

Brian Kalinowski  
**Chair**  
Antioch  
City Council

Jim Frazier  
**Vice-Chair**  
Oakley  
City Council

Ben Johnson  
Pittsburg  
City Council

Federal D. Glover  
Contra Costa County  
Board of Supervisors

Robert Taylor  
Brentwood  
City Council

Gil Azevedo  
Antioch  
Planning Commission

Joseph Weber  
Brentwood  
Planning Commission

Carmen Gaddis  
Representing the  
Contra Costa County  
Board of Supervisors

Duane Steele  
Contra Costa  
Planning Commission

Kevin Romick  
Oakley  
Planning Commission

Bruce Ohlson  
Pittsburg  
Planning Commission

**Staff Contact:**

John Cunningham  
TRANSPLAN  
651 Pine Street  
N. Wing—4<sup>th</sup> Floor  
Martinez CA 94553

Phone  
(925) 335-1243  
Facsimile  
(925) 335-1300  
www.transplan.us  
john.cunningham@dcd.cccounty.us

# TRANSPLAN Committee Meeting

Thursday, November 10, 2011 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

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

## AGENDA

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

**1. Open the meeting.**

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

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

**3. Adopt Minutes from October 13, 2011 TRANSPLAN Meeting. ♦ PAGE 4**

**4. Accept Correspondence. ♦ PAGE 10**

**5. Accept News Articles ♦ PAGE 32**

**6. Accept Status Report on Major Projects. ♦ PAGE 38**

**7. Request Authorization for the 511 Contra Costa - TRANSPAC/ TRANSPLAN TDM Program Manager to Submit Applications and Enter in to Necessary Contracts and Agreements to CCTA, BAAQMD, and MTC for Grant Funds to Conduct Program Activities.** *The TAC reviewed the request at their October TAC Meeting and Recommends the Committee Approve the Request. Please see attached staff report for detail. ♦ PAGE 48*

*End of Consent Items*

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

**8. Appoint TRANSPLAN Member to the Contra Costa Transportation Authority's (CCTA) Technical Coordinating Committee:** *See attached recommendation. ♦ PAGE 51*

**9. Authorization to Enter into Memorandum of Understanding with Contra Costa Transportation Authority and the East Contra Costa Regional Fee and Finance Authority:** *The State Route 4 Bypass Authority has requested that the CCTA assume certain project development responsibilities related to the Bypass. Details provided in the attached staff report. ♦ PAGE 56*

**10: Receive Report, Provide Comments on the State Route 4 Ramp Metering Proposal and APPROVE the TAC recommendation: ♦ PAGE 72**  
*CCTA Staff will give a presentation on ramp metering, provide an overview of the proposed State Route 4 Ramp Metering Study, and respond to questions from the*

*Committee. The TRANSPLAN Technical Advisory Committee reviewed the proposal in August, provided comments on the scope, and recommends that the Committee APPROVE the scope and DIRECT staff to assist with the conduct of study.*

**11. Consider Report on Status of Regional Fee Program Requirements/City of Pittsburg and Take Action as Appropriate**

**12. Receive Update: State Route 4 Integrated Corridor Analysis**

*End of Action/Discussion Items – Adjournment*

**13:** Adjourn to next meeting on Thursday, December 9, 2011 at 6:30 p.m. or other day/time as deemed appropriate by the Committee. Upcoming agenda items includes a presentation by the East Bay Economic Development Alliance on their report, “Building on our Assets”.

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

**ITEM 3**  
**ADOPT MINUTES FROM OCTOBER 2011 MEETING**

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

MINUTES

October 13, 2011

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

**ROLL CALL**

PRESENT: Gil Azevedo\* (Antioch), Jim Frazier (Oakley), Ben Johnson (Pittsburg), Bruce Ohlson (Pittsburg), Mary Piepho (Contra Costa County Board of Supervisors), Kevin Romick (Oakley), Duane Steele (Contra Costa County Planning Commission), Robert Taylor (Brentwood), Joe Weber (Brentwood), and Chair Brian Kalinowski (Antioch)

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

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

\* Arrived after Roll Call

**PUBLIC COMMENT**

There were no comments from the public.

**CONSENT ITEMS**

On motion by Jim Frazier, seconded by Ben Johnson, TRANSPLAN Committee members unanimously adopted the Consent Calendar, as follows, with the removal of Item 4.

3. Adopted Minutes from September 8, 2011 TRANSPLAN meeting.
4. Accept Correspondence. **[REMOVED FOR DISCUSSION]**
5. Accepted Recent News Articles.
6. Accepted Status Report on Major Projects.

**ACCEPT CORRESPONDENCE**

Bruce Ohlson presented a comment for the record to the letter to the Metropolitan Transportation Commission (MTC) from the Contra Costa Transportation Authority (CCTA) dated September 29, 2011 regarding Comments on July 8, 2011 Draft Proposal for OneBayArea Grant Program, specifically recommendation 6e, *Eliminate the complete streets policy requirement since, again, relatively few agencies have completed them and, in any case, they are not required under State law until an agency substantially updates its Circulation Element*, and emphasized that infrastructure constructed should be for all citizens and not just for motorists.

On motion by Bruce Ohlson, seconded by Mary Piepho, TRANSPLAN Committee members unanimously accepted the correspondence.

Chair Kalinowski advised that the item on the agenda for authorization to enter into Memorandum of Understanding (MOU) with Contra Costa Transportation Authority and the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) would be moved to the end of the agenda to allow Legal Counsel to be present.

**APPROVE AMENDMENT NO. 1 TO THE 2011 MEASURE J STRATEGIC PLAN**

John Cunningham, TRANSPLAN staff, advised that the Measure J Strategic Plan scheduled commitments for Measure J funds and in order to shift funds for construction management activities, an amendment in this case for \$200,000, was needed. He explained that the only other option to provide the funding needed for construction management activities was to wait for Corridor Mobility Improvement Account (CMIA) dollars although the distribution date of that funding was unknown. The shift of funds would allow the availability of funds now.

On motion by Mary Piepho, seconded by Bob Taylor, TRANSPLAN Committee members unanimously approved Amendment No. 1 to the 2011 Measure J Strategic Plan.

**AUTHORIZATION TO ENTER INTO MEMORANDUM OF UNDERSTANDING WITH CONTRA COSTA TRANSPORTATION AUTHORITY AND THE EAST CONTRA COSTA REGIONAL FEE AND FINANCING AUTHORITY**

The item was moved to the end of the meeting.

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

Mr. Cunningham explained that the CCTA's Planning Committee had discussed an item of compliance with the Growth Management Program (GMP) with the City of Pittsburg and ECCRFFA at its last meeting. He stated that the Planning Committee had asked him to return with a draft letter, which had been done. Noting a need for clear direction, he had quoted the CCTA's March 16, 2011 letter to the City of Pittsburg that *compliance with the GMP requires approval from TRANSPLAN*, and that *compliance with the RTMP requirements in the GMP requires TRANSPLAN's approval of the City's actions*, which language had been taken directly from the East County Action Plan and the GMP.

On motion by Joe Weber, seconded by Gil Azevedo, TRANSPLAN Committee members unanimously approved the draft letter to the Contra Costa Transportation Authority and authorized the TRANSPLAN Chair to sign the letter.

#### **RECEIVE UPDATE: STATE ROUTE 4 INTEGRATED CORRIDOR ANALYSIS**

Mr. Cunningham noted that the State Route 4 Integrated Corridor Analysis had been a standing item for some months. The study had been put on hold while a number of options had been developed and reviewed. Those options had now been submitted to the TRANSPLAN Technical Advisory Committee (TAC) for review and analysis to be discussed next week by the TAC, with updates to be forthcoming to the TRANSPLAN Committee.

#### **AUTHORIZATION TO ENTER INTO MEMORANDUM OF UNDERSTANDING WITH CONTRA COSTA TRANSPORTATION AUTHORITY AND THE EAST CONTRA COSTA REGIONAL FEE AND FINANCING AUTHORITY**

Ross Chittenden of the CCTA stated that the item related to request of the State Route 4 Bypass Authority for County staff to assume responsibility for project development activities to design and construct capital improvement projects to complete Segments 1 and 2 of the SR4 Bypass. Since the CCTA had limited funds having secured \$83 million in various funding for the SR4 Bypass/SR160 connector ramps and the SR4 Bypass Widening/Sand Creek interchange projects with funding in a not-to-exceed amount, he advised of the need to secure financial cover in the event that costs exceeded those amounts.

Mr. Chittenden explained that the TRANSPLAN Committee had control over delegating funds for East County. The purpose of the MOU was to specify the roles and responsibilities for the budget provided and to keep TRANSPLAN and ECCRFFA informed as to the progress and expected cost and completion of those projects. If there was a potential for costs to exceed the available funds, the MOU would provide a cooperative spirit to resolve those issues. He clarified that neither agency had provided final review of the MOU at this time.

Mr. Chittenden asked for direction from the TRANSPLAN Committee and recommended approval of the MOU substantially as to form. He clarified that staff of the agencies would meet and resolve any differences to be able to submit the document to the CCTA next week. He added that substantial changes would return to the TRANSPLAN Committee next month.

Jim Frazier wanted to ensure that any and all utilities or conduits needed to be addressed would be addressed prior to commencement of the project and that any landowner situated to the west of the complete project be advised prior to proceeding.

Bob Taylor also wanted to make sure that any landowner, particularly along the Sand Creek Interchange, be notified of the timing of the project.

Mr. Cunningham clarified that staff was asking for approval of the MOU substantially in the form provided in the redline strikeout benched version of the document which superseded the version in the TRANSPLAN packet.

Ben Johnson verified with staff that the matter would be discussed by the SR4 Bypass Authority. He suggested that the item be discussed by the SR4 Bypass Authority prior to consideration by the TRANSPLAN Committee.

Mr. Chittenden clarified that the subject MOU related to funding and was being set up with a three-party transaction which was different from the MOU on the SR4 Bypass Authority agenda which addressed roles and responsibility, but not funding.

Chair Kalinowski noted that if the SR4 Bypass Authority did not support the MOU it would not move forward even if approved by the TRANSPLAN Committee.

Legal Counsel David Schmidt clarified that the CCTA had not yet been provided the MOU and if the changes were acceptable to the CCTA it could approve the MOU pursuant to form and could sign the agreement, which would not have to return, although if there were substantive disagreements the TRANSPLAN Committee would have to review the item again. He noted that the CCTA would be taking the lead role and would manage the project.

Mary Piepho did not want to delay the item but requested that any final version approved by the CCTA return to the TRANSPLAN Committee for final approval even if there were only minor changes.

Mr. Schmidt agreed that could be done.

On motion by Jim Frazier, seconded by Gil Azevedo, TRANSPLAN Committee members unanimously authorized the Chair to enter into a Memorandum of Understanding in concept with the TRANSPLAN Committee and the East Contra Costa Regional Fee and Financing Authority, and delegate authority to the Executive Director to make non-substantive changes to the MOU, with the MOU to return to the TRANSPLAN Committee for final approval.

### **ADJOURNMENT**

Chair Kalinowski adjourned the TRANSPLAN Committee meeting at 6:53 P.M., to November 10, 2011 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk

### **Meeting Handouts:**

- Amended Memorandum of Understanding (CCTA Agreement 14.05.04)
- Letter from the TRANSPLAN Committee dated October 13, 2011 to the Chair of the Contra Costa Transportation Authority Re: City of Pittsburg's compliance with the Measure J Growth Management Program.



**ITEM 4**

**ACCEPT CORRESPONDENCE**



"Diane Bodon"  
<dbodon@ccta.net>  
11/02/2011 04:06 PM

To "Diane Bodon" <dbodon@CCTA.net>  
cc "Martin Engelmann" <mre@ccta.net>, "Sailaja Kurella"  
<SailajaK@abag.ca.gov>  
bcc  
Subject SCS Growth Opportunity Areas - Designation as PDAs

**To: Contra Costa Planning Directors**

The attached memo was posted on the Contra Costa Basecamp site by ABAG staff on Tuesday, October 25, 2011. The PDA application forms are available at [www.bayareavision.org](http://www.bayareavision.org).

If you have any questions, please contact Martin Engelmann at [mre@ccta.net](mailto:mre@ccta.net) or Sailaja Kurella, ABAG at [sailajak@abag.ca.gov](mailto:sailajak@abag.ca.gov).

Thank you.

Diane Bodon  
Planning Assistant  
Contra Costa Transportation Authority  
2999 Oak Road., Suite 100  
Walnut Creek, CA 94597  
Phone: 925-256-4720  
Fax: 925-256-4701



SCS PDA.pdf

## SCS Growth Opportunity Areas - Designation as PDAs

From: Sailaja Kurella  
Date: Tue, 25 Oct 2011 at 3:40pm  
Category: [SCS Process](#)

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Dear Planning Directors and other staff,

We will be accepting new PDA applications for areas proposed as "Growth Opportunity Areas" during the SCS Initial Vision Scenario process, as well as for other potential growth areas in your jurisdictions, on a revised schedule to align with the SCS timeline. Jurisdictions will need to submit a PDA application for each Growth Opportunity Area that they wish to be considered in the SCS and OneBayArea grant program. The PDA application materials have been updated and are available on the FOCUS website:

<http://www.bayareavision.org/pdaapplication/>

The following timeline outlines key dates for submitting a PDA application for Growth Opportunity Areas in time for consideration in the SCS and OneBayArea grant program:

- **December 16, 2011:** Jurisdictions submit completed PDA applications
- **January 2012:** Staff review of applications received
- **January 30, 2012:** Deadline for submitting local resolutions in support of PDA Application
- **February 1, 2012:** Staff PDA recommendations presented to ABAG Regional Planning Committee with Planned/Potential status
- **March 15, 2012:** Staff PDA recommendations presented to ABAG Executive Board for final adoption with Planned/Potential status

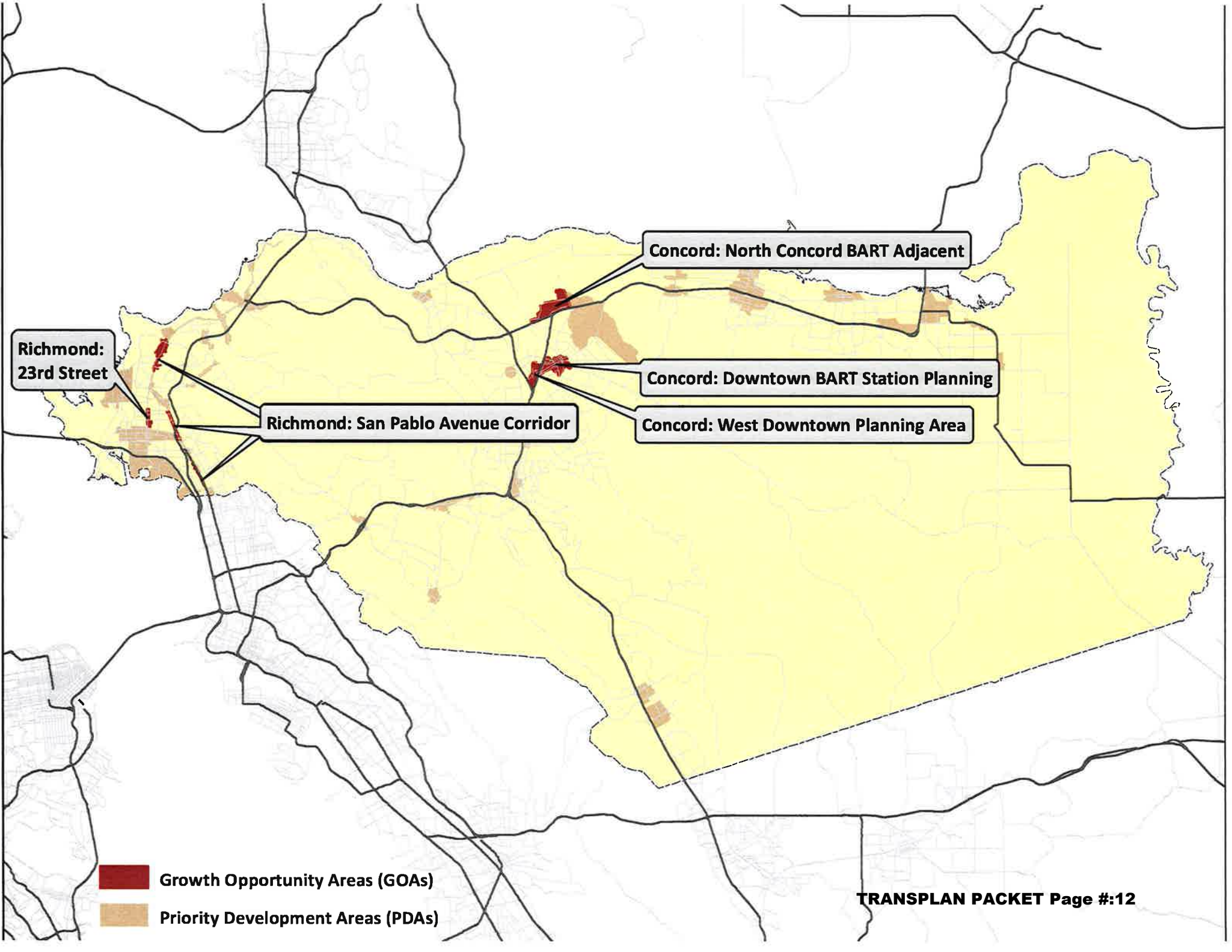
At its September 2011 meeting, the ABAG Executive Board approved this timeline along with the following additions to the PDA framework:

- Addition of the following place types to the menu of place types in the Station Area Planning manual, which jurisdictions self select from as part of their PDA application: Employment Center and Rural Town Center/Rural Corridor.
- Approval of criteria for these additional place types
- Addition to the PDA criteria that the minimum housing density is in line with the selected place type from the Station Area Planning Manual.

If you would like to make changes to existing PDAs (status change, boundary changes, etc.), please do so during the PDA adoption timeframe outlined above. You can find more information on the process for making changes to PDAs on the FOCUS PDA application web page, noted above.

Please let me know if you have any questions regarding this process.

Regards,  
Sailaja



**Richmond:  
23rd Street**

**Richmond: San Pablo Avenue Corridor**

**Concord: North Concord BART Adjacent**

**Concord: Downtown BART Station Planning**

**Concord: West Downtown Planning Area**



**Growth Opportunity Areas (GOAs)**



**Priority Development Areas (PDAs)**



COMMISSIONERS

David Durant,  
Chair

Don Tatzin,  
Vice Chair

Janet Abelson

Genoveva Calloway

Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

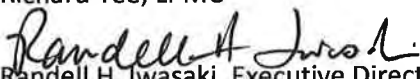
Robert Taylor

Randell H. Iwasaki,  
Executive Director

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

# MEMORANDUM

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

From:   
 Randell H. Iwasaki, Executive Director

Date: October 20, 2011

Re: Items approved by the Authority on October 19, 2011, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its October 19, 2011 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

**1. State Route 4 Bypass (Projects 5001, 5002 and 5003):**

**Acceptance of SR4 Bypass Authority Environmental Impact Report, Adoption of Findings and Filing of Notice of Determination.** *The Authority approved Resolution 11-38-P, certifying the SR4 Bypass environmental document for the Authority's use, and authorized the Executive Director to file a Notice of Determination with the County Clerk. Resolution 11-38-P.*

**Authorization to Enter into Memorandum of Understanding (MOU) with SR4 Bypass Authority:** *The Authority voted to defer action on the draft MOU (14.07.07), which identifies roles and responsibilities in the management of future SR4 Bypass Projects including SR4/SR160 connectors and SR4 Bypass/Sand Creek Road Interchange and Widening projects, to November.*

**Authorization to Enter into Memorandum of Understanding (MOU) with TRANSPLAN Committee and the East Contra Costa Regional Fee and Finance Authority (ECCRFFA):** *The Authority voted to defer action on the draft MOU (14.07.08), which identifies roles and responsibilities including a commitment to identify additional funds as necessary for remaining SR4 Bypass projects, to November.*

- 2. Review and Discussion of Future Planning Activities.** Authority planning staff is responsible for carrying out the Congestion Management Agency planning functions and implementation of the Measure J Growth Management Program (GMP). Staff proposes to carry out several major planning efforts during Calendar Years 2012 through 2014, including a major update of the Countywide Transportation Plan. The work program would include updating the Technical Procedures, carrying out a Sustainability Study, developing a complete streets policy, and identifying best practices for bicycle and pedestrian wayfinding. *The Authority approved the proposed work program for future planning activities.*
  
- 3. Approval of the Proposed Countywide Bicycle and Pedestrian Committee (CBPAC) By-Laws.** The CBPAC, after reviewing comments received from the RTPCs and the East Bay Regional Park District as well as the comments made by the TCC and the Planning Committee meeting in July, has revised the proposed by-laws for adoption by the Authority. *The Authority approved the revised CBPAC by-laws.*

# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

October 31, 2011

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

Hercules

RE: WCCTAC Meeting Summary

Pinole

Dear Randy:

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

Richmond

1) Approved the FY 11-12 claims for Measure J Program 20b, Additional Transportation for Seniors and People with Disabilities, from East Bay Paratransit Consortium, Richmond, and WestCAT, contingent upon anticipated approval by CCTA of requested Expenditure Plan provisions for this funding program.

San Pablo

2) Approved the FY 11-12 Master Cooperative Agreement with CCTA No. 17W.12 for the Transportation Demand Management (TDM) Program.

3) Approved Amendment No. 1 to FY 10-11 Master Cooperative Agreement with CCTA No. 17W.01 for the TDM, Student Bus Pass, and the County's Street Smart Programs.

4) Approved WCCUSD's FY 11-12 budget for administration of the Measure J Student Bus Pass Program.

Contra Costa  
County

5) Approved the TAC's recommended project evaluation and selection process for West County's share of Measure J TLC Program funds.

6) Approved Richmond Community Redevelopment Agency's request for a Letter of No Prejudice for Subregional Transportation Mitigation Fee Program funding in the amount of \$527,000 for the Richmond Intermodal Station – East Side Improvements project.

AC Transit

7) Directed staff to develop a scope, schedule, and budget for an I-80 Corridor Transit Opportunities Study, to be funded potentially with Measure J Program 28b, West County's Subregional Transportation Needs and contributions from other agencies. The study would identify opportunities to advance west County's quality of life and economic development objectives by increasing the corridor's mass transit capacity.

BART

8) Received a presentation from Fehr & Peers on the West Contra Costa Transit Enhancement Strategic Plan and West Contra Costa/Albany Transit Wayfinding Plan.

WestCAT

Sincerely,



Christina M. Atienza  
Executive Director

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

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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October 14, 2011

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

Dear Mr. Iwasaki:

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

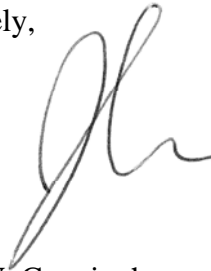
**Approve Amendment No. 1 to the 2011 Measure J Strategic Plan:** By unanimous vote the Committee approved the amendment to reprogram approximately \$200,000 from the SR4 East Widening Project (Project 5009) to the SR4 Bypass widening project – Laurel Road to Sand Creek Road (Project 5002).

**Authorization to Enter into Memorandum of Understanding with Contra Costa Transportation Authority (CCTA) and the East Contra Costa Regional Fee and Finance Authority:** The Committee discussed and approved, in concept, the MOU. Staff was directed to bring the final version back for approval at a future TRANSPLAN meeting.

**Consider Report on Status of Regional Fee Program Requirements/City of Pittsburg and Take Action as Appropriate:** The Committee reviewed and approved, by unanimous vote, a letter to the Chair of the CCTA addressing Growth Management Program policies as they relate to the City of Pittsburg and consistency with Regional Transportation Mitigation Program requirements.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, November 10, 2011 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



John W. Cunningham  
TRANSPLAN Staff

- c:** TRANSPLAN Committee
- A. Dillard, SWAT/TVTC
- B. Neustadter, TRANSPAC
- C. Atienza, WCCTAC
- D. Rosenbohm, CCTA

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# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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October 13, 2011

David E. Durant, Chair  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Dear Chair Durant:

The intent of this letter is to express our concern that policies relating to the City of Pittsburg's compliance with the Measure J Growth Management Program (GMP) are not being fully disclosed.

At the September 7, 2011 Contra Costa Transportation Authority (CCTA) Planning Committee meeting CCTA staff presented an item regarding *The City of Pittsburg Growth Management Program Compliance Issue* (Attachment A). The City of Pittsburg submitted a letter on the same (Attachment C).

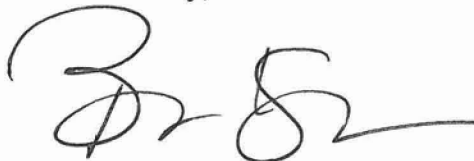
Notably absent from the staff report and discussion (and the City's letter) was clear information describing policies which affect resolution of the compliance issue at hand. The most accurate guidance available is **not** in CCTA's October 8, 2010 letter (as quoted by the City in their letter) but rather in CCTA's March 16, 2011 letter (Attachment B). The March 16<sup>th</sup> letter was distributed by CCTA at the request of TRANSPLAN to clarify and correct the guidance provided in the October 8<sup>th</sup> letter quoted by the City.

In the future, we would appreciate that CCTA consult with the TRANSPLAN Board in matters related to east Contra Costa Regional Transportation Mitigation Program (RTMP) compliance, and that CCTA staff direct the City to the appropriate forum to discuss the subject issue, the TRANSPLAN Board. TRANSPLAN believes this request for consultation is consistent with adopted policy and prior direction from CCTA (excerpts from the March 16<sup>th</sup> letter follow):

1. "...compliance with the GMP requires approval from TRANSPLAN..."
2. "...compliance with the RTMP requirements in the GMP requires TRANSPLAN's approval of the City's actions..."

Thank you for your assistance in this matter.

Sincerely,



Brian Kalinowski, Chair  
TRANSPLAN Committee

c: TRANSPLAN Committee Members  
Will Casey, Mayor – City of Pittsburg  
Randell H. Iwasaki, Executive Director - CCTA

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## Planning Committee **STAFF REPORT**

Meeting Date: September 7, 2011

<b>Subject</b>	<b>The City of Pittsburg ECCRFFA GMP Compliance Issue</b>
<b>Summary of Issues</b>	<p>Due to the City of Pittsburg’s withdrawal from the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), the City’s compliance with the Growth Management Program was brought into question during the Authority’s review of the City of Pittsburg’s compliance checklist in September 2010. As a consequence, the Authority took a “watch” position on allocating “off-year” (FY 2010-11) Measure J Local Street Maintenance and Improvement funds to the City in the amount of \$604,920. Since then, the City has adopted its own fee program – the Pittsburg Regional Transportation Development Impact Mitigation (PRTDIM) Fee Program – with the intention that it substitute for participation in ECCRFFA. TRANSPLAN has rejected the PRTDIM, and both TRANSPLAN and ECCRFFA have taken legal action alleging that Pittsburg has a mandatory legal duty to fully participate in the ECCRFFA regional fee program.</p>
<b>Recommendations</b>	<p>Receive staff report, receive update on actions taken by the City of Pittsburg during the past year regarding fulfillment of the Regional Transportation Mitigation Program (RTMP) requirement, maintain a “watch” position on the allocation of FY 2010-11 LSM funds, and continue discussion at a later time.</p>
<b>Financial Implications</b>	<p>The City of Pittsburg is eligible to receive \$604,920 in FY 2010-11 LSM funds, pending the Authority making a findings of compliance with the Measure C/J Growth Management Program (GMP).</p>
<b>Options</b>	<p>n/a</p>
<b>Attachments</b>	<ul style="list-style-type: none"> <li>A. Letter from the City of Pittsburg summarizing actions taken during the past year (forthcoming).</li> <li>B. Synopsis of the GMP Compliance Checklist Review and Approval Process</li> </ul>
<b>Changes from Committee</b>	

## **Background**

In September 2010 the Planning Committee and the Authority had a full discussion regarding the City of Pittsburg's action to withdraw from ECCRFFA, and the implications of this action with regard to compliance with the Measure C/J GMP. Following this discussion, the Authority approved payment of the first year's allocation (FY 2009-10) in the amount of \$574,168, based upon the City having participated in ECCRFFA through June 30, 2010.

During the last discussion, *Alternate Nancy Parent* stated that although the City of Pittsburg did not agree with the Authority's decision, it was prepared to work with the Planning Committee over the next year to inform them that the City of Pittsburg had adopted the same ECCRFFA project list, and had not withdrawn from TRANSPLAN. Furthermore, she noted that the City of Pittsburg was the only jurisdiction that had committed fixed amounts to regional projects.

## **Post-September 2010 Update**

During the past year, the following events have occurred:

- September/October 2010: The city adopted ordinances adopting the PRTDIM Fee Program. The PRTDIM involves a 50-year agreement between the City and private developers to collect transportation fees to fund the same 26 regional projects funded by ECCRFFA at the following rates, with annual adjustments based on the construction cost index: \$15,795 per single family dwelling unit (DU); \$9,700.50 per multi-family DU; \$1.32 per square foot commercial; and \$1.16 per square foot for office and industrial;
- The remaining parties to ECCRFFA (Antioch, Brentwood, Oakley, and Contra Costa County) continued to meet, and continued to collect regional fees at the ECCRFFA- adopted rates, which are higher than the rates of the PRTDIM (approximately \$2,000 more for a single family DU);
- January 2011: TRANSPLAN affirmed that the ECCRFFA fee program was the sole approved program for East County, and determined that Pittsburg was not in compliance with the East County Action Plan, which requires participation in a cooperative process for managing growth in East County. This action was approved on an 8-2 vote, with representatives from the City of Pittsburg opposed;
- February 2011: Again on an 8-2 vote, TRANSPLAN ordered Pittsburg to rejoin ECCRFFA, and set a deadline of March 4, 2011;
- April 2011: TRANSPLAN and ECCRFFA filed a lawsuit against Pittsburg requesting that the Court command Pittsburg to rejoin ECCRFFA, that Pittsburg transfer all PRTDIM fee revenues back to ECCRFFA with interest, that the court issue a restraining order prohibiting Pittsburg from using PRTDIM fee revenues, for damages in the amount of \$2.7 million, and for legal expenses incurred by the proceedings.

Additional information regarding actions that may have transpired since April 2011 is forthcoming, pending receipt of correspondence from the involved parties (Attachment A, forthcoming).

**Staff Recommendation**

At this time, given that a lawsuit is in play, staff recommends that the Authority maintain a “watch” position and postpone a decision to allocate FY 2010-11 LSM funds to the City of Pittsburg until further information is available.

## **ATTACHMENT B**

### **Synopsis of the GMP Compliance Checklist Review and Approval Process**

After Measure C was enacted in 1988, the Authority established policies for local jurisdictions to annually report on their compliance with the Growth Management Program (GMP) through submittal of a one-year Checklist. In 2001, the Authority adopted Ordinance 01-01, which changed the compliance cycle from one year to two years. Following adoption of the Ordinance, the Authority adopted Resolution 01-01-G (Revision 1), which sets forth the policies for biennial (two year) reporting, payment of 18 percent funds, findings of noncompliance, and treatment of unallocated funds withheld from local jurisdictions found to be out of compliance with the GMP.

This synopsis, along with Resolution 01-01-G (Revision 1), which follows, are provided here as background to the GMP compliance issue found in the board letter.

Local jurisdictions are eligible to receive 18% Local Street Maintenance and Improvement (LSM) funds provided that they are in compliance with the GMP. Every two years, each local jurisdiction is required to complete and submit a Checklist demonstrating their compliance with the Measure C/J GMP requirements. The Authority releases a biennial Checklist in January of even-numbered years. Local jurisdictions complete the checklist and submit it to the Authority for review, where it is first reviewed by the Citizens Advisory Committee (CAC), then the Planning Committee (PC), and finally by the Authority for approval and allocation of funds.

In reviewing the checklists, the Authority has the option to disapprove a checklist, request additional information, such as an audit of a specific checklist question, grant conditional approval, or otherwise apply flexibility to individual circumstances.

For the last cycle, the Checklist was released in January 2010. It covered the reporting period of Calendar Year (CY) 2008 & 2009, and was required for allocation of Fiscal Year (FY) 2009-10 LSM funds, which became available on July 1, 2010, and FY 2010-11 LSM funds, which became available on July 1, 2011.

The next Checklist cycle begins in January 2012, with release of the CY 2010 & 2011 Checklist, and allocation of FY 2011-12 funds (after July 1, 2012) and 2012-13 LSM funds (after July 1, 2013).



**CONTRA COSTA TRANSPORTATION AUTHORITY  
RESOLUTION #01-01-G (Revision 1)**

**RE: Authority policy regarding allocation of Measure C Local Street Maintenance and Improvement (18 percent) Funds**

**WHEREAS**, the voters of Contra Costa approved the Measure C Transportation Improvement and Growth Management Program in November 1988; and

**WHEREAS**, Measure C includes a Local Street Maintenance and Improvements Program, whereby 18 percent of annual sales tax revenues are returned to local jurisdictions on a formula basis for local, subregional and regional transportation projects as determined by cities and the county, including street and road maintenance and/or transit improvements; and

**WHEREAS**, under Measure C, these Local Street Maintenance and Improvement (18%) funds shall be allocated annually to each jurisdiction; and

**WHEREAS**, the Authority adopted the Growth Management *Implementation Documents* in December 1990 which included an annual compliance checklist for the determination of local compliance with the Growth Management Program (GMP); and

**WHEREAS**, in August 1999, the Authority embarked on a comprehensive effort to review the Measure C GMP to define a new GMP for a possible sales tax extension program beyond 2009, and to identify whether any "mid-course" corrections were warranted for immediate implementation; and

**WHEREAS**, in September 2000, the Authority's Citizen's Advisory Committee (CAC) recommended in its proposal for GMP revisions that the local jurisdictions found to be in compliance with the GMP should be allowed to submit a GMP Checklist every other year, rather than annually as required in the existing program; and

**WHEREAS**, shifting from annual to biennial compliance reporting requires that the Measure C Expenditure Plan be amended; and

**WHEREAS**, following that comprehensive review, in October 2000, the Authority approved circulation of a proposed amendment to Measure C that would allow jurisdictions that were in compliance with the GMP to shift from annual to biennial reporting, which was subsequently revised in December 2000 to apply to all jurisdictions; and

**WHEREAS**, upon determining that the local jurisdictions and RTPCs supported the biennial reporting proposal, on January 17, 2001, the Authority amended the Measure C Expenditure Plan (see Ordinance 01-01) to allow all jurisdictions to shift from annual compliance reporting to biennial reporting; and

**WHEREAS**, the Authority's implementation of Ordinance 01-01 requires that a number of procedural and policy issues such as the timing of biennial checklist issuance, and annual payment of funds in the "off year" be addressed; and

**WHEREAS**, the Authority issued the Calendar Year (CY) 1999 GMP Compliance Checklist in January 2000, and local jurisdictions must complete and submit that Checklist by June 30, 2001 to receive an allocation of FY 1999-00 18% Funds; and

**WHEREAS**, Authority adoption of Ordinance 01-01 effectively waives the requirement for the Authority to issue the CY 2000 Checklist, which under existing policy would have been released by January 31, 2001; and

**WHEREAS**, Ordinance 01-01 enables local jurisdictions to receive their FY 00-01 and future "off-year" funds without a compliance review;

**NOW, THEREFORE BE IT RESOLVED**, that the Authority hereby adopts the following policies for biennial reporting, payments of 18 percent funds, findings of noncompliance, and the treatment of unallocated funds withheld from jurisdictions found to be out of compliance with the GMP;

**(1) Transitioning to Biennial Reporting:**

- a. **Effective Date:** The procedures and policies necessary for successful transition from annual to biennial reporting, with continued annual allocation of 18% Funds, shall commence simultaneously with the effective date of Ordinance Amendment 01-01, which, unless overridden in accordance with Section 8<sup>1</sup>, is 45 days beyond the date of the Authority's adoption of the amendments.
- b. **Initial "off year" payment:** The Authority shall allocate 18% funds for FY 2000-01 one year following its review and approval of each jurisdiction's CY 1999 Checklist and allocation of FY 99-00 funds. The CY 1999 Checklist was issued in January 2000, is due by June 30, 2001, and Authority approval of a 1999 Checklist is required for allocation of FY 99-00 funds.

**(2) Biennial Reporting:**

- a. **Checklist Issuance:** The first Biennial Growth Management Checklist shall be issued by January 31, 2002 and shall require that local jurisdictions report on their growth management program activities for CYs 2000 & 2001. Subsequent biennial Checklists shall be issued by January 31 of each even-numbered year thereafter (2004, 2006, 2008, and 2010).
- b. **Checklist Submittal Deadline:** After the Checklist has been issued, each jurisdiction will be given until June 30<sup>th</sup> of each odd-numbered year (a

---

<sup>1</sup> Contra Costa Transportation Improvement and Growth Management Ordinance 88-01 (Measure C), page 19.

seventeen month window for submittal) to submit its completed checklist or a Statement of Progress to the Authority. To comply with the GMP, a jurisdiction must submit a Checklist and the Authority must approve that Checklist.

**(3) Payment of 18 Percent Funds:**

- a. **Payments Based Upon Authority Compliance Review.** Funds for even-numbered FYs will be available for allocation on July 1 of each even-numbered year following the FY in which the funds have been accrued, provided a jurisdiction has submitted a Biennial Checklist and has been found in compliance with the GMP. The Authority retains the funds until a jurisdiction comes into compliance with the GMP.
- b. **“Off-year” payments:** Funds for odd-numbered FYs will be available for allocation on July 1 of each odd-numbered year following the FY in which the funds have been accrued. The Authority shall make “off-year” 18 percent payments on the one-year anniversary of the previous year’s payment.

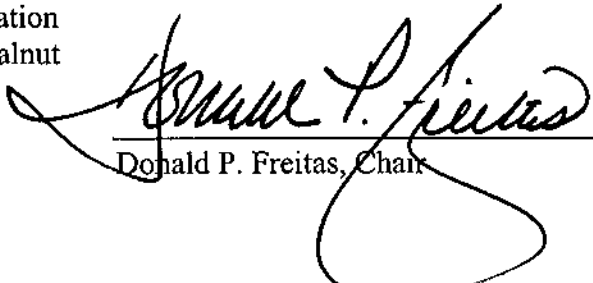
**(4) Findings of Noncompliance and Treatment of Unallocated Funds:**

- a. **Non-submittal:** If a jurisdiction has not submitted its checklist or a Statement of Progress and request for extension by the above-specified date, it will be found out of compliance. For jurisdictions that do submit their checklist and are found out of compliance, the Authority would issue a *Findings of Noncompliance* stating the reason for noncompliance and the deadline for curing the defects in the jurisdiction’s checklist. If a jurisdiction submits its checklist in advance of the June 30<sup>th</sup> date and is found out of compliance, in no case shall the deadline for compliance be before the June 30<sup>th</sup> date.
- b. **Statement of Progress:** A Statement of Progress shall consist of a letter approved by the jurisdiction’s Council/Board including: a) progress made on compliance with the GMP; and b) a proposed schedule for submittal of a completed GMP Checklist. The Authority will respond in writing to each Statement of Progress, indicating approval or the need for revision. The Authority may reject a Statement of Progress and set deadlines for a jurisdiction’s Checklist submittal. It is the intent of the Authority to have all checklists approved within one year following the initial June 30<sup>th</sup> deadline.
- c. **Withholding of Funds:** The Authority shall withhold funds from local jurisdictions found to be out of compliance with the GMP, and by written issuance of a *Findings of Noncompliance* may set deadlines and impose conditions for achieving compliance.
- d. **Reinstatement of Compliance:** Gaps in compliance would be permissible; however, a jurisdiction would not be eligible to receive 18% Funds for a year when, based upon Authority review of its biennial checklist, it is found to be out of compliance with the GMP. “Off-year” payments would also be withheld.

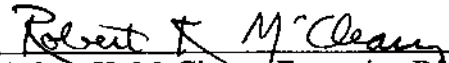


- e. **Treatment of Unallocated Funds:** After expiration of a compliance deadline, a non-complying jurisdiction's 18% Funds will revert to the Authority for allocation to projects contained in Measure C that are not fully funded, are of high priority, and are of broader regional significance.
  - f. **Interest Accrual:** No interest will be accrued to local jurisdictions on behalf of their unallocated 18% Funds.
  - g. **Retroactive Findings:** When a response on a formerly approved checklist is discovered which would have led to a *Findings of Noncompliance*, and that condition continues, the Authority will issue a *Findings of Noncompliance*. Current and future year allocations will be withheld until the condition is corrected. No retroactive action will be taken.
- (5) **The Authority hereby rescinds Resolution #94-02-G adopted on October 19, 1994, and hereby adopts in its place, this Resolution 01-01-G.**

This RESOLUTION was entered into at a meeting of the Contra Costa Transportation Authority held January 17, 2001, in Walnut Creek, California.

  
\_\_\_\_\_  
Donald P. Freitas, Chair

Attest:

  
\_\_\_\_\_  
Robert K. McCleary, Executive Director

Adopted: January 17, 2001  
Revision 1: January 16, 2002



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

March 16, 2011

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Mr. Joe Sbranti

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Vice Chair

Assistant City Manager, Development Services  
City of Pittsburg

Janet Abelson

65 Civic Avenue

Geneveva Calloway

Pittsburg, CA 94565-3814

Jim Frazier

**Subject: City of Pittsburg's Compliance with the Measure J Growth Management Program**

Federal Glover

Dear Mr. Sbranti:

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

Robert Taylor

Thank you for your letter of March 3<sup>rd</sup> which gives a status report on recent efforts by the City of Pittsburg to initiate a dialogue with TRANSPLAN to form a consensus-based Regional Transportation Mitigation Program (RTMP) for East County. I would like to take this opportunity to respond, and make a suggestion regarding next steps in the process.

Randell H. Iwasaki,  
Executive Director

As noted in our letter of October 8, 2010, we indicated that Pittsburg, having withdrawn from the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), would need to seek TRANSPLAN's approval of a RTMP for East County, and suggested as an option entering into a cooperative agreement (Co-op) or Memorandum of Understanding (MOU) with TRANSPLAN to re-establish the City of Pittsburg's participation in the East County RTMP. Your letter indicates that the City pursued this course of action, but TRANSPLAN did not concur with the City's request. Instead, TRANSPLAN determined that the RTMP for East County was ECCRFFA, and that Pittsburg's creation of the Pittsburg Regional Transportation Development Impact Mitigation (PRDTIM) fee program did not equate to or substitute for participation in ECCRFFA.

We applaud your efforts to meet the requirement of the Measure J Growth Management Program (GMP) through participation in an RTMP, however, to underscore the point again, we believe compliance with the GMP requires approval from TRANSPLAN that the PRDTIM fee program fulfills the requirements of the East County RTMP.

The Measure J Expenditure Plan states that local jurisdictions shall work with the RTPCs to create the RTMP. As you know, the RTMP for East County was created in the mid 1990's through ECCRFFA. The East County Action Plan for Routes of Regional Significance delineates the role of ECCRFFA. Regional action 3.c of the East County Action Plan, adopted unanimously by TRANSPLAN on August 13, 2009 states that the local jurisdictions of East County shall 'continue to participate in the fee program through ECCRFFA' (p. 35). This action specifically identifies ECCRFFA as the RTMP for East County.

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

Joe Sbranti  
City of Pittsburg  
March 16, 2011  
Page 2

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In our view, Pittsburg's assertion that the PRTDIM can serve in lieu of ECCRFFA is inconsistent with the requirement in section 2 of the GMP, which states that: "[e]ach Regional Transportation Planning Committee shall develop the regional development mitigation program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives and actions to achieve them established in the Action Plans for Routes of Regional Significance." Our interpretation of the above and of paragraph 3.c of the Action Plan that authorizes "use of ECCRFFA or other agency (as appropriate)", is that they give TRANSPLAN the flexibility to change or modify the RTMP by consensus. We therefore suggested, as an option for demonstrating that consensus had been achieved, use of a Co-op or MOU that is ultimately approved by TRANSPLAN.

To summarize, we believe that compliance with the RTMP requirement in the GMP requires TRANSPLAN's approval of the City's actions. Without it, the City of Pittsburg may be found out of compliance with the GMP, and could lose Local Street Maintenance and Improvement funds. Therefore, we urge the City to continue its dialogue with TRANSPLAN in an effort to re-establish a consensus-based RTPM for East County.

Thank you for your continued participation in the GMP, and please do not hesitate to contact me should you need further information regarding this matter.

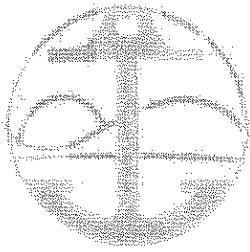
Sincerely,



Martin R. Engelmann, P. E.  
Deputy Executive Director, Planning

cc: Marc Grisham, City of Pittsburg  
Paul Reinders, City of Pittsburg  
John Cunningham, TRANSPLAN

File: 02.17.02



**City of Pittsburg**  
65 Civic Avenue • Pittsburg, California 94565

September 7, 2011

Martin Engelmann, Deputy Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

**RE: Update Regarding Pittsburg's Negotiations with TRANSPLAN**

Dear Mr. Engelmann:

This letter responds to your request that the City of Pittsburg ("City") provide a summary of the City's actions relating to its regional traffic fees during the past year. In short, over the last year, the City has met its commitments to develop and implement a regional transportation fee (aka Pittsburg Regional Transportation Development Impact Mitigation or PRTDIM), to offer options to TRANSPLAN for a joint regional fee program, and to negotiate a possible settlement of the lawsuit filed by ECCRFFA and TRANSPLAN against the City.

In September 2010, after more than a year of attempting to negotiate with ECCRFFA, the City withdrew from ECCRFFA consistent with the terms of the joint powers agreement. When the City initially joined ECCRFFA in 1991, ECCRFFA had identified Buchanan Road Bypass (now known as the James Donlon Boulevard Extension) as a top priority project. A key reason for the City's withdrawing from ECCRFFA was that, after almost twenty years, ECCRFFA had provided approximately \$1 million in funding towards the James Donlon Boulevard Extension, while providing other projects over \$220 million in funding.

At the same time the City withdrew from ECCRFFA, the City also established the PRTDIM program to continue to collect regional transportation mitigation fees and to remain in compliance with Measure J's Growth Management Program (GMP). These fees can only be used for projects of regional significance and the list of projects is identical to the list of projects identified for funding by ECCRFFA. Thus, the City created a regional transportation mitigation fee program to ensure that new development in the City continued to pay its fair share toward transportation projects of regional significance. Through its regional program, the City has continued supporting multi-jurisdictional transportation planning efforts and projects of regional significance in East County.

Since adopting the PRTDIM fees, the City of Pittsburg has collected approximately \$1.6 million. The City continues to be willing to work with TRANSPLAN to utilize these fees for transportation projects of regional significance.

An October 8, 2011 letter from CCTA directed the City to work with TRANSPLAN to: "integrate Pittsburg's new [PRTDIM fee] with the ECCRFFA program. .... As a next step, the City should bring its proposed RTMP to TRANSPLAN for discussion, with the intent of seeking TRANSPLAN's concurrence on a joint or hybrid RTMP that satisfies the Measure J requirements. Authority staff will be available to attend the TRANSPLAN meetings, and we are committed to working with [Pittsburg] on developing options and strategies that result in a timely off-year payout."

Accordingly, the City presented its PRTDIM fee to TRANSPLAN for discussion on December 9, 2010. At that meeting, TRANSPLAN directed staff to work with Pittsburg staff, the Technical Advisory Committee (TAC), and CCTA staff to come up with a MOU/Agreement that would describe the framework in which the two RTMPs will operate and integrate Pittsburg's new RTMP with the ECCRFFA Program. Pursuant to the direction of TRANSPLAN, Pittsburg staff sent a draft MOU to the TAC on January 11, 2011. However, the TAC meeting that was scheduled to discuss the MOU was subsequently cancelled. Interestingly, the City has never received feedback on its draft MOU.

Instead, at a special meeting on January 27, 2011, TRANSPLAN opined that: (1) the preexisting arrangement between TRANSPLAN and ECCRFFA was the official regional mitigation fee program under the East County Strategic Action Plan and (2) the City was not in compliance with its obligations under the East County Action Plan.

At meetings held in February and March 2011, TRANSPLAN and ECCRFFA determined that their preferred course of action for achieving East County cooperation as to a regional fee was not to consider the City's proposed MOU, but rather was to sue the City to force it both to rejoin ECCRFFA and to adopt, wholesale, the regional transportation fee adopted by ECCRFFA members.

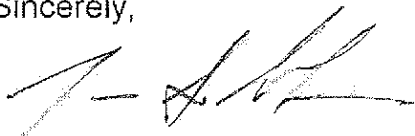
The City demurred to the entirety of the lawsuit by ECCRFFA and TRANSPLAN. At the August 10, 2011 hearing, the Court sustained the City's demurrer granting leave, as is the custom, to ECCRFFA and TRANSPLAN to amend their complaint to see if they could state a valid cause of action against Pittsburg. Because of additional time requested by ECCRFFA's and TRANSPLAN's attorney, that amendment is not due until September 21.

Throughout this process, the City has remained open to working out a settlement as to regional fees in East County. In early August of this year, City and ECCRFFA

representatives met to discuss settlement. ECCRFFA representatives promised to provide a draft settlement to the City; at this time, the City is still waiting to receive that document.

It has been, and continues to be, the City's position that it is complying fully with Measure J, including the City's implementation of a regional transportation fee and the City's continuing willingness to work with TRANSPLAN and ECCRFFA on using revenue from that fee for transportation projects of regional significance.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Sbranti". The signature is fluid and cursive, with a long horizontal stroke at the end.

Joe Sbranti  
City Manager

**ITEM 5**

**ACCEPT RECENT NEWS ARTICLES**

## Caltrans announces funding for several Bay Area roadway projects

Bay City News Service

Posted: 10/31/2011 09:48:46 AM PDT

Updated: 10/31/2011 09:48:46 AM PDT

More than \$30 million in transportation improvement funds has been allotted to projects on several Bay Area roadways, according to Caltrans.

In San Mateo County, \$11.2 million will be spent on installing closed-circuit video cameras, vehicle detection systems and improved traffic signals along state Highway 82, or El Camino Real.

Additionally, around \$3.8 million will go toward creating auxiliary lanes along U.S. Highway 101 between Embarcadero Road and University Avenue.

In Contra Costa County, \$1.7 million has been allotted to rehabilitate 19 bridges on various state highways, according to Caltrans.

The funds are mostly from Proposition 1B, the transportation bond initiative approved by California voters in 2006.

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## Traffic violation fines to double on Vasco Road stretch

By Kelly Gust  
Contra Costa Times

Posted: 11/01/2011 01:54:10 PM PDT

Updated: 11/01/2011 02:45:18 PM PDT

Beginning Jan. 1, double fines will be charged for traffic violations along a 19-mile stretch of Vasco Road between Livermore and Brentwood.

The Alameda County Board of Supervisors approved the action Tuesday, designating Vasco as a Safety Enhancement-Double Fine Zone. According to a county press release, the move was made possible by the recent passage of Assembly Bill 348 that gave Vasco that zoning designation. The zone will be effective Jan. 1, 2012 through Jan. 1, 2017.

The zone stretches from Interstate 580 in Livermore and Walnut Boulevard in Brentwood.

The release quoted Supervisor Scott Haggerty as saying: "Alameda County has worked hard to make this road safer for drivers through the numerous improvements we've done along Vasco Road. These improvements have been successful in reducing accidents, injuries, and fatalities. I believe that this double-fine zone will extend our current efforts."

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## East Bay looks to hovercraft for ferry service

By Tom Lochner and Paul Bugarino  
Contra Costa Times  
© Copyright 2011, Bay Area News Group

Posted: 11/01/2011 05:54:55 PM PDT

Updated: 11/01/2011 09:49:47 PM PDT

Air-cushioned hovercraft vessels, long popular in Europe but little used in the United States, could be the answer for a trio of East Bay cities that long have sought ferry service to San Francisco.

Although a number of bureaucratic, political and physical hurdles remain, the Bay Area's water transit agency is exploring whether hovercraft are a viable option for ferrying passengers from Hercules, Martinez and Antioch, among other cities.

The vessels are appealing for several reasons: They are touted as more fuel-efficient than traditional catamaran ferries and as fast as the most advanced catamarans. Hovercraft also can navigate in shallow waters, even onto beaches and landing platforms, allowing them to reach areas that catamarans can't and respond to emergencies and provide service to cities saddled with shallow shorelines. Hovercraft travel on a cushion of air created by downward-thrusting air jets, while propellers mounted above deck provide forward propulsion.

Technological advances also have reduced concerns about noise and comfort that plagued hovercraft when they were introduced in Europe decades ago.

But to establish themselves in the Bay Area, hovercraft need to overcome a fundamental presumption shared by mariners and watercraft builders alike -- including a leading hovercraft manufacturer.

"As a general rule, if you can make all the connections you need using a (conventional) boat, without going around extended areas

of shallow water -- use a boat," said Richard Roy, a

former hovercraft pilot and hovercraft operations consultant for Griffon Hoverwork Ltd. of Southampton, U.K.

Hercules sees hovercraft as the panacea for a shoreline of mud flats -- extending more than a half-mile into San Pablo Bay -- that would require costly dredging for traditional ferry service. Martinez also could require dredging, and Antioch looks to the speed of hovercraft to get passengers quickly to San Francisco, although experts, including some hovercraft specialists, say newer models of ferry catamarans match hovercraft's speed.

Antioch's and Martinez's interest in an idea fueled primarily by Hercules' lack of docking facilities addresses one crucial concern of the San Francisco Bay Area Water Emergency Transportation Authority -- that a "radical change" to hovercraft be justified over multiple routes.

It would require incorporating San Francisco into a baywide hovercraft system -- a daunting prospect at an Embarcadero terminal already busy with surrounding heavy marine traffic, and where space would need to be set aside for a hovercraft landing ramp.

Michael Bernick, a lawyer who has worked on the idea as a consultant for the East Bay cities, says a recent feasibility study completed by the water transportation authority shows the potential of hovercraft in the Bay Area.

"My own view is that it's doable," said Bernick, a

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former BART board member. "There are legitimate questions, but I think they can be addressed."

Questions include creating a separate or hybrid maintenance facility for hovercraft and conventional ferries and a docking facility in San Francisco. A memo written earlier this year by transportation authority officials acknowledged that hovercraft "would require wholly different operations practices and materials, as well as different docking facilities and maintenance berths."

But state Sen. Mark DeSaulnier, D-Concord, agrees that those challenges could be overcome.

"After seeing the study, hovercraft seems like a very feasible option," said DeSaulnier, who heads the Senate's transportation committee.

Bernick says the cost of operating hovercraft would be similar to traditional ferry vessels, and he noted that they would offer advantages in responding to emergency situations, an integral part of the transportation authority's mandate.

"The (transportation authority) board has been very open to the idea of a system with both (types of) vehicles," Bernick said.

The hovercraft's emergency capabilities, along with ecological advantages, make it an attractive prospect for the Bay Area, agreed Keith Whittemore, president of Seattle-based Kvichak Marine Industries, which built a hovercraft used in Alaska and the newest catamaran ferries in the Bay Area.

"From an emergency standpoint, you can pick people up from a downed bridge or a downed airplane and drive them onto a beach," he said.

Whittemore also noted that hovercraft are more fuel-efficient than catamarans at high speed but generally come with higher maintenance costs.

Unlike other existing or planned Bay Area ferry stops under the jurisdiction of the transportation authority, Hercules has no deep-water dock, nor any deep water where it could build one, that could accommodate conventional, deeper-draft boats -- a predicament apparently largely overlooked when the agency's predecessor, the Water Transit Authority, put together its expansion list starting in the early 2000s.

Dredging a deep-water harbor in Hercules for conventional ferries would cost "upwards of \$17 million" initially and about \$3 million in maintenance dredging every two to three years thereafter, according to the June 2 transportation authority memo.

"For Hercules, that makes a hovercraft financially more viable," Whittemore said.

Nevertheless, he says landing hovercraft at the San Francisco Embarcadero is fraught with challenges.

"You've got winds, tides, traffic -- that would not be a simple thing. That needs to be very carefully studied."

Hovercraft also could save Martinez dredging costs, Mayor Rob Schroder said.

The city's shoreline requires dredging on a regular basis, he said. Consultants from the transportation authority are studying the depth of the waters along the Martinez shoreline to locate a possible ferry terminal site. One of the potential locations is an old fishing pier, which likely would not require dredging.

The April feasibility study commissioned by the transportation authority estimated that travel time between Antioch and San Francisco could be cut to a little more an hour -- or about 30 minutes faster than traditional ferries used in the bay.

"That time reduction makes (the hovercraft) pretty competitive and a lot more appealing," Antioch



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Councilman Gary Agopian said.

But experts say technological advances in conventional watercraft have largely nullified hovercraft's erstwhile speed advantage.

The newest high-speed ferry from Vallejo to San Francisco, put in service in 2004, has a service speed of 34 knots fully loaded and a maximum speed of 38 knots, according to the website of Baylink, the route operator. By comparison, hovercraft envisioned for that crossing would travel at 40 to 45 knots, according to the feasibility study.

Hovercraft's greater susceptibility to headwinds could reduce any speed advantage, said John Sindzinski, the transportation authority's planning and development manager.

One possible obstacle to popular acceptance of hovercraft in the Bay Area, Sindzinski said, is the notion that they are noisy.

Paul Edwards, Griffon's director of business development, traces that perception to a previous generation of hovercraft that used noisy turbines for propulsion. Those craft have been largely phased out, he said.

Advancements have also allowed for a smoother ride. A Kvichak-built hovercraft ferry based on a Griffon design connects King Cove on the Alaska Peninsula to an airport eight miles across a bay, weather permitting.

"I was on it when the wind was 35 knots, and I stood the whole time," King Cove Mayor Henry Mack said. "You can walk around."

For local leaders, the choice is simple. They want whatever vessel will at last make ferry service a reality for their cities.

"We're going to favor which ever option gets service to Martinez faster," Schroder said. "At the same time, Martinez will work together with Hercules and Antioch to find the best option for the region."

Contact Tom Lochner at 510-262-2760 or [tlochner@bayareanewsgroup.com](mailto:tlochner@bayareanewsgroup.com). Contact Paul Bugarino at 925-779-7164 or [pbugarino@bayareanewsgroup.com](mailto:pbugarino@bayareanewsgroup.com).

## HOVERCRAFT VS. FERRY

Hovercraft are being considered for ferry service in San Francisco Bay. Here's how the hovercraft compares with traditional ferry service now offered.

Feature Hovercraft Catamaran ferry  
(BHT150) (M/V Solano)

Cost per vessel \$12 to \$14 million \$11.8 million

Passenger capacity 150 300

Speed (knots) 40 to 45 34 to 38

Fuel per hour (gallons) 92-172 300

Crew members 2 (min.) 4

Sources: Griffon Hoverwork Ltd., Kvichak Marine Industries, Vallejo Baylink Ferry



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**ITEM 6**

**ACCEPT MAJOR PROJECTS STATUS REPORT**

# TRANSPLAN: Major East County Transportation Projects

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

## Monthly Status Report: November 2011

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

### STATE ROUTE 4 WIDENING

#### A. SR4 Widening: Railroad Avenue to Loveridge Road

Lead Agency: CCTA

**Project Description:** The project widened the existing highway from two to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately ¾ mile west of Loveridge Road and provided a median for future transit.

**Current Project Phase:** Highway Landscaping – Plant Establishment Period

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

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

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

Lead Agency: CCTA

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

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

**Project Status:** Construction of the SR4 mainline and Loveridge Road widening began in June 2010. It is estimated that the project construction will be completed in late 2013, but the completion date depends on weather and the contractor's approved working schedule.

The construction staging and duration is significantly affected by environmental permit restrictions associated with existing creeks and waterways within the project limits.

Current construction activities include new drainage and electrical facilities, the retaining wall adjacent to North Park Plaza, median eBART barrier, and column support work for the new southbound Loveridge Road bridge over SR 4. Erection of temporary bracing (falsework) has begun at the Loveridge Road overcrossing which will support the construction of the new southbound Loveridge Road bridge. Full closures of SR 4 at night are required during the installation of this temporary support



system. Construction of the new inside (median) area of the freeway east of Century Boulevard was completed to allow for the next contractor to begin work on the adjacent SR 4/Somersville Road Interchange Project.

The project construction is approximately 34% complete.

**Issues/Areas of Concern:** none

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

**Lead Agency:** CCTA

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

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

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

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

Contract approval was received on January 19, 2011. Contract time started on March 16, 2011. The anticipated completion date is May 31, 2013 with no plant establishment period.

Since the start of construction, the Contractor has been working on the various Stage construction requirements of the Project. The Contractor has completed, or has under construction, various retaining walls and soundwalls both on the north and south sides of the freeway as well as around all four quadrants of the Somersville Road interchange.

The bridge for the new westbound Somersville Road off-ramp has started. Other ongoing work has included: closure of the existing eastbound "diamond" off-ramp to Somersville Road and start of the new eastbound off-ramp; temporary paving, K-rail and striping for early access and detours/ re-routing of traffic in and around the existing interchange; clearing & grubbing and stormwater protection installations; and median work along Somersville Road. The Baseline schedule submittal has been approved and monthly updates are being received. Caltrans continues a special effort in working with the Loveridge Contractor, O. C. Jones, Inc., to allow early access for R&L Brosamer to the Segment 1 work area abutting the Loveridge Road Project. This has been working well, with both contractors participating in meetings to facilitate earlier completions, wherever possible.

During the month of September, construction work has continued on retaining walls that have the Delta Region Native Landscape Architectural Treatment along the north and south sides of the freeway. Work has also continued on the new masonry-block soundwalls on the south side of the freeway, along San

Jose Drive and Buchanan Road. Progress on the new bridge for the westbound Somersville Road off ramp has included work on abutments, placement of falsework, and major concrete pours.

Segment 1 construction is approximately 22% complete.

**Segment 2:** Caltrans District 4 Caltrans advertised this segment for construction bids on July 18, 2011. Bids were opened on September 14, 2011 and the apparent low bidder is CC Myers, Inc. with a bid amount of \$42,380,000 approximately 16.6% below the Engineer's Estimate. Contract award is targeted for November 2011, with construction starting by February 2012.

**Segment 3A:** The final PS&E documents were submitted to Caltrans Headquarters and are currently under review. The Ready to List (RTL) date for this segment is targeted for late November / early December 2011. The Authority will be submitting a Letter of No Prejudice (LONP) to the CTC in order to keep the project advertisement on schedule.

**Segment 3B:** This segment, Hillcrest Interchange area, was delayed due to coordination issues related to the future eBART station and geometric approval by Caltrans of the proposed Hillcrest Interchange. A combined roadway and structures package is targeted for submittal in November 2011. The RTL date for this segment is targeted for June 2012. The Authority will advertise, award and administer the construction contract for this segment.

**Issues/Areas of Concern:** Availability of all fund sources in time to meet the project delivery schedule continues to be a concern for this corridor project. *A Letter of No Prejudice (LONP) to authorize expenditure of Measure J funds in lieu of Proposition 1B funds programmed for Segment 3A construction will be submitted to the CTC in order to keep the project on schedule. If availability of State funds continues to be delayed, construction of the last segment, Segment 3B, will be compromised. The delay of the freeway project will affect construction of eBART, which will run in the newly constructed median of SR4.*

## STATE ROUTE 4 BYPASS PROJECT

### Segment 1

This project has been completed and closed out.

### Segment 2

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

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

The project has been completed and closed out.

### Sand Creek Interchange Phase I, Stage 2 - Final Design

The project has been submitted for CMIA funding. Design is essentially complete and the schedule is presented below. The project is ready to advertise for construction.

Tasks	Completion Date
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)



Plans, Specs. & Estimates (PS&E) - 95% Design	August 2008 (A)
Plans, Specs. & Estimates (PS&E) - 100% Design	January 2009 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	November 2010 (A)
Right-of-Way Activities /Acquisition (R/W)	May 2010 (A)
Utility Relocation	Aug/Sept 2011
Advertise Project for Construction – Subject to Availability of Funding	<u>TBD</u>
Award Construction Contract – Subject to Availability of Funding	<u>TBD</u>

(A) – Actual Date

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

Right of way acquisition and utility relocation *is scheduled for October 2011.*

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

The project has been submitted for CMIA funding. Design is essentially complete and the schedule is presented below. The project is ready to advertise for construction.

<b>Tasks</b>	<b>Completion Date</b>
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	August 2008 (A)
Plans, Specs. & Estimates (PS&E) - 100% Design	January 2009 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	November 2010 (A)
Right-of-Way Activities /Acquisition (R/W)	May 2010 (A)
Utility Relocations/Protections	<u>Aug/Oct 2011</u>
Advertise Project for Construction – Subject to Availability of Funding	<u>Fall 2011</u>
Award Construction Contract – Subject to Availability of Funding	<u>Late 2011</u>

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

Right of way acquisition is complete and some utility relocation work has been completed. *A vault, manhole and air valve associated with the EBMUD aqueduct have been relocated. The EBMUD aqueduct encasement work is underway and expected to be completed by mid November 2011.*

### **Segment 3**

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

## State Route 239 (Brentwood-Tracy Expressway) Phase 1 - Planning

Staff Contact: John Cunningham, (925) 335-1243, [john.cunningham@dcd.cccounty.us](mailto:john.cunningham@dcd.cccounty.us)

### October/November 2011 Update

Current project activities include the conduct of the financial screening study, model development, continued project vision development, compilation of mapping data/conceptual alignments, finalization of internal/external management documents and plans.

### **eBART**

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

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

### October 28, 2011 Update

#### **eBART Construction Progress**

- The first eBART Contract, 04SF-110A, Transfer Platform and Guideway project, located in the tailtracks of the Pittsburg/Bay Point BART Station, is progressing well.
- The project is proceeding with tunnel, ancillary building, and guideway barrier wall construction.
- Approximately 30 people are employed at the site.
- Contract is on time and on budget.

#### **Design Progress**

- The design of Contract 04SF-120 for the construction of the Hillcrest Station Parking Lot and Maintenance Facility is being finalized. Advertisement is anticipated in January 2012.
- Design of Contract 04SF-130 for Hillcrest Station and maintenance facility finishes and track and systems installation is progressing, and the Contract will be ready for advertisement in late 2012.
- BART, Contra Costa Transportation Authority, and Caltrans continue to closely coordinate funding, design and construction of the billion-dollar Integrated Project (Highway 4 widening, and eBART construction).

#### **Real Estate**

- Negotiations continue for real estate necessary to construct the Hillcrest Station Parking and Maintenance Facility. BART's Board of Directors has approved the Resolutions of Necessity for the required properties, and Right Of Way Certification is anticipated by May 2012.
- Vehicles Procurement
- Advertisement of the Vehicle Procurement Contract 04SF-140 is anticipated soon. Manufacturer of the diesel multiple unit trains will be selected in mid-2012.

↓ continued on next page ↓

**Figure 1: Barrier Wall Forms**



**Figure 2: Duct Bank**





**Figure 3: Tunnel Exit**



### **eBART Extension**

A Next Segment study has been initiated. The study will be a pre-feasibility evaluation of the Bypass and Mococo alignments, and station site opportunities. Station sites to be evaluated on the Bypass alignment are: Laurel Road, Lone Tree Way, Sand Creek Road, Balfour, and a location near Marsh Creek Road and the Bypass serving Byron and Discovery Bay. Railroad Avenue Station will be evaluated as an infill station.

The Next Segment study will be completed Fall 2012.

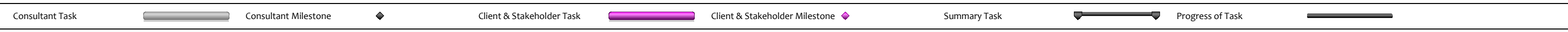
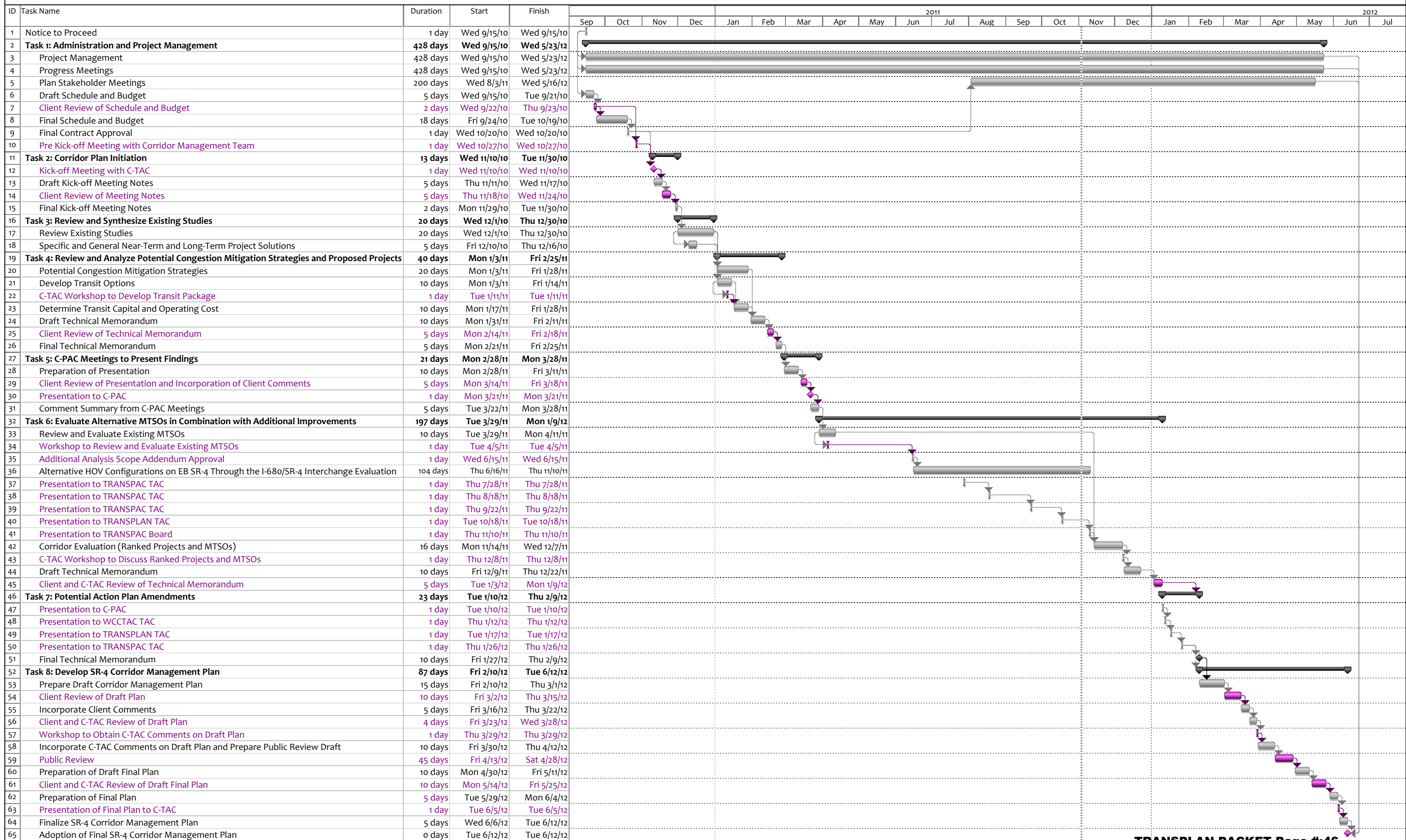
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Geographic Coordinate System Name: GCS North American 1983  
 Projected Coordinate System Name: NAD 1983 State Plane California III FIPS 0403 Feet  
 EGIS Data Provided by the BART Information Technology Department 300 Lakeside Dr. 11th Floor, Oakland, CA 94612



### SR-4 Integrated Corridor Analysis



**ITEM 7**

**REQUEST AUTHORIZATION FOR THE 511 CONTRA COSTA -  
TRANSPAC/ TRANSPLAN TDM PROGRAM MANAGER TO SUBMIT  
APPLICATIONS AND ENTER IN TO NECESSARY CONTRACTS AND  
AGREEMENTS TO CCTA, BAAQMD, AND MTC FOR GRANT FUNDS TO  
CONDUCT PROGRAM ACTIVITIES.**

**TO:           TRANSPLAN**

**FROM:       Lynn Overcashier, 511 Contra Costa Program Manager**

**DATE:       November 10, 2011**

**SUBJECT:   Request Authorization for the 511 Contra Costa - TRANSPAC/TRANSPLAN TDM Program Manager to Submit Grant Applications to: CCTA for FY 2012/2013 Measure J Commute Alternative Funds; to the Bay Area Air Quality Management District for FY 2012/2013 Transportation Fund for Clean Air (TFCA) Funds; to MTC for CMAQ (Employer Outreach) Funds; to Execute the Required Grant Contracts; and to Enter into Cooperative Agreements with the Respective Funding Agencies**

The Central/East County 511 Contra Costa staff implements programs and projects which fulfill each jurisdiction's Transportation Demand Management ordinance, Growth Management Program and Action Plan requirements under Measure J. With legislation (AB 32 and SB 375) requiring greenhouse gas emission (GHG) reductions, the 511 Contra Costa programs have a proven success record with the Bay Area Air Quality Management District and the Metropolitan Transportation Commission in reducing vehicle miles traveled (VMT) and GHG emissions.

The Workplan for FY 2012/13 includes trip reduction and emissions reduction projects and programs which focus on outreach to residents, students and commuters in Contra Costa. The program elements are refined and changed each year to ensure the maximum cost effectiveness, as determined by the Bay Area Air Quality Management District (BAAQMD), the Metropolitan Transportation Commission (MTC) and CCTA.

Program elements include:

- **ACTION PLAN IMPLEMENTATION** - Both the TRANSPAC and TRANSPLAN Action Plans include actions and programs which are implemented by the Central/East County 511 Contra Costa Program. Staff will also be working with local jurisdictions in developing Transportation Demand Management strategies as part of the Sustainable Communities Strategies through SB 375.
- **SAFE ROUTES TO SCHOOLS (SR2S) PROGRAMS AND PROJECTS** - Staff will work with local jurisdictions, school administrators, parents, PTAs, police departments and others to expand the SR2S programs to elementary, middle and high schools throughout East County over the next three years. Program elements include: SchoolPool carpool ridematching; SchoolPool transit ticket program; Bicycle/pedestrian education and encouragement; Bicycle/pedestrian assemblies; Challenge Days to promote bicycling, walking, carpooling and transit ridership to schools; school site assessments and minor site access safety programs.
- **EMPLOYER OUTREACH** – These services assist employers in Central and East



County in ways to help retain businesses and promote economic development. Services include: distribution and analysis of transportation surveys; telework seminars; car-sharing programs; clean fuel infrastructure and vehicles; transportation/health fairs; promotional support for shuttles; customized ridematch assistance; pre-tax transit benefit education; bicycle parking infrastructure; pledge program to encourage commute alternatives. Staff will also continue to work with transit agencies on special promotions.

- **ELECTRIC CHARGING PROGRAM** - Provides funds to Central and East County jurisdictions for electric charging stations, lease of electric plug-in vehicles to promote the use of this technology. Staff is working to expand the network of charging stations in Central and East County to keep pace with the growing demand.
- **COMMUNITY OUTREACH PROGRAM** – Staff will be working with local jurisdictions to distribute more “green” transportation information and program elements through city newsletters, libraries and other city events to inform residents of ways to reduce Vehicle Miles Traveled (VMT) and GHG emissions.
- **BICYCLE/SKATEBOARD INFRASTRUCTURE** – Bicycle and skateboard parking infrastructure will be provided to local schools, jurisdictions, and employers upon request. Staff will work with the RTPC TACs, to assist in project delivery of bicycle/pedestrian gap closure projects where feasible.
- **WEBSITE DEVELOPMENT AND MAINTENANCE** - The 511CC website continues to be a comprehensive one-stop location for Bay Area transportation information with an emphasis on Contra Costa transportation. 511 CC is also host to the TRANSPAC and TRANSPLAN websites ([www.transpac.us](http://www.transpac.us) and [www.transplan.us](http://www.transplan.us)), in addition to the [www.511contracosta.org](http://www.511contracosta.org) site.
- **AGENCY PARTNERSHIP ACTIVITIES** - Staff participates in local and regional committees to ensure coordination, promotion and funding for TDM activities in Contra Costa County. The committees include: BART’s Bicycle/ Pedestrian Access TAC, MTC’s Regional Rideshare TAC, BWTD TAC, MTC’s School and Youth Outreach TAC, CCTA’s Safe Routes to School Task Force; Association for Commuter Transportation, League of California Cities’ Transportation Policy Committee and its Climate Change Task Force, TRB’s TDM Committee, TDM Institute, SR2S National Organization, Association for Commuter Transportation, and APTA.
- **ASSISTANCE WITH GRANT APPLICATION DEVELOPMENT** - Staff provides assistance to partner agencies for grant submittals.

Funding is expected to be approximately the same as in FY 2011/12. Available fund allocations are currently unknown, however pending notification from the BAAQMD and CCTA, funds are estimated to be \$650,000+/- TFCA, \$39,900 MTC CMAQ, and \$300,000+/- Measure J Commute Alternative funds.


**ITEM 8**  
**APPOINT TAC MEMBER TO CONTRA COSTA**  
**TRANSPORTATION AUTHORITY'S (CCTA) TECHNICAL**  
**COORDINATING COMMITTEE**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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**TO:** TRANSPLAN Committee  
**FROM:** TRANSPLAN TAC by   
John Cunningham, TRANSPLAN Staff  
**DATE:** October 24, 2011  
**SUBJECT:** **TRANSPLAN Appointments to the Technical Coordinating Committee**

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### Background

TRANSPLAN appoints three members to the Contra Costa Transportation Authority's Technical Coordinating Committee (TCC). A staff departure from the City of Oakley has left an opening on the TCC. In order to have full representation on TCC TRANSPLAN must appoint a new member.

Please see the attached:

- 1) TCC Charter, and
- 2) Current TCC membership

### Recommendations

The TRANSPLAN Technical Advisory Committee (TAC), at their October 18<sup>th</sup> meeting, discussed the opening on TCC. The TAC recommends that **Steve Kersevan (Brentwood)** be appointed to the open seat on the TCC.

Position	Primary Appointee	Alternate Appointee
1	<i>Open position</i>	Jason Vogan (Oakley)
2	Tina Wehrmeister (Antioch)	Leigha Schmidt (Pittsburg)
3	Paul Reinders (Pittsburg)	

c: TRANSPLAN TAC

## TECHNICAL COORDINATING COMMITTEE CHARTER

June 19, 1991

### MISSION OF THE COMMITTEE

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

### RESPONSIBILITIES OF THE COMMITTEE

The TCC provides advice on the following issues:

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

### COMMITTEE MEMBERSHIP

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

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

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

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

**TECHNICAL COORDINATING COMMITTEE CHARTER**

page 2

June 19, 1991

**COMMITTEE ORGANIZATION**

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

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

## TCC Membership

August 18, 2011

<u>TCC Appointees</u>		
<u>Members</u>	<u>Alternates</u>	<u>Staff Designee*</u>
<u>TRANSPAC:</u> Tim Tucker, Martinez Ray Kuzbari, Concord Eric Hu, Pleasant Hill	John Greitzer	Barbara Neustadter (consultant)
<u>SWAT:</u> Leah Greenblat, Lafayette Janice Carey, Orinda Tai Williams, Danville	Lisa Bobadilla, San Ramon Tony Coe, Lafayette Andy Dillard, Danville	Andy Dillard, Danville
<u>TRANSPLAN:</u> Allen Bourgeois, Oakley Paul Reinders, Pittsburg Tina Wehrmeister, Antioch	Leigha Schmidt, Pittsburg Jason Vogan, Oakley	John Cunningham, County
<u>WCCTAC:</u> Jerry Bradshaw, El Cerrito Edrick Kwan, Richmond Robert Reber, Hercules	Adèle Ho, San Pablo	Christina Atienza, WCCTAC
<u>COUNTY:</u> Planning: Pat Roche Trans. Plng: Steve Goetz Engineering: Jerry Fahy	Aruna Bhat John Greitzer Chris Lau	
<u>MTC:</u> Grace Cho	Ashley Nguyen	
<u>CCEAC:</u> Heather Ballenger, WC	Adèle Ho, San Pablo	
<u>TRANSIT:</u> Laramie Bowron, CCCTA Nathan Landau, AC Transit Deidre Heitman, BART Tom Harais, Tri Delta Transit Rob Thompson, WestCat	Anne Muzzini, CCCTA  Michael Tanner, BART Steve Ponte, Tri Delta Transit Charlie Anderson, WestCat	
<u>CALTRANS:</u> Hamid Fathollahi	Laurie Lau	
<u>BAAQMD</u> Geraldina Grunbaum	Joseph Steinberger	

\* Staff person assigned to Regional Transportation Planning Committee

**ITEM 9**

**AUTHORIZATION TO ENTER INTO MEMORANDUM OF  
UNDERSTANDING WITH CONTRA COSTA TRANSPORTATION  
AUTHORITY AND THE EAST CONTRA COSTA REGIONAL FEE AND  
FINANCE AUTHORITY**


# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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**TO:** TRANSPLAN Committee

**FROM:** John Cunningham, TRANSPLAN Staff 

**DATE:** November 2, 2011

**SUBJECT:** Memorandum of Understanding between CCTA, ECCRFFA and TRANSPLAN to facilitate the transfer of certain project development activities from the SR 4 Bypass Authority to CCTA

---

### Background

The SR 4 Bypass Authority has requested that the Contra Costa Transportation Authority (CCTA) assume responsibility for project development activities to design and construct capital improvement projects to complete Segment 1 and Segment 2 of the SR 4 Bypass. To date, CCTA has secured funding for SR 4 Bypass projects, specifically \$50 million in bridge toll funds and \$33 million in Corridor Mobility improvement Account (CMIA) funds have been secured for the SR 4 Bypass/SR 160 connector ramps and the SR 4 Bypass /Sand Creek Interchange and 4-Lane Widening projects respectively. The proposed Memorandum of Understanding (MOU) would provide that TRANSPLAN and ECCRFFA will assist in seeking additional funds to complete the projects, if needed.

The MOU was previously reviewed by the Committee at its October 13, 2011 meeting and was approved in concept. Now that the final MOU has been negotiated, staff is returning the MOU to the Committee with a recommendation for approval.

### Discussion

Authority staff have been successful in securing external funding for two projects on behalf of the SR 4 Bypass Authority. Specifically, \$50 million in bridge toll funds have been secured from the Metropolitan Transportation Commission (MTC) for the SR 4 Bypass / SR 160 connector ramps project, and \$33 million in Corridor Mobility improvement Account (CMIA) funding has been secured from the California Transportation Commission (CTC) for the SR 4 Bypass/ Sand Creek Interchange and 4-Lane Widening project.

The SR 4 Bypass Authority is currently in final negotiations with Caltrans to transfer the SR 4 Bypass to the State. It is anticipated that the transfer of the SR 4 Bypass to the State will be approved at the December 2011 California Transportation Commission (CTC) meetings. Concurrently, the existing SR 4 through Oakley, Brentwood and east Contra Costa County will be relinquished to the respective jurisdictions to operate as a local facility. Upon transfer to the state, the SR 4 Bypass will no longer be a local facility. Rather, it will be designated as the legislatively-defined State Route 4 and will be maintained and operated by Caltrans as a State Highway similar to other highway facilities.

Recognizing that the SR 4 Bypass will soon be a State Highway, the SR 4 Bypass Authority has requested that CCTA take over project delivery responsibility for SR 4 Bypass capital improvement projects. Negotiations are underway among CCTA staff, SR 4 Bypass Authority staff and County staff regarding this transfer of responsibility. The current focus of the negotiation is for the SR 4 Bypass / SR 160 connector ramps and the SR 4 Bypass/Sand Creek Interchange and 4-Lane Widening projects as these are currently the only funded projects.

The purpose of the proposed MOU is to provide for TRANSPLAN and ECCRFFA to assist in seeking additional funding to complete the two projects if needed. A separate MOU, between CCTA and the SR 4 Bypass authority specifies roles and responsibilities for those agencies as they relate to completion of the



SR 4 Bypass / SR 160 connector ramps and the SR 4 Bypass/Sand Creek Interchange and 4-Lane Widening projects.

The subject MOU, generally, does not put any financial obligation on CCTA. Based on currently available project information and estimated design and construction costs, the funds programmed by MTC and the CTC are expected to be sufficient to complete both the SR 4 Bypass/SR 160 connector ramps and the SR 4 Bypass/Sand Creek Interchange projects. However, in the event that the work cannot be completed with the allocated funds, TRANPLAN and ECCRRFFA would be required to seek funding options to complete the projects. This responsibility logically exists with or without the subject MOU.

#### **Implications of approving the MOU**

Approval of the MOU, as recommended by staff, would provide a structure for CCTA to assume the project development activities for the two SR 4 Bypass projects described above and would provide for assistance by TRANSPLAN and ECCRRFFA in seeking additional funding for the two projects should that become necessary. The MOU includes insurance and indemnification protection for TRANSPLAN and ECCRRFFA (see Sections I.E and IV.I and J). It also contains language requiring TRANSPLAN and ECCRRFFA to indemnify CCTA; although TRANSPLAN and ECCRRFFA have no active involvement in the project development activities (see Section IV.K and L). Other provisions would allow CCTA to terminate the MOU or stop work in CCTA's discretion and would provide for reimbursement of all costs and expenses to CCTA in the event the MOU is terminated (see Section IV.A and H). Such reimbursement (with no limitation as to total amount or rates), potentially includes any indemnification that CCTA has to pay (see Section IV.A).

#### **Implications of not approving the MOU**

Without approval of the MOU, the project management for the State Route 4 Bypass would stay with the State Route 4 Bypass Authority. If the subject MOU is not executed, new financial arrangements will have to be negotiated between affected funding agencies (California Transportation Commission [CTC] and the Bay Area Toll Authority [BATA]) and the SR 4 Bypass Authority. In consultation with CCTA TRANSPLAN has been advised that the following adverse scenarios could occur.

With a delay and negotiation such as this there is a potential risk of losing between \$8 and \$83 million in project funding as well as unknown delays to project schedules. BATA requires that CCTA be party to any agreement for their funding. If the SR 4 Bypass Authority is added to the BATA agreement, CCTA will still require an arrangement similar to the attached MOU to protect itself from financial risks. Absent such protection, CCTA cannot sign the funding agreement with BATA.

CCTA has negotiated a tentative arrangement for full funding from the CTC which relies on amending the Project Baseline Agreement between the CTC and CCTA for the SR 4 – East Widening project. This Baseline Agreement amendment adds the SR 4 Bypass/ Sand Creek Interchange and 4-Lane Widening as a new segment to the existing SR 4 - East Baseline Agreement and transfers \$8 million of savings from SR 4 – East to the SR 4 Bypass. It is unlikely that the CTC will agree to move the \$8 million from SR 4 – East to the SR 4 Bypass if they are in independent project Baseline Agreements. In that case, the SR 4 Bypass Authority would need to identify \$8 million to supplement the \$25 million in CMIA funds to fully fund the SR 4 Bypass / Sand Creek Interchange and 4-Lane Widening project. Failure to do so will result in losing the \$25 million in CMIA funding for that project.

A delay in approving the MOU is also likely to result in a delay in transferring the SR 4 Bypass to Caltrans. The SR 4 Bypass Authority has conditioned the transfer of the SR4 Bypass to the State on the CTC amendment of the Project Baseline Agreement between the CTC and CCTA which fully funds the SR 4 Widening / Sand Creek project. The SR 4 Bypass Authority and ECCRRFFA have tentatively agreed to waive State funding for “state of good repair” of existing SR 4 through Oakley, Brentwood and County jurisdiction contingent on \$33 million CMIA funding for the SR 4/ Sand

Creek Interchange and 4-Lane Widening project. If CCTA stays involved, the Baseline Agreement amendment is scheduled for the December CTC meeting with the transfer of the SR 4 Bypass to Caltrans in January. As explained above, failure to approve the MOU will take CCTA out of the discussion for the SR 4 Bypass project and likely call into question the ability to obtain \$33 million in CMIA. At a minimum, failure to approve the MOU will delay full funding for the two SR4 Bypass Projects as the SR 4 Bypass Authority tries to secure funding from the CTC.

### **Recommendations**

Staff recommends that the Committee approve the MOU, and authorize the TRANSPLAN Chair to sign the MOU on behalf of TRANSPLAN.

### **Attachments**

1. CCTA Agreement 14.07.08 Memorandum of Understanding
2. 11/3/11 Staff Report to the CCTA Administration and Projects Committee

c: TRANSPLAN TAC

## **CCTA Agreement 14.07.08**

### **MEMORANDUM OF UNDERSTANDING**

#### **State Route 4 Bypass – Sand Creek Interchange and 4-Lane Widening Project State Route 4 Bypass – SR4 / SR 160 Connector Ramps Project**

This MEMORANDUM OF UNDERSTANDING, referred to herein as “MOU”, entered into on \_\_\_\_\_, 2011, is between the Contra Costa Transportation Authority, referred to herein as “AUTHORITY”, the TRANSPLAN Committee, referred to herein as “TRANSPLAN,” and the East Contra Costa Regional Fee and Financing Authority, referred to herein as ECCRFFA.

#### **RECITALS**

- A. The State Route 4 (“SR 4”) Bypass Authority and the California Department of Transportation (“Caltrans”) are in final negotiation to transfer the State Route 4 Bypass (“SR 4 Bypass”) from local control into the State Highway System.
- B. The following capital improvement projects remain to be completed in Segment 1 and Segment 2 of the SR 4 Bypass:
  - 1. SR 4 / SR 160 connector ramps
  - 2. Sand Creek Interchange and 4-Lane Widening Project
  - 3. 4-lane Sand Creek to Balfour
  - 4. Balfour interchange
  - 5. Mokelumne Overcrossing
- C. The SR 4 Bypass Authority has requested that the AUTHORITY assume responsibility for project development activities to design and construct capital improvement projects to complete Segment 1 and Segment 2 of the SR 4 Bypass.
- D. TRANSPLAN Committee, in its role as the Regional Transportation Planning Committee for East Contra Costa County, establishes priorities for the use of the regional share of Measure J funds. TRANSPLAN, through its role, programmed a significant portion of the Measure J East County Corridors funding to the State Route 4 Bypass in the 2007 Measure J Strategic Plan.
- E. Due to a combination of increased costs to complete the State Route 4 East Widening project and decreased Measure J revenues, TRANSPLAN reprogrammed most of the Measure J East County Corridors funding to the State Route 4 East Widening project. However, TRANSPLAN continues to support completion of the State Route 4 Bypass as a priority project.
- F. ECCRFFA is responsible for administering the regional transportation mitigation fee program in East Contra Costa County and setting priorities for funding regional transportation projects, including the SR 4 Bypass. ECCRFFA adopted the following project priorities in April 2007 for the use of ECCRFFA fees on transportation

projects: 1) SR 4 East – Somersville Road to SR 160; 2) eBART to Hillcrest Avenue and 3) the SR 4 Bypass.

- G. AUTHORITY has secured an allocation of \$50 million from the Bay Area Toll Authority (“BATA”) to design and construct the SR 4 / SR 160 connector ramps project.
- H. AUTHORITY has secured programming of \$25 million in Corridor Mobility Improvement Account (“CMIA”) funds from the California Transportation Commission (“CTC”) to construct the SR 4 Bypass / Sand Creek Interchange and 4-Lane Widening project and expects soon to secure programming of \$8 million more in CMIA funds, for a total of \$33 million in CMIA funds for that project.
- I. The SR 4 / SR 160 connector ramps project and the SR 4 Bypass / Sand Creek Interchange and 4-Lane Widening project are collectively referred to herein as WORK.

Now therefore, the parties do hereby agree as follows:

### **SECTION I**

#### **AUTHORITY AGREES:**

- A. To enter in agreements with BATA and the CTC to obtain fund allocations and comply with all financial, reporting and other administrative requirements to ensure full use of funds to complete WORK.
- B. To manage and administer the design and construction of the SR 4 / SR 160 connector ramps project in accordance with Caltrans specifications and project plans.
- C. To manage and administer the construction of the SR 4 Bypass / Sand Creek Interchange and 4-Lane Widening project in accordance with Caltrans specifications and project plans.
- D. To solicit competitive bids for WORK and award construction contracts to the lowest responsible bidders.
- E. To include in the design, construction, construction management and related contracts for WORK provisions requiring the designers, contractors, construction managers and others to provide indemnification and insurance naming TRANSPLAN and ECCRFFA, their member agencies, officers, employees, agents, and representatives to the same extent as provided to AUTHORITY.
- F. To execute WORK in an efficient and effective manner in order to deliver the WORK within allocated funds to the extent feasible.
- G. To provide quarterly progress reports to TRANSPLAN and ECCRFFA on cost to perform WORK and the amount of WORK completed in accordance with WORK schedules.

- H. To timely notify TRANSPLAN and ECCRFFA in the event that WORK cannot be completed within the allocated funds.
- I. To seek additional funds, if needed, to complete WORK.

## **SECTION II**

### **TRANSPLAN AGREES:**

- A. To adopt completion of the SR 4 / SR 160 connector ramps project and the SR 4 Bypass / Sand Creek Interchange and 4-Lane Widening project as priorities for use of Measure J East County Corridors funds and Measure J Program funds not needed to complete the SR 4 East – Somersville to SR 160 project.
- B. In response to any notice from AUTHORITY that WORK cannot be completed with allocated funds, to request AUTHORITY to establish a Measure J funding reserve by shifting funds from other programs or projects through Measure J Expenditure Plan amendments, to propose Measure J Expenditure Plan amendments if needed to fully fund additional costs for WORK, or to take other actions it deems appropriate to seek funds for completion of WORK.

## **SECTION III**

### **ECCRFFA AGREES:**

- A. To maintain completion of the SR 4 / SR 160 connector ramps project and the SR 4 Bypass / Sand Creek Interchange and 4-Lane Widening project as priority projects, in addition to the completion of the SR 4 East Widening and East Contra Costa Rail Extension (eBART) projects.
- B. In response to any notice from AUTHORITY that WORK cannot be completed within allocated funds, to identify funding options or take other actions it deems appropriate to seek funds for completion of WORK.

## **SECTION IV**

### **IT IS MUTUALLY AGREED:**

- A. All costs to AUTHORITY in performing the WORK are considered project costs to be paid from funds available to the projects. Funds programmed by MTC and the CTC should be sufficient to complete WORK, based on currently available project information and estimated design and construction costs. However, all costs incurred by AUTHORITY, including but not limited to, all work performed under this MOU and/or the MOU executed by AUTHORITY and the State Route 4 Bypass Authority and for indemnification as provided for in Section IV. I and J. of this MOU and Section 3.1. of the MOU executed by AUTHORITY and the State Route 4 Bypass Authority that are not reimbursed by CMIA and/or BATA shall be reimbursed from Measure J project funds available to TRANSPLAN or from ECCRFFA funds.

- B. That all parties will cooperate to actively monitor the progress and estimated cost to complete the WORK.
- C. Any notices that may be required under this MOU shall be in writing.
- D. That, in the event that AUTHORITY notifies parties that WORK cannot be completed with allocated funds, all parties will collaborate to identify options to reduce costs and/or identify options for additional funding to complete WORK.
- E. Each party agrees to do all such things and take all such actions, to make, execute and deliver such other documents as shall be reasonably requested to carry out the provisions, intent and purpose of this MOU.
- F. That all parties will place action items on the agenda of regular meetings of their respective Boards of Directors, as needed, to address potential additional funding needed to complete WORK.
- G. No amendment, alteration or variation of the terms of this MOU shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.
- H. Unless terminated in writing earlier, this MOU will terminate immediately upon completion of WORK, except for the provisions relating to indemnification and insurance (see Sections I.E, IV.I, IV.J, I.V.K, and I.V.L), which shall survive termination of this MOU. If either party fails to perform as specified in this MOU, either party may terminate for cause. Termination shall be effected by serving sixty (60) days advance written notice of termination on the other party's Executive Director, setting forth the manner in which the defaulting party is in default. If the defaulting party does not cure the breach within the sixty (60) day period or longer period as may be required to cure the breach, the non-defaulting party may terminate this MOU for cause. If either party terminates this Agreement, AUTHORITY will be entitled to payment for all costs and expenses incurred in connection with the WORK. Notwithstanding the foregoing, AUTHORITY may terminate this Agreement or stop performing the WORK at any time, if in its sole discretion it determines that there is inadequate funding to complete and/or close out the WORK.
- I. AUTHORITY hereby agrees to indemnify, defend, assume all liability for and hold harmless TRANSPLAN and its member agencies, officers, employees, agents and representatives, to the maximum extent allowed by law, from all actions, claims, suits, penalties, obligations, liabilities, damages to property, costs and expenses (including, without limitation, any fines, penalties, judgments, actual litigation expenses and experts' and actual attorneys' fees), environmental claims or bodily and/or personal injuries or death to any persons, arising out of or in any way connected to the negligence or willful misconduct of AUTHORITY, its officers, agents or employees in connection with or arising from any of its activities pursuant to this MOU. This indemnity shall apply except as to the sole negligence or willful misconduct of TRANSPLAN.
- J. AUTHORITY hereby agrees to indemnify, defend, assume all liability for and hold harmless ECCRFFA and its member agencies, officers, employees, agents and representatives, to the maximum extent allowed by law, from all actions, claims,

suits, penalties, obligations, liabilities, damages to property, costs and expenses (including, without limitation, any fines, penalties, judgments, actual litigation expenses and experts' and actual attorneys' fees), environmental claims or bodily and/or personal injuries or death to any persons, arising out of or in any way connected to the negligence or willful misconduct of AUTHORITY, its officers, agents or employees in connection with or arising from any of its activities pursuant to this MOU. This indemnity shall apply except as to the sole negligence or willful misconduct of ECCRFFA.

- K. TRANSPLAN hereby agrees to indemnify, defend, assume all liability for and hold harmless AUTHORITY and its member agencies, officers, employees, agents and representatives, to the maximum extent allowed by law, from all actions, claims, suits, penalties, obligations, liabilities, damages to property, costs and expenses (including, without limitation, any fines, penalties, judgments, actual litigation expenses and experts' and actual attorneys' fees), environmental claims or bodily and/or personal injuries or death to any persons, arising out of or in any way connected to the negligence or willful misconduct of TRANSPLAN, its officers, agents or employees in connection with or arising from any of its activities pursuant to this MOU. This indemnity shall apply except as to the sole negligence or willful misconduct of AUTHORITY.
- L. ECCRFFA hereby agrees to indemnify, defend, assume all liability for and hold harmless AUTHORITY and its member agencies, officers, employees, agents and representatives, to the maximum extent allowed by law, from all actions, claims, suits, penalties, obligations, liabilities, damages to property, costs and expenses (including, without limitation, any fines, penalties, judgments, actual litigation expenses and experts' and actual attorneys' fees), environmental claims or bodily and/or personal injuries or death to any persons, arising out of or in any way connected to the negligence or willful misconduct of ECCRFFA, its officers, agents or employees in connection with or arising from any of its activities pursuant to this MOU. This indemnity shall apply except as to the sole negligence or willful misconduct of AUTHORITY.
- M. The parties hereto recognize and agree that separate counterpart signature pages may be used to execute this MOU, but that all such pages constitute one and the same MOU.
- N. The section headings and captions of this MOU are, and the arrangement of this instrument is, for the sole convenience of the parties to this MOU. The section headings, captions and arrangement of this instrument do not in any way affect, limit, amplify or modify the terms and provisions of this MOU. This MOU will not be construed as if it had been prepared by one of the parties, but rather as if all parties have prepared it. The parties to this MOU and their respective counsel have read and reviewed this MOU and agree that any rule of construction to the effect that ambiguities are to be resolved against the drafting party will not apply to the interpretation of this MOU. The recitals are, and will be enforceable as, a part of this MOU.
- O. This MOU is intended solely for the benefit of the parties hereto, and no third party will have any right or interest in any provision of this MOU or as a result of any action or inaction of any party in connection therewith.

- P. This MOU will be governed and construed in accordance with California law. The venue of any litigation pertaining to this MOU will be Contra Costa County, California.
- Q. This MOU contains the entire understanding of the parties relating to the subject of this MOU. Any representation or promise of the parties relating to this MOU shall not be enforceable unless it is contained in this MOU or in a subsequent written modification of this MOU executed by all the legislative bodies of both parties.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year first above written.

**EAST CONTRA COSTA REGIONAL FEE  
AND FINANCING AUTHORITY**

**CONTRA COSTA  
TRANSPORTATION AUTHORITY**

\_\_\_\_\_  
Robert Taylor  
Chair

\_\_\_\_\_  
David E. Durant  
Chair

**ATTEST:**

**ATTEST:**

\_\_\_\_\_  
Julia R. Bueren  
Secretary

\_\_\_\_\_  
Randell H. Iwasaki  
Executive Director

**APPROVED AS TO FORM:**  
Sharon L. Anderson, County Counsel

**APPROVED AS TO FORM:**

\_\_\_\_\_  
David F. Schmidt  
Deputy County Counsel

\_\_\_\_\_  
Malathy Subramanian  
Authority Counsel



**TRANSPLAN COMMITTEE**

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Brian Kalinowski  
Chair

**ATTEST:**

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John Cunningham  
Secretary

**APPROVED AS TO FORM:**  
Sharon L. Anderson, County Counsel

By: \_\_\_\_\_  
David F. Schmidt  
Deputy County Counsel

## Administration and Projects Committee Meeting **STAFF REPORT**

Meeting Date: November 3, 2011

<b>Subject</b>	<b>Authorization to Enter into Memorandum of Understanding (MOU) with State Route 4 (SR 4) Bypass Authority (Projects 5001, 5002 and 5003)</b>
<b>Summary of Issues</b>	The SR 4 Bypass Authority has requested that Contra Costa Transportation Authority (Authority) staff assume responsibility for project development activities to design and construct capital improvement projects to complete Segment 1 and Segment 2 of the SR 4 Bypass. To date, the Authority has secured funding for SR 4 Bypass projects based on estimates produced by SR 4 Bypass Authority staff. Specifically, \$50 million in bridge toll funds and \$33 million in Corridor Mobility improvement Account (CMIA) funds have been secured for the SR 4 Bypass / SR 160 connector ramps and the SR 4 Bypass Widening / Sand Creek interchange projects respectively. The proposed MOU would specify roles and responsibilities for the Authority and the SR 4 Bypass Authority in completing the two projects.
<b>Recommendations</b>	Authorize the Chair to enter into a MOU with the SR 4 Bypass Authority, and delegate authority to the Executive Director to make non-substantive changes to the MOU.
<b>Financial Implications</b>	None. The SR 4 Bypass projects have no Measure J funding in the current Measure J Expenditure Plan.
<b>Options</b>	Decline to accept project development responsibilities for SR 4 Bypass projects.
<b>Attachments</b>	<b>A.</b> Proposed MOU No. 14.07.07 with the SR 4 Bypass Authority. (To be emailed to Commissioners as a separate attachment and to be posted to the Web.)
<b>Changes from Committee</b>	

## Background

Authority staff have been successful in securing external funding for two projects on behalf of the SR 4 Bypass Authority. Specifically, \$50 million in bridge toll funds have been secured from the Metropolitan Transportation Commission (MTC) for the SR 4 Bypass / SR 160 connector ramps project, and \$33 million in Corridor Mobility improvement Account (CMIA) funding has been secured from the California Transportation Commission (CTC) for the SR 4 Bypass Widening / Sand Creek interchange project.

The SR 4 Bypass Authority is currently in final negotiations with Caltrans to transfer the SR 4 Bypass to the State. It is anticipated that the transfer of the SR 4 Bypass to the State will be approved at the December 2011 California Transportation Commission (CTC) meeting. Concurrently, the existing SR 4 through Oakley, Brentwood and east Contra Costa County will be relinquished to the respective jurisdictions to operate as a local facility. Upon transfer, the SR 4 Bypass will no longer be a local facility. Rather, it will be designated as the legislatively defined State Route 4 and will be maintained and operated by Caltrans as a State Highway similar to other highway facilities.

Recognizing that the SR 4 Bypass will soon be a State Highway, the SR 4 Bypass Authority has requested that Authority staff take over project delivery responsibility for SR 4 Bypass capital improvement projects. Negotiations are underway among Authority staff, SR 4 Bypass Authority staff and County staff regarding this transfer of responsibility. The current focus of the negotiation is for the SR 4 Bypass / SR 160 connector ramps and the SR 4 Bypass Widening / Sand Creek interchange projects as these are currently the only funded projects.

The purpose of the proposed MOU is to specify roles and responsibilities for the Authority and the SR 4 Bypass Authority as it relates to completion of the SR 4 Bypass / SR 160 connector ramps and the SR 4 Bypass Widening / Sand Creek interchange projects.

Staff recommends approval of the MOU.

## Administration and Projects Committee Meeting **STAFF REPORT**

Meeting Date: November 3, 2011

<b>Subject</b>	<b>Authorization to Enter into Memorandum of Understanding (MOU) with TRANSPLAN Committee and the East Contra Costa Regional Fee and Finance Authority (ECCRFFA) (Projects 5002 and 5003)</b>
<b>Summary of Issues</b>	The SR 4 Bypass Authority has requested that Contra Costa Transportation Authority (Authority) staff assume responsibility for project development activities to design and construct capital improvement projects to complete Segment 1 and Segment 2 of the SR 4 Bypass. To date, the Authority has secured funding for SR 4 Bypass projects based on estimates produced by SR 4 Bypass Authority staff. Specifically, \$50 million in bridge toll funds and \$33 million in Corridor Mobility improvement Account (CMIA) funds have been secured for the SR 4 Bypass / SR 160 connector ramps and the SR 4 Bypass Widening / Sand Creek interchange projects respectively. The proposed MOU would provide that TRANSPLAN and ECCRFFA commit to assist in securing additional funds to complete the projects, if needed.
<b>Recommendations</b>	Authorize the Chair to enter into a MOU with TRANSPLAN and ECCRFFA, and delegate authority to the Executive Director to make non-substantive changes to the MOU.
<b>Financial Implications</b>	None. The SR 4 Bypass projects have no Measure J funding in the current Measure J Expenditure Plan.
<b>Options</b>	<ol style="list-style-type: none"> <li>1. Decline to accept project development responsibilities for SR 4 Bypass projects.</li> <li>2. Reject the MOU and accept financial risk.</li> </ol>
<b>Attachments</b>	<ol style="list-style-type: none"> <li>A. Proposed MOU No. 14.07.08 with TRANSPLAN and ECCRFFA. (To be emailed to Commissioners as a separate attachment and to be posted to the Web.)</li> </ol>
<b>Changes from Committee</b>	

## Background

Authority staff have been successful in securing external funding for two projects on behalf of the SR 4 Bypass Authority. Specifically, \$50 million in bridge toll funds have been secured from the Metropolitan Transportation Commission (MTC) for the SR 4 Bypass / SR 160 connector ramps project, and \$33 million in Corridor Mobility improvement Account (CMIA) funding has been secured from the California Transportation Commission (CTC) for the SR 4 Bypass Widening / Sand Creek interchange project. The funding request for each project was based on the estimated cost to complete provided by SR 4 Bypass Authority staff. Authority staff have not developed detailed, independent estimates to verify these amounts, however, staff believes the estimates provided by the SR 4 Bypass Authority are reasonable for the scope of work.

The SR 4 Bypass Authority is currently in final negotiations with Caltrans to transfer the SR 4 Bypass to the State. It is anticipated that the transfer of the SR 4 Bypass to the State and will be approved at the December 2011 California Transportation Commission (CTC) meeting. Concurrently, the existing SR 4 through Oakley, Brentwood and east Contra Costa County will be relinquished to the respective jurisdictions to operate as a local facility. Upon transfer, the SR 4 Bypass will no longer be a local facility. Rather, it will be formally designated as the legislatively defined State Route 4 and will be maintained and operated by Caltrans as a State Highway similar to other highway facilities.

Recognizing that the SR 4 Bypass will soon be a State Highway, the SR 4 Bypass Authority has requested that Authority staff take over project delivery responsibility for SR 4 Bypass capital improvement projects. Negotiations are underway among Authority staff, SR 4 Bypass Authority staff and County staff regarding this transfer of responsibility. The current focus of the negotiation is for the SR 4 Bypass / SR 160 connector ramps and the SR 4 Bypass Widening / Sand Creek interchange projects as these are currently the only funded projects.

As a condition of funding, each funding agency (MTC and CTC) is requiring that the Authority enter in a funding agreement that, among other requirement, specifies that the funding provided is a "not to exceed" amount. Notwithstanding this constraint, the funding agreements also commit the Authority to complete the project, even if costs exceed the approved amounts.

The purpose of the proposed MOU is to provide the Authority with protection in the event that the actual project cost exceeds the estimates provided by the SR 4 Bypass Authority. The

Authority commits to deliver the project with a goal of completing within or below budget. By signing the MOU, TRANSPLAN and ECCRFFA commit to assist in securing additional funds to complete the projects, if the funds provided by MTC and the CTC are not sufficient to complete the work. TRANSPLAN and ECCRFFA have been the primary sponsors of the SR 4 Bypass project.

Staff recommends approval of the MOU.

**ITEM 10**  
**RECEIVE REPORT, PROVIDE COMMENTS ON THE**  
**STATE ROUTE 4 RAMP METERING PROPOSAL**  
**AND APPROVE THE TAC RECOMMENDATION**

**State Route 4 and State Route 242 Ramp Metering Studies and Implementation Plan**  
**Description of Work**

(revisions per 8/16/11 Transplan TAC Meet and subsequent comments up to 8/26/11)

**Background**

To assist local agencies in evaluating new ramp metering projects, MTC and Caltrans conduct technical studies of the effects of ramp metering with input from local agencies regarding technical issues of concern. In addition, Caltrans also will develop a Memorandum of Understanding (MOU) between Caltrans and local agencies regarding the operation and maintenance of the ramp meters. The MOU may be negotiated in parallel or in sequence with the technical study. This memo provides the proposed scope of work for the technical study of ramp metering of portions of State Route 4 (SR 4) and State Route 242 (SR 242) in Contra Costa County. The task of negotiating MOU is also identified in this memo.

**Corridor Study Limits:**

The SR 4 freeway in Contra Costa County between Alhambra Avenue and SR 160/SR 4 Bypass Interchange (Post mile: CC 8.00 to 31.5 – approximately 23.5 miles) and the SR-242 freeway from I-680 to SR-4 interchanges (approximately 3.4 miles), inclusive.

**Task Order Purpose:**

To work with MTC, Caltrans, Contra Costa Transportation Authority (CCTA), TRANSPAC and TRANSPLAN:

1. To study the feasibility and effects of ramp metering SR 4 and SR 242,
2. To develop a staging plan for implementation of ramp metering on SR 4 and SR 242,
3. To develop recommended ramp metering rates for the initial implementation segment (to be determined in the staging plan), and
4. To assist Caltrans in monitoring ramp meter activation and conducting a “Before and After” study of the effects for the initial implementation segment.
5. To develop a memoranda of understanding (MOU’) with local agencies.

The study will be conducted in two phases: Phase 1 includes Tasks 1, 2, 3 and 4 described in the scope. Phase 2 includes Tasks 5, 6 and 7, which is not included in this task order.

**Project Responsibilities:**

The study will be led by Caltrans and MTC and conducted in partnership with CCTA, TRANSPAC and TRANSPLAN, and subjected to the approval of the stakeholders.

Atkins and Dowling Associates (CONSULTANT) will provide engineering support as described in this scope of work. Atkins will have primary responsibilities for facilitating meetings, preparing the presentation, presenting the results of the study, and reviewing the technical analysis and findings. Dowling Associates will have primary responsibilities for performing the technical analysis and providing results to Atkins for review prior to presentation to Caltrans, MTC, local stakeholders (defined below).

Atkins will have lead CONSULTANT responsibilities for communications (in coordination with Dowling) with one stakeholder’s ramp metering technical advisory committee (assuming one committee for this study). Dowling Associates will have lead CONSULTANT technical responsibilities and provide technical support to Atkins.



Caltrans will be responsible for:

- 1) Providing MTC or CONSULTANT with any readily available count and tachometer runs (tach run) vehicle data, and
- 2) Reviewing CONSULTANT technical recommendations and results.

MTC will be responsible for:

- 1) Providing CONSULTANT with the necessary data including counts (mainline and ramps) and tach runs from Caltrans or other sources,
- 2) Providing CONSULTANT with data from CCTA,
- 3) Cooperatively organizing stakeholder meetings with CCTA, and
- 4) Organizing reviews of CONSULTANT technical recommendations and results.

The local stakeholders will be represented by a CCTA selected Ramp Metering Technical Advisory Committee (Meter-TAC) to be formed for this study and consisting of technical representatives to be selected from the TRANSPLAN (Eastern Contra Costa) Technical Advisory Committee (TRANSPLAN-TAC) and the TRANSPAC (Central Contra Costa) Technical Advisory Committee (TRANSPAC-TAC). Local stakeholders will be requested to provide to MTC timely reviews of draft technical documents produced under this task order.

Atkins and Dowling Associates shall submit separate invoices to MTC and shall perform project management duties needed to closely monitor their individual schedules and budget for their individual work scope, as described below.

#### **Tasks:**

##### **1. Project Administration and Coordination**

CONSULTANT will work in partnership to prepare a detailed study workplan using Microsoft Project tools as a part of this task. The workplan will identify key milestones, deliverables, agency/stakeholder review periods and periods of stakeholder outreach. The workplan will be periodically updated as needed.

A kick off meeting will follow shortly after the notice-to-proceed. The objective of this meeting is to introduce CONSULTANT key members that will be working on the study to the MTC, Caltrans, and CCTA staff overseeing this effort; review the scope; work in partnership to exchange information, and to obtain input that will guide the study. At this meeting the objectives relating to scope, schedule, budget and responsibilities will be discussed and the project management team formalized. The day to day management of the study will include documenting all coordination meetings.

**Deliverables:** Dowling and Atkins will deliver to MTC the following:

- |  |
|--|
| 1. Refined Scopes of Work and Budgets by Dowling and Atkins for Respective Efforts |
|--|

##### **2. Local Agency Input and Coordination Meetings**

Prior to holding the stakeholder's meeting, MTC, Caltrans, CCTA and CONSULTANT will work in collaboration to exchange information, refine the scope of the study, and discuss how information will be presented at the Ramp Metering Technical Advisory Committee (Meter-TAC) meeting.

This task includes plans for one stakeholder meeting to collect input from local jurisdictions and refine the scope of the ramp metering feasibility study and staging plan. These meetings or phone communications will be initiated by Atkins with support by Dowling Associates. Before each stakeholder meeting there will be a pre-meeting conference call with MTC, Caltrans and CCTA to review agenda, presentations, handouts (jointly attended by Atkins and Dowling Associates). CONSULTANT shall utilize emails and phone conference calls to minimize the number of in-person meetings.

CONSULTANT shall reserve budget, in this task, for one (1) additional stakeholder meeting for the purpose of reviewing the Existing Conditions and Trends (ECT) memo. Depending on the extent of stakeholder comments related to the ECT memo, this additional meeting may or may not be utilized. MTC, Caltrans, CCTA, and CONSULTANT will determine the need for this meeting.

Caltrans and MTC will assist CCTA, to present project status reports to TRANSPAC and TRANSPLAN. Feedback from these board meetings shall be conveyed to the CONSULTANT and the appropriate Technical Advisory Committee (TAC).

**Deliverables:** For each meeting, Atkins (with input from Dowling) will deliver to MTC the following:

2. Draft and Final Meeting Agenda, Slide Show, and Handouts (jointly developed by Atkins and Dowling) for up to two meetings, Draft and Final Stakeholder Meeting Minutes

### **3. Ramp Metering Feasibility Study and Staging Plan**

This task consists of: refinement of scope, development of the existing conditions memo, and preparation of the SR 4 and SR 242 Ramp Metering Feasibility and Staging Plan.

#### 3.1 Refinement of Scope

Dowling and Atkins will refine and finalize the scope of work and analysis plan based on input from the stakeholder meetings, identified under Task 2. It is assumed that one coordination meeting will be held with the Meter-TAC to present the final study scope. This scope will identify study limits and the surface street segments, including up to 20 key intersections, to be evaluated for diversion impacts. The scope will identify the measures of effectiveness that will be used for evaluation of effects of ramp metering on SR 4, SR 242, other freeway operations and surface streets.

**Deliverable:** Dowling and Atkins will deliver the following

3.1 Respective Final Scopes of Work for Dowling and Atkins for the SR 4 and SR 242 Ramp Metering Feasibility and Staging Plan

#### 3.2 Existing Conditions and Trends (ECT) Memo – Freeway

Atkins and Dowling will work to identify appropriate 4 to 5 hour peak periods (possibly 5-10 AM, 2:30-7 PM), travel direction, study segments (between and including Alhambra Avenue and SR-4 by-pass interchanges with SR-4 and between I-680 and SR-4 interchanges on SR-242), study intersections, performance measures, and methodologies for evaluating the effects of SR 4 and SR 242 ramp metering on other critical freeways, routes of regional significance, and key intersections in Contra Costa County.

**SR 4 Freeway Analysis:** Much of the data on existing conditions will be extracted from the SR 4 Corridor System Management Plan, the SR 4 Freeway Performance Initiative, and the on-going CCTA SR4 Integrated Corridor Analysis Study. Assuming this data is current and with input from the local stakeholders, Atkins will prepare the following portion of the Existing Conditions and Trends (ECT) Memo related to the SR 4 freeway describing typical AM and PM weekday peak periods:

- Existing and future SR 4 freeway bottlenecks
- Existing and future performance {vehicle-miles traveled (VMT), vehicle-hours traveled (VHT), Delay, speed} of SR 4 freeway without ramp metering, and
- Existing and future queues and delays at SR 4 on-ramps

**SR 242 Freeway Analysis:** Existing data for SR-242 will be obtained from the PeMS database, Caltrans census counts, any available MTC and/or CCTA databases. Dowling will summarize freeway operations for SR-242 describing typical AM and PM weekday peak periods. The discussion of operations on SR-242 will include:

- Existing and future SR 242 freeway bottlenecks
- Existing and future performance (VMT, VHT, Delay, speed) of SR 242 freeway without ramp metering, and
- Existing and future queues and delays at SR 242 on-ramps

**Other Freeway and Surface Street Analysis:** Based on data contained in the prior and on-going SR 4 studies (CSMP, FPI, and Corridor Management Plan – CMP), data provided by local stakeholders and data contained in the CCTA model, Dowling will prepare the portion of the ECT memo relevant to existing and baseline (2015 AM and PM) trends for peak hour operating conditions on the freeways and surface streets that the local stakeholders have identified to be of concern. The scope estimates that this analysis would address the following freeway and arterial segments:

- Freeways
  - I-680 (SR 242 to Pacheco Blvd.)
  - SR 160 (SR 4 to Wilbur Ave)
  - State Route 4 Bypass (Rte 160) from SR 4 to Laurel Road
- Routes of Regional Significance – East County
  - Bailey Road
  - Buchanan Road
  - East 10<sup>th</sup> Street/ Harbor Street.
  - A Street/East 18<sup>th</sup> Street.
  - Hillcrest Avenue.
  - James Donlon Boulevard and Extension
  - Kirker Pass Road/Railroad Avenue
  - Leland Road and Extension/Delta Fair Boulevard
  - Lone Tree Way
  - Ninth Street/Tenth Street

- Pittsburg-Antioch Highway
- Somersville Road
- Willow Pass Road
- Routes of Regional Significance – Central County
  - Alhambra Avenue
  - Contra Costa Boulevard
  - Pacheco Boulevard
  - Ygnacio Valley Road/Kirker Pass Road

Additional streets besides the regional routes listed above (such as Loveridge Road in Pittsburg, Willow Pass Road/Evora Road in Concord/Bay Point, and Imhoff/Arnold Industrial Pkwy in Concord) may be evaluated in consultation with local agencies. The segment analyses of other freeways and surface streets will be AM and PM peak hour volumes, v/c, and mean speed by segment.

In addition to all of the signalized intersections at the entrance of each on-ramp, up to 20 key intersections away from the freeways, selected in consultation with the local stakeholders, will be evaluated for level of service. The level of service method is to be determined in consultation with the local stakeholders.

No new intersection traffic counts will be gathered under this task order. It is understood that CCTA or local agencies will provide intersection counts and signal timing sheets (if needed by the selected LOS method) from their files for any intersections they wish to include in the analysis of the effects of ramp metering that are not already covered in prior SR 4 CSMP, FPI, or CMP work.

Dowling will combine the SR 4 and SR-242 freeways, other freeway, surface streets and intersection analyses into an Existing Conditions and Trends (ECT) memorandum. The memorandum will include the identification of bottleneck locations, queue lengths, and congestion duration, with specific explanations of the causes of congestion problems.

The draft ECT memorandum will be submitted to MTC and Caltrans for a preliminary review, followed by CCTA review and comments. The draft ECT memo will then be revised by the CONSULTANT based on those comments. The revised memo will be circulated among the local stakeholders for review. Comments received from the local stakeholders will be reviewed by MTC, Caltrans, and CCTA; and the CONSULTANT will prepare the final ECT. If a meeting is needed to reconcile responses to comments, MTC will plan, organize, and schedule the meeting, and CONSULTANTS will attend, document the meeting, and finalize the ECT after the meeting.

**Deliverables:** Dowling will prepare (with input from Atkins) the following:

Deliverable 3.2A: Draft and Final Existing Conditions and Trends (ECT) Memo
Deliverable 3.2B: SR 4 and SR 242 FREQ and Intersection LOS input files

### 3.3 Ramp Metering Feasibility Study and Staging Plan

The purpose of this task is to develop a feasibility and implementation staging plan for SR 4 and SR 242, and to provide information to local stakeholders on the projected effect of ramp metering on freeway and arterial operations.

Dowling (with advice and input from Atkins) will identify the appropriate freeway segments along with timelines for implementation/activation of ramp metering on SR 4 and SR-242. The analysis will include an evaluation of potential metering of freeway-to-freeway connectors, including I-680 and SR 242.

Staging plan will take into account ramp metering equipment status provided by Caltrans (those meters already installed, those installed and in need repairs, those currently being constructed, and those currently being designed).

Dowling will use the existing conditions FREQ files (one-hour time slice) to identify metering rates that will maximize the computed Vehicle-Miles Traveled (VMT) or other selected measure of productivity (among those available in FREQ and defined in task 3.2) subject to ramp storage constraints.

Ramp storage constraints will be computed assuming 30 feet per vehicle, measuring the distance from the ramp meter stop bar back to the ramp entrance. If the surface street has an exclusive turn lane feeding into the on-ramp that can store freeway-bound vehicles without hindering surface street through movements, that distance will be added to the available storage length for the ramp.

Dowling will develop tentative metering rates and the recommended hours of ramp metering for the purposes of the feasibility analysis.

Dowling will use a combination of FREQ and the CCTA model to estimate potential diversion of traffic, if any, to the arterial street system. FREQ's arterial diversion option will be employed for this task. The FREQ predicted diversion volumes and those predicted by the CCTA model will be input to the CONSULTANT's estimate of the predicted volume changes for impacted intersections.

Dowling (with input and advice from Atkins) will prepare a draft Ramp Metering Feasibility and Staging Plan to document the forecasted effects of the recommended ramp metering plan on freeway and arterial street operations. The analyzed arterial intersections (up to 20 locations, if impacted) would include traditional Highway Capacity Manual intersection capacity analysis. The results of that analysis would include delays and queue estimates, as well as any recommended changes to signal timings or phasing to mitigate the effects.

The ramps recommended for metering will be grouped into a logical staging plan for implementation. Upon review by MTC, Caltrans, CCTA, and Ramp Metering Technical Advisory Committee (Meter-TAC), CCTA, TRANSPAN and TRANSPAC, CONSULTANT will finalize the Ramp Metering Feasibility and Staging Plan Report.

The feasibility study will:

1. Identify the effects of ramp metering on freeway and surface street demands.
2. Identify the freeway operations effects of ramp metering.
3. Report the intersection level of service effects of ramp metering at ramp intersections and at selected other signalized intersections away from the freeway.
4. Identify ramps where queue storage would exceed the available storage capacity, even at maximum feasible metering rates.

5. Recommend mitigations for ramps with identified queue storage problems. .
6. Identify a staging plan for implementing ramp metering.

**Deliverables:** Dowling will prepare (with input from Atkins) the following:

- Deliverable 3.3A: Draft and Final Ramp Metering Feasibility and Staging Plan Report  
(Electronic files only)
- Deliverable 3.3B: Supporting FREQ and Intersection LOS input files

#### **4. Additional Coordination Meetings (Optional Task)**

This task includes additional stakeholder meetings to obtain feedback and provide information from and to the local jurisdictions throughout the study. These meetings or phone communications will be initiated by MTC and Caltrans with support by Atkins and Dowling Associates. CONSULTANT shall provide technical support and help with general coordination tasks for these meetings. It is assumed that the documentation and exhibits generated for stakeholder meetings listed under Task 2 will be adequate for these additional coordination meetings.

#### **Phase 2 Services (Task 5, 6 and 7)**

#### **5. Develop Memoranda of Understanding**

Consultant will assist Caltrans to develop a memoranda of understanding (MOU) with those local agencies in the study corridor where ramp metering is recommended in the Feasibility Study and Staging Plan. The MOU will outline responsibilities and protocols for the operation of the ramp meters. Initial discussions will be conducted at the TRANSPLAN/TRANSPAC level, but ultimately, the MOU will be agreed by each local jurisdiction. This task can proceed in parallel with or prior to the other Phase 2 tasks.

#### **6. Metering Rate Plan for Initial Implementation Section**

Once the metering implementation staging plan is finalized, CONSULTANT will prepare a recommended metering rate plan for the initial implementation section or sections.

This will involve updating the FREQ volume inputs for the initial implementation section to forecasted summer 2012 volumes and re-running FREQ to obtain the updated optimal metering rates. CONSULTANT will gather new AM and PM peak period ramp counts for the initial implementation section. Mainline volumes will be updated based on data from Caltrans or new mainline counts.

The draft FREQ files will be submitted to MTC, Caltrans, CCTA, TRANSPLAN and TRANSPAC for review.

The FREQ recommended metering rates will be translated into Caltrans TOS (Traffic Operating Systems) Time of Day Table Memory Map, and Metering Plan Memory Map inputs. The FREQ metering rates will be limited to the range 240 vph to 900 vph (with 1000 vph possible if two cars per green implemented) and rounded to the available metering rates within the TOS system. The metering rates will be converted to the equivalent percent occupancy thresholds using mainline volume/occupancy data provided to CONSULTANT by Caltrans, one set for each metered ramp. CONSULTANT will fit parabolic curve (as appropriate) to Caltrans data and determine appropriate percent occupancy thresholds for stepping down metering rates as mainline occupancy increases. CONSULTANT will prepare draft TOS metering plan and revise it to final form based on Caltrans comments.

The Draft TOS Metering Plan will be submitted to MTC, Caltrans CCTA, TRANSPLAN and TRANSPAC for review.

**Deliverables:** CONSULTANT will prepare the following:

Deliverable 6.1: Draft and Final FREQ Input/Output Files with Optimized Metering Rates
Deliverable 6.2: Draft and Final TOS Metering Plan

## 7. Initial Implementation Section Monitoring and “Before/After” Study

To the extent that Caltrans would like assistance in monitoring the metering on activation day and in conducting the before and after study, CONSULTANT is prepared to do the following.

### 7.1 Before Metering Data Collection

Caltrans shall conduct freeway mainline traffic counts and ramp traffic counts for the same three days as the other data that shall be collected on the freeway. CONSULTANT shall perform the sub-tasks described below. The data shall be collected on the same three mid-week days unless stated otherwise.

#### 7.1.1 Arterial Machine Counts

Traffic data shall be collected in 15-minute increments for three consecutive 24-hour days on up to 10 arterial roadway locations to be determined based on consultations with local stakeholders.

Deliverable 7.1.1: Tables and Figures Showing Daily and Peak Hour Arterial Traffic Volumes Before Metering
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#### 7.1.2 Arterial Turning Movement Counts

Traffic data shall be collected at intersections during a morning peak period and the afternoon peak period for a single typical weekday at up to 20 locations to be determined based on consultations with local stakeholders.

Deliverable 7.1.2: Tables and Figures Showing Morning Peak Hour Turning Movement Counts Before Metering
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7.1.3 Arterial Travel Time, Speed, and Delay Runs (Floating Cars)

Floating car runs shall be performed along up to 10 arterial routes to be determined in consultation with the local stakeholders.

Travel time, speed, and delay shall be obtained using GPS unit equipped floating cars. Vehicles shall depart every 30 minutes along each route the morning and afternoon peak periods to yield 6 runs along each route per peak period.

The longitude and latitude of each car shall be recorded to the nearest 1/100,000<sup>th</sup> of a degree for each second of travel time for each travel time run (in effect, to the nearest 4 feet latitude, and nearest 3 feet longitude for the 37 degree latitude of the study corridor).

The GPS data shall be reported and delivered in Excel spreadsheet format similar to that shown below (exact format varies by data collection vendor and hardware/software they use):

Run	Date	Time	Speed	Latitude	Longitude	HDOP	Sat Used
1	08/01/11	7:27:23	14.8	37.94428	121.72431	4.1	12
1	08/01/11	7:27:24	17.6	37.94427	121.72434	4.1	12

- Run = run number
- Date = date stamp.
- Time = time stamp
- Speed = vehicle speed at time stamp
- Latitude (to nearest 100,000<sup>th</sup> of a degree, about 4 feet at 37 degrees latitude)
- Longitude(to nearest 100,000<sup>th</sup> of a degree, about 3 feet at 37 degrees latitude)
- HDOP = horizontal dilution of precision (5 or lower desired)<sup>1</sup>
- Sat Used = Number of satellites in view (the more the better)

The drivers shall aim for the median speed, passing as many vehicles as pass them. The GPS data shall be reported and delivered in Excel spreadsheet format. The location of the back of any observed recurring queues shall be recorded and documented.

Deliverable 7.1.3 Tables and Figures Showing Peak Period Arterial Travel Time, Speed, and Delay Before Metering

7.1.4 Visual Observations

CONSULTANT shall perform visual observations of arterial traffic operations as part of Tasks 7.1.2 and 7.1.3. Locations of congestion, excessive queuing or other notable conditions shall be recorded.

Deliverable 7.1.4: Memorandum Describing Conditions Observed On the Arterial Streets and Figure Showing Locations of Notable Conditions Before Metering

7.1.5 Compile Technical Data

CONSULTANT shall compile the data collected by Caltrans and CONSULTANT for before metering conditions. Freeway floating car data described above shall also be included in the technical memorandum.

<sup>1</sup> See [http://en.wikipedia.org/wiki/Dilution\\_of\\_precision\\_\(GPS\)](http://en.wikipedia.org/wiki/Dilution_of_precision_(GPS)). HDOP is related to the angles between satellites.



Deliverable 7.1.5: Draft and Final Before Ramp Metering Technical Memorandum

**7.2 Local Media Press Release (Caltrans)**

Caltrans, with approval of MTC, CCTA, TRANSPLAN and TRANSPAC, shall provide the local media press release.

**7.3 Metering Plan Activation**

Caltrans shall activate the metering plan, perform visual observations of freeway mainline and ramp traffic operations, and fine-tune ramp metering equipment. CONSULTANT shall assist Caltrans with Task 7.3.1 (visual observations of selected freeway ramps) and shall perform Task 7.3.2.

7.3.1 Visual Observation of Ramps

CONSULTANT shall assist Caltrans with observation of metered ramps during the morning period and the evening period for four days as directed by Caltrans. CONSULTANT shall observe traffic operations at up to 4 of the 8 metered on-ramps to be determined in consultation with Caltrans. Each ramp in each group will be monitored first to determine if they are performing properly and if the meter is operating at an appropriate cycle length consistent with the ramp metering plans. After initial confirmation that all ramps are functioning properly, the CONSULTANT shall monitor each ramp beginning with the most westerly ramps and proceeding to the east ramps to observe the end of the vehicle queues on the ramps at 5-minute intervals. The goal will be to observe as many 5-minute intervals as possible at each ramp so that data may be collected at each ramp at least every hour. At each observation (at least every hour), the ramp meter cycle length will be observed to determine if the meter is operating consistent with the ramp metering plans with observation of the freeway mainline to estimate the level of congestion (detector occupancy).

If at any time CONSULTANT notices that a vehicle queue exceeds or is likely to exceed the storage capacity of a ramp or if a meter does not appear to be operating according to plan, CONSULTANT shall immediately notify the designated Caltrans staff person of the nature of the problem.

CONSULTANT staff shall meet with Caltrans staff at the end of each day of observation to review results.

Deliverable 7.3.1 Draft and Final Memorandum Describing Metering Rates Implemented and Excessive Queues Observed and Corrective Action Taken to Implement Plan as Intended

7.3.2. Visual Observation of Arterials

CONSULTANT shall perform visual observations of arterial traffic operations generally at the locations identified for study in Task 7.1. Study arterials shall be observed during the morning peak period and the evening peak period for four days, and locations of congestion, excessive queuing or other notable conditions shall be recorded. Abnormal congestion shall be identified and reported to the Caltrans project manager.

CONSULTANT staff shall meet with Caltrans staff at the end of each day of observation to review results and will contact local agency staff if necessary.

Deliverable 7.3.2 Draft and Final Memorandum Describing Abnormal Conditions Observed During Metering Plan Activation on the Arterial Streets and Corrective Action Taken to Return Traffic Operations to Normal

#### 7.4 After Metering Study

Three to six months after implementation of ramp metering, Caltrans shall conduct freeway mainline traffic counts and ramp traffic counts. The data shall be collected on the same three mid-week days unless otherwise stated. CONSULTANT shall perform the tasks below.

##### 7.4.1 Arterial Machine Counts

Traffic data shall be collected in 15-minute increments for three consecutive 24-hour days at the same locations identified for Task 7.1.

Deliverable 7.4.1: Tables and Figures Showing Daily and Peak Hour Arterial Traffic Volumes After Metering

##### 7.4.2 Arterial Turning Movement Counts

Traffic data shall be collected at intersections during a morning and the afternoon peak periods for a single typical weekday at the same locations identified for Task 7.1.

Deliverable 7.4.2: Tables and Figures Showing Morning Peak Hour Turning Movement Counts After Metering

##### 7.4.3 Travel Time, Speed, and Delay Runs for Freeway Lanes

Floating car runs shall be performed along the same route and using the same procedures described in Task 7.1.

Deliverable 7.4.3: Tables and Figures Showing Peak Period Freeway Mixed-Flow Travel Time, Speed, and Delay and CHP Media Traffic Incident Information

##### 7.4.4 Arterial Travel Time, Speed, and Delay Runs (Floating Cars)

Floating car runs shall be performed along the routes identified in Task 7.1 using the same procedures. The GPS data shall be reported and delivered in Excel spreadsheet format. Locations of back of queues shall be recorded twice per hour at all metered ramps during the morning and afternoon peak periods after ramp metering is implemented. These data may be recorded on different days from the collection of the other data collected for this study.

Deliverable 7.4.4: Tables and Figures Showing Peak Period Arterial Travel Time, Speed, and Delay After Metering

##### 7.4.5 Visual Observations

CONSULTANT shall perform visual observations of arterial traffic operations. Locations of congestion, excessive queuing or other notable conditions shall be recorded.

Deliverable 7.4.5: Memorandum Describing Conditions Observed On the Arterial Streets and Figure Showing Locations of Notable Conditions After Metering

7.4.6 Compile Technical Data

CONSULTANT shall compile the data collected by Caltrans and CONSULTANT after metering is implemented.

Deliverable 7.4.6: Draft and Final After Ramp Metering Tables and Figures in the Same Format as Provided in the Before Study Technical Memorandum

7.4.7 Prepare Report

CONSULTANT shall prepare a Before/After Ramp Metering Report that describes the following:

1. Final ramp metering plan with meter on/off times and discharge rates
2. Changes in freeway, street segment, and intersection turning movement traffic volumes resulting from ramp metering
3. Changes in freeway and arterial travel times resulting from ramp metering
4. Discussion of visual observations of effects of ramp metering

Deliverable 7.4.7: Draft & Final Before/After Ramp Metering Report

**7.5 Coordinate Meetings with Local Stakeholders**

CONSULTANT shall coordinate up to three meetings with local stakeholders within the first implementation segment for ramp metering to discuss progress of the ramp metering project, identify a date for implementation, and report findings of the before and after study.

CONSULTANT shall arrange for no-cost public agency venues for the meetings, prepare agendas, organize presentations, and prepare brief minutes for the local stakeholders meeting.

Deliverable 7.5A: Brief Minutes of Local Stakeholders Meeting No. 1

Deliverable 7.5B: Brief Minutes of Local Stakeholders Meeting No. 2

Deliverable 7.5C: Brief Minutes of Local Stakeholders Meeting No. 3