

TRANSPLAN Committee Meeting

Thursday, November 13, 2014 – 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 10/9/14 TRANSPLAN Meetings ♦ PAGE 2
- 4. ACCEPT** Correspondence ♦ PAGE 6
- 5. ACCEPT** Status Report on Major Projects ♦ PAGE 36
- 6. ACCEPT** Calendar of Events ♦ PAGE 44
- 7. ACCEPT** Environmental Register ♦ PAGE 46

End of Consent Items

Open the Public Meeting

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

8. AUTHORIZE Amendment No. 2 to the 2013 Measure J Strategic Plan. Contra Costa Transportation Authority (CCTA) staff seeks TRANSPLAN concurrence with Amendment No. 2 to the 2013 Measure J Strategic Plan. Amendment No. 2 reprograms approximately \$2.4 million from State 4 Widening (Project 3001) to Pittsburg Center Station (Project 2002). In addition, Amendment No. 2 reprograms \$2.28 million from East County Construction Reserve and \$0.42 million from State 4 Widening (Project 3001) to eBART (Project 2001). ♦ PAGE 48

9. ADJOURN to next meeting on Thursday, December 11, 2014 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

Salvatore Evola , Chair
Pittsburg
City Council

Wade Harper, Vice-Chair
Antioch
City Council

Robert Taylor
Brentwood
City Council

Mary N. Piepho
Contra Costa County
Board of Supervisors

Kevin Romick
Oakley
City Council

Kerry Motts
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Duane Steele
Contra Costa
Planning Commission

Vacant
Representing the
Contra Costa County
Board of Supervisors

Doug Hardcastle
Oakley
Planning Commission

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

ITEM 3
10/9/14 TRANSPLAN COMMITTEE MEETING MINUTES

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

MINUTES

October 9, 2014

The regular meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Salvatore (Sal) Evola at 6:30 P.M.

ROLL CALL

PRESENT: Kerry Motts (Antioch), Bruce Olson (Pittsburg), Mary N. Piepho (Contra Costa County Board of Supervisors), Kevin Romick (Oakley), Robert (Bob) Taylor (Brentwood), Wade Harper (Vice Chair, Antioch) and Chair Salvatore (Sal) Evola (Pittsburg)

ABSENT: Doug Hardcastle (Oakley), Duane Steele (Contra Costa Planning Commission), and Joe Weber (Brentwood)

STAFF: Jamar Stamps, TRANSPLAN Transportation Planner

PUBLIC COMMENT FOR ITEMS NOT LISTED ON THE AGENDA

There were no comments from the public.

CONSENT ITEMS

On motion by Kevin Romick, seconded by Mary Piepho, TRANSPLAN Committee members adopted the Consent Calendar, as follows:

3. Adopted Minutes from August 14, 2014 TRANSPLAN meeting
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register
8. Approved FY 2015/16 TRANSPAC/TRANSPLAN 511 Contra Costa Program workplan (funded by Bay Area Air Quality Management District (TFCA), Contra Costa Transportation Authority (CCTA) Measure J and Metropolitan Transportation Commission (MTC) Congestion Mitigation and Air Quality program)

The motion carried by the following vote:

Ayes: Harper, Motts, Olson, Piepho, Romick, Taylor, Evola
Noes: None
Abstain: None
Absent: Hardcastle, Steele, Weber

**APPROVE COMMENTS ON COUNTYWIDE TRANSPORTATION PLAN (CTP)
UPDATE AND AUTHORIZE TRANSPLAN CHAIR TO SIGN COMMENT LETTER**

TRANSPLAN Staff Jamar Stamps stated that the CCTA over the last couple of years had been working on the CTP. As part of that process, the CCTA had been working with the Regional Transportation Planning Committees (RTPCs) to update the subregional Action Plans for routes of regional significance, and had also been engaging in public outreach for the CTP update. As such, workshops had been held in each RTPC and part of the public outreach was to work directly with the RTPCs to gather input on the needs and desires for the CTP which could inform a possible extension of Measure J. The CCTA had asked two specific questions: *What are the two or three biggest and most important unfunded projects in your subarea;* and *What are the five favorite projects in the Action Plan for your subarea?*

Mr. Stamps explained that the TRANSPLAN Technical Advisory Commission (TAC) had met over the last couple of months and he had met with Public Works Directors to go over those questions. He reported that the answers to those questions had been included in a draft comment letter that had been included in the staff report, and he noted that the projects identified had not indicated a priority for East County, which would be considered at a later date with an expenditure plan.

Mr. Stamps reported that the TAC had recommended that the draft comment letter be forwarded to the CCTA by the November 3, 2014 deadline, and added that the TRANSPLAN Committee had an opportunity to add additional comments, if desired.

Mary Piepho supported the draft letter but requested that it be directed to the Chair of the CCTA Board of Directors as opposed to CCTA planning staff.

Bob Taylor stated that the issue had been discussed at length and he supported moving forward.

Bruce Ohlson requested that the Mokelumne Trail Bridge over the SR4 Bypass be included in the list of projects, and Ms. Piepho pointed out that the project had been included.

On motion by Bob Taylor, seconded by Wade Harper, TRANSPLAN Committee members approved the TAC recommended comment letter on the Countywide Transportation Plan (CTP), modified to be directed to the Chair of the Contra Costa Transportation Authority (CCTA) Board of Directors, and authorized the TRANSPLAN Chair to sign the letter,

carried by the following vote:

Ayes: Harper, Motts, Olson, Piepho, Romick, Taylor, Evola

Noes: None

Abstain: None

Absent: Hardcastle, Steele, Weber

ADJOURNMENT

Chair Evola adjourned the TRANSPLAN Committee meeting at 6:38 P.M. to Thursday, November 13, 2014 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

**ITEM 4
CORRESPONDENCE**



COMMISSIONERS

Kevin Romick,
Chair

Julie Pierce,
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

David Durant

Federal Glover

Dave Hudson

Mike Metcalf

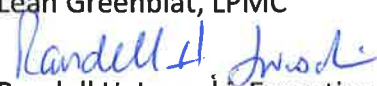
Karen Mitchoff

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: Anita Smith, TRANSPAC
Andy Dillard, SWAT
Jamar Stamps, TRANSPLAN, TVTC
John Nemeth, WCCTAC
Leah Greenblat, LPMC
From: 
Randell H. Iwasaki, Executive Director
Date: October 16, 2014
Re: Items approved by the Authority on October 15, 2014 for circulation to the
Regional Transportation Planning Committees (RTPCs) and items of interest

At its October 15, 2014 meeting, the Authority discussed the following items which may be of interest to the Regional Transportation Planning Committees:

- 1. Update on Senate Bill 743 – Comments on Draft Guidelines for Transportation Impact Analysis in CEQA.** On August 6, 2014, the Governor’s Office of Planning and Research (OPR) issued its preliminary discussion draft of guidelines for the new transportation evaluation metrics in CEQA, as called for in Senate Bill (SB) 743. *The Authority approved the attached comment letter on the proposed changes to the CEQA guidelines. (Attachment)*
- 2. Draft 2014 Countywide Transportation Plan (CTP) Update: 1) Updated Schedule for Adoption; 2) Status of Public Outreach, 3) Review of Supplemental EIR for the 2014 CTP, and 4) Opportunity for Public Comment on the Draft 2014 CTP and SEIR.** The Draft 2014 CTP Update was approved for release by the Authority at its meeting on July 16, 2014. Since then, the Draft 2014 CTP Draft Supplemental Environmental Impact Report (SEIR) has been released for public review. The CTP comment period, originally scheduled to close on September 30, has been extended to November 3, 2014 to coincide with the timing for comments on the Draft SEIR. *Staff updated the Authority on the revised schedule, status of public outreach activities, and contents of the Draft SEIR. (Attachment)*

3. **Authorization to Contribute \$300,000 Toward Proposed West County High-Capacity Transit Investment Study.** *The Authority gave "in-concept" approval to help fund the proposed \$1.2 million study using federal funds available through MTC. (Attachment)*



CONTRA COSTA
transportation
authority

COMMISSIONERS

October 6, 2014

Kevin Romick, Chair

Julie Pierce,
Vice Chair

Janet Abelson

Newell Americh

Tom Buit

David Durant

Federal Glover

Dave Hudson

Mike Metcalf

Karen Mitchof

Robert Taylor

Randell H. Iwasaki,
Executive Director

Mr. Ken Alex
Director
Governor's Office of Planning & Research
P.O. Box 3044
Sacramento, CA 95812-3044

Subject: Comments on OPR August 6 Draft CEQA Guidelines

Dear Mr. Alex:

The Contra Costa Transportation Authority (the Authority) wishes to take this opportunity to comment on the proposed updates to the CEQA Guidelines that OPR released on August 6 ("Updating Transportation Impact Analysis in the CEQA Guidelines"), in response to the adoption of SB 743 (Steinberg). This legislation eliminated the use of level-of-service (LOS) standards within Transit Priority Areas (TPAs) as a threshold of significance in any CEQA analysis. The Authority continues to support this change to the CEQA Guidelines.

In our letter dated March 19, 2014, the Authority supported the movement away from LOS as a finding of significance under CEQA in TPAs and other transit-rich sites and corridors. At the same time we voiced significant concerns about the wholesale elimination of LOS and delay-based methodologies statewide, specifically in areas under-served by quality transit, as proposed by OPR in its draft Guidelines. We note that OPR dismissed our concern and now continues down the path of eliminating LOS statewide. With this letter, we strongly reiterate our concern regarding OPR's decision.

Implementation of New Methodologies

Notwithstanding our above-mentioned concern, Authority staff and our Technical Coordinating Committee (TCC) have reviewed OPR's preliminary discussion draft of the CEQA Guidelines. Listed below are our suggestions for implementing the proposed changes:

- Phased Implementation of Updated Guidelines: OPR should consider a "trial" period to test the tools available to local agency staff for analyzing the new metrics Vehicle Miles Travelled (VMT) per capita, VMT per trip,

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

VMT by area, etc.) before the new guidelines become mandatory. Establishing a trial period on the use of the new guidelines will allow local agency and OPR staff to determine what does and doesn't work, and establish "best practices" for the new metrics. In addition, OPR should consider developing a training manual and offering internet-based and/or in-person training for CEQA practitioners.

- Use of Regional Averages: The draft guidelines specify the use of regional averages in comparisons against a project's VMT for determining whether there is a significant impact. Regional, in the case of Contra Costa, would be defined as the local Metropolitan Planning Organization – or MTC. TCC is concerned that the region may be too large an area for use in assessing project impacts, and that using the Countywide average VMT would be most appropriate, especially in a large, diverse area such as the Bay Area.

- Impacts on Transit Vehicles: The elimination of LOS and vehicle delay as a finding of significance under CEQA when analyzing the impacts of a development in a transit-oriented location may have unintended consequences on the performance of transit vehicles accessing the area. To lessen these potentially negative impacts on transit vehicles, the development of a "mitigation bank" earmarked specifically for bus transit may be a possible solution. When it is determined that travel times on a bus route would be increased due to a pending project, developers would be able to pay into the "bank", which would fund mitigations aimed specifically at bus transit improvements.

- Use of Appropriate Tools: The draft guidelines identify various tools for determining the amount of VMT resulting from a project, including travel demand models and various "sketch" models and spreadsheets that can be used to calculate VMT. There is little guidance that discusses the benefits of one over the other. For example, are tour-based models preferred over trip-based models? And what considerations should be taken when using one or the other? Several sketch models are identified, but there is no recommended off-model tool. Have all of these public and privately-developed sketch models been fully vetted for use in CEQA analysis? Or does the use of professional judgment, which is emphasized

throughout the document, assume the CEQA practitioner will use the tool they are most familiar with?

- **Induced Travel:** The use of induced vehicle travel resulting from transportation improvements as a finding under CEQA is an idea that has been heavily debated. The new Guidelines emphasize the analysis of induced travel and suggest that project proponents should thoroughly evaluate the impacts of a project with regard to induced travel. The guidelines should therefore include more detail describing the various impacts of transportation improvements, and the types of projects that have a positive or negative impact on VMT. It would be helpful if the Guidelines provided methodologies and tools for estimating these impacts.
- **Energy Impacts:** We have heard from our local agency partners that the guidelines' discussion of Energy Consumption and the requirement to document a project's effect on the consumption of fossil and alternative fuels and its overall cost-effectiveness is onerous, and difficult for smaller jurisdictions to address.
- **Congestion Management Program Impact:** Because the legislatively-required Congestion Management Program (CMP) specifies use of LOS in the bi-annual monitoring of Contra Costa County's network of freeway and arterial routes, staff has concerns about how the changes in CEQA guidelines will affect the CMP process moving forward, particularly for the pending 2015 update. OPR staff has indicated that the CMP LOS requirements are unaffected by the changes under SB 743, but the two legislative requirements seem to conflict. The CEQA guidelines should include a section clarifying how the LOS analysis under the CMP is consistent with the changes required by SB 743.

In closing, we cannot overstate the negative impact OPR's proposed policy will have on smaller jurisdictions that rely heavily on LOS-based mitigations to preserve the quality of life and to promote a healthy environment. We strongly regret your taking the proposed across-the-board action to eliminate LOS from CEQA. Regarding implementation of changes to CEQA in TPAs, we hope that implementation of this change will be preceded by an extensive trial period that

will allow for testing of the VMT-based metrics, associated analysis tools, and the development of appropriate mitigations using the new measures.

Thank you for your consideration.

Sincerely,



Kevin Romick, Chair

cc: Christopher Calfee, OPR
Chris Ganson, OPR
San Francisco Bay Area CMAs
Contra Costa Planning Directors
Contra Costa Public Works Directors

File: 01.12.01

2014 CTP Draft Supplemental EIR

CCTA Board
October 15, 2014
2999 Oak Road, Suite 100, Walnut Creek CA



The 2014 CTP SEIR

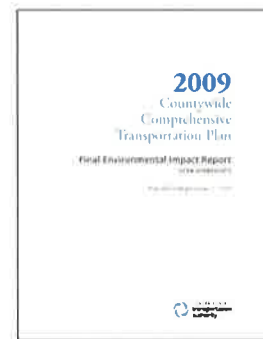
- EIR performed per Counsel's advice due to the nature of the RTPC Action Plans
- Supplement to the 2009 CTP EIR
- Programmatic EIR – looks at CTP as a single project
- Focus on regional impacts
- All projects within CTP will get separate, project-level environmental review

Changes in Approach vs. 2009

- Revised some thresholds of significance
 - ✓ Reflects changes in legislation, best practices, and case law
- New model runs using Countywide Model and Projections 2013
- Baseline year for impact evaluation is 2040
- Additional analysis and mitigation related to construction-period impacts

Supplemental EIR

- Possible because
 - ✓ Few changes in physical and regulatory settings since 2009
 - ✓ Relatively few changes in 2014 CTP from 2009 CTP
 - ✓ 2014 CTP projects are similar to 2009 projects in character and effect



Supplemental EIR

- New content needed when:
 - ✓ significant change in environmental setting
 - ✓ new environmental resources or issues discovered
 - ✓ CTP includes projects with different or greater impacts on the environment
 - ✓ CTP includes projects in new locations which could impact the environment
- Follows same process as Regular EIR

Main Findings

- 2014 CTP would improve future conditions compared to “No Project” scenario
- Projects have similar impacts to 2009 CTP
- 2009 EIR mitigation measures are generally adequate
 - ✓ As updated to reflect changes in best practices
 - ✓ Additional mitigation for construction-period impacts

Transportation Analysis

EXISTING (2014)	NO PROJECT (2040)	WITH CTP (2040)
VMT per Capita		
21.0	20.6	20.5
Daily Vehicle Hours of Delay		
71,600	188,000	151,000
Drive Alone Mode Share		
59.0%	58.1%	58.0%
Transit Ridership		
101,000	149,300	154,600

Significant and Unavoidable Impacts

- Same found by 2009 EIR
 - ✓ Alteration of views
 - ✓ Construction noise
 - ✓ Cumulative noise levels
 - ✓ Conversion of agricultural land
- New for 2014 CTP
 - ✓ Short-term impacts on air quality near construction sites
 - ✓ Conclusion consistent with EIR for Plan Bay Area

Alternatives

- Similar to those in 2009 CTP EIR:
 1. Maximize freeway performance
 2. Increasing transit ridership
 3. Reduce greenhouse gas emissions
- None would avoid significant impacts
- Environmentally superior alternative is #3
- Overall difference between Project and alternatives is minor

Schedule / Next Steps

- **November 3:** All public comments due
- **January:** Final SEIR released
 - ✓ Responses to public comments
 - ✓ Changes to EIR and CTP
 - ✓ Errata
- **February:** Final SEIR Certification
 - ✓ Presentations to Planning Committee and Board

Questions and Comments



Planning Committee STAFF REPORT

Meeting Date: October 1, 2014

<p>Subject</p>	<p><u>Authorization to Contribute \$300,000 Toward Discussion of the Role of the Authority in Proposed West County High-Capacity Transit Investment Study</u></p>
<p>Summary of Issues</p>	<p>The West Contra Costa Transportation Advisory Committee (WCCTAC) has developed a draft scope of work for a High-Capacity Transit Investment Study that would evaluate transit options for the I-80 Corridor north of the existing Richmond BART line. The estimated cost to conduct the study is \$1.2 million. To date, WCCTAC and BART have each committed \$300,000 to the study, for a total of \$600,000. <u>Staff seeks direction on the Authority's role in the study, and whether the Authority is willing to dedicate available federal funds towards it. Staff seeks the Authority's "in-concept" approval to help fund the study.</u></p>
<p>Recommendations</p>	<p><u>Provide "in-concept" approval to use \$300,000 in federal funds towards the West Contra Costa High Capacity Transit Investment Study. Consider using federal funds to participate in the study. Provide direction to staff on the Authority's role in the study.</u></p>
<p>Financial Implications</p>	<p>The Authority receives Federal Surface Transportation Program (STP) funds for planning through an interagency agreement with MTC. These funds could be eligible for use on the proposed study but would require Authority action to amend the CMA budget for FY 2014-15, and subsequently entering into a cooperative agreement with the involved parties, which could include WCCTAC, BART, and MTC. <u>Staff recommends that the Authority authorize \$300,000 in STP funding towards the study.</u></p>
<p>Options</p> <p>Attachments (See PC Packet dated 10/1/14 for Attachment A; Attachment B is new.)</p>	<p>Decline to participate in the study</p> <p>A. Draft Scope of Work for the Proposed West County High-Capacity Transit Investment Study</p> <p>B. List of prior corridor studies, funding sources, and Authority role (new attachment)</p>

**Changes from
Committee**

The Planning Committee directed staff to provide additional information for discussion at the October 15th Authority Board meeting (see new subsection below). WCCTAC staff has offered to provide a brief presentation outlining the background and scope of the proposed study.

Background

As part of the 2014 CTP Update, West County is updating its Action Plan for Routes of Regional Significance. One of the goals in Action Plan is to “expand high-capacity transit in West County.” An explanation for the goal states that:

*The existing high-capacity transit in West County is heavily utilized, but directly serves only some of the local residents and workplaces. Extending high-capacity transit to reach more of the area would increase the number of regional travel options for West County and beyond, thus spreading the travel demand over multiple modes.*¹

The West County Action Plan further includes the following actions:

- Participate in studies regarding passenger rail improvements in West County, such as expansion of service on the Capital Corridor or San Joaquin Corridor;
- Complete the West Contra Costa Transportation Investment Study, including evaluation of transit opportunities, roadway improvements, and other projects; and
- Participate in a study of high-occupancy transit options in the I-80 corridor in West County.²

To implement these proposed actions, WCCTAC and its transit operator partners have produced a Draft Scope of Work for a High-Capacity Transit Investment Study in West County. The Scope was reviewed by WCCTAC-TAC members who provided comments and feedback. WCCTAC staff has approached BART, MTC, and CTA to identify potential contribute to the funding sources for the study, which is estimated to cost approximately \$1.2 million.

To date, WCCTAC has committed \$300,000 in funding toward the study, and may recently committed an additional \$100,000 for contingency, subject to further action by the WCCTAC

¹ Draft Final West County Action Plan for Routes of Regional Significance, June 2014, p. 2-16.

² Ibid., pp. 2-24 to 2-30.

~~Board~~. WCCTAC has elected to use Measure J Subregional Transportation Needs funds (Program 28) ~~to~~ as a funding source. BART also committed \$300,000 towards the study through action by the BART Board in June 2014.

WCCTAC staff is also approaching MTC to fund the study. Ideally, each party (WCCTAC, BART, MTC, and CCTA) could each contribute \$300,000, with ~~and~~ WCCTAC providing ~~would contribute~~ an additional \$100,000 for contingency.

The proposed study would encompass the following elements:

1. Refine Scope of Work
2. Identify Study Goals and Objectives
3. Define Purpose and Need
4. Conduct a Public Participation Program
5. Review Existing Literature
6. Document Existing and Planned Transportation Network
7. Determine Existing and Future Land Use Conditions
8. Identify Major Travel Markets
9. Develop Conceptual Alternatives
10. Develop Evaluation Criteria
11. Conduct Preliminary Evaluation and Screening of Alternatives
12. Refine Alternatives
13. Ridership Modeling and Forecasting
14. Develop Cost Estimates
15. Funding Options
16. Final Alternatives Analysis
17. Preliminary Environmental Assessment (Optional Task)
18. Project Administration

A detailed scope of work for the study is shown in Attachment A.

Conceptual Funding Plan

Authority staff suggests a conceptual funding plan where the four parties (WCCTAC, BART, MTC, and CCTA) contribute \$300,000 each toward the study, with WCCTAC contributing an additional \$100,000 (for a total of \$400,000) for purposes of creating a contingency fund.

One issue that still needs to be addressed is the use of federal funds. To be eligible for reimbursement through federal funds, WCCTAC would have to follow federal procurement procedures throughout the study process.

The amount of federal planning funds available to Congestion Management Agencies (CMAs) through MTC was augmented beginning in the current Fiscal Year (FY) 2014-15. CCTA's share was increased from \$600,000 to \$750,000 per year. Consequently, approximately \$150,000 per year could be used for this study.

Planning Committee Discussion (New Subsection)

The Planning Committee sought additional information on the request. Below is a list of questions posed by the PC:

1. What role would the Authority and staff play?
2. What similar studies have been done, how were they funded, and what role did the Authority play?
3. How does allocation of federal funds to West County affect geographic equity?
4. How much federal funding is available?
5. What is the protocol and criteria for responding to this request?
6. What is the incremental cost of federalizing the study?

1. What role would the Authority and staff play?

The Authority's primary role would be to participate in funding of the study through mutual agreement with WCCTAC, MTC, and BART, with each party funding 25 percent of the total \$1.2 million study cost. WCCTAC, including the Authority's West County members, would provide policy direction for the study. Authority staff could participate by serving on the consultant selection committee, by having a seat on the project oversight committee, and through participation on WCCTAC-TAC.

2. What similar studies have been done, how were they funded, and what role did the Authority play?

Past studies included the following:

- Route 4 East Corridor Transit Study (TRANSPLAN)
- East-Central Traffic Management Study (ECTMS) (TRANSPLAN and TRANSPAC)
- I-680 Investment Options Analysis (TRANSPAC and SWAT)
- Central, East, Southwest Arterial and Freeway Ramp Metering Study (TRANSPLAN, TRANSPAC, and SWAT)
- SR 24 Transit Capacity Study (SWAT)
- I-680 HOV/Express Bus Access Study (TRANSPAC)
- SR 4 Integrated Corridor Analysis (WCCTAC, TRANSPAC, and SWAT)

The table shown in new Attachment B summarizes the study purpose, role of the Authority, funding source and impetus for each of those studies.

3. How does allocation of federal funds to West County affect geographic equity?

In the short term, funding for this study would be on a one-time basis to West County. As in the past, from time to time the need for similar studies in each geographic area of Contra Costa may arise. For example, an evaluation of transit options in the I-680 corridor may be necessary at a later time in conjunction with the possible renewal of Measure J, however, the scope and breadth of that study is yet to be established.

4. How much federal funding is available?

The Authority will receive on average approximately \$750,000 per year in federal STP planning funding from MTC for FY 2012-13 through FY 2015-16. (Note: STP funds are eligible for planning purposes. Other federal funding, such as Congestion Mitigation and Air Quality (CMAQ) funds, and funds received through the State Transportation Improvement Program (STIP) are primarily for project development and construction). The majority of the STP funds (approximately \$600,000 per year) are dedicated to funding planning work on the Countywide Plan and public outreach process, the Congestion Management Program, participation in regional programs, and implementation of the Sustainable Communities Strategy.

The scope of work for expending STP funds includes the following task: “Engage in other planning such as corridor studies, as needed, consistent with the region’s long-term goals and objectives.” Staff believes that the West County High Capacity Transit Study is consistent with this task description. Staff estimates that approximately \$150,000 could be set aside over a period of two years to cover the cost of the study.

5. What is the protocol and criteria for responding to this request?

As a general rule, the Authority is interested in partnering with other agencies to improve the transportation system, particularly when the partnership involves leveraging of Authority funding. While no formal correspondence was received from West County, the Executive Director of WCCTAC, John Nemeth, had several conversations with Authority staff indicating that the study was gaining momentum, that WCCTAC and BART had agreed to participate in the funding, and that the involved parties were looking to the Authority for possible additional funds.

In September 2014, the WCCTAC policy board reviewed the draft scope of work for the study, and discussed funding options, including the possibility of a contribution from the Authority to reach the goal of funding a \$1.2 million study.

Had West County's request for additional funding been in response to a grant program or a formal "call for projects," protocol for handling the request would have been clearly set forth in the program documents. In the absence of a grant program, these requests must be handled on a case-by-case basis.

6. What is the Incremental Cost of Federalizing the Study?

At the PC meeting, Commissioner Durant asked about the additional cost of federalizing the study. Staff responded, indicating that the STP planning funds identified for the study are already pre-approved through an interagency agreement with MTC, therefore, procuring the funds would not involve the lengthy and staff-intensive federal approval process. Federal requirements would need to be followed for the consultant procurement process, and all contracts would have to conform to federal guidelines. Staff estimates the cost to be marginal – on the order of less than \$5,000 in staff and consultant costs. Staff also notes that many of the transportation consultants in the Bay Region are already familiar with the federal requirements and they adhere to them as a matter of course.

WEST CONTRA COSTA HIGH CAPACITY TRANSIT INVESTMENT STUDY

DRAFT SCOPE OF WORK

1. Final Scope

Develop a final scope, workplan and schedule for the study that delineates the roles, responsibilities, and deadlines for the consultant and each of its sub-consultants. This detailed workscope will also provide each agency with a list of the data and support needed to complete the study.

Deliverable – Final scope, schedule, workplan, and list of data needs

2. Goals and Objectives of Study

Develop a statement of goals and objectives to guide the study and to form the basis for an evaluation framework. The goals and objectives should address (at a minimum) the concepts listed below:

- Understand travel markets and demand for high-capacity transit in the I-80 corridor as part of the larger regional transit network.
- Understand current and future land uses in the corridor and beyond the corridor and linkages to transportation.
- Define and evaluate multimodal high capacity transit options in the western Contra Costa corridor.
- Understand costs and potential funding sources.
- Establish a basis for further study of most promising alternatives.

Deliverable – Technical Memorandum #1 – Goals and Objectives

3. Purpose and Need for Project

Develop a statement of Purpose and Need for a potential project suitable for use in further study and in future environmental analysis. Some examples of potential statements of Purpose are listed below.

- Link corridor more closely to the regional transit network and major destinations.
- Link transportation and land use more closely in the corridor.
- Support TOD development throughout corridor, especially in PDAs.
- Provide alternative to congested highway corridor.

Statements of Purpose should be supported by a statement of Need, with a demonstrated linkage. A draft statement should be prepared at the beginning of the study, and then finalized when the Final Report is completed.

Deliverable – Technical Memorandum #2 – Purpose and Need

4. Public Participation

Conduct public participation (ongoing throughout study) to receive input from a variety of sources and to inform the public about the study.

4.1. Public Outreach Meetings

Plan, prepare, setup and conduct up to six (6) public outreach meetings to familiarize members of the public with the study and the issues involved, and to receive public input on the alternatives being considered. Meetings may include interactive choice exercises or surveys for the public, display boards, and other media. Consultant will extensively notice all public meetings, and document meeting outcomes with a summary of the meetings that includes photos of the meetings, results of any exercises, and comments from the meeting participants.

Note: All public meetings and workshops will be publicly noticed to maximize attendance. All public notices will be in five languages – English, Spanish, Chinese, Vietnamese and Korean. BART will supply translation services for all public notices. Translators and sign language interpreters will be available for all workshops, as requested, and will be supplied by BART.

Deliverable – Six (6) public outreach meetings, with summary reports on each meeting.

4.2. Print, social media and electronic outreach

Work with WCCTAC, BART and other key agency staff to prepare outreach materials for posting agencies' websites and dissemination through social media, and traditional print sources. Consultant will directly contact external media sources and charge print media costs as a direct cost.

Deliverable – Text, graphics, document preparation, file preparation and coordination with external media sources.

4.3. Technical Advisory Committee (TAC)

Form a Technical Advisory Committee (TAC) based on the WCCTAC TAC, but with additional invitees that may include MTC, Caltrans, Capitol Corridor, or other public or private stakeholders. Meetings will be held quarterly for the duration of the project, and a meeting summary will be documented.

Deliverable – Meeting Notes

4.4. Policy Advisory Committee (PAC)

WCCTAC will act as the Policy Advisory Committee (PAC) for the study. PAC Meetings will be held periodically for the duration of the project and can coincide with regular WCCTAC Board meetings. Meeting summaries will be documented.

Deliverable – Meeting Notes

5. Literature review

Perform a review of prior studies in the corridor relevant to the provision of high capacity transit in the corridor. This will include studies conducted by BART, AC Transit, WestCAT, Capitol Corridor, Contra Costa County, Caltrans, CCTA, local cities, and the Metropolitan Transportation Commission (MTC). Briefly summarize these prior studies, including

relevant issues, potential alternatives developed, and outcomes. Provide information about what may have changed since these other studies were done, as well as information about how this current study will differ from previous efforts.

Deliverable – Technical Memorandum #3 – Literature Review

6. Existing and Planned Transportation Network

Document the existing and planned transportation network in the corridor, including bus, rail (passenger and freight), and roadways. This should include a database of existing transit services, facilities (such as major stations/stops) and planned improvements. The consultant will collect specific data on existing and projected transit operations, such as peak-hour and off-peak service characteristics, ridership, fleet sizes, system capacities, existing and potential properties and facilities, existing and potential transit hubs, and park-and-ride locations. Consultant will also collect specific data on existing and planned road network for I-80 and for any major arterials likely to be considered as potential routes for high capacity transit, including peak and off-peak traffic volumes, number of lanes, average speeds and travel times, and HOV facilities.

Consultant will work with CCTA, the local CMA, and/or MTC to confirm that the CMA's travel model and the consultant are in agreement on the existing and planned transportation network for the future modeling work.

Deliverable – Technical Memorandum #4 – Existing and Planned Transportation Network, including documentation of coordination with CMA for future modeling.

7. Document Existing and Future Land Use Conditions

Document the existing and future land use conditions in the corridor consistent with Plan Bay Area. Prepare a detailed and accurate land use database that reconciles the projected growth by local jurisdictions and Association of Bay Area Governments (ABAG), such that a definition and evaluation of interim and long-term transit alternatives may be accomplished with an understanding of the likely demand for transit service.

Delineate existing and proposed land use within the corridor at the TAZ level and identify the major land use activities beyond the corridor that may have impacts on the corridor's travel behavior. The consultant will verify the accuracy of the land use data at the TAZ level for use in projecting ridership using the travel model. Consultant will work with CCTA, the local CMA, to confirm that the CMA's travel model and the consultant are in agreement on the existing and future land use for modeling work.

Deliverable – Technical Memorandum #5 – Existing and Future Land Use Conditions, including documentation of coordination with CMA for future modeling.

8. Travel Markets

Understand and define the major travel markets in the corridor, including local, regional, and inter-regional. Assess the predominant travel flows associated with each of the identified travel markets, and assess the competitiveness of transit to serve each of the

markets. In this task, it is important to document the context beyond the immediate corridor, such as flows through the corridor to and from Solano County, Alameda County, San Francisco, Sacramento, Marin County, and other points beyond.

Deliverable – Technical Memorandum #6 – Travel Markets

9. Conceptual Alternatives

Define conceptual alternative corridors and modes/technologies for evaluation that address traveler needs within the corridor. Transit modes considered should be based on established technologies with reliable service records in regular operation in a similar corridor setting.

Propose a variety of methods to assess the alternatives.. Alternatives should consider differentiators such as 1) network structure, 2) system performance, and 3) customer experience. Alternatives should include the full range of investments needed to make a successful high-capacity transit system function effectively, including changes needed to local transit services, local circulation, parking, and other access modes. This task will include conceptual engineering of a limited degree; enough to establish basic feasibility for the modes and to develop preliminary cost estimates. Both interim and long-term alternatives may be defined as follows:

- **Network Structure** describes the kinds of connections that are made available by the transit system and can be defined by features such as:
 - Mode type or technology – primary candidates are:
 - Express bus
 - BRT
 - BART
 - Standard gauge rail (DMU, other)
 - (e.g., BART, express bus, bus rapid transit (BRT), etc.);
 - Alignment type (e.g., exclusive ROW, HOV lane, shared lane, etc.);
 - Alignment location – primary candidates in this corridor are:
 - I-80
 - San Pablo Avenue
 - Richmond Parkway
 - UP and BNSF corridors
 - Station locations;
 - Station parking capacities (if appropriate);
 - Intermodal connections and transfers;
 - Shuttle and collector service coverage;
 - Method of access for riders from surrounding drive-shed, such as Solano County riders;
 - Maintenance and storage locations.
- **System Performance** describes the amount of time it takes to move through the network and the capacity required.
 - Headway or frequency;
 - In-vehicle travel times;

- Vehicle seating and standing capacity; and
- Reliability.
- **Customer Experience** describes the critical features of the system that will influence a traveler’s mode choice.
 - Walk/bike travel time to station and ease of access.
 - Drive time to stations.
 - Station design and amenities (e.g., exposure to the elements);
 - Vehicle comfort;
 - Boarding and alighting (crowd management);
 - Perceived safety in vehicles, in stations, in parking lots, in route from home, etc;
 - Fare payment method (e.g., automated ticket vending machines, electronic fare cards, ATM/credit card, etc.);
 - Information (e.g., real time arrival information, signage); including ease-of-use (e.g., route planning, complexity of fare system);

Deliverable – Technical Memorandum #7 – Conceptual Alternatives

10. Evaluation Criteria

Develop an evaluation framework based on the study goals and objectives outlined in Task 2. The framework should include criteria, metrics for evaluation, and a process for conducting the evaluation. Criteria should be applicable to two levels of screening – preliminary screening in Task 11 and final screening in Task 16. Some examples of likely criteria include:

- Ridership
- Comparative performance
- Travel time
- Support for regional land use goals
- Impacts on local transit services (ridership, other)
- Impact on BART (state-of-good-repair and capacity)
- Impacts on VMT, Air Quality and greenhouses gases
- Cost metrics
- Cost per rider
- Subsidy per passenger
- Consistency with Res. 3434 and TOD Policy
- Consistency with BART System Expansion Policy (SEP)
- Consistency with FTA New Starts criteria

Weighting of criteria may be appropriate and should be considered.

Deliverable – Technical Memorandum #8 – Evaluation Criteria

11. Preliminary Evaluation and Screening

Conduct preliminary evaluation and alternatives screening to eliminate those alternatives that are either fatally flawed technically or fall outside of a defined performance envelope. This initial screening will narrow down the universe of alternatives to a feasible subset. This task will use a fatal flaw analysis to eliminate alternatives that would not deliver reasonable ridership or do so at much higher costs or environmental impact than other alternatives.

Deliverable – Technical Memorandum #9 – Preliminary Evaluation and Screening

12. Refine Final Alternatives

Using the results of the preliminary evaluation and screening process in Task 11, further develop and refine the final alternatives in preparation for further evaluation and more detailed cost estimates. This task will involve additional conceptual engineering design or other relevant project development work. Refinements should include any changes needed to local transit services, local circulation, parking, and other access modes. Final alternatives should be described in a similar fashion as the conceptual alternatives in Task 9, using differentiators such as 1) network structure, 2) system performance, and 3) customer experience.

Deliverable – Technical Memorandum #10 – Final Alternatives

13. Ridership Modeling

Estimate current and projected ridership for 10 and 20 year horizons within the corridor and system-wide for the transit agencies involved (BART, WestCAT, AC Transit, Capitol Corridor) for the final alternatives listed in Task 12. Modeling should incorporate and be consistent with CCTA and MTC modeling, and incorporate a detailed representation of the transit network. Model should be calibrated to accurately represent existing transit ridership conditions, and should be sensitive to the impacts of transit service adjustments at a detailed level. Model should incorporate robust transit network connectivity and contain a calibrated nested logit mode choice formulation, to provide the ability to distinguish between rail and bus transit modes. It also should have the ability to assign the auto component of drive access transit trips to the road network, which is critical in studying local access trip impacts around rail stations. Model should also be able to accurately represent commute conditions from Solano County and beyond.

Deliverable – Technical Memorandum #12 – Ridership Modeling

14. Develop Conceptual Cost Estimates

This task will involve two levels of cost estimating.

14.1 Preliminary Screening Cost Estimates

Using costs for similar projects, preferably within the region, develop planning-level rough-order-of-magnitude capital and operating cost estimates for use in evaluation and screening in Task 11.

Deliverable – Technical Memorandum #13 – Preliminary Cost Estimates

14.2 Final Screening Cost Estimates

Using FTA Standard Cost Categories, estimate the capital, and annualized capital costs of all alternatives defined in Task 12 (Define Final Alternatives). Also estimate the annual operating cost using reliable benchmark methods (e.g., cost per revenue vehicle mile, hourly operating cost per vehicle, etc.) for all alternatives in Task 12.

Deliverable – Technical Memorandum #14 – Final Cost Estimates

15. Funding Options

Prepare a detailed and flexible funding plan for alternatives defined in Task 12. This should include the development of a financial model with cost parameters and a clearly defined risk analysis. The plan could include both traditional and innovative funding sources, and should provide information and real world example about how other transit capital projects were funded in the Bay Area. The Plan should consider how projects perform using federal New Starts/Small Starts criteria.

Deliverable – Technical Memorandum #15– Funding Options

16. Conduct Final Alternatives Evaluation

Evaluate the short list of final alternatives in Task 12 using the evaluation criteria for the level of screening developed in Task 10. Provide an evaluation of all final alternatives against the criteria.

Deliverable – Technical Memorandum #16 – Definition of Final Alternatives

17. Identify issues for future environmental assessment (Optional Task)

Identify potential environmental fatal flaws or constraints that could significantly affect the feasibility or timing of a project, for the alternatives identified in Task 12. The purpose is to identify early in the planning process significant environmental constraints that should either be avoided due to their sensitive nature or will require significant lead time to evaluation, and develop appropriate mitigation measures. The approach to this assessment will focus on review of existing studies and information already available, and not original investigation.

Compile information for the following environmental topics to be used in the assessment, at a minimum:

- Circulation
- Land Use and Socioeconomics;
- Environmental Justice;
- Biological Resources;
- Noise;
- Air Quality;
- Cultural Resources;
- Water Quality;
- Geology;
- Parks and Recreational Areas; and
- Visual Resources.

Based on the gathered information, develop a preliminary environmental constraints map. The alternatives will then be evaluated with respect to the environmental constraints, and a summary of key environmental issues will be developed.

Deliverables – Technical Memorandum #17 – Identify Issues for Future Environmental Assessment, including preliminary environmental constraints map

18. Identify issues for future Title VI evaluation (Optional Task)

Identify potential future Title VI issues that could significantly affect the feasibility or timing of a project, for the alternatives identified in Task 12. The approach to this assessment will be through the use of census data and other demographic data available, and any issues identified during the public outreach, or through the TAC or PAC.

Deliverables – Technical Memorandum #18 – Identify Issues for Future Title VI Evaluation

19. Produce draft and final report

Prepare a Draft Final Report and a subsequent Final Report that present concise, readable results that are graphically engaging, reflective of the technical findings, and reflective of the results of the public outreach and the TAC and PAC processes. The majority of the work for this task will be completed as part of earlier Technical Memoranda. The bulk of this task will be compiling and selecting relevant information from those prior documents to create a brief, graphically sophisticated final report that engages the reader.

Deliverables – Draft Final Report and Final Report

20. Develop work scope for next phase

Prepare a Scope of Work for subsequent analyses that gives the lead agencies, stakeholders, and potential consultants a clear and comprehensive understanding of the direction that the remaining analyses must take to move any recommended project forward into a subsequent CEQA and/or NEPA process.

Deliverables – Technical Memorandum #20 – Work Scope for Next Phase

21. Project Management (Agency) – Note that these tasks are to be provided as in-kind services by agency representatives.**21.1 Consultant selection**

Perform all tasks required to bring a consulting firm on board to complete the study. This will involve preparation and distribution of an RFP, the create of an evaluation committee, consultant interviews, and selection of a firm/team to perform the work.

Deliverables – Scope of Work, RFP, Completed Work Plan/Contract

21.2. Manage consultant contract

Manage ongoing work of the project consultant, including regular meetings to monitor progress of the work, and monitoring the project budget.

Deliverables – Monthly progress meetings

21.3. Reporting and Invoicing

Manage processing of regular progress reports, and regular invoicing and payment for the consultant.

Deliverables – Monthly Progress Reports and Invoices

21.4 Project Management Group (AC, BART, Cap Corr, WestCAT, WCCTAC)

Coordinate regular meetings of the Project Management Group (SMG) to monitor the overall progress of the study.

Deliverables – Monthly progress meetings

22. Project Management (Consultant)**22.1 Team Meetings**

An initial project team meeting, including both key agency staff and consultants, will be held to refine the work program and schedule and to clarify responsibilities. Additionally, monthly meetings of the project team will be held. These meetings may take the form of conference calls.

Deliverables – Monthly progress meetings

22.2 Project Management

Regular project management duties, including issuing monthly invoices and progress reports.

Deliverables – Monthly invoices and progress reports

22.3 Board Reporting

Provide memorandums and other materials (PPT presentations, etc) updating project status for the various policy boards or subcommittees involved in the study.

Deliverables Memoranda and other supporting material for policy board meetings (graphics, boards, PPTs, etc.)

Study Name: Purpose	Timeline	Funding Source/Amount	Authority/Staff's Role	Initiative
<p>Route 4 East Corridor Transit Study: Define, develop, and evaluate transit alternatives for the Route 4 East Corridor from Antioch to the West Pittsburg/Bay Point BART station.</p>	<p>1998-2002</p>	<p>Measure C/\$1.4 million East County Rail Extension</p>	<p>In partnership with BART and the East County local jurisdictions, the Authority oversaw the study, procured the consultant, held public outreach meetings, and staffed the various committees.</p>	<p>The Measure C Expenditure Plan called for rail improvements in East County.</p>
<p>East-Central Traffic Management Study (ECTMS): Develop a traffic management plan to improve the morning commute from East to Central County.</p>	<p>1999-2000</p>	<p>Measure C/\$500,000 Commuter Way</p>	<p>The Authority funded the study through Measure C. The East and Central RTPC (TRANSPLAN and TRANSPAC) jointly oversaw the study.</p>	<p>The ECTMS sprung from issues raised in the 1995 Countywide Plan and the East and Central County Action Plans. All of these documents cited the need for better coordination between cities along the corridor to manage traffic in conjunction with the SR 4 East highway improvements.</p>
<p>I-680 Investment Options Analysis: Evaluate alternative multi-modal connections between Walnut Creek and Dublin along the I-680 Corridor.</p>	<p>2003</p>	<p>Measure C Planning Funds/\$140,000</p>	<p>The Authority funded and staffed the study, including public outreach and consultant oversight.</p>	<p>Develop project alternatives for possible inclusion in the Measure J Expenditure Plan.</p>
<p>Central, East, Southwest Arterial and Freeway Ramp Metering Study: Evaluate the impacts and benefits of ramp metering on the I-680, SR4, SR 242, and SR 24 corridors within Central, East, and Southwest Contra Costa.</p>	<p>2000-2003</p>	<p>Measure C Planning Funds/\$200,000</p>	<p>The Authority was fiscal agent for the study, which was overseen by the three involved RTPCs and Caltrans. The City of Walnut Creek's Transportation Manager served as the Technical Manager, and TRANSPAC staff served as Administrative Manager.</p>	<p>At the time, cities along the I-680 corridor were told by Caltrans that ramp metering would soon be installed and operating along the entrance ramps. In response, the cities requested (through the RTPCs) that the Authority fund a ramp metering study to determine whether or not ramp metering would improve operations.</p>

Study Name: Purpose	Timeline	Funding Source/Amount	Authority/Staff's Role	Initiative
<p>SR 24 Transit Capacity Study: Identify potentially feasible transit-capacity-enhancing project alternatives for westbound SR 24 between I-680 and the Caldecott Tunnel.</p>	<p>2005-2006</p>	<p>Regional Measure 2/ \$308,000</p>	<p>The Authority was the lead agency for the study. Authority staff procured the consultant services, performed contract administration functions, and staffed the technical and policy committees.</p>	<p>Legislatively mandated and funded under Regional Measure 2</p>
<p>I-680 HOV/Express Bus Access Study: Identify HOV and express bus options along the I-680 corridor in Contra Costa, including access to the Pleasant Hill and Walnut Creek BART stations.</p>	<p>2008-2010</p>	<p>Regional Measure 2/ \$580,000</p>	<p>The Authority was fiscal agent for the funds and Authority staff provided contract administration services. The study was overseen by TRANSPAC.</p>	<p>The Regional Measure 2 legislation defined this study as a required step in the process of implementing further improvements to HOV lanes on I-680.</p>
<p>State Route 4 Integrated Corridor Analysis: Identify and prioritize various multi-modal improvements along the corridor, advance local community goals for Priority Development Areas, and identify a set of mutually-agreeable Multi-modal Transportation Service Objectives (MTSOs) for the corridor.</p>	<p>2010-2012</p>	<p>Funded through MTC using federal STP funds, with Measure J Planning Funds for Local Match/ \$150,000</p>	<p>The Authority funded the study and managed the consultant contract. The study was overseen by all of the local jurisdictions along the SR 4 corridor from Hercules to Antioch.</p>	<p>The study was a follow up to MTC's Freeway Performance Initiative and Caltrans' SR 4 Corridor Systems Management Plan, both of which recommended ramp metering and traffic operations systems for SR 4.</p>

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: October 2014

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 - Complete.

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, was complete on June 24, 2013. Caltrans has accepted the project and will take over the maintenance responsibilities. The CCTA Board accepted the completed construction contract, approved the final contractor progress payment, approved the release of the retention funds to the contractor, and authorized staff to close construction Contract No. 241 at its September 18, 2013 meeting.

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: *Post construction.*

Project Status: Work is complete on all items of work. Contract acceptance occurred June 30, 2014. *Administrative close-out work continues; the after acceptance estimate and semi-final estimate have been issued.*

Issues/Areas of Concern: Contractor has submitted an exception to the proposed final estimate, the claim is \$3.4 million. Caltrans and Authority staff is currently assessing the merits of the claim.

C. SR4 Widening: Somersville Road to SR 160 No Changes From Last Month

Lead Agency: CCTA

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

Current Project Phase: Construction.

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

Segment 1: Somersville Interchange

The final pay estimate has been issued.

Segment 1 construction is 100% complete.

Segment 2: Contra Loma Interchange and G Street Overcrossing

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

On SR4 mainline, demolition of the old mainline pavement is in progress. At Contra Loma Bridge and Contra Loma Underpass, demolition of the old bridges, and construction of cast-in-drilled-hole piling and footings is in progress. Permanent erosion control is being installed along westbound SR4 mainline. Along the west side of Contra Loma Boulevard at St. Francis Drive, a utility vault is being relocated and cables rerouted.

Segment 2 construction is approximately 76% complete, through *October 2014*.

Segment 3A: A Street Interchange and Cavallo Undercrossing

Construction of Segment 3A started in August 2012 and is anticipated to be complete in *Spring 2016*.

On SR4 mainline, demolition of the old mainline pavement is in progress. At A Street Undercrossing and A Street Underpass, Cavallo Road Undercrossing and Cavallo Road Underpass, demolition of the old bridges, and construction of cast-in-drilled-hole piling and footings is in progress. Excavation and removal of Roosevelt Lane Pedestrian undercrossing is in progress.

Segment 3A construction is approximately 54% complete through *October 2014*.

Segment 3B: Hillcrest Avenue to SR160

Construction of Segment 3B began in March 2013. Construction is anticipated to be complete in *spring 2016*.

After the traffic switch to the new eastbound outside lanes, grinding of the demolished pavement from the old eastbound lanes and construction of the retaining wall at the south side of the median is in progress. Roadway excavation and construction of subgrade for the new eastbound inside lanes is in progress; and the new embankment for the westbound outside lanes and Hillcrest off-ramp is being constructed. Construction at the eBART Entry House and Pedestrian Overcrossing is continuing with utility installation and bent cap construction in progress. At Slatten Ranch Road, subgrade preparation work is in progress. Along the Hillcrest westbound on-ramp, retaining wall construction is starting.

Segment 3B construction is approximately 40% complete through *October 2014*.

Issues/Areas of Concern:

Segment 1 - Somersville Interchange

Segment 2 - Contra Loma Interchange and G Street Overcrossing

The City of Antioch sewer line at Contra Loma Boulevard / Fitzuren Road is being redesigned. The sewer line replacement was added to the project at the request of the City of Antioch. Antioch will cover all costs associated with this work.

Segment 3A - A Street Interchange and Cavallo Undercrossing

The Segment 3A project is behind schedule. Modifications to the construction staging have been implemented by the project team to provide for earlier completion of the Segment 3A work.

Segment 3B - Hillcrest Avenue to SR160

Burrowing Owls are nesting along the north side of Slatten Ranch Road, near the railroad tracks. A visual barrier fence has previously been installed along the ROW line, which should allow construction activities to continue unimpeded.

Segments 0, 1, 2, 3A, and 3B

Caltrans is working with the contractors for each segment to obtain sign-off of BART requested Certificate of Conformance requirements.

Continuing weather impacts to Jointed Plain Concrete Pavement construction activities may impact project completion by several months on Segments 2, 3A and 3B. The delay could impact the eBART construction schedule and date to start revenue, service. Authority staff, Caltrans and BART will meet on September 19 to determine steps to take to minimize costs and schedule delay.

D. SR4 Bypass: SR4/SR160 Connector Ramps

Project Fund Source: Bridge Toll Funds

Lead Agency: CCTA

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

Current Phase: Construction.

Project Status: *The contractor will now work on all three bridges concurrently in order to regain schedule.*

Column 3 and both abutments for the SR160/ SR4 Separation Bridge are complete, and falsework construction has started. Foundation work is complete at the NB 160 Viaduct and SB 160 Viaduct. Abutment and column construction continues at both bridges.

Issues/Areas of Concern: *Locating and testing of suitable import borrow material is becoming a challenge. However, discussions are continuing with project stakeholders to clarify testing requirements and procure suitable fill material.*

Discussions are continuing regarding winterization of the project site so that the contractor can continue work through the rainy season.

E. East County Rail Extension (eBART)

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

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

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

Current Project Phase: Final Design and Construction.

Project Status: BART is the lead agency for this phase. The overall construction of the Transfer Platform and eBART Facilities (Contract 110) in the median to Railroad Avenue is complete. Testing of the train control and communication systems *continues*.

The work is complete for the parking lot area for Contract 120. The existing park and ride lot at Hillcrest has been vacated and switched to the new eBART parking lot. Work continues on the maintenance building with roofing, siding and framing installation as well as electrical and plumbing.

Contract 130, stations and maintenance facility finishes, track work and systems, was advertised in mid-January with bids due in April. BART awarded the contract to Stacy & Whitbeck at its Board meeting

on May 21, 2014.

Coordination between BART and CCTA is ongoing because the construction is directly north and adjacent to the Segment 3B construction area. A master integrated schedule has been developed for the eBART and SR4 construction contracts.

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

See discussion regarding potential delays due to schedule slippage of SR4 contracts.

F. SR4 Operational Improvements: I-680 to Bailey Road (6006)

CCTA Fund Source: Measure J

Lead Agency: City of Concord

Project Description: The project will evaluate various operational improvements along SR4 between I-680 and Bailey Road, including the addition of mixed flow lanes, high occupancy vehicle (HOV) lanes and auxiliary lanes.

Current Project Phase: Project Initiation Document (PID) Phase.

Project Status: In April 2014, the Board approved the selection of Mark Thomas and Company to complete the development of a Project Study Report/Project Development Support (PSR/PDS) for the project initiation phase. A Cooperative Agreement was approved by the Board in May 2014, providing resources for Caltrans oversight of the PSR/PDS. A Project Charter was executed between Caltrans and CCTA, agreeing to the approach to complete the PID phase and advance project packages as funding becomes available. Project Development Team (PDT) meetings will begin in fall 2014. *At the completion of the Project Initiation Phase, project packages and phasing will be identified to proceed to separate project approval and environmental clearance.*

Issues/Areas of Concern: *None.*

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

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: Change order work is continuing for the construction of the new westbound Sand Creek Road Undercrossing (Left), Sand Creek Bridge (Left) widen; girders, *bridge barriers are under construction and falsework is being removed. Construction metal beam guard rail, electrical, lighting and traffic loops finish grading of shoulders and median and permanent erosion control work is all in progress in anticipation of opening the westbound mainline and bridge at Sand Creek to traffic in mid to late October.*

Construction is approximately 93% complete through October, 2014.

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

Current Phase: Design.

Project Status: *A Longitudinal Utility Exception Request from Caltrans for Contra Costa Water District (CCWD) to leave a 90-inch water line within the project limits in place has been tentatively approved, saving taxpayers an estimated \$18 million. The 95% design was submitted in July 2014 and comments are being addressed. Final design is anticipated to be complete in late 2014. Utility agreements are being developed for the PG&E Joint Trench in Balfour Road, the relocation of two PG&E Transmission towers and the Kinder Morgan plant. An environmental addenda has been drafted to address changes to the project, including the utility relocations, and the findings will be adopted in late fall 2014.*

Issues/Areas of Concern: Additional funding was identified with the approval of the 2013 Measure J Strategic Plan Update, however the project estimate was in error and project elements have been revised resulting in a funding shortfall.

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

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

Current Phase: Design.

Project Status: After initial review and comments from Caltrans, the 35% complete plans were resubmitted to Caltrans on March 4, 2014 for approval. BART announced that the recommended new station location for a future eBART extension should be at a location adjacent to the pedestrian overcrossing. Impacts of this decision will need to be considered.

Issues/Areas of Concern: Construction funding for the project has not yet been identified. The Authority is considering submitting an application for Active Transportation Program (ATP) funding with MTC, however, the project was not selected for ATP funding.

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

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

September 2014 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, Project Visioning/Strategy-Scenario Development, and preparation of the Draft Feasibility Study.

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

The Next Segment Study is a pre-feasibility evaluation of the Bypass and Mococo alignments beyond Hillcrest Avenue, and review of six possible future station site opportunities. Station sites being evaluated on the Bypass alignment are: Laurel Road, Lone Tree Way, Mokelumne Trail crossing of SR4, Sand Creek Road, Balfour, and a location near Marsh Creek Road and the Bypass serving Byron and Discovery Bay. The Next Segment Study will be completed in early 2013.

Staff will provide updates as needed.

G:\Transportation\Committees\Transplan\TPLAN_Year\2013-14\Standing Items\major projects status\Major Projects Report.doc

**ITEM 6
CALENDAR OF EVENTS**

Calendar of Upcoming Events*

Spring 2014	Location	Event
Spring 2014 - Date TBD	Antioch/Oakley	Groundbreaking - SR4/160 Connector Ramps
Fall 2014	Location	Event
Fall 2014 - Date TBD	Brentwood	Ribbon Cutting - SR4 Widening and Sand Creek Interchange

*"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**

ENVIRONMENTAL REGISTER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Oakley	Citywide	Notice of Availability	Draft Housing Element Contact: Joshua McMurray mcmurray@ci.oakley.ca.us	Public Review Draft Housing Element.	12/18/14	n/a
Department of the Navy	Concord Naval Weapons Station, Concord	Notice of Public Meeting	Draft Environmental Impact Statement (DEIS) for the Disposal and Reuse of Former Naval Weapons Station Seal Beach, Detachment Concord Contact; Erica Spinelli, NEPA Project Manager 619-532-0980 Erica.spinelli@navy.mil	An open house public meeting will be held at the location listed below and will allow individuals to review and comment on the information presented in the Draft EIS. DoN representatives will be available during the open house to clarify information presented in the Draft EIS as necessary. Concord Senior Citizens Center (Wisteria Room) 2727 Parkside Circle Concord, California 94519 Thursday, November 13, 2014 (4:00 p.m. to 8:00 p.m.)	11/13/14 (meeting date)	n/a
City of Pittsburg	From western end of Sky Ranch II Subdivision to Kirker Pass Road	Notice of Public Hearing	James Donlon Boulevard Extension Contact: Leigha Schmidt, Associate Planner 925-252-4920 lschmidt@ci.pittsburg.ca.us	Certification of Final EIR.	9/15/14 (hearing date)	No comments
City of Oakley	NW Corner of Cypress Rd. and Sellers Ave APN037-192-026	Notice of Public Hearing – Design Review	Orchard at Emerson Design Review Contact: Ken Streelo, Senior Planner strelo@ci.oakley.ca.us	Design Review approval of 86 SFR w/in existing subdivision.	9/9/14 (hearing date)	No comments
City of Pittsburg	1201 Stoneman Ave. APN088-230-022	Design Review: Request for Comments/ Conditions	Stoneman Apartments Contact: Dana Hoggatt Ayers 925-252-4920 dhoggatt@ci.pittsburg.ca.us	Request for design review approval for 230-unit apartment complex on approximately 10.49-acre property.	4/26/14	No comments

ITEM 8
AMENDMENT NO. 2 TO THE 2013 MEASURE J STRATEGIC PLAN

Administration and Projects Committee **STAFF REPORT**

Meeting Date: November 6, 2014

Subject	Amendment No. 2 to the 2013 Measure J Strategic Plan
Summary of Issues	<p>Amendment No. 2 reprograms approximately \$2.4 million from State Route 4 East Widening (Project 3001) to Pittsburg Center Station (Project 2002). It also reprograms \$2.28 million from East County Programmatic Construction Reserve and \$0.42 million from State Route 4 East Widening (Project 3001) to eBART (Project 2001).</p> <p>TRANSPLAN is expected to take action on this request at its November meeting.</p>
Recommendations	Staff seeks approval of Resolution 14-55-P which adopts Amendment No. 2 to the <i>2013 Measure J Strategic Plan</i> , subject to TRANSPLAN concurrence.
Financial Implications	None - Funding is transferred between projects in the Strategic Plan.
Options	The APC could decide not to adopt Resolution 14-55-P at this time; however, this could delay construction of the Pittsburg Center Station Project.
Attachments	<ul style="list-style-type: none"> A. Resolution 14-55-P, adopting Amendment No. 2 to the <i>2013 Measure J Strategic Plan</i> B. Revised Program of Projects C. Revised Fact Sheet for eBART (Project 2001) D. Revised Fact Sheet for Pittsburg Center Station (Project 2002) E. Revised Fact Sheet for State Route 4 East Widening (Project 3001)
Changes from Committee	

Background

In August 2014, BART opening bids for the eBART project's final large construction contract for trackwork, systems and facility finishes (Contract 04SF-130). The bid included a base bid for the original scope of work and an option to add the Pittsburg Center Station. The BART Board approved award of the base contract at its meeting on May 22, 2014, and authorized staff to

develop a funding plan to allow it to exercise the option for the Pittsburg Center Station. As a result of these actions, BART is requesting additional Measure J funds for two purposes.

Base Scope of Work for Contract 04SF-130

The base scope of work for Contract 04SF-130 was budgeted at \$76,600,000 to be funded from the overall eBART project budget, (\$502.7 million including \$135 million in Measure J funds). In BART awarding the base contract to the lowest responsible bidder, Stacey & Witbeck, BART updated the budget to \$86,149,800, an increase of \$9,549,800. BART was able to do so by redirecting this amount from the Program Reserve established for the eBART project. In order to manage risks during construction, BART desires to replenish its Program Reserve to \$10,123,440 as recommended by the Federal Transit Authority methodology. An additional \$8.1 million in new funding is needed and is proposed to include \$2.7 million in new Measure J funds and like amounts from both the Metropolitan Transportation Commission (MTC) and BART. BART has secured its share and MTC is expected to take action at its November meeting.

Amendment No. 2 programs \$2.28 million from East County Construction Reserve and \$0.42 million from State Route 4 East Widening (Project 3001) to eBART (Project 2001). The East County Construction Reserve (ECCR) was established in the 2013 Measure J *Strategic Plan* for unanticipated cost increases on projects under construction.

This action simply programs these funds in the 2013 Strategic Plan. BART will need to request appropriation of these funds, if needed, at future Authority meetings.

Pittsburg Center Station

Exercising the option to construct the Pittsburg Center Station (Project 2002) as part of BART's Contract 04SF-130 is expected to cost \$11.9 million. BART at its October 2014 meeting approved a contribution of \$3.6 million for the project. The City of Pittsburg will contribute \$3.5 million. MTC will consider programming \$2.4 million at its November meeting.

Amendment No. 2 to the *2013 Measure J Strategic Plan* proposes to reprogram approximately \$2.4 million from State Route 4 East Widening (Project 3001) to Pittsburg Center Station (Project 2002) to allow the new station to be constructed as an option to BART's Contract 04SF-130 and open with the start of eBART revenue service.

As of June 2014, State Route 4 East Widening (Project 3001) had approximately \$10 million in Measure J funds held in reserves for potential cost increases during construction. With this Amendment, this amount will be reduced by \$2.82 million. Staff will continue to update the

Authority on the progress and continuing risks of completing the State Route 4 East Widening project and the status of the corridor reserve.

TRANSPLAN is expected to take action on this request at its November meeting. The actions proposed in this staff report are subject to TRANSPLAN concurrence.



RESOLUTION 14-55-P

RE: AMENDMENT NO. 2 TO THE 2013 MEASURE J STRATEGIC PLAN

WHEREAS, the Contra Costa Transportation Authority, by Resolution 13-51-P adopted the *2013 Measure J Strategic Plan* on December 18, 2013;

WHEREAS, Resolution 13-51-P provided for interim amendments when warranted; and

WHEREAS, the Contra Costa Transportation Authority, by Resolution 14-30-P adopted Amendment No. 1 to the *2013 Measure J Strategic Plan* on June 18, 2014; and

WHEREAS, Amendment No. 2 reprograms approximately \$2.4 million from State 4 Widening (Project 3001) to Pittsburg Center Station (Project 2002). In addition, Amendment No. 2 reprograms \$2.28 million from East County Construction Reserve and \$0.42 million from State 4 Widening (Project 3001) to eBART (Project 2001);

NOW, THEREFORE, BE IT RESOLVED, that the Contra Costa Transportation Authority adopts the second amendment to the *2013 Measure J Strategic Plan*, attached hereto as Exhibit A and made a part hereof by reference.

Kevin Romick, Chair

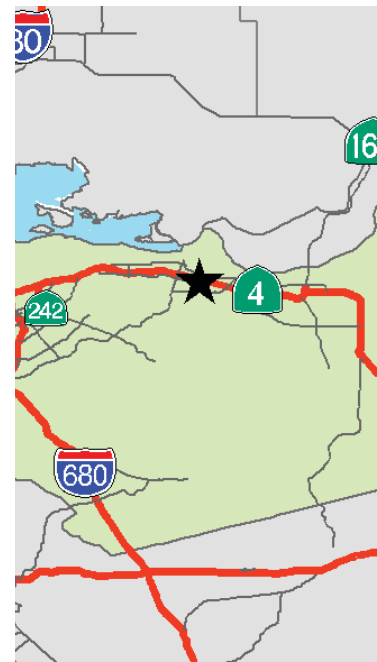
This RESOLUTION was entered into at a Meeting
of the Contra Costa Transportation Authority
held November 19, 2014 in Walnut Creek, California

Attest: _____
Danice J. Rosenbohm, Executive Secretary

**CONTRA COSTA TRANSPORTATION AUTHORITY
PROGRAM OF PROJECTS (2013 STRATEGIC PLAN - AMENDMENT 2)
(Nominal Dollars x 1,000)**

9626	BART - EAST CONTRA COSTA EXTENSION	Prior	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20 - 34	TOTAL
2001	East Contra Costa Rail Extension (cBART)	10,782	10,863	38,379	20,922	38,706	18,050	-	-	-	137,702
2002	Pittsburg Center Station	-	-	500	302	-	2,102	-	-	-	2,904
	Subtotal	10,782	10,863	38,879	21,224	38,706	20,152	-	-	-	140,606
9627	STATE ROUTE 4 EAST WIDENING	Prior	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20 - 34	TOTAL
3001	SR 4 East Widening: Somersville Road to SR160	44,863	12,756	11,737	7,256	3,904	6,562	7,028	-	-	94,105
3002	Commercial Paper Net Cost	(49)	-	-	-	-	-	-	-	-	(49)
3003	SR4 East Widening: Lovelidge Rd to Somersville Rd	-	18,793	10,252	1,675	-	-	-	-	-	30,720
3004	East Contra Costa Rail Extension (cBART)-SR4 East Savings	-	-	-	-	-	-	-	-	-	-
	Subtotal	44,815	31,550	21,989	8,930	3,904	6,562	7,028	-	-	124,777

	CONSTRUCTION RESERVE	Prior	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20 - 34	TOTAL
	Construction Reserve - Central County	-	-	-	-	-	-	-	-	1,815	1,815
	Construction Reserve - East County	-	-	-	-	-	-	-	-	-	-
	Construction Reserve - Southwest County	-	-	-	-	-	-	-	-	1,252	1,252
	Construction Reserve - West County	-	-	-	-	-	-	-	-	346	346
	Subtotal	-	-	-	-	-	-	-	-	3,413	3,413



East County Rail Extension (eBART)

PROJECT #2001

By extending rail service from the Pittsburg/Bay Point BART station 10 miles east to Antioch, the proposed project would provide a transit alternative to the heavily congested State Route 4 corridor. It will also position eastern Contra Costa County to better absorb projected increases in households and jobs.

Did You Know?

East County has one of the slowest commutes in the region, with average travel time up almost 25 percent between 1990 and 2000.



East County Rail Extension (eBART) (cont.)

CONTACT

Contra Costa
Transportation Authority
Susan Miller
Director of Projects
(925) 256-4736
smiller@ccta.net

SPONSOR



LOCATION

Pittsburg and Antioch

SCHEDULE

PRELIMINARY STUDIES/PLANNING: Completed
ENVIRONMENTAL CLEARANCE: Completed
DESIGN: Completed
RIGHT OF WAY: Completed
CONSTRUCTION: Fall '10 - Winter '17

FUNDING PLAN

Source (\$ in millions)	Amount
Measure J	\$ 137.7
BART	\$ 2.2
MTC Contribution	\$3.3
Prop 1B - State Transit Assistance (STA)	\$ 37.0

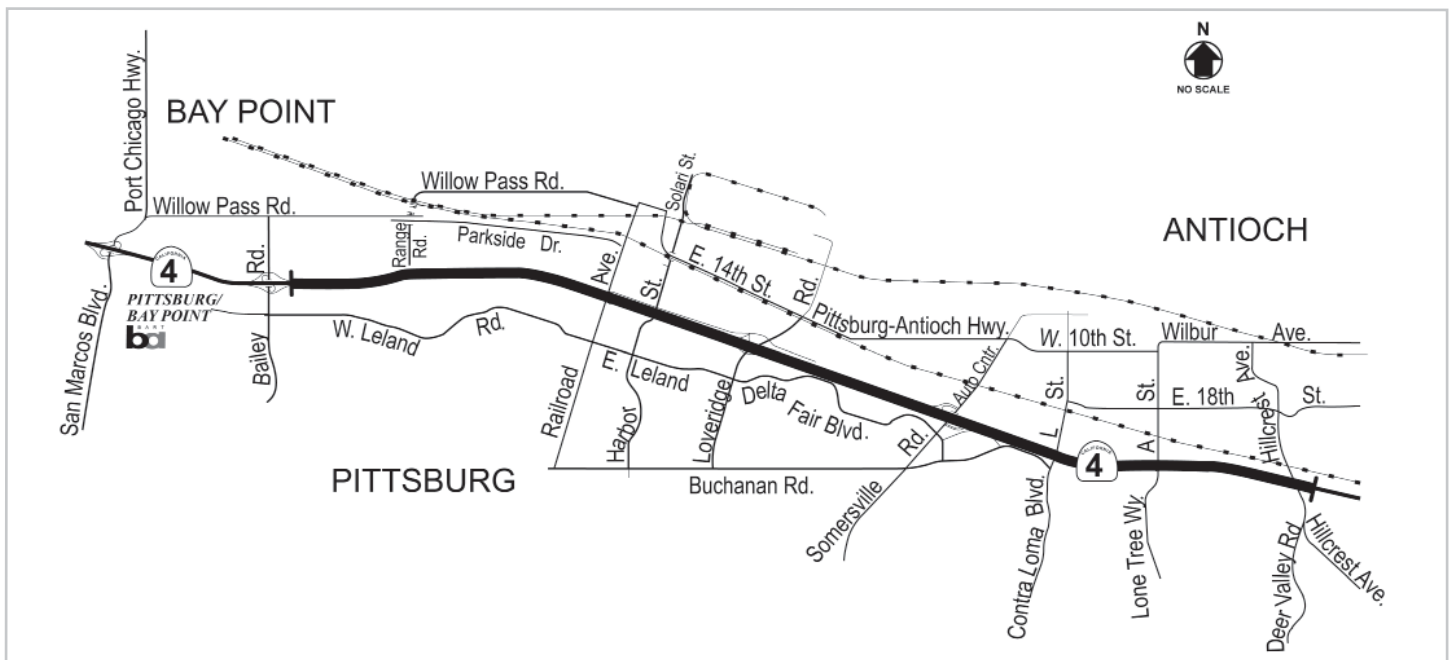
Source (\$ in millions)	Amount
Regional Measure 2 (RM 2)	\$ 96.0
Regional Measure 1 (RM 1)	\$52.0
AB1171	\$ 115.0
Subregional Transportation Fees (ECCRFFA)	\$ 35.0
MTC - State Transit Assistance (STA)	\$ 3.0
Traffic Congestion Relief Program (TCRP)	\$ 5.2
State Transportation Improvement Program - Regional (STIP-RIP)	\$13.0
Other	\$ 11.5
Total	\$ 510.9

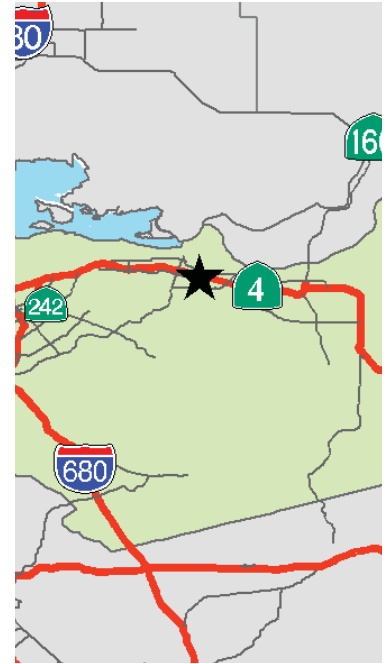
DESCRIPTION

Extend rail service eastward from the Pittsburg/Bay Point BART Station to Hillcrest Avenue within the median of State Route 4.

STATUS

Project is under construction.





Pittsburg Center Station

PROJECT #2002

Eastern Contra Costa County has one of the slowest commutes in the region, with average travel time up almost 25 percent between 1990 and 2000. The proposed station in the City of Pittsburg would alleviate some of this congestion and provide an alternative for the State Route 4 corridor.

Did You Know?

The Pittsburg Center Station will link Pittsburg's City Hall and civic center area, and the planned transit-oriented development on the south side of State Route 4 to BART's 104-mile system.



Pittsburg Center Station (cont.)

CONTACT

Contra Costa
Transportation Authority
Susan Miller
Director of Projects
(925) 256-4736
smiller@ccta.net

SPONSOR



Source (\$ in millions)	Amount
Bridge Tolls	\$2.9
Total	\$ 13.4

DESCRIPTION

Construct eBART station at Railroad Avenue in Pittsburg.

STATUS

Project is under construction.

LOCATION

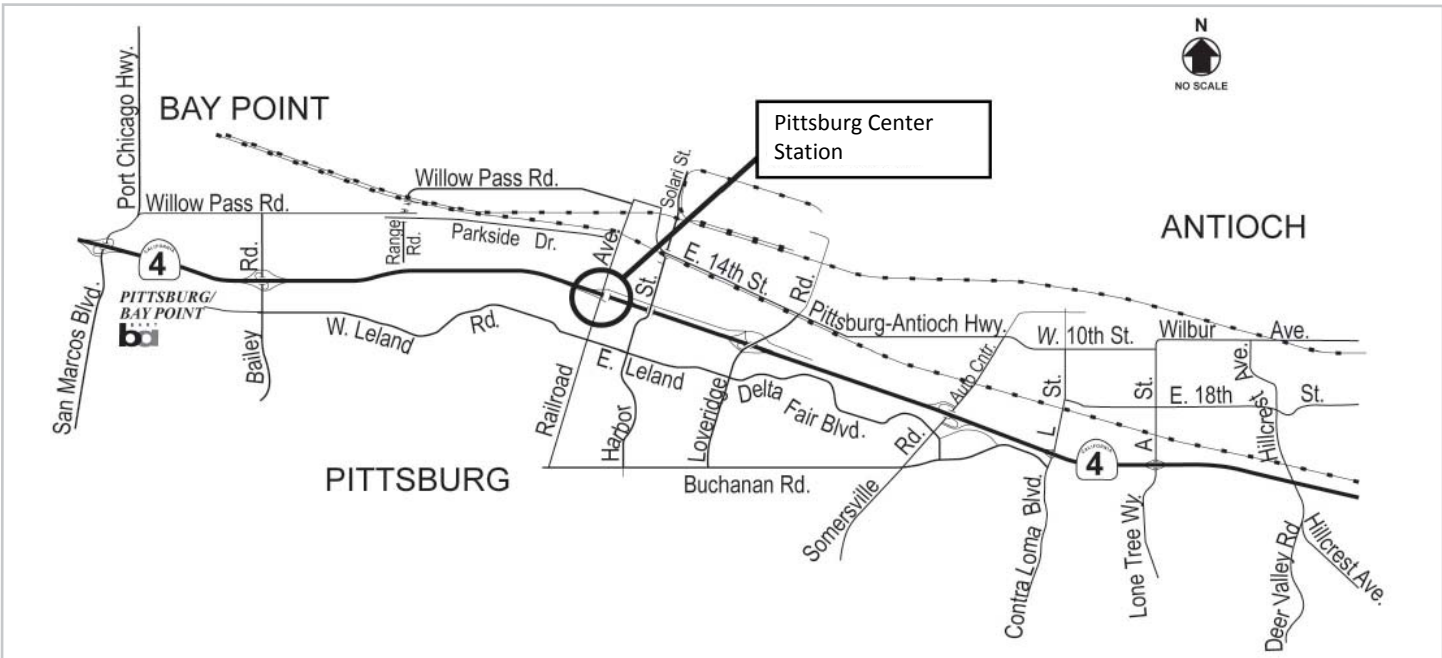
Pittsburg

SCHEDULE

PRELIMINARY STUDIES/PLANNING: Completed
 ENVIRONMENTAL CLEARANCE: Completed
 DESIGN: Completed
 RIGHT OF WAY: Completed
 CONSTRUCTION: 2016

FUNDING PLAN

Source (\$ in millions)	Amount
Measure J	\$ 2.9
City of Pittsburg	\$ 4.0
BART	\$3.6





State Route 4 East Widening: Somersville Road to State Route 160

PROJECT #3001

The State Route 4 East corridor serves as the only major east-west transportation link joining the communities of Antioch, Pittsburg, Oakley and Brentwood with central Contra Costa County and the Bay Area. This corridor provides access to major industrial facilities (including refineries) in both northern and western Contra Costa County.

The project will widen State Route 4 East to eight lanes (three mixed flow lanes and one High Occupancy Vehicle (HOV) in each direction) from Somersville Road to Hillcrest Avenue including a wide median for transit, and to six lanes (three mixed flow in each direction) from Hillcrest Avenue to State Route 160.

Did You Know?

By the year 2025, travel time through the corridor was projected to increase ten-fold if no improvements were constructed.



State Route 4 East Widening: Somersville Road to State Route 160 (cont.)

CONTACT

Contra Costa
Transportation Authority
Susan Miller
Director of Projects
(925) 256-4736
smiller@ccta.net

SPONSOR



Source (\$ in millions)	Amount
Federal Earmark (Other)	\$ 1.1
Measure J (eBART)	\$ 26.0
BART Structures	\$ 28.4
Total	\$ 380.1

LOCATION

Antioch

SCHEDULE

PRELIMINARY STUDIES/PLANNING:	Completed
ENVIRONMENTAL CLEARANCE:	Completed
DESIGN:	Completed
RIGHT OF WAY:	Completed
CONSTRUCTION:	Spring '11 - Winter '15

FUNDING PLAN

Source (\$ in millions)	Amount
Measure J	\$ 94.1
Proposition 1B: Corridor Mobility Improvement Account (CMIA)	\$ 68.3
Measure C	\$ 31.9
Federal Earmark (SAFETEA-LU)	\$ 1.6
State Transportation Improvement Program - Regional (STIP-RIP)	\$ 38.5
Bridge Tolls (RM1, RM2, AB 1171)	\$ 64.0
State Local Partnership Funds	\$ 24.4
City Funds	\$ 1.8

DESCRIPTION

Widen State Route 4 East to eight lanes - three mixed flow lanes and one High Occupancy Vehicle (HOV) lane in each direction from Somersville Road to Hillcrest Avenue (plus auxiliary lanes) including a wide median for transit; and to six lanes - three mixed flow lanes in each direction from Hillcrest Avenue to the interchange with State Route 160 and the new State Route 4 Bypass.

The project is currently planned to be constructed in five segments.

Segment 1: Somersville Road to Contra Loma Boulevard.

Segment 2: Contra Loma Boulevard to A Street/Lone Tree Way.

Segment 3A: A Street/Lone Tree Way to Hillcrest Avenue.

Segment 3B: Hillcrest Avenue (with partial interchange improvements) to State Route 160.

Corridor-wide: Landscaping.

STATUS

Segment 1 is complete. All other segments are under construction, except for the landscaping.

