANSPAC unanimously approved this request.
2. Approved an exchange of federal funds and Measure J between the City of Concord and County Connection in support of implementation of the Monument Shuttle project. In this exchange, the City of Concord will receive \$150,055 in Measure J 19a funds for the Monument Shuttle project and in return, County Connection will receive FY 2013 Federal 5310 funds in the amount of \$150,055 from the Lifeline Transportation Program (LTP) grant.
3. Received report on SB 375/SCS from Martin Engelmann, CCTA Deputy Director, Planning.
4. Received report from Corinne Dutra-Roberts, 511 Contra Costa, on the Street Smarts Program.

TRANSPAC hopes that this information is useful to you.

Mr. Randall H. Iwasaki  
April 15, 2013  
Page 2

Sincerely,

A handwritten signature in cursive script that reads "Barbara Neustadter". The signature is written in black ink and includes a small flourish at the end.

Barbara Neustadter  
TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff  
Amy Worth, Chair – SWAT  
Kevin Romick – TRANSPLAN  
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, Brad Beck (CCTA)  
Jerry Bradshaw – WCCTAC  
Janet Abelson – WCCTAC Chair  
Jamar I. Stamps – TRANSPLAN  
Andy Dillard – SWAT  
June Catalano, Diana Vavrek, Diane Bentley – City of Pleasant Hill



COMMISSIONERS

Janet Abelson,  
 Chair

Kevin Romick,  
 Vice Chair

Newell Americh

Tom Butt

David Durant

Federal Glover

Dave Hudson

Mike Metcalf

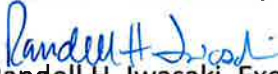
Karen Mitchoff

Julie Pierce

Robert Taylor

# MEMORANDUM

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

From:   
 Randell H. Iwasaki, Executive Director

Date: April 19, 2013

Re: Items approved by the Authority on April 17, 2013, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its April 17, 2013 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

Randell H. Iwasaki,  
 Executive Director

- 1. Circulation of Draft Fiscal Year (FY) 2013-14 Congestion Management Agency (CMA) Budget.** Staff has prepared a draft Fiscal Year 2013-14 CMA budget for review by the Public Managers' Association (PMA) in April 2013. 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 2013 as part of the full Authority budget. *Staff was authorized to make any necessary minor refinements to the preliminary draft FY 2013-14 CMA budget prior to circulation to the PMA.*
- 2. Update on Draft Plan Bay Area (the 2013 Regional Transportation Plan (RTP)).** The Draft *Plan Bay Area* document was released by MTC on Friday, March 22, 2013, and may be downloaded from MTC's website. *Steve Heminger, Executive Director from MTC, and Miriam Chion, Planning and*

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

---

*Research Director from ABAG, presented the Plan at the April 17<sup>th</sup> Authority Board meeting. Comments are due on May 16<sup>th</sup>. (Attachment)*

- 3. 2013 Update to the Measure J Strategic Plan - Overall Approach and Development Schedule.** Staff seeks approval of key policy issues that will guide the development of the upcoming update to the *Strategic Plan*, which is targeted to be adopted in December 2013. *The Authority approved staff's overall approach to the 2013 Strategic Plan update, including recommendations on nine key policy issues as outlined in the staff report.*
- 4. Adopt Initial PDA Investment and Growth Strategy and Forward to MTC for Review and Comment.** MTC Resolution 4035 outlines an approach for allocating federal funding through Fiscal Year 2015–16. The resolution created the OneBayArea Grant (OBAG) program, which focused a significant share of funding on projects that encourage the development of priority development areas (PDAs), and required CMAs to prepare a *PDA Investment and Growth Strategy* by May 1, 2013. According to MTC, the purpose of the *PDA Strategy* is to “ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region’s PDAs, recognizing that the diversity of PDAs will require different strategies.” Staff, with consultant support and input from the PDA/OBAG Working Group and TCC, has prepared a proposed *PDA Strategy* for Authority review. Staff recommends forwarding the Draft to MTC for review and circulating for public comment. *The Authority approved the initial Contra Costa PDA Investment and Growth Strategy for submittal to MTC and ABAG for review, and circulation to the RTPCs and local jurisdictions for comment by July 31, 2013. (The initial PDA Strategy will be transmitted under separate cover.)*



**ITEM 5**  
**STATUS REPORT ON MAJOR PROJECTS**

# **TRANSPLAN: Major East County Transportation Projects**

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

## **Monthly Status Report: May 2013**

---

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. The anticipated completion date is early 2014.

Construction of the eastern half of the new Loveridge Road Bridge over SR4 is continuing. The new bridge abutments and columns have been constructed. The installation of the temporary support system to construct the eastern half of the new bridge box girders and deck is now complete. All lanes of traffic along Loveridge Road are currently using the western half of the new Loveridge Road bridge. Construction of the new freeway median and eBART bridges over Century Boulevard is also continuing.

While new bridge construction activities are in progress, construction of the new freeway inside lanes and median area will continue, including construction of the eBART concrete barriers along the median area of SR4.

The project construction is approximately 64% 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:** Construction.

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

**Segment 1:** Construction of the Segment 1 widening started on March 16, 2011. The anticipated completion date is August 2013.

Construction is continuing along both the north and south sides of the freeway on all remaining details of sound wall work and finishing work on retaining walls that have the Delta Region Native Landscape Architectural Treatment. Other work in January has included continued construction on the new mainline eastbound and eBART bridges. Work along Somersville Road included joint trench utilities improvements, various drainage and sewer systems, barrier rails and miscellaneous electrical systems.

Segment 1 construction is approximately 78% complete.

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

The G Street on and off ramps have been permanently closed since March 2012. With the closure of these ramps, construction at the G Street area has been the main focus of recent project work. The old G Street bridge is now completely demolished, and traffic has been switched over to the recently completed western half of the new G Street bridge. Construction of the eastern half of the new G Street bridge over SR4 is well underway. Retaining wall and sound wall work, north and south of the freeway, east and west of G Street, has continued. Freeway widening and eastbound and westbound onramp construction near Contra Loma continued in February. Construction improvements around Fitzuren/G Street area and along Contra Loma Boulevard and L Street also continued during February.

Segment 2 construction is approximately 26% complete.

**Segment 3A:** Construction of Segment 3A started on August 28, 2012 and is anticipated to be completed in spring 2015.

During the month of February, project work has continued with installation of major drainage and utility systems, construction of retaining walls and soundwalls, the Drake Street re-alignment and the Cavallo Road undercrossing. Eastbound and westbound mainline widening has begun.

Segment 3A construction is approximately 15% complete.

**Segment 3B:** The contract was approved on January 28, 2013. The notice to proceed (NTP) is expected to be given to the contractor by the middle of March. The contractor is currently cutting trees that are in direct conflict with the work. In addition, the contractor is working on submittals that must be approved prior of NTP issuance.

**Issues/Areas of Concern:** Caltrans and the Segment 1 contractor are currently engaged in discussions about potential claims by the contractor. Caltrans and the contractor have resolved some of the claims made to date without major or significant impacts to the project cost or schedule. However, there are still several items not yet resolved.

Ongoing coordination between all segments and the eBART project present a significant, however manageable risk.

**D. SR4 Bypass: SR4/SR160 Connector Ramps** No Changes From Last Month

**Project Fund Source:** Bridge Toll Funds

**Lead Agency:** CCTA

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

**Current Phase:** Final Design.

**Project Status:** Project design has begun and is scheduled to be completed in July 2013. The 65% design and the revised structural type selection were submitted to Caltrans for review in early January 2013. The plans were also sent to Union Pacific Railroad to initiate the railroad review.

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

**E. East County Rail Extension (eBART)** No Changes From Last Month

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

**Lead Agency:** BART/CCTA

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

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

**Current Project Phase:** Final Design and Construction. BART is the lead agency for this phase. Construction of the Transfer Platform and eBART Facilities in the median to Railroad Avenue is continuing. Construction of the parking lot and maintenance facilities for the Antioch Station (Contract 120) has started.

**Project Status:** Work continues on the transfer platform in the median. The access tunnel, the ancillary building and duct banks are complete. Drainage work is about 80% complete. Median grading, train control and track work to realign the tall tracks continues. Civil improvements are anticipated to be largely complete by the spring, although procurement of the train control equipment is the long lead item for this contract.

BART opened bids for the next construction contract (Contract 120) for the maintenance shop shell, the Hillcrest Parking Lot and Slatten Ranch Road on May 8, 2012. Fieldwork started on September 24, 2012. A joint groundbreaking ceremony with the SR4 Widening project Segment 3A, was held on Friday, October 5, 2012.

Demolition and clearing and grubbing have been completed on Contract 120. Grading and utility work are on-going.

Coordination between BART and CCTA consultants is now shifting to the construction management teams with a large focus on the Hillcrest segment (3B) because the construction of CT 120 is directly north and adjacent to the Segment 3B construction area. A master integrated schedule has been developed for the eBART and SR4 Construction Contracts.

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

## STATE ROUTE 4 BYPASS PROJECT

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

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

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

**Current Phase:** Construction.

**Project Status:** Construction of the Lone Tree Way Undercrossing, the Sand Creek Bridge, the Sand Creek Road Undercrossing, and the San Jose Avenue Undercrossing continued, electrical system installation, and drainage system installation also continues.

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

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

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

**Lead Agency:** CCTA

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

**Current Phase:** Design.

**Project Status:** Project Development Team (PDT) meetings with Caltrans are occurring on a monthly basis. The Authority approved a \$75,000 engineering review agreement with Kinder Morgan L.P. (KM) at the January 2013 meeting for an evaluation of the interchange design plans as they relate to the possible relocation of an existing petroleum booster pump station in the area. The Contra Costa Water District (CCWD) is in the process of designing an alignment to relocate a large water line from within the project limits. CCWD is also developing a Longitudinal Utility Exception Request to seek permission from Caltrans to leave the 90” water line in place. The designer is currently working on the mapping and geometric approval drawings.

Design is anticipated to be complete in late 2014.

**Issues/Areas of Concern:** Because of the slowdown in building in East County, ECCRFFA construction funding for the project is delayed and an alternative construction funding source has not yet been identified.

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

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

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

**Current Phase:** Design.

**Project Status:** The SR4 Bypass Authority requested that the Authority initiate design work. A local agency project kickoff meeting was held on October 18, 2012, that included the Authority, the City of

Brentwood and the East Bay Regional Park District. Agency partners on the project include Caltrans, East Bay Regional Park District, City of Brentwood, and BART.

CCTA staff and the design engineer have met with the adjoining landowner and the City of Brentwood to look at bridge design layouts. Design will begin after the desired layout is selected.

**Issues/Areas of Concern:** Construction funding for the project has not yet been identified.

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

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

### **May 2013 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](mailto:esmith1@bart.gov)*

Staff will provide an update at the next ePPAC meeting as needed.

The Next Segment study is currently being developed and a status report will be provided to ePPAC/TRANSPLAN in a later meeting.

**ITEM 6**  
**CALENDAR OF EVENTS**



**Calendar of Upcoming Events\***

<b>Spring 2013</b>	<b>Location</b>	<b>Event</b>
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
<b>Summer 2013</b>	<b>Location</b>	<b>Event</b>
<b>Fall 2013</b>	<b>Location</b>	<b>Event</b>
Date TBD	Orinda	Open to Traffic - Caldecott Fourth Bore Project

\*"Upcoming Events" are gleaned from public agency calendars/board packets, East Bay Economic

**ITEM 7**  
**ENVIRONMENTAL REGISTER**

*ENVIRONMENTAL REGISTER*

<b>LEAD AGENCY</b>	<b>GEOGRAPHIC LOCATION</b> <small>(City, Region, etc.)</small>	<b>NOTICE /DOCUMENT</b>	<b>PROJECT NAME</b>	<b>DESCRIPTION</b>	<b>COMMENT DEADLINE</b>	<b>RESPONSE REQUIRED</b>
City of Pittsburg	From western end of Sky Ranch II Subdivision to Kirker Pass Road	Notice of Availability of Draft Environmental Impact Report	James Donlon Boulevard Extension Contact: Leigha Schmidt, Associate Planner 925-252-4920 <a href="mailto:lschmidt@ci.pittsburg.ca.us">lschmidt@ci.pittsburg.ca.us</a>	Construct and operate a 1.71-mile extension of James Donlon Boulevard.	5/29/13	t.b.d.
City of San Ramon	Off Deerwood Raod, northwest quadrant of the I-680/Crow Canyon Road interchange	Request for Comments	Faria Preserve Subdivision Contact: Cindy Yee 925-973-2562	740-unit residential subdivision.	4/26/13	No comments
Department of the Navy, DOD	Naval Weapons Station (NWS) Seal Beach, Concord, CA	Notice of Intent to Prepare an Environmental Impact Statement	Concord Reuse Project Contact: Ronald Bochenek 619-532-0906 <a href="mailto:Ronald.bochenek.ctr@navy.mil">Ronald.bochenek.ctr@navy.mil</a>	Disposal of surplus property at NWS Concord from federal ownership and its subsequent reuse in a manner consistent with the Concord Reuse Project Area Plan.	4/9/13	Monitor
City of Oakley	4246 Empire Ave	Notice of Public Hearing	New Lifeline Ministries Expansion (CUP 03-12) Contact: Ken Strelo, Senior Planner <a href="mailto:strelo@ci.oakley.ca.us">strelo@ci.oakley.ca.us</a>	Request for approval of a conditional use permit and development plan to expand an assembly hall and private school at an existing church.	2/12/13 (hearing date)	No comments
Contra Costa County	Countywide	Notice of Availability	Draft Climate Action Plan and Proposed Negative Declaration Contact: John Osborne, Senior Planner Department of Conservation and Development 855-323-2626 <a href="mailto:john.osborne@dcd.cccounty.us">john.osborne@dcd.cccounty.us</a>	Preparation of a Climate Action Plan (CAP) to identify measures and actions intended to reduce greenhouse gas (GHG) emissions.	2/1/13	No comments

**ITEM 8**  
**CYCLE 2 SAFE ROUTES TO SCHOOL FUNDING PROGRAM**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

---

**TO:** TRANSPLAN Committee  
**FROM:** TRANSPLAN TAC  
**DATE:** May 9, 2013  
**SUBJECT:** Unified Call for Projects for Cycle 2 Federal Funding.

---

### Recommendation

**APPROVE** list of projects for Cycle 2 SR2S funding, as recommended by the TRANSPLAN Technical Advisory Committee (TAC).

### Background

**Safe Routes to School (SR2S):** Approximately \$3.3 million in federal funding is available through the Metropolitan Transportation Commission (MTC) for SR2S programs. Funds are allocated to the Regional Transportation Planning Committees (RTPCs) based upon K-12 student enrollment. East County's allocation is approximately \$974,700. The table below shows the countywide formulaic distribution for Cycle 2:

Subregion	Population			Enrollment			Allocation
	2010	Share	Allocation (50%)	2010	Share	Allocation (50%)	
West	263,450	24%	\$401,100	31,538	19%	\$308,700	\$709,800
Central	313,829	29%	\$477,900	43,123	26%	\$422,000	\$899,900
East	305,923	28%	\$465,800	51,998	31%	\$508,900	\$974,700
South - west	196,807	18%	\$299,700	41,372	25%	\$404,900	\$704,600
TOTAL	1,080,009	100%	\$1,644,500	168,031	100%	\$1,644,500	\$3,289,000

In 2011, the programs and projects in East County that were funded under the Cycle 1 SR2S program included:

- *Brentwood School Area Safety Improvements:* New crosswalk and signal on American Avenue to connect an existing Class I bike path with Heritage High School, complete a sidewalk gap along Grant Street east from Marsh Elementary School, and replace crosswalk lighting at an elementary school, middle school and day care facility. (City of Brentwood)
- *Central/East County Safe Routes to School Program:* Road safety programs and bike/skateboard/scooter parking at Central and East County high schools, bike/Ped road safety programs and bike/ped "Challenge Days" at Central and East County middle schools, bike/ped safety assemblies at Central and East County elementary schools. (511 Contra Costa via City of Pleasant Hill)

A discussion of potential Cycle 2 SR2S projects was held at the April 16, 2013 TRANSPLAN TAC meeting. The discussion resulted in the following recommended projects:

- *Cavallo Road, Drake Street and "G" Street Safe Routes to School:* Remove and replace concrete sidewalks and curb and gutter, install new Americans with Disabilities Act Handicap (ADA HC) ramps, install cross walks, and striping. The project will provide pedestrian access and ADA HC ramps to Marsh Elementary and Antioch High School. (City of Antioch)
- *Rectangular Rapidly Flashing Beacons:* Install rectangular rapidly flashing beacons at 7 school pedestrian crossings, construct curb extensions ("bulb-outs") at 3 of these crossings (locations 2, 5 and 6), and install median fencing to prevent students from jay walking at one location (location 1). (City of Pittsburg)
- *Port Chicago Highway/Willow Pass Road Pedestrian & Bicycle Improvement Project:* Installation of bike lane, sidewalk, curb and gutter, curb ramps, and a pedestrian actuated flasher at a pedestrian crossing (northeast quadrant of intersection). (Bay Point, Contra Costa County)

Detailed project descriptions are attached to this report as well as a table showing each project's cost. All three of the projects would absorb the entire East County SR2S allocation of \$974,700.

### **TAC Recommendation**

The RTPCs must finalize their priority list of SR2S projects and submit them to CCTA by June 4, 2013. CCTA will submit the County's complete list of proposed projects to MTC by July 31, 2013. Therefore, the TRANSPLAN TAC recommends the TRANSPLAN Committee approve the TAC recommended list of projects for Cycle 2 SR2S funding.

c: TRANSPLAN TAC

att: Project Table  
Project Descriptions

East County Cycle 2 Safe Routes to School Projects (2013)

Jurisdiction	Project	Description	Location	Cost
Antioch	Cavallo Road, Drake Street and "G" Street Safe Routes to School	Remove and replace concrete sidewalks and curb and gutter, install new ADA HC ramps, install cross walks, and striping. The project will provide pedestrian access and ADA HC ramps to Marsh Elementary and Antioch High School.	Cavallo Road from E. 18th St to Wilbur Ave, Drake Street, and "G" Street from Drake to W. 18th St	\$330,000
Pittsburg	Rectangular rapidly flashing beacons	Install rectangular rapidly flashing beacons at 7 school pedestrian crossings, construct curb extensions ("bulb-outs") at 3 of these crossings (locations 2, 5 and 6), and install median fencing to prevent students from jay walking at one location (location 1)	various (7 schools)	\$203,000
County	Port Chicago Highway/Willow Pass Road Pedestrian & Bicycle Improvement Project	Installation of bike lane, sidewalk, curb and gutter, curb ramps, and a pedestrian actuated flasher at a pedestrian crossing	Port Chicago Highway/Willow Pass Road (Bay Point)	\$441,700
			<b>Total Projects</b>	<b>\$974,700</b>
			<b>Cycle 2 SR2S Funds Remain.</b>	<b>\$0</b>

## **City of Antioch**

### *Cavallo Road, Drake Street and “G” Street Safe Routes to School*



## **Regional Cycle 2 Safe Routes to School (SR2S) Funding**

**Project title:** Cavallo Road, Drake Street, and “G” Street Safe Routes to School

**Agency sponsor:** City of Antioch

**Detailed project description:** Remove and replace concrete sidewalks and curb and gutter, install new ADA HC ramps, install cross walks, and striping. The project will provide pedestrian access and ADA HC ramps to Marsh Elementary and Antioch High School.

**Scope of work/schedule:** Design/Environmental completed January 2014, construction completed August 2014.

**Project budget/funding:** Design \$20,000 Gas Tax local match, Construction / construction eng. \$330,000 SR2S Grant Program

*Contact:*

*Ahmed Abu-Aly*

*City of Antioch*

*Tel. 925-779-6130*

*Fax. 925-779-7062*

**Attachments:** site map





ANTIOCH  
H.S.  
A.S.

W SEVENTEENTH ST  
John Fremont Elementary School  
Antioch Middle School  
W 18TH ST

Gracery Outlet Shopping Center  
A ST

Marsh Elementary School  
MARSH  
School

DRAKE ST

HWY 4

LINDBERG ST



# **City of Pittsburgh**

## *Rectangular Rapidly Flashing Beacons*

# Safe Routes To School Program

## (Cycle 2 SR2S Workscape)

**PROJECT TITLE:** Pittsburg School Area Safety Improvements

**PROJECT SPONSOR:** City of Pittsburg      **DATE:** April 22, 2013

**PROJECT MANGER:** Ron Nevels, Senior Civil Engineer  
65 Civic Avenue, Pittsburg, CA 94565  
[rnevels@ci.pittsburg.ca.us](mailto:rnevels@ci.pittsburg.ca.us)  
(925) 252-4930

**PROJECT LOCATION:** At the following 7 school pedestrian crossing locations:

1. Pittsburg Senior High School, intersection of Harbor Street/Army Street
2. Willow Cove Elementary School, intersection of Hanlon Way/Cove Way
3. Marina Vista Elementary School, intersection of Railroad Avenue/8th Street
4. Marina Vista Elementary School, intersection of Black Diamond Street/8th Street
5. Rancho Medanos Junior High School, intersection of Range Road/Ackerman Avenue
6. Delta View Elementary School, intersection of Rio Verde Drive/Pillar Ridge Drive
7. Hillview Junior High School, intersection of Yosemite Drive/San Juan Hillview Jr. High School.

**PROJECT DESCRIPTION:** This project will install rectangular rapidly flashing beacons at 7 school pedestrian crossings, construct curb extensions (“bulb-outs”) at 3 of these crossings (locations 2, 5 and 6), and install median fencing to prevent students from jay walking at one location (location 1). The objective of these safety improvements are to decrease the number of vehicle-pedestrian collisions through increasing driver awareness of pedestrians using these seven school crossings, and to decrease the amount of time students need to cross the roadway at three of these school crossings (locations 2,5 and 6). The project’s goal is to encourage more students to walk and/or bike to school by increasing the safety of their route. The six schools, with grade levels and number of students attending (benefiting from these safety improvements), are: 1.) Pittsburg Senior High School, grades 9 through 12, with 2626 students; 2.) Willow Cove Elementary School, grades K through 5, with 639 students; 3.) Marina Vista Elementary School, grades K through 5, with 613 students; 4.) Rancho Medanos Junior High School, grades 6 through 8, with 1123 students; 5.) Delta View Elementary School, grades K through 5, with 777 students; and 6.) Hillview Junior High School, grades 6 through 8, with 1070 students.

**PROJECT SCHEDULE/MILESTONES:**

<u>Project Obligation</u>	<u>Winter 2013</u>
<u>Preliminary Engineering (environmental, design, right-of-way)</u>	<u>Spring 2014</u>
<u>Construction</u>	<u>Summer 2014</u>
<u>Project Evaluation</u>	<u>Fall 2014</u>

**PROJECT BUDGET:** Please refer to attached project cost estimate.

<u>Contract</u>	<u>= \$203,010</u>
<u>Preliminary Engineering</u>	<u>= \$ 27,300</u>
<u>Total Project Cost</u>	<u>= \$230,310</u>

**PROJECT FUNDING:**

<u>Federal SR2S Grant</u>	<u>= \$203,000</u>
<u>Local Match (gas tax)</u>	<u>= \$ 27,310</u>
<u>Total Project Cost</u>	<u>= \$230,310</u>



## **Contra Costa County (Bay Point)**

### *Port Chicago Highway/Willow Pass Road Pedestrian & Bicycle Improvement Project*

---

# Port Chicago Highway/ Willow Pass Road

## Pedestrian & Bicycle Improvement Project



### Project Information Packet

April 25, 2013



---

**Project Title and Agency Sponsor**

Port Chicago Highway/Willow Pass Road Pedestrian & Bicycle Improvement Project  
Contra Costa County Public Works Department

Primary Contact:

Mary Halle

Associate Civil Engineer

[mhall@pw.cccounty.us](mailto:mhall@pw.cccounty.us)

925-313-2327

255 Glacier Drive

Martinez, CA 94553

Contra Costa County currently has master agreements with Caltrans for both federal and state funding which will expedite the initial stages of the project.

**Detailed Project Description**

The project includes installation of bike lane, sidewalk, curb and gutter, curb ramps, and a pedestrian actuated flasher at a pedestrian crossing to increase safety for an improved route to school, trail and transit in a Community of Concern.

The project will install bike lane, sidewalk, curb and gutter along a 1,400 foot stretch of roadway in Bay Point. The project is located west of the BART station and east of three public schools where Port Chicago Highway merges into Willow Pass Road. The project will improve access to the Delta De Anza Trail which extends through the project limits at the intersection of Port Chicago Highway and Willow Pass Road. The trail provides a connection to the local schools with a direct route to Riverview Middle School. Closure of the existing gap in the pedestrian infrastructure has been requested by the Bay Point Municipal Advisory Council for the past several years. MAC members have indicated that this location is their highest sidewalk priority. The completion of this pedestrian access will provide a connection hub with bus service, BART, and a regional trail at the center of Bay Point, which is a Community of Concern. The project will also include wayfinding signage at the entrance to the Delta De Anza Trail. A pedestrian actuated flasher is also recommended to assist pedestrians in crossing the free right turn going from westbound Willow Pass Road to northbound Port Chicago Highway. The project also includes additional channelization at the refuge island for this leg of the intersection to create a shorter pedestrian crossing distance and narrow the travel lane to calm traffic.

---

The project location is a popular route for students and all pedestrians. The lack of pedestrian and bicycle facilities at this location results in students walking along the existing road shoulder or through adjacent private property which is a grassy field with a lack of ability to patrol for public safety. Improving access will accomplish the objective of: encourage students to continue on the designated pedestrian path, remove barriers to mobility impaired users and provide all weather access. Since the project is located at the core of the community and adjacent to transit and schools, as well as recreational and commercial uses, it will benefit not only the school community at Riverview Middle School but the greater Bay Point community as well. Formalizing the pedestrian and bicycle facilities at this location will achieve the ultimate goal of encouraging the walking and bicycling alternative for students by providing a safe route to school. Riverview Middle School has an enrollment of approximately 750 students.

### **Scope of Work and Schedule**

The project will include installing approximately 1,400 feet of sidewalk and bike lane from the intersection of Weldon Street and Willow Pass Road to the intersection of Lynbrook Street and Port Chicago Highway. The project has been coordinated with the community and Riverview Middle School and would be ready to begin detailed design and the environmental process if awarded funding. Right of Way acquisition will not be required as adequate public right of way already exists adjacent to the existing roadway. The project also includes installation of wayfinding signage at the Delta DeAnza Trail crossing. This work has been discussed with EBRPD staff who is supportive of the work. The project would include wayfinding signage, using the Park District standard signage.

Since the real property activities is limited to a driveway conform permit, the project would be on-track for obtaining E-76 authorization for construction by March, 2015 with construction that summer. See the proposed schedule under Project Milestones.

### **Approach to Project Evaluation**

A pre-project and post project survey of students at Riverview Middle School will be conducted to evaluate the success of the infrastructure improvements. Approximately \$5,000 has been budgeted within the construction budget to administer the student survey.

**Project Budget and Funding**

Due to the effort required to obligate federal funds, CCCPWD is requesting a funding award of \$812,000 or 73% of the total project budget.

**Requested SR2S Funding — \$1,000s**

	Prior	FY2013– 14	FY2014– 15	FY2015– 16	TOTAL
Environmental	\$0	\$80	\$25		\$105
Design	\$0	\$75	\$125		\$200
Right-of-Way	\$0		\$0		\$0
Construction	\$0			\$507	\$507
<b>TOTAL</b>	<b>\$0</b>	<b>\$155</b>	<b>\$150</b>	<b>\$507</b>	<b>\$812</b>

**Committed Local Funding**

**Contra Costa Road Funds— \$1,000s**

	Prior	FY2013– 14	FY2014– 15	FY2015– 16	TOTAL
Environmental	\$0	\$15	\$10		\$25
Design	\$16	\$45	\$15		\$76
Right-of-Way		\$18	\$0		\$18
Construction				\$185	\$185
<b>TOTAL</b>	<b>\$16</b>	<b>\$78</b>	<b>\$25</b>	<b>\$185</b>	<b>\$304</b>

**TOTAL PROPOSED FUNDING**

	Prior	FY2013– 14	FY2014– 15	FY2015– 16	TOTAL
Environmental	\$0	\$95	\$35	\$0	\$130
Design	\$16	\$120	\$140	\$0	\$276
Right-of-Way	\$0	\$18	\$0	\$0	\$18
Construction	\$0	\$0	\$0	\$692	\$692
<b>TOTAL</b>	<b>\$16</b>	<b>\$233</b>	<b>\$175</b>	<b>\$692</b>	<b>\$1,116</b>

---

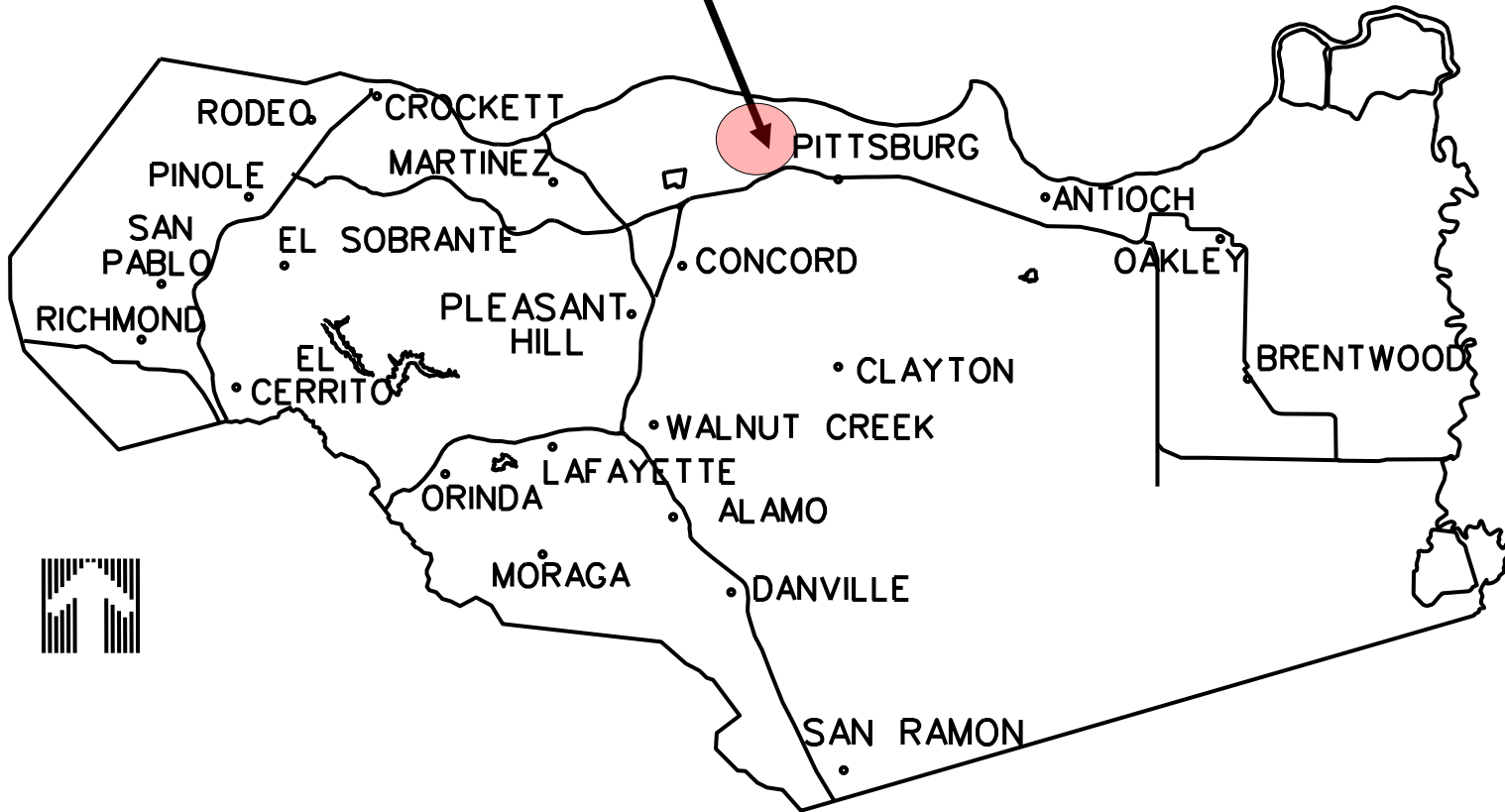
**Project Milestones under the Federal-Aid Process**

To implement the schedule indicated below, staff intends to submit an E-76 for PE by July, 2013 and the E-76 for construction submitted by December, 2014. The target NEPA clearance date is September, 2014. The Public Works Department has demonstrated success in delivering many projects with federal funding.

	Begin date	Completion date
<b>Environmental Phase</b>	July-2013	Sep-2014
<b>Design</b>	Jan-2014	Dec-2014
<b>Right-of-Way Certification and Utility Clearance</b>	Aug-2014	Dec-2014
<b>Construction</b>	Mar-2015	Oct-2015

# CONTRA COSTA COUNTY CALIFORNIA

## PROJECT LOCATION *COMMUNITY OF BAY POINT*



Contra Costa County  
**Public Works**  
Department

255 GLACIER DRIVE, MARTINEZ, CA 94553 PH: (925)313-2000 FAX: (925)313-2333

### PROJECT LOCATION MAP

**Port Chicago HWY-Willow Pass Road Bike Lane and Pedestrian Improvements**

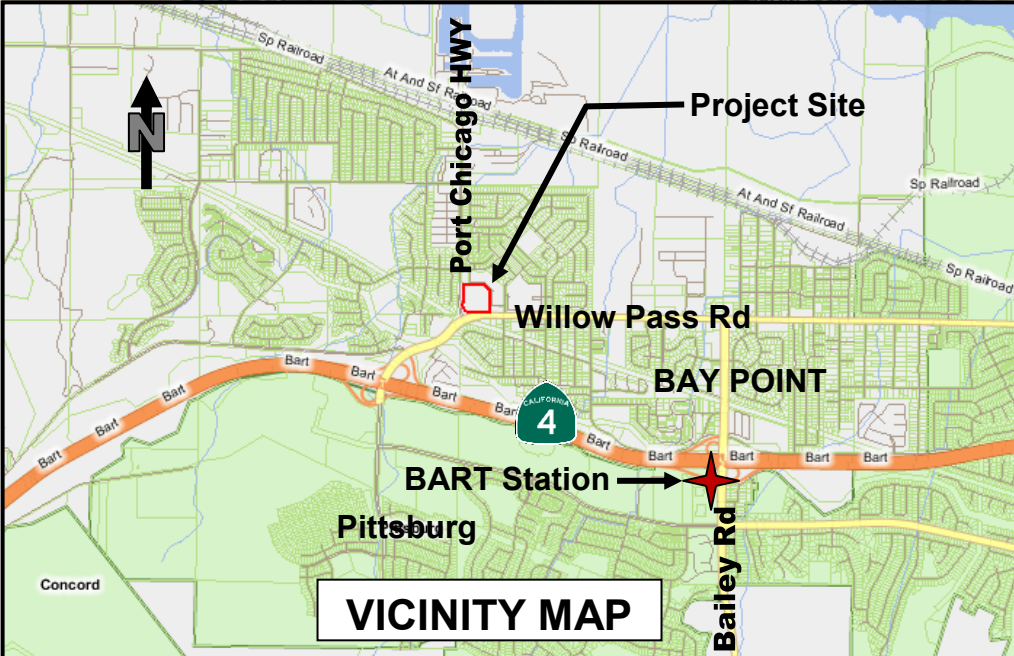
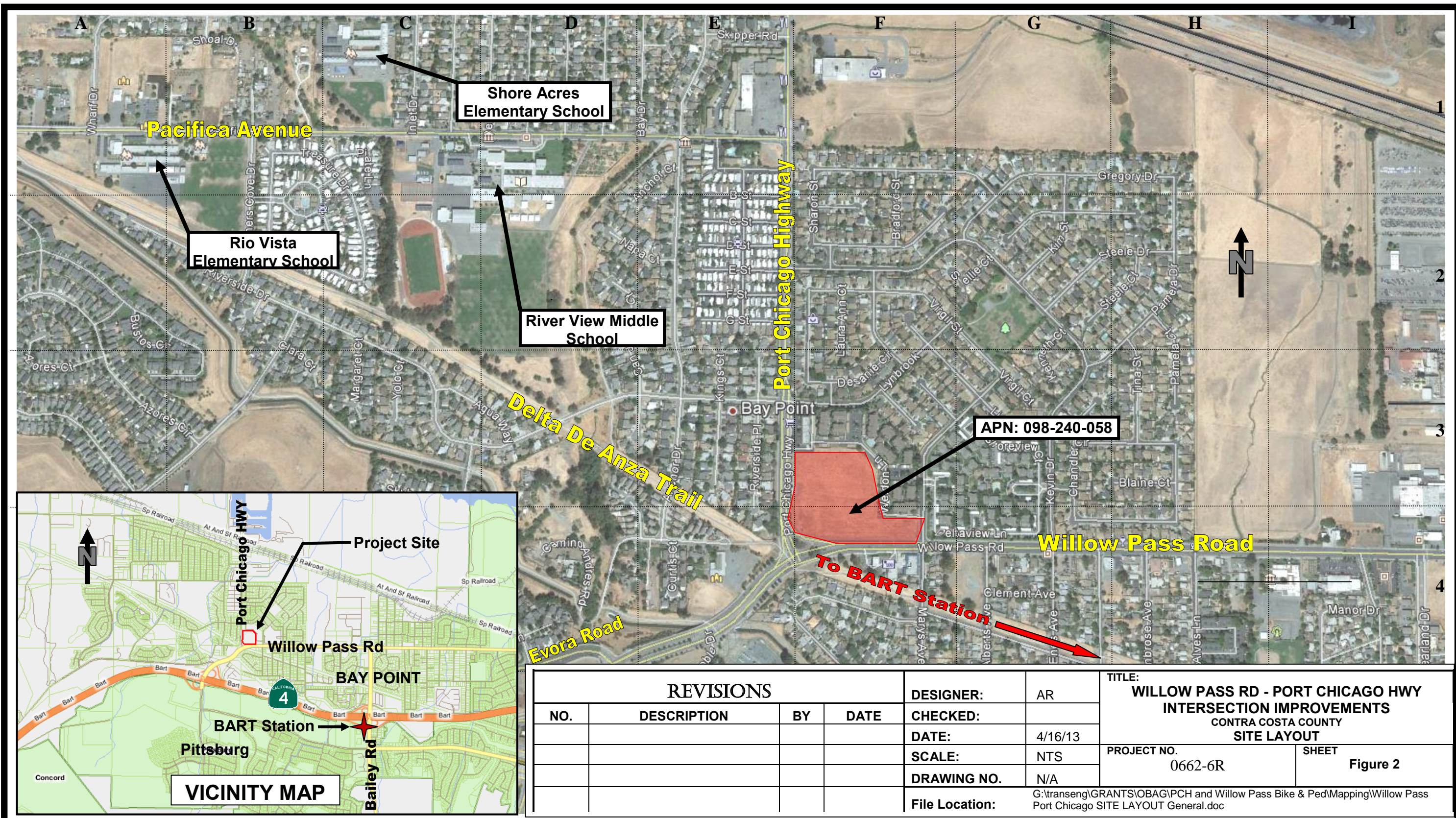
GRANTS\SR2S\cycle 10 2011\Canal Road\Exhibits\Project Location Map - Canal Road Ped and Bike.docx

DB: AR CB:

DATE: APR 13

SHEET 1 OF





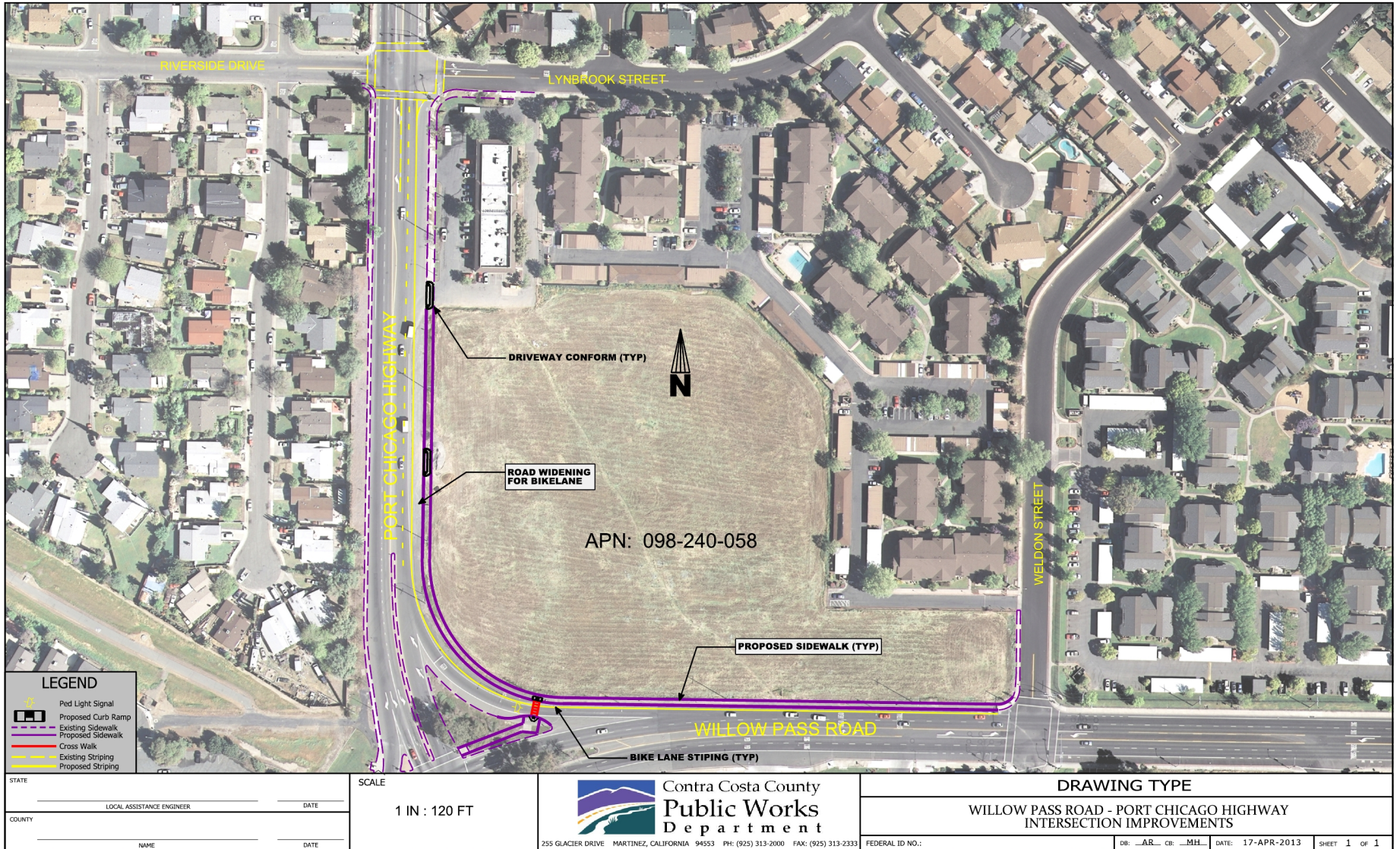
**REVISIONS**

NO.	DESCRIPTION	BY	DATE

<b>DESIGNER:</b>	AR
<b>CHECKED:</b>	
<b>DATE:</b>	4/16/13
<b>SCALE:</b>	NTS
<b>DRAWING NO.:</b>	N/A
<b>File Location:</b>	G:\transeng\GRANTS\OBAG\PCH and Willow Pass Bike & Ped\Mapping\Willow Pass Port Chicago SITE LAYOUT General.doc

<b>TITLE:</b>	
<b>WILLOW PASS RD - PORT CHICAGO HWY INTERSECTION IMPROVEMENTS</b>	
CONTRA COSTA COUNTY	
SITE LAYOUT	
<b>PROJECT NO.</b>	<b>SHEET</b>
0662-6R	Figure 2





LEGEND	
	Ped Light Signal
	Proposed Curb Ramp
	Existing Sidewalk
	Proposed Sidewalk
	Cross Walk
	Existing Striping
	Proposed Striping

STATE	LOCAL ASSISTANCE ENGINEER	DATE
COUNTY	NAME	DATE

SCALE  
1 IN : 120 FT

Contra Costa County  
**Public Works**  
 Department  
255 GLACIER DRIVE MARTINEZ, CALIFORNIA 94553 PH: (925) 313-2000 FAX: (925) 313-2333

DRAWING TYPE			
WILLOW PASS ROAD - PORT CHICAGO HIGHWAY INTERSECTION IMPROVEMENTS			
FEDERAL ID NO.:	DB: <u>  </u> AR: <u>  </u> CR: <u>  </u> MH: <u>  </u>	DATE: 17-APR-2013	SHEET 1 OF 1



# Port Chicago Highway/Willow Pass Bike and Pedestrian Project

## Existing Condition Photos



The project will improve pedestrian access to the Tri-Delta Bus Stop. Project improvements will extend the existing sidewalk from the east starting at Weldon Street.



The project includes any road widening required to install a 5 foot bike lane  
With signing and striping for a Class II facility



# Port Chicago Highway/Willow Pass Bike and Pedestrian Project

## Existing Condition Photos



The existing road shoulder width varies. The project will formalize a class II bike facility and construct sidewalk to improve pedestrian access to a bus stop, Delta DeAnza Trail and BART



Proposed improvements will meet existing sidewalk to the north near Lynbrook Street



**Port Chicago Highway/Willow Pass Bike and Pedestrian Project  
Existing Condition Photos**



**Worn footpath leading from curve to Delta DeAnza Trail**

**The Project will include a pedestrian actuated flasher across the right turn lane and include sidewalk through this refuge island to connect to the Delta DeAnza Trail**



**The Project will add a cross walk with pedestrian flashers.**

# Transportation Engineering

# Planning Cost Estimate

Contra Costa County Department of Public Works

WO 4051

- Click here if the project schedule for this project is to be 50 days or more; also
- Click here if this project is a surface treatment or overlay project.

**Project Name:** Port Chicago HWY-Willow Pass Road Bike Lane and Pedestrian Improvements  
**Alternative:** Sidewalk/curb Improvements w/bike lanes

**Project Location:** Port Chicago HWY-Willow Pass Road Intersection from Lynbrook Drive to Weldon Street  
**Assumptions:** R=5.0, TI = 9.0

**Project Length (ft):** 1300 1400 ft to be modified

**Date of Estimate:** Apr. 15, 2013

Revision No.	0
Revision Date	
Revised by	

**Prepared by:** A. Rivas

No.	Description	Quantity	Units	Unit Cost	Total
1	Mobilization	1	LS	\$ 38,000.00	\$ 38,000
2	Traffic Control	1	LS	\$ 14,000.00	\$ 14,000
3	Construction Area Signs	6	EA	\$ 550.00	\$ 3,300
4	Striping Removal	1400	LF	\$ 1.50	\$ 2,100
5	Pavement Marking Removal	85	SF	\$ 10.00	\$ 850
6	Saw Cut	1400	LF	\$ 3.25	\$ 4,550
7	Clearing and Grubbing	1	LS	\$ 14,000.00	\$ 14,000
8	Minor Concrete Sidewalk (8-ft Wide)	11200	SF	\$ 14.00	\$ 156,800
9	Curb and Gutter	1400	LF	\$ 35.00	\$ 49,000
10	ADA Curb Ramps	2	EA	\$ 3,500.00	\$ 7,000
11	Minor Utility Adjustment	1	LS	\$ 15,000.00	\$ 15,000
12	Driveway Conform	2	EA	\$ 5,000.00	\$ 10,000
13	Aggregate Base	820	TON	\$ 40.00	\$ 32,800
14	Hot Mix Asphalt	320	TON	\$ 185.00	\$ 59,200
15	Slurry Seal + \$10k add'l mobilization	13000	SY	\$ 1.75	\$ 32,750
16	Pedestrian Flasher - Pedestrian Actuated	1	LS	\$ 25,000.00	\$ 25,000
17	Wayfinding Signage	1	EA	\$ 10,000.00	\$ 10,000
18	Traffic Sign Installation - Bike Lane	4	EA	\$ 350.00	\$ 1,400
19	Striping - Detail 39, Bike Lane Line	1200	LF	\$ 2.40	\$ 2,880
20	Pavement Markings Bike Lane	180	SF	\$ 10.00	\$ 1,800
21	Traffic Sign Replacement	6	EA	\$ 350.00	\$ 2,100
22	Pedestrian Crossing	95	LF	\$ 4.00	\$ 380
23	C.3 Mitigation Compliance	1	LS	\$ 53,000.00	\$ 53,000
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -

PLANNING	Planning Engineering (TE)	\$ 92,000	CONTRACT ITEMS	\$ 536,000
PE	Preliminary Engineering (Design)	\$ 113,000	OTHER COSTS (CON)	\$ 105,000
	Utility Coordination (Design)	\$ 56,000	CONTINGENCY*	\$ 51,000
	Environmental(NEPA)+ HCP Fees on 0.3 Acres; Zone 2	\$ 130,000	<b>SUBTOTAL (Pre-Con)</b>	\$ 424,000
	Survey Work	\$ 15,000	SUBTOTAL (PLAN)	\$ 92,000
R/W	Real Property Labor (including TCE's)	\$ 18,000	SUBTOTAL (PE)	\$ 299,000
	R/W Acquisition	\$ -	SUBTOTAL (R/W)	\$ 33,000
CON	Construction Engineering	\$ 92,000		
	Environmental Monitoring and Mitigation Fees <input checked="" type="checkbox"/>	\$ 13,000	<b>GRAND TOTAL</b>	\$ 1,116,000
	<b>SUBTOTAL of OTHER COSTS (ALL)</b>	\$ 529,000		

\* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

\* Construction Engineering is 15% of contract items (\$20,000 min.)

\* CONTINGENCY is 10% of contract items plus construction engineering. (\$10,000 min.)

CURRENT YEAR 2013  
 ESCALATION YEAR 2013  
 ESCALATION RATE 2.5%

**➤ TOTAL (in 2013 dollars) \$ 1,116,000**





MT. DIABLO UNIFIED SCHOOL DISTRICT  
RIVERVIEW MIDDLE SCHOOL  
205 Pacifica Avenue  
Bay Point, California 94565-2995  
(925) 458-3216

April 17, 2013

Mr. Jerry Fahy  
Assistant Public Works Department  
Contra Costa County Public Works Department  
255 Glacier Drive  
Martinez, CA 94553

Re: Port Chicago Highway- Willow Pass Road Bike and Ped Improvement Project –

Dear Mr. Fahy,

I am writing in support of the Contra Costa County Public works Department's application for grant funding to improve pedestrian and bicycle access at the curve at Port Chicago Highway and Willow Pass Road. This project will help keep our students at Riverview Middle School safe as they walk to and from school as this is a heavily used route for students to walk on a daily basis. Many of our students live east of the school and currently walk this route without any formal pedestrian facilities.

The safety and health our community, particularly our students is a priority for us and this project will improve pedestrian safety by providing a separate space for students and other pedestrians. This project will also promote better health by encouraging walking and bicycling alternatives.

I am pleased to see that the Public Works Department is continuing its efforts to improve safety for student pedestrians by pursuing the funding needed to help construct new sidewalks throughout the County.

If you have any questions regarding this letter, please contact me.

Sincerely,

A handwritten signature in blue ink that reads "Eric Wood".

Eric Wood  
Vice Principal  
Riverview Middle School  
205 Pacifica Ave.  
Bay Point CA. 94569  
925-458-3216 ext. 5205  
woode@mdusd.org


**ITEM 9**  
**REPORT ON STATUS OF EAST COUNTY FEE PROGRAM**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

---

**TO:** TRANSPLAN Committee  
**FROM:** John Cunningham, TRANSPLAN Staff   
**DATE:** April 30, 2013  
**SUBJECT:** 1) Update on East County Fee Program Negotiations and 2) Staff Recommendation

---

### Background

At the April 11, 2013 TRANSPLAN meeting the TRANSPLAN Board received a report from staff on the status of the proposal being negotiated with the City of Pittsburg and a recommendation on how the issue could be brought to resolution. The recommended steps were:

- 1) Conceptual approval of the proposal being presented,
- 2) Receive Board direction to have staff further refine Options 1 and 2,
- 3) Once staff is comfortable with the options the proposal would be taken to the individual councils and boards for their conceptual approval
- 4) The agreement would then be returned to TRANSPLAN and the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) for final approval to determine the appropriate adoption mechanism (MOU, amended JEPA or other)

### Discussion

Since the April TRANSPLAN meeting, representatives from all East County Cities, the County, ECCRFFA, and the Contra Costa Transportation Authority (CCTA) have been meeting to refine the proposal per the direction of the TRANSPLAN Board. Progress continues to be made, but some details still need to be finalized. Some of these details are discussed below. Any remaining issues will be discussed at the May 9, 2013 TRANSPLAN Board Meeting.

- **Fee Equalization/Differential Updated Language**

With Pittsburg beginning a two-year fee rebate program effective January 1, 2013 and the ECCRFFA fee rebate program scheduled to end later this year, staff continues to discuss how to equalize fee collections between the City of Pittsburg and the ECCRFFA members. In short, there has been a disparity in the fees collected by these two parties since the City's departure from ECCRFFA in 2010. Given the adopted policies by both parties, there will continue to be a disparity in the near term. Refined language has been included in Option 1 to describe a simple procedure for fee equalization and to ensure that equalization of fee collections will be achieved.

- **ECCRFFA Peer Review Committee and Process**

The following concept has the support of East County staff and describes the process we will implement. ECCRFFA will establish a Peer Review Committee and process for delivery of ECCRFFA projects when a member agency is sponsoring and delivering a project included in the ECCRFFA Program of Projects. The Peer Review Committee will consist of the City Engineer or Public Works Director of each ECCRFFA member agency. A project sponsor (member agency) will prepare and submit a detailed workplan and budget by phase/task for review by the Peer Review Committee. Once a workplan and budget has been approved by the Peer Review Committee, it will be forwarded to the ECCRFFA Board for approval.

c: TRANSPLAN TAC

- **Attorney's Fees**

One issue that was raised and discussed during our negotiations was the method and means for paying Pittsburg's attorney's fees incurred as a result of the previous lawsuit between TRANSPLAN, ECCRFFA and Pittsburg. At this point, Pittsburg has covered this cost (\$196,000) using regional fees Pittsburg collected while they were not a member of ECCRFFA. Staff is supportive of this approach since Pittsburg has made local contributions to several projects included in ECCRFFA's Program of Projects (see Attachment 1), and refined language has been included in Option 1 to document it.

- **Option 2**

In the past month, staff has focused on revisions to Option 1, which is the current preference of all parties. Option 2 also remains on the table in the event Option 1 is unsuccessful. However, the Board should be aware that, in the event Option 2 is ultimately approved, the TRANSPLAN Board will need to discuss appropriate Action Plan policy changes to ensure that TRANSPLAN retains the sole authority to define the Regional Transportation Mitigation Program in East County.

**Recommendation**

- 1) **RECEIVE** report from staff on the status of the fee program negotiations,
- 2) **APPROVE** in concept Option 1 (contingent on member jurisdiction approval),
- 3) **DIRECT** staff to return in June with a final proposal for adoption.

att:      1) City of Pittsburg's Contributions Towards Regional Transportation Fee Projects  
            2) TRANSPLAN/ECCRFFA Fee Program Proposal

**City of Pittsburg's Contributions Towards Regional Transportation Fee Projects\***

Fee Study Project No.**	Project/Description	<i>(in millions)</i>				<b>Total Funding</b>
		Project Cost Estimate*	Pittsburg Funding	Developer Funding	Grant Funding	
12	Pittsburg-Antioch Highway Somerville Rd. to Loveridge Rd., widen to 4 lanes	\$ 11.0	\$ 1.22		\$ 0.86	\$ 2.08
14	California Avenue Railroad Ave. to Harbor St., widen to 4 lanes	\$ 16.7	\$ 0.02			\$ 0.02
	Harbor St. to Carion Ct., widen to 4 lanes		\$ 2.77			\$ 2.77
	Carion Ct. to Loveridge Rd., widen to 4 lanes			\$ 0.26		\$ 0.26
18	West Leland Road Extend from San Marco Blvd. to Avila Rd. (Concord)	\$ 11.6	\$ 0.52	\$ 0.51		\$ 1.03
26	Commuter Rail (eBART) Pittsburg/Bay Point Station to new Antioch Station	\$ 377.0	\$ 0.80			\$ 0.80
			\$ 0.50			\$ 0.50
<b>GRAND TOTAL =</b>						<b>\$ 7.46</b>

\* Funding information provided by Pittsburg staff;

\*\* per ECCRFFA adopted 2005 nexus study



**Revised 5/3/13**

**Summary of TRANSPLAN/ECCRFFA Proposal:**

TRANSPLAN and ECCRFFA staff appreciate CCTA's assistance in attempting to resolve the dispute between Pittsburg and TRANSPLAN/ECCRFFA. Understanding the need to preserve harmony for the good of the entire county, TRANSPLAN and ECCRFFA staff are as interested as CCTA in achieving a resolution to this issue as soon as possible. To help the process continue to move forward toward common ground, we offer the following two options for discussion.

Option 1 is a simple approach that addresses project prioritization and fee equality and that largely preserves the existing successful arrangement for East County. Option 2 offers a resolution and provides for an evolution of the transportation financing structure in East County. Options 1 and 2 are detailed below:

**Option 1**

- A. Pittsburg rejoins ECCRFFA as soon as possible and collects the same fees as other member agencies:
  - 1. Pittsburg will implement a rebate program for no more than 2 years to match the current ECCRFFA rebate fee schedule (e.g., \$9,486 per SFR and \$5,823 per MFR). At the end of the Pittsburg rebate program, Pittsburg will match the revised ECCRFFA fee schedule described in Paragraph A.2 below, or if there is a shortfall between the Pittsburg and ECCRFFA fees collected between 9/7/11 and the end of the Pittsburg rebate program, Pittsburg will eliminate the shortfall by collecting increased fees for the next 150 SFR and/or MFR permits issued by Pittsburg and then match the revised ECCRFFA fee schedule;
  - 2. By 12/13/2013 (or end of current ECCRFFA fee rebate program), ECCRFFA will revise the current fee or rebate schedule to result in a revised fee schedule that may not exceed the Pittsburg MOU fee schedule (approx. \$16,500 per SFR, plus escalation);
  - 3. After 12/13/2013 (or end of current ECCRFFA fee rebate program), any subsequent ECCRFFA fee rebate program may not involve a rebate greater than 50% of the full fee unless it is approved unanimously by the full ECCRFFA Board.
  - 4. The JEPA would be amended to require all member agencies to remain "fully participating members" in ECCRFFA through 2030.

- B. Priority project list is the following and cannot be changed unless both of the following conditions are met: 1) there are extenuating circumstances regarding regional priorities or difficulties in implementing one of the priority projects listed below, and 2) there is a **unanimous** vote by the **full** ECCRFFA Board:
1. Initial Projects and ECCRFFA Existing Commitments:
    - a) SR4 East widening;
    - b) eBART extension to Hillcrest Avenue (\$6.0M) - (excludes Railroad Avenue station) - \$1.2M to be provided to BART by 12/31/2013;
    - c) SR4 Bypass projects (including SR4/SR160 Connector Ramps, Sand Creek Road Interchange, Balfour Road Interchange, and 4-Laning between Lone Tree Way and Balfour Road);
    - d) Outstanding ECCRFFA commitments (\$13 million);
  2. eBART Extension beyond Hillcrest Avenue – environmental review for the eBART extension (\$3.0M);
  3. James Donlan Extension (JDE);
- C. Pittsburg would use the fees collected to-date (approx. \$5.5M) as follows: approx. \$5.3M for JDE (for environmental clearance, R/W acquisition and design) and the Railroad Avenue eBART station); and \$196,000 for legal fees incurred by Pittsburg in TRANSPLAN/ECCRFFA lawsuit.

## Option 2

Pittsburg will remain a member of TRANSPLAN and will act independently but in partnership with ECCRFFA to fund and/or construct high priority regional Projects that are included on the approved list of regional projects for East County:

- A. Pittsburg retains its own fee program.
- B. ECCRFFA continues with the remaining four members.
- C. CCTA and Pittsburg formulate a plan of action regarding Pittsburg's "return to source" funds and compliance with Measure J without having a further determination made by TRANSPLAN.


**ITEM 11**  
**RESOLUTION OF THE TRANSPLAN COMMITTEE**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

---

**TO:** TRANSPLAN Committee  
**FROM:** Jamar Stamps, TRANSPLAN Staff   
**DATE:** February 14, 2013  
**SUBJECT:** Update on City of Pittsburg's Compliance with East County Action Plan and Consideration of Appropriate Follow-up Action(s)

---

### Recommendation

**ADOPT** resolution of the TRANSPLAN Committee's position on the status of the City of Pittsburg's (Pittsburg) compliance with its obligations under the East County Action Plan to participate in a cooperative, multi-jurisdictional process for managing growth in the East County region.

### Background

At a special meeting held on January 27, 2011, the TRANSPLAN Committee, referencing policies in the *Growth Management Program*, the *East County Action Plan for Routes of Regional Significance* (Action Plan), and interpretation of these policies from the Contra Costa Transportation Authority (CCTA), took the following actions:

1. Recognized the preexisting agreement between the TRANSPLAN Committee and ECCRFFA (East Contra Costa Regional Fee and Financing Authority) as the only approved regional development mitigation program for the East County region; and
2. Determined that Pittsburg is not in compliance with its obligations under the East County Action Plan to participate in a cooperative, multi-jurisdictional process for managing growth in the East County region; and
3. Directed TRANSPLAN Committee staff to identify the actions that had taken place and transmit those actions and comments to the Contra Costa Transportation Authority (CCTA).

On April 1, 2011 TRANSPLAN and ECCRFFA filed a petition against Pittsburg with the Superior Court of California, Contra Costa County. Following the filing of the lawsuit, TRANSPLAN, ECCRFFA, and Pittsburg engaged in negotiations in an attempt to settle the dispute.

On November 8, 2012 TRANSPLAN and ECCRFFA reviewed the status of the settlement negotiations and determined that continuing with the litigation was not in the best interest of East County communities and the public.

On November 29, 2012 the Pittsburg City Council and staff were notified (see attached) that TRANSPLAN and ECCRFFA would proceed to dismiss the lawsuit and reaffirm to the Contra Costa Transportation Authority (CCTA) that Pittsburg is out of compliance with the Regional Transportation Mitigation Program (RTMP) requirements of the Growth Management Program (GMP).

On December 4, 2012, a dismissal without prejudice was filed in the Superior Court of California, Contra Costa County.

### Next Steps

Following the dismissal of the lawsuit, it is recommended that the TRANSPLAN Committee adopt a resolution reaffirming the Committee's previous determination that the City is out of compliance with the RTMP requirements of the GMP and requesting that CCTA act on the matter of the City's non-compliance with the GMP. [Considering the substantial time and resources that have been invested in resolving this matter, the Committee should consider requesting that CCTA act expeditiously to resolve the issue.]

att: November 29, 2012 letter to Mayor of City of Pittsburgh

**RESOLUTION NO. 2013/01**

**A RESOLUTION OF THE TRANSPLAN COMMITTEE  
CONFIRMING THAT THE CITY OF PITTSBURG REMAINS  
OUT OF COMPLIANCE WITH ITS REGIONAL  
TRANSPORTATION MITIGATION OBLIGATIONS UNDER  
MEASURE J**

WHEREAS, under Measure J, a half-cent sales tax measure approved by Contra Costa County voters on November 2, 2004, each local jurisdiction is required to comply with a regional Growth Management Program as a condition of receiving sales tax revenues from the Contra Costa Transportation Authority (CCTA) for use on local street maintenance and improvement;

WHEREAS, the TRANSPLAN Committee (TRANSPLAN) is the regional transportation planning body with sole authority under Measure J to determine the regional Growth Management Program to mitigate the transportation impacts of development in eastern Contra Costa County;

WHEREAS, TRANSPLAN has previously adopted the East County Action Plan designating the Regional Transportation Development Impact Mitigation (“RTDIM”) Fee Program of the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) as the sole, approved development mitigation (i.e., regional fee) program for eastern Contra Costa County;

WHEREAS, effective September 7, 2010, the City of Pittsburg (Pittsburg) purported to withdraw from ECCRFFA and ceased participation in the ECCRFFA RTDIM Fee Program;

WHEREAS, on January 27, 2011, TRANSPLAN determined that Pittsburg was out of compliance with its regional transportation mitigation obligations under Measure J and so notified CCTA;

WHEREAS, following the determination and notification from TRANSPLAN, CCTA placed Pittsburg on a watch list and withheld from Pittsburg Local Street Maintenance and Improvement funds for Fiscal Years 2011-12 and 2012-13;

WHEREAS, on April 1, 2011, TRANSPLAN and ECCRFFA filed litigation against the Pittsburg in the Contra Costa County Superior Court to enforce Pittsburg’s obligations under Measure J and to compel Pittsburg to re-join ECCRFFA and to resume participation in the ECCRFFA RTDIM Fee Program;

WHEREAS, on December 4, 2012, after a determination by TRANSPLAN and ECCRFFA that continued litigation was no longer of benefit to East County regional projects, the litigation against Pittsburg was dismissed without prejudice by TRANSPLAN and ECCRFFA; and

**RESOLUTION NO. 2013/01**

WHEREAS, notwithstanding the dismissal of the litigation, TRANSPLAN wishes to confirm and re-iterate that Pittsburg remains out of compliance with its regional transportation mitigation obligations under Measure J.

NOW, THEREFORE, TRANSPLAN DETERMINES, RESOLVES, and ORDERS as follows:

1. Since its purported withdrawal from ECCRFFA on September 7, 2010, Pittsburg has failed to re-join ECCRFFA and has failed to participate in the ECCRFFA RTDIM Fee Program, which is the sole, approved development mitigation program for eastern Contra Costa County.
2. Despite a previous order from TRANSPLAN to re-join ECCRFFA and to participate in the ECCRFFA RTDIM Fee Program, Pittsburg has failed to do so.
3. Notwithstanding dismissal of the above litigation, Pittsburg remains out of compliance with its regional transportation mitigation obligations under Measure J.
4. As provided in Measure J, because of such non-compliance, Pittsburg is not entitled to receive Local Street Maintenance and Improvement Funds for Fiscal Year 2011-12 and subsequent fiscal years until such time as Pittsburg comes into full compliance.
5. Pittsburg is again ordered to re-join ECCRFFA without qualification or precondition, to participate fully in the ECCRFFA RTDIM Fee Program, and to transmit to ECCRFFA all regional transportation fees collected by Pittsburg since Pittsburg's purported withdrawal from ECCRFFA on September 7, 2010.
6. CCTA is requested to continue to withhold sales tax revenues from Pittsburg due to such non-compliance and to re-allocate the withheld funds for use on ECCRFFA regional transportation projects.

The foregoing Resolution was adopted by TRANSPLAN on February 14, 2013, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Kevin Romick, Chair

**RESOLUTION NO. 2013/01**

## Exhibit B

### **TRANSPLAN COMMITTEE**

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

### **East Contra Costa Regional Fee and Financing Authority**

Antioch – Brentwood – Oakley – and Contra Costa County

**A JOINT EXERCISE OF POWERS AGENCY**

255 Glacier Drive, Martinez, CA 94553

November 29, 2012

Ben Johnson, Mayor  
City of Pittsburg  
65 Civic Avenue  
Pittsburg, CA 94565

Re: TRANSPLAN and ECCRFFA v. City of Pittsburg

Mayor Johnson,

On November 8, TRANSPLAN and ECCRFFA reviewed the current status of the tentative settlement with Pittsburg and decided that continuing to pursue an elusive and illusory settlement is not in the best interest of East County communities and the public we serve. Accordingly, we have been authorized to notify the Pittsburg City Council and staff that TRANSPLAN and ECCRFFA will proceed to dismiss the present lawsuit and will reaffirm to the Contra Costa Transportation Authority (CCTA) that the City of Pittsburg is out of compliance with the Regional Transportation Mitigation Program (RTMP) requirements of the Growth Management Program (GMP).

When the tentative settlement was negotiated, TRANSPLAN and ECCRFFA were relying on figures provided by Pittsburg's City Manager about Pittsburg's project development during the next 18 years. The figures we were given were 7,500-8,000 units, which translated into roughly \$120 million in fees expected to be collected and forwarded by Pittsburg. Unfortunately, the figures were inaccurate, which only came to light recently when questions were raised about the data. Actual figures for the next 18 years are 2,500-3,000 units and \$36-\$51 million in potential fees from Pittsburg.

As the correct information has come to light, it has become increasingly apparent that the fees collected by Pittsburg would go solely or mostly to the James Donlon Extension project and would provide little or no benefit to other projects important to the overall East County region. Given that reality, it has also become apparent that the special treatment and concessions that Pittsburg would receive under the tentative settlement are unjustified.

In terms of the benefit to East County regional projects, it no longer makes sense to continue using public funds for litigation to force Pittsburg to participate in ECCRFFA. Therefore, TRANSPLAN and ECCRFFA have decided to dismiss the present lawsuit. TRANSPLAN maintains that compliance with the GMP requires Pittsburg to re-join ECCRFFA and participate



in the ECCRFFA fee program without insisting on special treatment or concessions. Accordingly, TRANSPLAN and ECCRFFA will reaffirm to the CCTA that since withdrawing from ECCRFFA (effective 9/7/2010), Pittsburg has not had a valid RTMP and has not been fulfilling its GMP obligation to participate in a cooperative, multi-jurisdictional process for managing growth in the East County region.

Very truly yours,



Brian Kalinowski  
Past Chair, TRANSPLAN Committee



Robert Taylor  
Chair, ECCRFFA

cc: Don Tatzin, CCTA Chair  
Member Jurisdictions: TRANSPLAN  
Member Jurisdictions: ECCRFFA  
David F. Schmidt, Deputy County Counsel  
Ruthann Ziegler, City Attorney – City of Pittsburg  
Members, TRANSPLAN TAC