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Robert Taylor
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City Council

Mary N. Piepho
Contra Costa County
Board of Supervisors

Gil Azevedo
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Vacant
Representing the
Contra Costa County
Board of Supervisors

Duane Steele
Contra Costa
Planning Commission

Kevin Romick
Oakley
Planning Commission

Bruce Ohlson
Pittsburg
Planning Commission

Staff Contact:
Jamar Stamps
TRANSPLAN
30 Muir Road
Martinez CA 94553
Phone
(925) 674-7832
Facsimile
(925) 674-7258
www.transplan.us
jamar.stamps@
dcd.cccounty.us

TRANSPLAN Committee Meeting

Thursday, November 8, 2012 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

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

AGENDA

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

1. Open the meeting.

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

Consent Items (see attachments where noted [♦])

3. Adopt Minutes from August 9, 2012 TRANSPLAN Meeting ♦ (handout)

4. Accept Correspondence ♦ PAGE 3

5. Accept Status Report on Major Projects ♦ PAGE 20

6. Accept Calendar of Events ♦ PAGE 29

7. Accept Environmental Register ♦ PAGE 31

8. Accept report on 511 Contra Costa FY 2011/12 Final Report, FY 2013/14 Workplan and “Street Smarts” program. ♦ PAGE 33

End of Consent Items

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

9. RECEIVE status updates on SB 375/Sustainable Community Strategies (SCS) and OneBayArea Grant (OBAG) PDA and SCS Investment and Growth Strategy, and take action as appropriate. ♦ PAGE 52

10. RECEIVE report on Water Emergency Transportation Authority (WETA) and provide comment/direction. See attached staff report for background, and take action as appropriate. ♦ PAGE 62

(WETA Short Range Transit Plan (SRTP) 2012-2021 can be found here:
<http://www.watertransit.org/files/pubs/WETA%20SRTP%20DRAFT.pdf>)

Closed Session Items

11. CONFERENCE WITH LEGAL COUNSEL--EXISTING LITIGATION

(Government Code Section 54956.9(a))

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

End Closed Session Items

12. Adjourn to next meeting on Thursday, December 13, 2012 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

**ITEM 3
MEETING MINUTES**

**ITEM 4
CORRESPONDENCE**



COMMISSIONERS

Don Tatzin,
Chair

Janet Abelson,
Vice Chair

Genoveva Calloway

David Durant

Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

Robert Taylor

Randell H. Iwasaki,
Executive Director

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CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
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MEMORANDUM

To: Barbara Neustadter, TRANSPAC
Andy Dillard, SWAT, TVTC
Jamar Stamps, TRANSPLAN
Christina Atienza, WCCTAC
Richard Yee, LPMC
Randell H. Iwasaki
From: Randell H. Iwasaki, Executive Director
Date: October 18, 2012
Re: Items approved by the Authority on October 18, 2012, for circulation to the
Regional Transportation Planning Committees (RTPCs), and items of interest

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

- 1. Authorize Entering into a new Consultant Agreement to Prepare a Safe Routes to School (SR2S) Needs Assessment and Provide Technical Assistance at a Cost not to Exceed \$245,000.** In response to Request for Proposal (RFP) 12-3 released in July 2012, the Authority received three proposals. A selection committee, comprised of RTPC Managers and local staff familiar with education, outreach and infrastructure supporting safe routes to school (SR2S), reviewed the proposals and interviewed the three consultant teams. Fehr & Peers was selected as the most qualified consultant team. Staff recommends approval to enter into an agreement with Fehr & Peers in an amount not to exceed \$245,000. *The Authority approved entering into an agreement with Fehr & Peers in an amount not to exceed \$245,000.*
- 2. Issue Request for Proposal (RFP) 12-6 for Additional Public Outreach, Polling, and Strategic Planning in Support of the 2014 Countywide Transportation Plan.** By 2015, the Authority will have expended over 86 percent of Measure J funds available for capital projects, including the Caldecott Fourth Bore, Route 4 East, and e-BART. The Authority's strategy to bond against future revenues will generate \$550 million in Measure J funds by leveraging over \$1.4 billion in regional, state, and federal funds, for a total investment of \$2 billion in Contra Costa's

transportation system. Even with this major accomplishment, the Authority continues to be mindful that substantial transportation needs remain. The 2014 Countywide Transportation Plan will identify new projects and programs to help meet those needs, establish priorities and explore funding mechanisms. To improve our understanding of the public's priorities and interests, the Authority wishes to procure additional consultant resources for public outreach, polling, and strategic planning. This outreach effort would be incorporated into the overall work program for the 2014 CTP. To initiate the outreach effort, staff seeks Authority approval to issue RFP 12-6 for public outreach, polling, and strategic planning. *The Authority approved the release of RFP 12-6 for public outreach, polling, and strategic planning in support of the 2014 Countywide Transportation Plan.*

3. **Caldecott Fourth Bore Project (Project 1698/1001) Status Update.** *Cristina Ferraz, Caltrans Project Manager and Ivy Morrison provided a PowerPoint update on progress on the Caldecott Fourth Bore Project, and there was some discussion about risks associated with the overall financial plan. (Attachment)*

PROJECT UPDATE

Contra Costa Transportation Authority (CCTA)

Board of Directors

October 17, 2012

Cristina Ferraz, Caltrans Project Manager

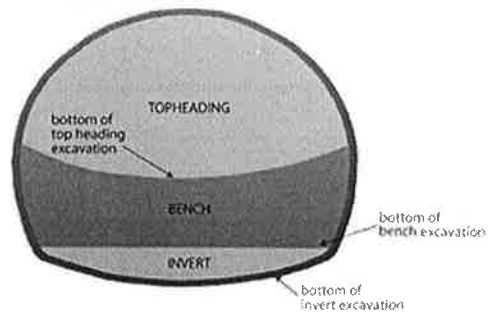


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authority



Tunnel Construction Timeline

- Construction Start:
January 2010
- Start Excavation:
August 2010
- Complete Excavation:
September 2012
- Overall Construction:
70% completed



- Open Tunnel to Traffic: Fall 2013
- Complete Construction: Spring 2014



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authority

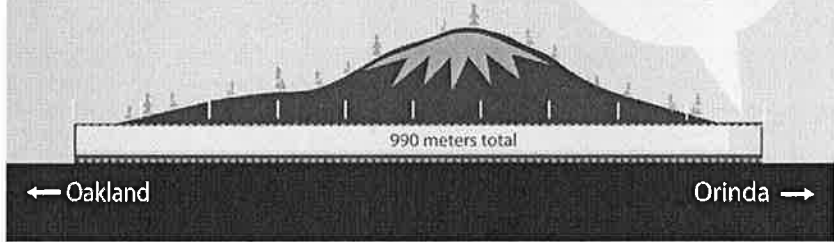


2

Tunnel Construction Progress

Tunnel Progress: October 13, 2012

- Final Lining Concrete
- Final Roadway Paving
- Invert Excavation



3

Tunnel Construction Progress



4

Tunnel Construction Progress



CENTRA COSTA
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authority



5

Tunnel Construction Progress

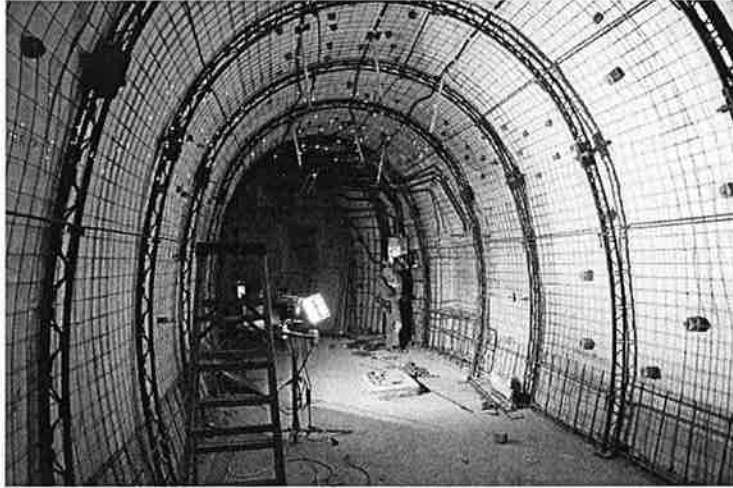


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6

Tunnel Construction Progress



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7

Tunnel Construction Progress



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8

Tunnel Construction Progress

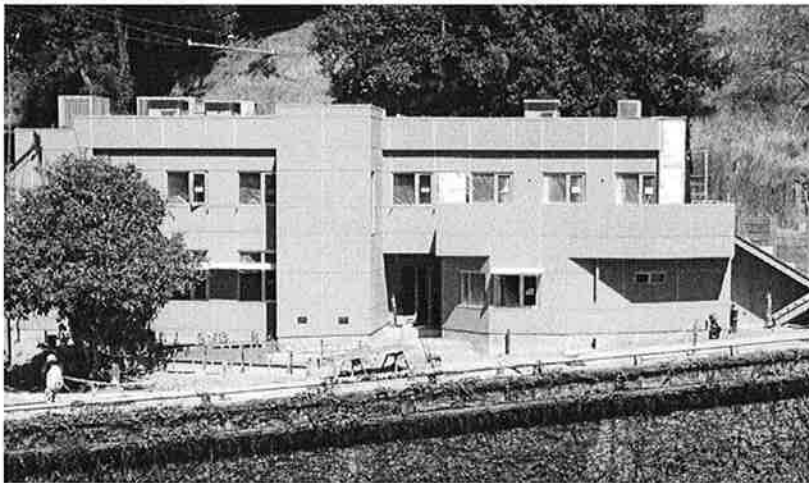


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9

Operations & Maintenance Building

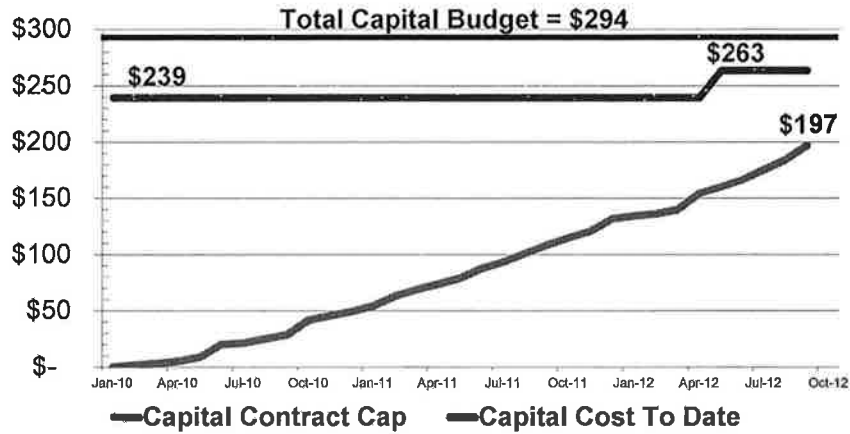


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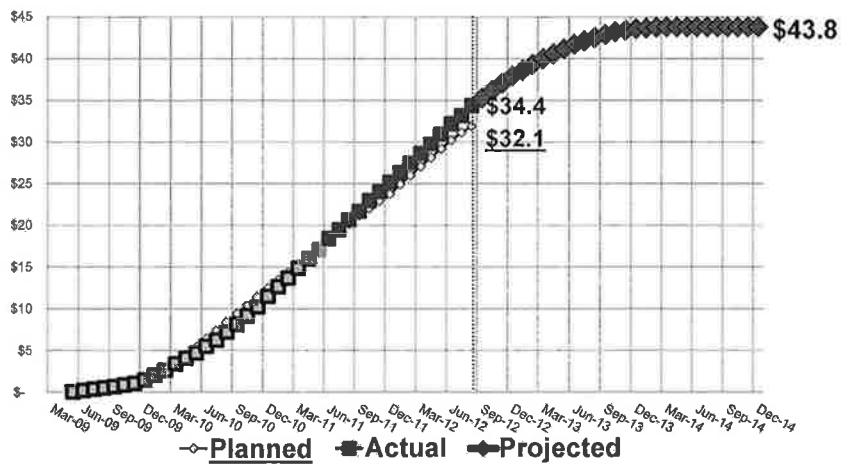
10

Capital Cost to Date (\$Million)



11

CM Support Costs (\$Million)



12

Outreach

Community Relations

- 100 presentations/site visits to date
- Medallion Design Competition



- Travelling photo exhibit



13

Media Relations

San Francisco Chronicle



WIRED

diablo
MAGAZINE

The New York Times

Electronic Communications

Website: A Portal to the Portal



www.caldecott-tunnel.org

eBlasts

The latest Fourth Bore factsheet was emailed to approximately 1,300 elected officials, members of the media, and key stakeholders on Oct. 4. The distribution list continues to grow...



Virtual Tunnel Tours

Stay tuned to the project website



14

Special Events

Crescendo to the Ribbon Cutting

Ribbon Cutting!

75th Anniversary
of the tunnels in December



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15

Capturing History

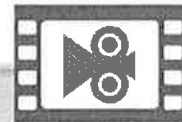
Project Documentary



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16





COMMISSIONERS

Don Tatzin,
Chair

Janet Abelson,
Vice Chair

Geneveva Calloway

David Durant

Jim Frazier

Federal Glover

Dave Hudson

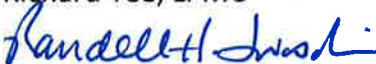
Karen Mitchoff

Julie Pierce

Karen Stepper

Robert Taylor

MEMORANDUM

To: Barbara Neustadter, TRANSPAC
Andy Dillard, SWAT, TVTC
Jamar Stamps, TRANSPLAN
Christina Atienza, WCCTAC
Richard Yee, LPMC
From: 
Randell H. Iwasaki, Executive Director

Date: September 20, 2012

Re: Items approved by the Authority on September 19, 2012, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its September 19, 2012 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Launching the OneBayArea Grant (OBAG) Program and PDA Investment and Growth Strategy.** MTC has given Congestion Management Agencies (CMAs) the responsibility of allocating \$45 million in federal transportation funding available through the OneBayArea Grant program, also known as OBAG. While it gives the CMAs considerable discretion in allocating this funding, the OBAG process outlined in MTC's Resolution 4035 also places a number of new requirements on both CMAs and local sponsors. Staff has developed a proposed approach and schedule for the OBAG process in Contra Costa. *The Authority approved the proposed approach for the OBAG process and PDA Investment and Growth Strategy.*
- 2. Approval to Circulate the Draft Technical Procedures Update for Review and Comment.** The Authority has undertaken a significant update of its *Technical Procedures*, which focuses on the specific tools and procedures that local jurisdictions are to use to implement the Growth Management Program under Measure J. Besides updating the document to be consistent with Measure J policies, major changes include the transition to the 2010 Highway Capacity

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Manual Level-of-Service methodology from Circular 212, and documenting the latest version of the Authority's Countywide Travel Demand Model. *Staff was authorized staff to release the Draft Technical Procedures to the RTPCs, TACs and other interested parties for circulation, review, and comment.*

3. **SB 375/SCS Implementation Update.** *Gary L. Gallegos, Executive Director of SANDAG, presented the status of the San Diego metropolitan area's 2050 RTP, which was adopted by the SANDAG Board on October 28, 2011. The 2050 RTP is the first Sustainable Communities Strategy to be adopted in the State of California.*
4. **Approval of 2014 CTP Work Plan and Release of related RFP's for System Monitoring and Action Plan Updates.** Measure J requires that the Authority develop a Countywide Comprehensive Transportation Plan (CTP) and computer model, and update it every four years. Working with the TCC's CTP Task Force, Authority staff has developed an overall work program for developing the 2014 Countywide Transportation Plan. To achieve the work plan schedule, consultant services for performance monitoring and Action Plan Development will need to be procured in September 2012 through issuance of two Requests for Proposals (RFPs). Preparation of the 2014 Plan itself will be carried out by Dyett & Bhatia under existing agreement No. 324. *The Authority approved the work plan and release of the RFPs. The Authority further requested staff to prepare a third RFP for public outreach, polling, and stakeholder interviews to assist the Authority in the development of a financially-constrained project list in parallel with the development of the CTPL (Comprehensive Transportation Project List).*

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

October 1, 2012

Hercules

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

Pinole

RE: WCCTAC Meeting Summary

Richmond

Dear Randy:

The WCCTAC Board at its Sept. 28 meeting took the following actions that may be of interest to CCTA:

San Pablo

- 1) Approved San Pablo's FY 12-13 claim for Measure J Program 20b, Additional Transportation for Seniors and People with Disabilities.
- 2) Authorized an allocation request from CCTA for FY 12-13 funds from Measure J Program 21b, Safe Transportation for Children for the Low-Income Student Bus Pass Program.
- 3) Discussed issues, options, and recommendations for transitioning agency leadership.

Contra Costa
County

Sincerely,



Christina M. Atienza
Executive Director

AC Transit

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

BART

WestCAT

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Suite 360
Pleasant Hill, CA 94523
(925) 969-0841

September 20, 2012

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

Dear Mr. Iwasaki:

At its meeting on September 13, 2012, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Approved a request from the 511 CONTRA COSTA TRANSPAC/TRANSPLAN TDM Program Manager to submit applications to CCTA for 2013/14 Measure J Commute Alternative funds, BAAQMD TFCA funds and MTC CMAQ funds, and to execute the required grant contracts and enter into a Cooperative Agreement with the respective agencies.
2. Received and accepted the Final Report for the FY 2011/12 TRANSPAC/TRANSPLAN 511 Contra Costa Program from Lynn Overcashier, Program Manager.
3. The City of Walnut Creek has advised that thanks to lower construction costs on the Ygnacio Valley Road Pedestrian/Bicycle Improvement Project, \$594,440 is available for use on another federalized project(s) with the understanding that the City of Walnut Creek will have future consideration for use of any savings realized on the State Route 4 East and/or the Caldecott Tunnel Projects.
4. Received reports on CCTA activities from TRANSPAC's CCTA representatives.
5. Received a report on SB 375/SCS.
6. Received a report from 511 Contra Costa. The Program Manager will be attending the Transportation Research Board Meeting in January 2013, and a two-day workshop in Massachusetts in February 2013.

TRANSPAC hopes that this information is useful to you.

Sincerely,

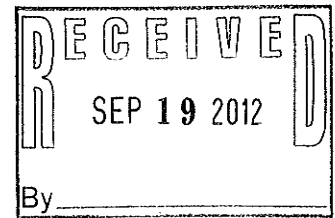

Barbara Neustadter
TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Amy Worth, Chair - SWAT
Jim Frazier, Chair - TRANSPLAN
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, Brad Beck - CCTA
Christina Atienza - WCCTAC
Janet Abelson - WCCTAC Chair
Jamar I. Stamps - TRANSPLAN
Andy Dillard - SWAT
June Catalano, Diana Vavrek, Diane Bentley - City of Pleasant Hill
Heather Ballenger, Public Services Director, City of Walnut Creek



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000



September 18, 2012

2012

John McPartland
PRESIDENT

Tom Radulovich
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

Jim Frazier, Chair
East Contra Costa Regional Fee and
Financing Authority (ECCRFFA)
255 Glacier Drive
Martinez, CA 94553

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Mary V. King
3RD DISTRICT

Robert Raburn
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Lynette Sweet
7TH DISTRICT

James Fang
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Dear Mr. Frazier,

Re: ECCRFFA Letter of July 16, 2012 on \$1.4 million for SR4/Highway 160 Ramp Connector Project

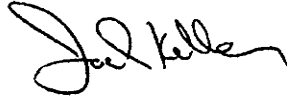
I have received the letter from ECCRFFA, dated July 16, 2012, discussing the ECCRFFA decision to fund a \$1.4 million cost increase to the SR4/Highway 160 Connector Ramps project for widening the northbound connector ramp bridge to accommodate a future northbound ramp alignment if eBART is extended in the future through the SR4/Highway 160 interchange. BART is appreciative of ECCRFFA's investment in locating the ramp so that eBART would be able to provide effective service to East County if a future extension is possible. BART supported the \$1.4 million investment, Option 1, as a reasonable approach to the problem.

Your letter requests "assurances that BART and ECCRFFA will work together to help fund Option #1 from sources other than ECCRFFA funds" because "ECCRFFA is finding it difficult to meet its current financial obligations," and "requests that BART use any savings from construction bid packages for BART improvements already underway for improvements up to the Hillcrest Avenue or other funding sources or grants identified by BART to fully fund Option #1 if the total project cost for the SR4/SR160 Connector Ramp Project exceeds the current \$50 million." In fact, BART has already committed to return project savings from unexpectedly low construction bids or other reduced eBART project costs back to ECCRFFA. This agreement was made in appreciation for the ECCRFFA commitment of additional funding out of the Local Streets and Roads category. It is, of course, not clear if there will be eBART project savings, but we stand by our commitment to return excess funds to ECCRFFA.

We will also work with ECCRFFA to seek funding for the \$1.4 million from other sources if the Connector Ramp project costs exceed \$50 million.

We greatly appreciate the strong and continuing commitment ECCRFFA has made to this project as it has evolved, and we look forward to the joint groundbreaking on October 5 for Highway 4 Segment 3A and the eBART Hillcrest parking area and maintenance facility.

Sincerely,



Joel Keller
BART Director, District 2

Cc: Board Members, ECCRFFA

J. Bueren, Public Works Director

S. Kowalewski, Deputy Director

B. Chow, Senior Transp. Engineer, Caltrans Dist. IV, 111 Grand Ave, Oakland, CA 94612

R. Bernal, City Engineer, City of Antioch, Third & "H" Streets, Antioch, CA 94509

B. Grewal, City Engineer, City of Brentwood, 150 City Park Way, Brentwood, Ca 94513

J. Vogan, City Engineer, City of Oakley, 3231 Main Street, Oakley, CA 94561

R. H. Iwasaki, Executive Director, CCTA, 2999 Oak Rd., #100, Walnut Creek, CA 94597

R. Chittenden, Dep. Exec. Director, CCTA, 2999 Oak Rd., #100, Walnut Creek, CA 94597

letter.jk.frazier.\$1.4m.2012.sept11.doc

ITEM 5
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 2012

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

STATE ROUTE 4 WIDENING

A. SR4 Widening: Railroad Avenue to Loveridge Road No Changes From Last Month

Lead Agency: CCTA

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

Current Project Phase: Highway Landscaping – Plant Establishment Period

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

Issues/Areas of Concern: None.

B. SR4 Widening: Loveridge Road to Somersville Road

Lead Agency: CCTA

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

Current Project Phase: SR4 mainline construction.

Project Status: Construction of the SR4 mainline and Loveridge Road widening began in June 2010. It is estimated that the project construction will be completed in late 2013 or early 2014.

Construction of the eastern half of the new Loveridge Road Bridge over SR4 is continuing. Construction of the new freeway median and eBART bridges over Century Boulevard is also continuing.

The current critical path items of work are the new bridges at Loveridge Road and Century Boulevard. All lanes of traffic along Loveridge Road are currently using the western half of the new Loveridge Road Bridge. The roadway approaches to the eastern half of the new Loveridge Road Bridge will be raised to match the elevation of the new Loveridge Road Bridge. During this construction phase, access to the North Park Shopping Center will continue via the temporary road that was constructed behind the

shopping center and connected to California Avenue. Access to the North Park Plaza shopping center via North Park Boulevard is anticipated to be re-opened in early October 2012.

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

The project construction is approximately 58% complete.

Issues/Areas of Concern: None.

C. SR4 Widening: Somersville Road to SR 160

Lead Agency: CCTA

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

Current Project Phase: **Segments 1, 2 & 3A** – Construction Phase; **Segment 3B** – Right-of-Way Acquisition, Utility Relocation & Construction Contract Advertisement.

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

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

Construction is continuing along both the north and south sides of the freeway on all remaining details of sound wall work and finishing work on retaining walls that have the Delta Region Native Landscape Architectural Treatment. Another significant milestone was achieved in Segment 1 in mid-September when the westbound traffic lanes were switched over to the new westbound SR4 mainline bridge over Somersville Road in preparation for the next stage of construction. Work on various drainage systems and electrical systems also continued.

Segment 1 construction is approximately 65% complete.

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

The G Street on and off ramps have been permanently closed since March. With the closure of these ramps, construction is proceeding with the western half of the new G Street Bridge over SR 4. Concrete pours on this bridge began in August and the final deck pour was completed by early September 2012. Work has continued on construction of retaining walls and sound walls north and south of the freeway, east and west of G Street, and along the Contra Loma eastbound off ramp and westbound on ramp. Major drainage systems, along with other miscellaneous utility work, are also under construction at this time.

Segment 2 construction is approximately 18% complete.

Segment 3A: The California Transportation Commission (CTC) allocated State Proposition 1B Bond funds in January 2012. This segment of SR 4 was advertised for construction bids on February 27, 2012. Bids were opened on April 18, 2012. Bay Cities/Myers JV was the low bidder with a bid of \$52.3 million, 12% below the engineer's estimate. Caltrans awarded the construction contract to Bay Cities/Myers JV on May 25, 2012. Construction began in August on a critical drainage element just west of Hillcrest Avenue. A joint groundbreaking ceremony for Segment 3A and the eBART 120 contract was held on Friday, October 5, 2012.

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

During the month of September, project work has continued with installation of major drainage and utility systems as well as the placement of K-rail, temporary paving and traffic controls for upcoming staged construction. Work was started on retaining walls and soundwalls on both the north and south sides of the freeway.

Segment 3A construction is approximately 5% complete.

Segment 3B: The Authority will administer the construction contract for this segment. Bids were opened on Tuesday October 16, 2012 at 11:00 AM. Staff anticipates recommending authorization to award the contract at the November 14, 2012 Authority meeting. Construction is expected to begin in January 2013. Currently, it is anticipated that Segment 3B will be constructed using local funds, along with \$5.868 million of State-Local Partnership Program (SLPP) funds. The apparent low bid was \$48.66 million from Bay Cities/Myer JV. This is approximately 12.7 percent under the Engineer's Estimate.

Issues/Areas of Concern: Caltrans and the Segment 1 contractor (R&L Brosamer, Inc.) are currently engaged in some discussions about potential claims by the contractor. Caltrans provided a written response to a letter submitted by the contractor and Caltrans acknowledged that some portions of the issues raised by the contractor may have some merit, albeit with very minor impacts and costs to the project. All other issues have no merit according to Caltrans' position and opinion. Caltrans and the contractor have been meeting regularly and have resolved some of the claims made to date without major or significant impacts to the project cost or schedule.

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

D. SR4 Bypass: SR4/SR160 Connector Ramps

Project Fund Source: Bridge Toll Funds

Lead Agency: State Route 4 Bypass Authority/CCTA

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

Current Phase: Final Design.

Project Status: Project design has begun and is scheduled to be completed in July 2013.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority/CCTA

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

Current Phase: Construction.

Project Status: Significant earthmoving activities have been taking place since the start of construction on June 6, 2012. Traffic handling devices (K-rail and crash cushions) for the first stage of construction have been put in place. The embankments for Lone Tree Way, the Sand Creek Bridge, the Sand Creek Road undercrossing and the San Jose Avenue undercrossing are in place. Pile driving for the Lone Tree Way undercrossing is complete. The Contractor completed footings, abutments and columns on Lone Tree Way, and False work for the bridge deck started. Pile driving for the Sand Creek Bridge and for the Sand Creek Road Undercrossing is complete. Earthwork, drainage, and other project components are ongoing. Project is being prepared for the winter months.

Issues/Areas of Concern: None.

F. East County Rail Extension (eBART)

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

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

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

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

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

Work continues on the transfer plan platform in the median and is approximately 95% complete. Underground ductbanks, pullboxes and underdrain continue to be installed within the guideway. Excavation, form-work, installation of reinforcing steel and placement of concrete for Stage 2 of the encasement protection of the EBMUD Mokelumne Azueduct is continuing. Civil improvements are anticipated to be completed by the end of the year, although the train control equipment is the long lead item for this contract.

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

Issues/Areas of Concern: Coordination of SR4 highway construction contracts and eBART contracts.

STATE ROUTE 4 BYPASS PROJECT

G. SR4 Bypass: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1 (5002 & 5003)

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

Current Phase: Construction.

Project Status: Significant earthmoving activities have been taking place since the start of construction on June 6, 2012. Traffic handling devices (K-rail and crash cushions) for the first stage of construction have been put in place. The embankments for Lone Tree Way, the Sand Creek Bridge, the Sand Creek Road undercrossing and the San Jose Avenue undercrossing are in place. Pile driving for the Lone Tree Way undercrossing is complete. The Contractor completed footings, abutments and columns on Lone Tree Way, and False work for the bridge deck started. Pile driving for the Sand Creek Bridge and for the Sand Creek Road Undercrossing is complete. Earthwork, drainage, and other project components are ongoing. Project is being prepared for the winter months.

Issues/Areas of Concern: None.

H. SR4 Bypass: Balfour Road Interchange – Phase 1 (5005) No Changes From Last Month

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

Lead Agency: CCTA

Project Description: Construct a single bridge with loop to cross over Balfour Road and connect the Westbound Bypass and ramps in all quadrants.

Current Phase: Design.

Project Status: The SR4 Bypass Authority and ECCRFFA requested that the CCTA initiate design work. The Authority approved a Memorandum of Understanding with ECCRFFA at the July 18, 2012 meeting that defined the terms and conditions under which the project is to be managed, engineered, and financed. In addition, at the July 2012 meeting, the Authority approved a contract with Quincy Engineering, Inc. to perform final design services for the project in an amount not-to-exceed \$3,349,000. A project kickoff meeting has been scheduled in early October 2012. The Contra Costa Water District is in the process of designing an alignment to relocate a large water line from within the project limits.

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

I. SR4 Bypass: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project 5002)

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

Current Phase: Design.

Project Status: The SR4 Bypass Authority requested that the Authority initiate design work. An internal CCTA project kickoff meeting was held on October 11, 2012 at CCTA. Agency partners on the project include Caltrans, East Bay Regional Park District, City of Brentwood, and BART.

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

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

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

November 2012 Update – No Changes From Last Month

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

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

eBART Next Segment Study

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

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

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

G:\Transportation\Committees\Transplan\TPLAN_Year\2012-13\Standing Items\Major Projects Report.doc

eBART Project Update

October 31, 2012

eBART CONSTRUCTION PROGRESS

Approximately 60-80 people associated with eBART construction are currently employed. This number has been increasing with the mobilization of the 04SF-120 construction contract. The following is the current status of the construction contracts:

Contract 04SF-110A Construction

- Construction activities on eBART Contract, 04SF-110A, Transfer Platform and Guideway project, located in the tailtracks of the Pittsburg/Bay Point BART Station include continuing installation of underground ductbanks, pullboxes, and underdrain, and installation of electrical and other systems at the ancillary building and platform. The encasement protection of the EBMUD Mokelumne Aqueduct has been completed.

Contract 04SF-120 Construction

- Contract 04SF-120 for construction of the Hillcrest Station Parking Lot and Maintenance Facility is now in progress. Site demolition work has been completed and initial grading activities are in progress. Utility connection work is beginning.

DESIGN PROGRESS

- Design of Contract 04SF-130 for Hillcrest Station and maintenance facility finishes and track and systems installation is progressing to 95% completion.
- 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).

VEHICLES PROCUREMENT

- The Vehicle Procurement Contract 04SF-140 has recently been advertised. The manufacturer of the trains will be selected by early 2013.

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, Mokelumne Crossing of SR4, 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.

**ITEM 6
CALENDAR OF EVENTS**

Calendar of Upcoming Events*

| Fall 2012 | Location | Event |
|--|-----------------|---|
| Friday, October 5, 2012, at 10:00 a.m. | Antioch | State Route 4 Widening @ Lone Tree/A Street and eBART Antioch Station Facilities groundbreaking |
| Winter 2012 -Spring 2013 | Location | Event |
| Date TBD | Danville | Groundbreaking - I-680 Auxiliary Lanes - Sycamore Valley to Crow Canyon |
| April 24, 2013 (Tentative) | MTC - Oakland | MTC to Adopt the 2013 RTP |
| Fall 2013 | Location | Event |
| Date TBD | Orinda | Open to Traffic - Caldecott Fourth Bore Project |

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

**ITEM 7
ENVIRONMENTAL REGISTER**

| LEAD AGENCY | GEOGRAPHIC LOCATION (City, Region, etc.) | NOTICE /DOCUMENT | PROJECT NAME | DESCRIPTION | COMMENT DEADLINE | RESPONSE REQUIRED |
|--|--|--|---|--|--|-------------------|
| City of Oakley | Northwest corner of Sellers Avenue and East Cypress Road | Notice of Public Hearing | Emerson Property Development Agreement First Amendment (DA 01-12) Contact: Ken Strelo, Senior Planner strelo@ci.oakley.ca.us | Request for approval to modify the existing development agreement by and between the City of Oakley and Emerson Dairy, Inc. for the Emerson Property. | 10/9/12 (hearing date) | No |
| City of Pittsburg | San Marco Boulevard/West Leland Road in the City of Pittsburg | Notice of Public Hearing | San Marco Planned Development Amendment (Toscana at San Marco), AP-11-779 (PD/RZ). Contact: Dana Hoggatt Ayers, Planning Manager 925-252-4920 dhoggatt@ci.pittsburg.ca.us | Application to amend Planned Development Ordinance #06-1270 to modify development density for currently approved "Village O" and "Village A." | 8/28/12 (hearing date); *changed to 9/17/12 | No |
| City of Antioch | Southern Portion of the City of Antioch in eastern Contra Costa County | Notice of Availability of Recirculated Draft Environmental Impact Report | Roddy Ranch Project Contact: Mindy Gentry, Senior Planner, Community Development Department 925-779-7034 mgency@ci.antioch.ca.us | Development of 540 acres consisting of up to 600 estate residential homes, 100 multi-family attached villas, up to 250 room hotel, 20,000 square foot golf course clubhouse, associated tennis courts and swimming pools, and 250 acres of open space and private parks. | 10/3/12 (comments due) 9/19/12 (hearing date) | t.b.d. |
| Contra Costa County | Unincorporated East County – Town of Discovery Bay | Notice of Completion & Public Hearing for Draft EIR | Pantages Bays Residential Development Project Contact: John Osborne, Department of Conservation and Development 925-674-7793 john.osborne@dcd.cccounty.us | Proposed 292-unit water oriented residential gated-community. | 7/16/12 | No |
| Metropolitan Transportation Commission (MTC) | Bay Area Region | Notice of Preparation (Draft EIR) | Notice of Preparation of a Draft Environmental Impact Report for Plan Bay Area Contact: Ashley Nguyen, EIR Project Manager 510-817-5809 anguyen@mtc.ca.gov | MTC and ABAG (Association of Bay Area Governments) are co-lead agencies preparing a program-level DEIR for the Plan Bay Area. | 7/11/12 | No |
| City of Oakley | East County – S/E Corner of Oakley Road and Knarlwood Road | Public Hearing | The Estates at Vineyard Acres Subdivision 9285 (TM 04-11) Contact: Ken Strelo, Senior Planner strelo@ci.oakley.ca.us | Request for approval of Vesting Tentative Map 9285 to subdivide 7.14 acres into 7 single-family residential lots. APN# 041-090-002 | 7/10/12 (hearing date) | No |

ITEM 8
511 CONTRA COSTA FY 2011/12 FINAL REPORT, WORKPLAN AND
'STREET SMARTS'



TO: TRANSPLAN

FROM: Lynn Overcashier, 511 Contra Costa Program Manager

DATE: October 11, 2012

**SUBJECT: FY 2013/14 TRANSPAC/TRANSPLAN 511 Contra Costa Program workplan;
funded from the Bay Area Air Quality Management District (TFCA), CCTA
Measure J (Commute Alternatives) and MTC CMAQ (Employer Outreach)**

The Central/East County 511 Contra Costa staff implement 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 2013/14 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:

- **GROWTH MANAGEMENT PROGRAM** – Work has begun at the RTPC level to update each of the Action Plans. In addition, staff is working with SWAT, WCCTAC and CCTA staff on an updated TDM Ordinance. 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 elements which reduce single occupant vehicles commuting to worksites, including: distribution and analysis of transportation surveys; telework; promoting car-sharing programs; clean fuel infrastructure; 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 AND GAP CLOSURE ASSISTANCE** – 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 and www.transplan.us), in addition to the www.511contracosta.org site.
- **AGENCY PARTNERSHIP ACTIVITIES** - Staff participates in local, regional and national 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 Planning Committee; CCTA’s Safe Routes to School Task Force; CCTA Pedestrian and Bicycle Advisory Committee; Association for Commuter Transportation, the National Electric Vehicle Association, TRB’s TDM Committee, TDM Institute, SR2S National Organization.

- 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 2012/13. Available fund allocations are currently unknown, however pending notification from the BAAQMD and CCTA, funds are estimated to be approximately \$700,000 TFCA, \$39,900 MTC CMAQ, and \$320,000+/- Measure J Commute Alternative funds.



**It's Up to You!
Bike, Walk and Drive
Safely.**

Summer 2012
TRANSPLAN October 11, 2012



City of Antioch Display Case



Created by Mackenzie Malody, Junior at Deer Valley High School



Bank of America Youth Fair



MTC High School Intern- Luther Kuefner, Senior at Campolindo High School



Bank of America Youth Fair





Bank of America Youth Fair



Senator Mark DeSaulnier

with support from the
Concord Police Department
invites you to attend a

Back to School Child Safety Fair



Saturday, August 18, 2012

10:00 am - 1:00 pm

Concord Police Station
1350 Galindo Street, Concord, CA

- Child Identification Fingerprinting Kits
- Child Safety Seat Inspections
- Bike and Road Safety from Talking Car Mr. Beeps
- Child Safety Information from State, Local and Federal Programs

For more information, please call (925) 942-6082
To RSVP, visit www.sen.ca.gov/1565/childsafetyfair

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Senator DeSaulnier Concord Safety Fair





Senator DeSaulnier Concord Safety Fair *cont...*





Senator DeSaulnier Concord Safety Fair *cont...*





September 2012

Launch of Elementary School Traffic Safety Program



Elementary School Traffic Safety Assembly



30 minute Presentation from Mr. Beeps Walk, Bike & Roll Safely

1. Stop Signs & Traffic Signals
2. Crosswalk- Stop, Look, Listen
3. How to Wear a Helmet
4. Helmet Laws
5. School Parking Lots- Safety when arriving & departing
6. Clean Air
7. Traffic Tim Activity Book (bilingual)





Elementary School Traffic Safety Assembly



30 minute Presentation from Mr. Beeps Walk, Bike & Roll Safely

1. Stop Signs & Traffic Signals
2. Crosswalk- Stop, Look, Listen
3. How to Wear a Helmet
4. Helmet Laws
5. School Parking Lots- Safety when arriving & departing
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7. Traffic Tim Activity Book (bilingual)

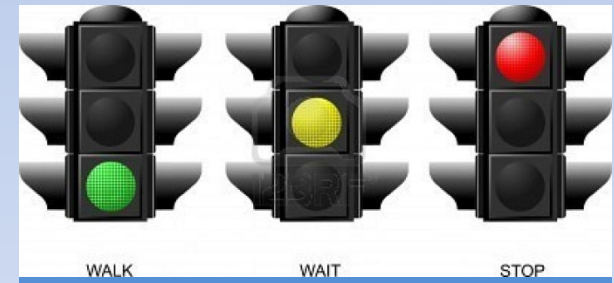




Elementary School Traffic Safety Assembly *cont...*

Participating Schools

- Antioch Charter Academy II, Antioch
- Diablo Vista Elementary, Antioch
- Jack London Elementary, Antioch
- John Muir Elementary, Martinez
- Las Juntas Elementary, Martinez
- Loma Vista Elementary, Brentwood
- Lone Tree Elementary, Antioch
- Orchard Park Elementary, Oakley
- Timber Point Elementary, Discovery Bay
- Turner Elementary School, Antioch
- Wren Avenue Elementary, Concord





Elementary School Int'l Walk to School Day



Participating Schools

- Bancroft Elementary, Walnut Creek
- Cambridge Elementary, Concord
- Carmen Dragon Elementary, Antioch
- Diablo Vista Elementary, Antioch
- John Muir Elementary, Antioch
- Gregory Gardens Elementary, Pleasant Hill
- Lone Tree Elementary, Antioch
- Timber Point Elementary, Discovery Bay
- Turner Elementary, Antioch
- Westwood Elementary, Concord





**It's Up to You!
Bike, Walk and Drive
Safely.**

Summer 2012
TRANSPLAN October 11, 2012

ITEM 9
SB 375/SUSTAINABLE COMMUNITY STRATEGIES AND ONEBAYAREA
GRANT (OBAG)

ONEBAYAREA GRANT

Authority Meeting – September 19, 2012

COMPONENTS

OneBayArea Grant

The Basics

- \$45 million for Contra Costa
- Split among 6 programs
- 70 percent for PDAs
- Local accountability for housing and complete streets
- PDA Investment and Growth Strategy
- Public outreach

Funding

| Programs | STP | CMAQ | TE | Total |
|-----------------------|--------|--------|-------|--------|
| OneBayArea Grant | \$20.8 | \$22.0 | \$2.4 | \$45.2 |
| Safe Routes to School | | \$3.3 | | \$3.3 |

| Program | PDA Share 70% | Non-PDA Share 30% | Total |
|------------------|------------------|----------------------|--------|
| OneBayArea Grant | \$31.6 | \$13.6 | \$45.2 |

Programs

| | STP | CMAQ | TE |
|--|-----|------|----|
| CMA Planning and Outreach | ✘ | | |
| Local Streets and Roads Preservation | ✘ | | |
| Bicycle and Pedestrian Improvements | ✘ | ✘ | ✘ |
| Transportation for Livable Communities | ✘ | ✘ | ✘ |
| Safe Routes to School † | ✘ | ✘ | ✘ |
| Priority Conservation Areas † | ✘ | | |

† These funds would be added to the separate SR2S and PCA programs

PROPOSED APPROACH

OneBayArea Grant

Increase Funding for CMA Planning

| Activities | | Budget |
|--------------|--|---------------|
| Continuing | <ul style="list-style-type: none"> ▪ Monitor project delivery ▪ Maintain travel model † ▪ Develop long-range transportation priorities † ▪ Support regional planning and programming † ▪ Serve as a liaison between local and regional agencies | \$3.05 |
| New | <ul style="list-style-type: none"> ▪ Develop & update PDA Strategy ▪ Ensure local compliance with complete streets policy ▪ Develop new studies and transportation plans † ▪ Expand public outreach † ▪ Establish performance measures † | \$1.25 |
| TOTAL | | \$4.30 |

† Can be used to help support development of Countywide Transportation Plan

Keep Commitment to Local Streets

| | Cycle 1 | Cycle 2 | Total | HCD Certification? |
|---------------------|---------------------|--------------------|---------------------|--------------------|
| Contra Costa County | \$2,121,000 | \$882,000 | \$3,003,000 | Yes |
| Antioch | \$1,907,000 | – | \$1,907,000 | Yes |
| Brentwood | \$823,000 | – | \$823,000 | No |
| Clayton | – | \$285,000 | \$285,000 | Yes |
| Concord | \$2,147,000 | – | \$2,147,000 | Yes |
| Danville | – | \$690,000 | \$690,000 | Yes |
| El Cerrito | – | \$466,000 | \$466,000 | Yes |
| Hercules | – | \$519,000 | \$519,000 | No |
| Lafayette | – | \$432,000 | \$432,000 | Yes |
| Martinez | – | \$756,000 | \$756,000 | Yes |
| Moraga | – | \$524,000 | \$524,000 | Yes |
| Oakley | – | \$762,000 | \$762,000 | Yes |
| Orinda | – | \$408,000 | \$408,000 | No |
| Pinole | – | \$335,000 | \$335,000 | Yes |
| Pittsburg | \$848,000 | – | \$848,000 | Yes |
| Pleasant Hill | – | \$591,000 | \$591,000 | Yes |
| Richmond | – | \$2,545,000 | \$2,545,000 | No |
| San Pablo | – | \$336,000 | \$336,000 | Yes |
| San Ramon | \$825,000 | – | \$825,000 | Yes |
| Walnut Creek | \$1,856,000 | – | \$1,856,000 | Yes |
| | \$10,527,000 | \$9,531,000 | \$20,058,000 | |

Remaining OBAG Funds

| | PDA | Non-PDA | Total |
|-----------------------|---------------|--------------|---------------|
| All OBAG | \$31.6 | \$13.6 | \$45.2 |
| less CMA Planning | \$3.0 | \$1.3 | \$4.3 |
| less Local Streets | \$3.9 | \$5.6 | \$9.5 |
| Remaining OBAG | \$24.8 | \$6.7 | \$31.5 |

| | STP | CMAQ | TE | Total |
|-----------------------|--------------|---------------|--------------|---------------|
| Remaining OBAG | \$7.1 | \$22.0 | \$2.4 | \$31.5 |

Allocating the Rest of the Funds

Staff proposes:

- One call for projects for TLC and Bike-Ped Improvements
- Develop criteria when developing PDA Strategy
- Assign projects to program that best fits them

| | TLC | Bike-Ped Improvements |
|-------|---|---|
| What | Bike, pedestrian, transit, streetscape, TDM | Bike, pedestrian including outreach and education |
| Where | Downtown areas, commercial cores, high-density neighborhoods, and transit corridors | Anywhere |

MTC Criteria

- Projects located in high impact project areas
 - PDAs taking on significant housing growth
 - Jobs near housing and transit
 - Improved transportation choices for all income levels
 - Consistency with design guidelines that encourages multi-modal access
 - Project areas with parking management and pricing policies
- Projects located in Communities of Concern
- PDAs with affordable housing preservation and creation strategies
- PDAs that overlap with Air District CARE Communities

Public Outreach

“ MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration for inclusion in the Cycle 2 One Bay Area Grant Program”

Preparing the PDA Strategy

| Aspect | Requirement |
|--------------------|---|
| Outreach | Involvement of the public and CBOs as well as local agencies in soliciting projects: <ol style="list-style-type: none"> 1. Public workshops 2. Involvement of CBOs in PDA/OBAG Working Group |
| Analysis | Contact local staff to: <ol style="list-style-type: none"> 1. "Analyze progress of local jurisdictions in implementing their housing element objectives" 2. "Encourage local agencies to quantify infrastructure needs and costs" |
| Establish criteria | "Tweak" MTC's criteria as part of PDA Strategy and OBAG Guidelines |
| Annual updates | Assess local achievement of low-income housing goals and identify changes to local housing policies to better meet these goals, "where appropriate" |

Preparing the PDA Strategy

1. Survey transportation needs
2. Survey housing policy in PDAs
3. Report findings
4. Prepare Draft PDA Strategy and OBAG Guidelines
5. Review and adopt PDA Strategy and OBAG Guidelines
6. Release Call for Projects
7. Review project applications
8. Approve program of projects

Proposed Schedule

| <i>Month</i> | <i>Activity</i> |
|---------------------|--|
| September | Approve approach, begin survey of PDAs and project needs Establish OBAG/PDA working group Establish OBAG web pages |
| November | Hold public workshops |
| December | Authority reviews survey of PDA needs and issues |
| January 2013 | Prepare draft PDA and OBAG Strategy |
| February | Adopt PDA and OBAG Strategy Release call for projects |
| April–May | Review applications received |
| June | Approve programming of OBAG and SR2S funds |



Planning Committee **STAFF REPORT**

Meeting Date: October 3, 2012

SB 375/SCS Implementation Update

MTC Sets to Work on the Draft EIR for Plan Bay Area: Following MTC/ABAG's decision in July to select five alternatives to be evaluated in the Draft EIR, MTC staff has set to work on developing the Draft EIR. The alternatives that will be evaluated are: 1) the No Project; 2) the Jobs-Housing Connection (the proposed project); 3) Transit Priority Focus; 4) Enhanced Network of Communities; and 5) Environment, Equity, and Jobs Alternative. For details, go to http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1882/4_EIR_Alternatives.pdf

Regional Advisory Working Group (RAWG): The RAWG meeting for October was cancelled. MTC and ABAG staff have indicated that the RAWG will reconvene as soon as the initial results of the RTP DEIR alternative studies are available for review.

OneBayArea Grant (OBAG) Program: Authority staff is beginning to develop the SCS (Sustainable Communities Strategy) Investment and Growth Strategy. Final guidance on the strategy is outlined in the appendices of MTC Resolution No. 4035 available at: http://www.mtc.ca.gov/funding/onebayarea/RES-4035_approved.pdf

Planning Directors Meetings: The Planning Directors of Contra Costa met on September 14th and received a full presentation on the OBAG Investment & Growth Strategy. The next Planning Directors meeting is scheduled for December 14, 2012.

ITEM 10
WATER EMERGENCY TRANSPORTATION AUTHORITY (WETA)

TO: TRANSPLAN

FROM: TRANSPLAN in conjunction with City of Antioch Staff

DATE: October 30, 2012

SUBJECT: WETA's Short Range Transit Plan (SRTP)

RECOMMENDATION:

1. Direct staff to prepare a letter for the Chair's signature distributing the comments below, in substantially the form provided, to the Water Emergency Transportation Authority (WETA) for inclusion in their 2012 – 2021 Short Range Transit Plan (SRTP). (Victor, TRANSPLAN has no authority to "direct" WETA) Staff will distribute the letter and be present to discuss it at WETA's December 6, 2012 Board meeting. Staff will coordinate the specific wording changes with the staffs of the relevant jurisdictions, including Hercules, Martinez, WETA, and CCTA to the extent possible.
 - a. Modify the Draft SRTP to allow for the possibility of a ferry terminal being implemented at any of the three Contra Costa County currently unfunded ferry terminal locations (specifically Antioch, Martinez, and/or Hercules) prior to the year 2021 contingent on the City in question developing a credible funding plan to ensure adequate fare box recovery for the subject ferry terminal. The City of Richmond ferry terminal is assumed to be already funded for the purposes of this provision.
 - b. Modify the Draft SRTP's capital funding program for the time period 2012-2021 to allow for the possibility of funding a ferry terminal(s), along with purchasing the necessary vessels, at the three potential terminal locations (Antioch, Hercules, and/or Martinez). No such capital funding would be committed unless and until the City in question can ensure adequate fare box recovery.
 - c. Add wording to the Draft SRTP to ensure that the relative advantages of a given ferry terminal location to provide emergency transportation services to the Bay Area during a catastrophic emergency, must be given serious consideration in prioritizing and implementing a ferry terminal.
2. Appoint Ad Hoc Subcommittee to work with staff on East Contra Costa County ferry issues.

BACKGROUND:

In late August, approximately three weeks after the August 9, 2012 TRANSPLAN meeting, TRANSPLAN staff became aware of the fact that WETA had published a draft of a Short Range Transit Plan (SRTP) to be considered at the September 6, 2012 WETA Board meeting. Transit agencies in the Bay Area are required to submit such a plan periodically to the Metropolitan Transportation Commission (MTC) to be eligible to receive Federal funding through MTC. Due to the fact that WETA has now taken over the ferry service for Alameda and most recently the Vallejo Ferry system, WETA is now required to submit a SRTP, which WETA has not been required to do previously.

What is evident in reviewing this Draft SRTP is the broad scope of the Draft document, particularly in terms of planning and programming major capital improvements over a ten year time frame from 2012 to 2021. The Draft SRTP as it is currently written is significant from an East County perspective, as the proposed terminal in Antioch is not identified to receive capital funding in the time frame of the SRTP for construction, only for planning and environmental documentation. Of the almost \$400,000,000 in capital funding included in the SRTP, Antioch is programmed to receive a total of \$751,000 over the ten year plan period, which represents less than 2 tenths of 1% of the total capital funding in the SRTP.

TRANSPLAN staff, in coordination with City and County staff, and Senator's DeSaulnier's office contacted WETA staff concerning the short time frame for the review of the Draft SRTP, and requested that the time period be extended in order to allow input from TRANSPLAN, and other parties. Attached is a copy of the letter to WETA for Senator DeSaulnier's office. The WETA Board, on October 4, 2012, agreed to this request for additional time to review and comment on the Draft SRTP, and the Board voted to extend the comment period for approximately two months to the December 6, 2012 WETA Board meeting.

ANALYSIS:

Overview: While the SRTP is not locked in stone, as it is required to be updated and reviewed every couple of years like many other planning documents, it is nevertheless important to any interested parties what the SRTP starting point looks like. This is all the more important given that currently WETA does not have a comparable policy document identifying capital funding for such a long time frame (the SRTP extends to the year 2021), or a comparable document that identifies an equivalent amount of capital funding (the SRTP allocates up to \$398 million in capital facilities). Providing **no** opportunity for Antioch to receive funding in the SRTP timeframe, as the current draft documents currently does, would compromise other efforts to identify support and funding for the service.

Proposed Items to Address in the Draft SRTP: The three items that staff has "flagged" in the "Recommendation" section of this staff report as needing to be addressed are somewhat self explanatory. The following is a brief discussion of the rationale for the need to address each item in the SRTP:

Item#1: The SRTP needs to be modified to address the simple fact that the Antioch ferry terminal, along with Martinez and Hercules, is not shown being funded by WETA prior to 2021, and are not included for construction with the almost \$400 million allocated to be spent elsewhere. While in theory terminals in Antioch and elsewhere could be funded after 2021, the odds of somehow securing capital funding for an East County ferry after \$400 million has just recently been spent on ferry systems would be extremely remote at best. In addition, the lack of funding being shown in the plan timeframe could compromise efforts to build support for the project. The inclusion of wording calling for a credible operational funding plan should be noted in this wording. WETA needs to be comfortable that a given terminal locations will be able to "pay its own way" in terms of providing a subsidy to make up any operating shortfall that is not covered by ridership and fare box recovery. This subsidy is likely to be significant, with the amount increasing the farther from San Francisco a terminal is located, due to higher operating costs with distance and inherently lower ridership as travel times increase.

Item #2: While \$400 million is a significant amount of capital funding, according to WETA's own analysis it is insufficient to implement all the improvements they would like to make. In addition, the majority of this capital funding is not "secured", although at some differing levels of

confidence WETA anticipates or expects the funding. Aside from this, it is very difficult to make reliable cost projections more than a few years out, and the recent recession has shown that even next year projections can be problematic. Given this level of uncertainty, the intent is to allow for the possibility in the 10 year SRTP to fund the construction of terminals and purchase of vessels at any of the three currently unfunded cities. Whether this would happen would depend on a number of factors, with two key such factors being the ability of the jurisdiction to successfully address the operational funding issue, and the benefit a terminal would provide in enhancing the ability to provide emergency transportation services as identified in WETA's implementing legislation.

Item#3: The focus of this item is to highlight as part of the SRTP WETA's legislatively mandated mission to provide Emergency Transportation Services to the Bay Area in the event of a major catastrophe, and the priority that will be placed on accomplishing this mission through the implementation of the capital improvement program. While the emergency issue is not a requirement or component of MTC's SRTP process, it is a requirement on WETA and should be an integral component of implementing the ferry system for the Bay Area.

Attachments

1. Letter to WETA from State Senator DeSaulnier

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California State Senate

SENATOR
MARK DESAULNIER
SEVENTH SENATE DISTRICT



CHAIR
TRANSPORTATION & HOUSING
BUDGET SUBCOMMITTEE NO.3
ON HEALTH & HUMAN SERVICES

SELECT COMMITTEE ON
EXCELLENCE & INNOVATION
IN STATE GOVERNMENT

SELECT COMMITTEE ON
SMALL BUSINESS & THE
UNDERGROUND ECONOMY

SELECT COMMITTEE ON
RESTORING CALIFORNIA'S
MIDDLE CLASS

COMMITTEES
BUDGET & FISCAL REVIEW
ENERGY, UTILITIES &
COMMUNICATIONS

GOVERNANCE & FINANCE
HEALTH

LABOR & INDUSTRIAL
RELATIONS

October 3, 2012

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

Dear Chair Johnson:

I write to express my strong opposition to the Water Emergency Transportation Authority's scheduled adoption of the Short Range Transit Plan" (SRTP) at the board's October 4th meeting.

The SRTP is a far reaching planning and policy document. As such, the SRTP warrants the review and input of every jurisdiction concerned about or with an interest in ferry service in the Bay Area. However, as I understand it, very little effort appears to have been made to solicit the input of these interested parties, including the City of Antioch, which is in my Senate District. This is deeply concerning to me, especially when one considers the fact that this document was only officially made public at the Board's September 6th meeting, leaving just a little over three weeks for public input. I believe that the City along with other interested parties should be afforded additional time to provide input beyond the September 28th deadline as previously stipulated by WETA staff.

I am equally concerned with what I perceive to be a lack of focus on the part of staff and the Board regarding the overall mission of WETA. When the Legislature passed the Bay Area Water Emergency Transportation Response and Disaster Recovery Act (SB 976, Chapter 2007), it was done not only to consolidate and operate ferry services in the San Francisco Bay Area but also, to plan and respond to emergencies or disasters affecting the transportation system in the region. This was motivated in part by a 2006 study released by the Bay Area Council which found that that a comprehensive water transportation system is vital to emergency preparedness and response for the region. Indeed, if bridges, roads, highways, tunnels, and trains are out of service as a result of an emergency, only the waters of the bay are certain to remain open for traffic.

When I presented this legislation on the Assembly Floor on behalf of former State Senator Tom Torlakson in my capacity as the then Chair of the Assembly Transportation Committee, I stressed the importance and need for a water based emergency transit response system. Indeed, the Legislature was

Charlene H. Johnson
October 3, 2012
Page 2

very clear with its intent when passing this legislation. SB 976 states in part that “the public interest requires swift action and steadfast resolve to prepare for the coming earthquakes, as well as other emergencies, with the speed and determination that is due for a threat of this magnitude. The water transit emergency response and recovery system must be fully implemented as quickly as possible, as if the lives of bay area residents depend on it, because they do.”

Furthermore, when the voters passed Proposition 1B, they did so with the understanding that funds would be used to develop disaster response transportation systems, including waterborne transit operators, which can move people, goods and emergency personal in the aftermath of a disaster impairing the mobility of goods, people, and equipment.

And yet, based on all accounts, WETA appears to have lost sight of this emergency response mission as evidenced by the apparent indifference it has shown in its dealings with communities in my Senate District, including the City of Antioch. When sifting through the draft SRTP, one is left with the impression that the Bay Area transit corridor does not stretch beyond Interstate 80. I can assure you though that when a large scale disaster does strike it will almost certainly impact transit routes beyond I-80, namely Highway 4 which connects Western and Eastern portions of Contra Costa County and beyond. As such, Antioch and other neighboring cities deserve to have a seat at the table and be given full consideration when it comes to ferry transit funding.

In order to better address this issue, I am requesting a meeting in my office with you and your staff along with representatives from the City of Antioch and Metropolitan Transportation Committee. Depending on the outcome of this meeting, I may wish to call a hearing in my capacity as Chair of the Senate Transportation and Housing Committee, to examine these issues further.

Your timely cooperation and understanding with regards to these matters is greatly appreciated. I thank you for your time and look forward to hearing from you soon.

Sincerely,



MARK DESAULNIER

MD:sm

cc: Nina Rannells, Executive Director, Water Emergency Transportation Authority (WETA)
Anthony J. Intintoli, Jr., Vice-Chair, Water Emergency Transportation Authority (WETA)
Gerald Bellows, Member, Water Emergency Transportation Authority (WETA)
Beverly Johnson, Member, Water Emergency Transportation Authority (WETA)
Timothy Donovan, Member, Water Emergency Transportation Authority (WETA)
Steve Heminger, Executive Director, Metropolitan Transportation Commission (MTC)
Randell H. Iwasaki, Executive Director, Contra Costa Transportation Authority (CCTA)
Jim Davis, Mayor, City of Antioch
Jim Jakel, City Manager, City of Antioch
Victor Carniglia, Consultant, City of Antioch

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

October 2, 2012

Nina Rannells, Executive Director
San Francisco Bay Area Water Emergency Transportation Authority (WETA)
Pier 9, Suite 111
San Francisco, CA 94111

RE: Draft WETA 2012 – 2021 Short Range Transit Plan (Draft SRTP)

Ms. Rannells:

TRANSPLAN staff forwarded a comment letter on the above captioned document dated September 28, 2012. The comments contained in this letter are an addendum to the previous letter. TRANSPLAN staff requests that the comments contained in this letter be read into the official record at the October 4, 2012 WETA Board of Directors meeting.

1. TRANSPLAN requests that the WETA Board postpone taking action on the SRTP to the November 1, 2012 Board of Directors meeting to give the TRANSPLAN Board time to provide input on the SRTP, and to allow adequate time for TRANSPLAN, City, and WETA staff to work together to explore possible language that would address the concerns of all parties. This additional time is all the more important given that the final version of the SRTP was just released late last week. While we understand that WETA is attempting to comply with MTC's September 28, 2012 timeline for submitting a Final SRTP as stated in the MTC Guidelines, we also believe that MTC has stated they would be flexible in giving WETA more time to complete the SRTP approval process.

If you have any questions please do not hesitate to contact me at (925) 674-7832, or email me at jamar.stamps@dcd.cccounty.us.

Sincerely,



Jamar Stamps, TRANSPLAN staff

cc: Jim Frazier, TRANSPLAN – Chair
Peter Engel, CCTA
Chad Mason, WETA

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

September 28, 2012

Nina Rannells, Executive Director
San Francisco Bay Area Water Emergency Transportation Authority (WETA)
Pier 9, Suite 111
San Francisco, CA 94111

RE: Draft WETA 2012 – 2021 Short Range Transit Plan (Draft SRTP)

Ms. Rannells:

TRANSPLAN staff, as well as our member agencies, has reviewed the above captioned document. The following comments are being submitted based on the available information in the Draft SRTP:

1. **General Comment:** As you may know, TRANSPLAN serves as the sub-regional transportation planning entity (Joint Exercise of Powers Agreement) for Eastern Contra Costa County, under the Contra Costa Transportation Authority (CCTA). The East County Action Plan for Routes of Regional Significance (Action Plan) specifies ferry service as an “overarching goal.”¹

Therefore, TRANSPLAN has a focused interest in information relevant to the establishment of ferry service in Eastern Contra Costa County. TRANSPLAN would respectfully request advanced notice upon the development of any future documents and publications regarding ferry service in Eastern Contra Costa County. It is important that our elected representatives – those of whom comprise the TRANSPLAN Committee – and our member agencies be provided an adequate opportunity to comment, if necessary, on information that may be of interest to their constituency.

2. **Chapter 3 – Service and System Performance:** The Draft SRTP indicates that system-wide ridership and farebox recovery have decreased over recent years, with operating costs moving in the opposite direction. The Final SRTP’s discussion in this chapter should include some of the specific factors that attributed to the changes in these trends.
3. **Chapter 4 – Goals, Objectives and Standards:** According to the Draft SRTP, the overall cost effectiveness of the system has been declining. Chapter 4 indicates emergency response as one of WETA’s “core goals.” As such, the Final SRTP should discuss how WETA can

¹ **Provide Intermodal Transit Centers:** Develop East County BART, eBART, and other stations as intermodal transit centers for East County. Planning efforts should also consider Amtrak, ferry and other modes. This will involve these two aspects: improve coordination and interface between all transit operators; and station area specific plans. (*East County Action Plan for Routes of Regional Significance, 2009*)

ensure the delivery of effective emergency response service within an already financially constrained operating system. Or, expand on the “options” and “resources” currently being explored as indicated on page 4-4 of the Draft SRTP.

4. **Chapter 5 – Operations Plan and Budget:** The three future locations (“Long-Term Expansion Services) within Contra Costa County (Antioch, Hercules, and Martinez) have various challenges, such as lower projected ridership, longer travel times, and costly site specific constraints as noted in the SRTP. TRANSPLAN would recommend that the Final SRTP remain a “living document” and allow the opportunity for any of these four projects to move forward if issues such as operational funding could be addressed through an adequate local subsidy, and analysis determines that such a terminal could provide significant needed emergency response benefits to the WETA system.
5. **Chapter 5 – Operations Plan and Budget:** The section that discusses Antioch under “Long-Term Expansion Services” should reference the “East Contra Costa Action Plan for Routes of Regional Significance,” and how ferry service is an overarching goal of the Action Plan. The Action Plan can be found here: <http://transplan.us/docs/ECAP-Final8-13-09.pdf>.
6. **Chapter 5 –Operations Plan and Budget:** Figure 5-3 contains a line under “Ferry Revenues” that is titled “Other Funding – TBD,” which projects approximately \$10 million in revenue. For transparency, there should a footnote indicating what exactly constitutes “other funding.” Or, since this is projected funding, indicate the funding source(s) from which this/these revenues are anticipated to be generated.
7. **Chapter 6 – Capital Improvement Program:** Figure 6-5 contains a line under “Long-Term Expansion Projects” that shows projected capital expenses for environmental and conceptual design work. The Final SRTP should provide some information on how the costs for these activities for the long-term projects were derived. The cost implications for this work would be helpful information for local jurisdictions, especially in determining if a local jurisdiction would have the capacity to assist in delivering some of the work associated with such tasks.

If you have any questions regarding the above comments, please do not hesitate to contact me at (925) 674-7832, or email me at jamar.stamps@dcd.cccounty.us. Thank you for the opportunity to comment on the Draft SRTP. TRANSPLAN looks forward to being involved in the review of subsequent plans and documents.

Sincerely,



Jamar Stamps, TRANSPLAN staff

Enclosure

cc: Jim Frazier, TRANSPLAN – Chair
Peter Engel, CCTA
Chad Mason, WETA



September 6, 2012

Mr. Jim Frazier, Chair
TRANSPLAN Committee
East County Transportation Planning
651 Pine Street
Martinez, CA 94553-0095

Dear Chair Frazier:

Thank you for your letter indicating your desire to establish a Board Committee to jointly guide the development of water transit service in eastern Contra Costa County. We appreciate your interest in the potential for ferry service to eastern Contra Costa County.

WETA's expansion program work is currently focused on ongoing environmental and conceptual design studies for ferry expansion services initially identified in our Implementations and Operations Plan (2003). With regard to eastern Contra Costa County, WETA's staff is currently working directly with the City of Antioch on the development of environmental feasibility and conceptual design work for future service to Antioch. Antioch is the only eastern Contra Costa County city served by TRANSPLAN included in our Implementation and Operations Plan. Given that our work in eastern Contra Costa County is both focused and limited, I do not believe that establishment of a board-level committee with TRANSPLAN is appropriate at this time. However, there could very well be opportunities for our staffs to collaborate and coordinate work in this area.

We are happy to work with you to identify how we might practically engage TRANSPLAN staff in our ongoing work with the City of Antioch, as well as with the Contra Costa Transportation Authority, which is in the process of initiating a county-level staff discussion related to our ferry expansion plans. Please contact Nina Rannells, WETA Executive Director, at 415-364-3186 to further discuss how we might proceed.

Thank you again for your interest in our work to plan and operate expanded ferry services in the San Francisco Bay Area.

Sincerely,

A handwritten signature in black ink that reads "Charlene Haught Johnson".

Charlene Haught Johnson
Chairperson

c: John Cunningham, TRANSPLAN staff

