

TRANSPLAN Committee Meeting

Thursday, October 10, 2013 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

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

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 7/16/13 and 9/23/13 TRANSPLAN Meetings ♦ **PAGE 2**
- 4. ACCEPT** Correspondence ♦ **PAGE 11**
- 5. ACCEPT** Status Report on Major Projects ♦ **PAGE 18**
- 6. ACCEPT** Calendar of Events ♦ **PAGE 27**
- 7. ACCEPT** Environmental Register ♦ **PAGE 29**
- 8. APPROVE** the FY 2014/15 511 Contra Costa Program Workplan and Estimated Budget ♦ **PAGE 31**

End of Consent Items

Open the Public Meeting

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

- 9. ADOPT** resolution recognizing outgoing Committee member.
- 10. RECEIVE** update on Transportation Demand Management (TDM) activities conducted from July-September and the "Street Smarts Diablo Region" report.
♦ **Page 35**
- 11. CONSIDER** accepting the Draft TriLink (SR 239) Feasibility Study Report and requesting comments from the TRANSPLAN Committee for the final report. The Draft Report can be found here: <http://trilink239.org/documents/> ♦ **PAGE 45**
- 12. ADJOURN** to next meeting on Thursday, November 14, 2013 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

Kevin Romick, Chair
Oakley
City Council

Salvatore Evola, Vice-Chair
Pittsburg
City Council

Wade Harper
Antioch
City Council

Robert Taylor
Brentwood
City Council

Mary N. Piepho
Contra Costa County
Board of Supervisors

Gil Azevedo
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Duane Steele
Contra Costa
Planning Commission

Vacant
Representing the
Contra Costa County
Board of Supervisors

Doug Hardcastle
Oakley
Planning Commission

Larry Wirick
Pittsburg
Planning Commission

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ITEM 3
7/16/13 AND 9/23/13 TRANSPLAN COMMITTEE MEETING MINUTES

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

MINUTES

July 16, 2013

The meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Kevin Romick at 5:00 P.M.

ROLL CALL

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

* Arrived after Roll Call

ABSENT: Joe Weber (Brentwood)

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

PUBLIC COMMENT FOR ITEMS NOT LISTED ON THE AGENDA

There were no comments from the public.

CONSENT ITEMS

On motion by Bob Taylor, seconded by Wade Harper, TRANSPLAN Committee members unanimously adopted the Consent Calendar, as follows:

3. Adopted Minutes from June 13, 2013 TRANSPLAN meeting
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register

APPROVE DRAFT FISCAL YEAR 2013/14 WORK PROGRAM AND BUDGET

Jamar Stamps, TRANSPLAN Staff, reported that the Draft Fiscal Year 2013/14 Work Program and Budget had been circulated among the TRANSPLAN Technical Advisory Committee (TAC) when comments with respect to tasks and duties had been addressed. He reported that activities were consistent with last year, and other than updating the East County Action Plan for Routes of Regional Significance, it was similar to last year. He referenced the table in the TRANSPLAN packets identifying the budget items and the dues amount for each jurisdiction, and advised that a complete report for this year's budget would not be available until September when the last quarter reports would be available. He added that TRANSPLAN was expected to be on budget.

Mr. Stamps recommended approval of the Draft Work Plan and Budget directing staff to distribute the budget to the appropriate agencies.

On motion by Wade Harper, seconded by Bob Taylor, TRANSPLAN Committee members unanimously adopted the Draft Fiscal Year 2013/14 Work Program and Budget.

APPROVE REQUEST FOR AMENDMENT NO. 5 TO THE 2011 MEASURE J STRATEGIC PLAN REPROGRAMMING APPROXIMATELY \$4,105,000 IN 2004 DOLLARS (\$5,000,000 ESCALATED) FROM STATE ROUTE (SR) 4 EAST WIDENING: SOMERSVILLE ROAD TO SR 160 (Project 5009) TO THE SR4 BYPASS: SAND CREEK ROAD INTERCHANGE – PHASE 1 (Project 5003). MOVING THE \$5 MILLION FROM THE SR4 WIDENING PROJECT TO THE SAND CREEK PROJECT IS A TEMPORARY ARRANGEMENT TO PROVIDE NECESSARY CASH FLOW FOR AN UPCOMING SAND CREEK CONTRACT CHANGE ORDER. FULL FUNDING FOR THE SR4 PROJECT WILL BE RESTORED WITH THE 2013 MEASURE J STRATEGIC PLAN UPDATE

Mr. Stamps presented the request from the Contra Costa Transportation Authority (CCTA) to approve an amendment to the 2011 Strategic Plan, which for cash flow purposes would reprogram \$5 million from the SR4 East Widening project. The primary purpose of the request stemmed from the opportunity for savings from Corridor Mobility Improvement Account (CMIA) funding of \$4 million to complete the Sand Creek Road Project and avoid additional construction costs. He stated that the 2013 Measure J Strategic Plan Amendment, next on the agenda, would restore the full funding to SR4 East, although the adoption of the 2013 Strategic Plan would not occur until December 2013, and the request was necessitated to avoid placing other funds at risk.

Mr. Stamps recommended approval of the request to approve Amendment No. 5 to the 2011 Measure J Strategic Plan.

On motion by Bob Taylor, seconded by Wade Harper, TRANSPLAN Committee members unanimously approved the request for Amendment No. 5 to the 2011 Measure J Strategic Plan reprogramming approximately \$4,105,000 in 2004 dollars (\$5,000,000 escalated) from State Route (SR) 4 East Widening: Somersville Road to SR 160 (Project 5009) to the SR4 Bypass: Sand Creek Road Interchange – Phase 1 (Project 5003).

APPROVE THE CONTRA COSTA TRANSPORTATION AUTHORITY MEASURE J STRATEGIC PLAN UPDATE, AS RECOMMENDED BY THE TRANSPLAN TECHNICAL ADVISORY COMMITTEE, AND DIRECT STAFF TO FORWARD THE PROJECT LIST AND PROGRAMMING PLAN TO THE CONTRA COSTA TRANSPORTATION AUTHORITY

Mr. Stamps stated that the process for the 2013 Strategic Plan Amendment had been discussed last month after having been initiated by the CCTA a couple of months prior. With improved revenue projections, an additional capacity of \$99 million in East County was available to program. The CCTA had recommended the programming be broken in two phases; 2013 to 2019 at \$43 million, with \$56 million to be programmed in the second phase through FY 2021 to 2034. He explained that when developing options, generally the TRANSPLAN TAC had to consider projects that fit within the fund category in the Expenditure Plan to the funding cap, project readiness, ability to leverage other funding sources, and in East County's case how the Strategic Plan Update would coordinate with East Contra Costa Regional Fee and Financing Authority (ECCRFFA) funds.

Mr. Stamps explained that two other critical points the TAC had to consider included the obligation following the 2009 Strategic Plan update to restore the funding capacity of Measure J programs with improved revenue projections since money had been taken out to fund East County priorities; and direction from the TRANSPLAN Committee in April which required staff to determine East County's funding needs and priorities, all accomplished with this update.

Mr. Stamps reported that the TAC had met on June 18 following a special TAC meeting in June for the item and had come up with an approach. The TAC had agreed that the overall approach for East County would be to coordinate ECCRFFA funding with available Measure J funding by identifying the major East County projects; SR4 Widening, eBART, and the SR4 Bypass and the ability of those cash flows between now and the end of Measure J in 2034, as shown on a spreadsheet in the TRANSPLAN packet. Two projects, the Sand Creek Road Interchange and the Balfour Road Interchange projects had been identified with the recommendation that the \$43 million be programmed for those two projects. The TAC also recommended that the remaining \$56 million be programmed in the other Measure J funding categories, which would restore the funding in those categories following the TRANSPLAN's direction with the 2009 Strategic Plan update.

Mr. Stamps added that specific project commitments between 2019 and 2034 would be considered with the 2014 Strategic Plan update at which time several of the major priority capital projects in East County would be completed or be much further on. The projects to be considered at that time had been included in the TRANSPLAN packet. With that direction, the TAC had recommended approval of the 2013 Strategic Plan for East County.

Bruce Olson asked about the Mokelumne Trail Bike and Pedestrian Overcrossing project, to which Mr. Stamps explained that TRANSPLAN's direction had been to address the major capital projects of the SR4 Widening, eBART, and the SR4 Bypass, which would be done through the current update of the Strategic Plan to 2019, and the projects identified in the table would be considered for additional funding in the next Strategic Plan in 2015. As such, based on the table, the Mokelumne Trail Bike and Pedestrian Overcrossing project would be considered in the latter half of the Measure J program although any of the projects could have additional funding provided in any category sooner than that.

Mr. Olson pointed out that the construction of the SR4 Bypass had necessitated the construction of the Mokelumne Trail Bike and Pedestrian Overcrossing project.

Doug Hardcastle arrived at 5:12 P.M.

When asked, Mr. Stamps explained that the 2015 Strategic Plan would be the next opportunity to consider other projects which would have to fit into the Measure J funding categories listed in the TRANSPLAN packet.

Mary Piepho highlighted the eBART Extension to Hillcrest Avenue project and noted that the project shortfall had increased to \$14 million. She urged an understanding of projects and lists of priorities, and noted that eBART was being shown in chunks. She wanted to fully understand the potential impacts given that TRANSPLAN did not have the resources to be the "piggy bank," and while BART was a good partner, she emphasized the limited resources and wanted to be mindful and understand potential budget impacts.

Mr. Stamps explained that ECCRFFA and TRANSPLAN staff agreed and would continue to monitor how funding was being allocated and how BART projects were being budgeted.

On motion by Wade Harper, seconded by Mary Piepho, TRANSPLAN Committee members unanimously approved the list of projects and proposed programming plan for the additional Measure J funding capacity through FY 2034, as recommended by the TRANSPLAN Technical Advisory Committee, and directed staff to forward the project list and programming plan to the Contra Costa Transportation Authority.

**RECEIVE REPORT ON STATUS OF EAST COUNTY FEE PROGRAM
NEGOTIATIONS FROM STAFF AND TAKE ACTION AS APPROPRIATE**

John Cunningham reported that at the last meeting the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) Joint Exercise of Powers Agreement (JEPA) had been discussed, and had been distributed to all East County jurisdictions for review and comment since that time at the TRANSPLAN Committee's direction to equalize fees and provide clarity with respect to project descriptions.

Mr. Cunningham noted that the City of Pittsburg had requested certainty with respect to **project descriptions** as to what was and was not being funded although staff had concern that could compete with other documents. He explained that working together a balance had been struck to include high-level descriptions to address everyone's concern, which should be resolved soon. Another item of concern was commercial office and industrial rates, and Pittsburg had requested to be allowed to collect a different rate, to be reflected in the JEPA, with the city to make up the shortfall and with ECCRFFA funds to remain whole which would allow the city to keep its Memorandums of Understanding (MOUs) in place, which should also be resolved in coming weeks.

With respect to fee equalization, Mr. Cunningham stated there had been standing direction from the TRANSPLAN Board to draft a **JEPA that resulted in equalized fees**. Staff had worked on the agreement for many months and he explained that it had become too complex to define a JEPA with equalized fees. To address that concern, staff wanted the City of Pittsburg to indemnify ECCRFFA and other jurisdictions to address the fees different from others, although ultimately by 2015 there would be an equalized fee structure throughout the jurisdictions.

Dale Dennis, ECCRFFA Program Manager, clarified that the City of Pittsburg would need to adopt a uniform fee structure and because of Pittsburg's MOUs, and since there would be an 18-month period where there would be a different fee structure, for that period of time instead of having the city go through the processes to change agreements and the like the city had agreed to indemnify ECCRFFA and member agencies. Over the next 18 months there would be a differential in fees but after that time everyone would be back to the same fee schedule other than commercial, which the city had agreed to make up the difference and which would allow the city to work through the MOUs and the like on its own.

Mr. Dennis explained that the latest draft of the JEPA had addressed all comments from all member agencies and the City of Pittsburg; hopefully everyone would sign off on that draft which had been distributed this date, allowing Pittsburg to take action in the next few weeks.

When asked, Mr. Dennis characterized the changes as pretty straightforward and reported that the deal points everyone had agreed to had been put into the amended JEPA so there would be changes in the main document and two attachments would deal with fees and project delivery. He noted that the agreement read pretty well given the complexities.

The TRANSPLAN Committee received the report and directed staff to return in August.

ADJOURNMENT

Chair Romick adjourned the TRANSPLAN Committee meeting at 5:27 P.M. to August 8, 2013 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

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

MINUTES

September 23, 2013

The special meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Kevin Romick at 6:38 P.M.

ROLL CALL

PRESENT: Gil Azevedo (Antioch), Salvatore (Sal) Evola (Pittsburg), Doug Hardcastle (Oakley), Wade Harper (Antioch), Bruce Olson (Pittsburg), Duane Steele (Contra Costa County Planning Commission), Robert (Bob) Taylor (Brentwood), and Chair Kevin Romick (Oakley)

ABSENT: Mary N. Piepho (Contra Costa County Board of Supervisors), and Joe Weber (Brentwood)

STAFF: John Cunningham, TRANSPLAN Staff
Dale Dennis, Program Manager, East Contra Costa Regional Fee and Financing Authority (ECCRFFA)

PUBLIC COMMENT FOR ITEMS NOT LISTED ON THE AGENDA

There were no comments from the public.

RECEIVE UPDATE ON EAST COUNTY REGIONAL TRANSPORTATION MITIGATION PROGRAM (RTMP) STATUS. APPROVE LETTER FROM TRANSPLAN CHAIR TO CCTA COMMUNICATING THE STATUS OF THE CITY OF PITTSBURG'S PARTICIPATION IN THE EAST COUNTY RTMP, AND TAKE ANY OTHER ACTION AS APPROPRIATE

John Cunningham advised that as reported at the meeting of the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), as of September 10, 2013, all member jurisdictions had approved the amendment to the Joint Exercise of Powers Agency (JEPA) with respect to the City of Pittsburg. He noted that the TRANSPLAN Committee's responsibilities were different from ECCRFFA's in regards to the Regional Transportation Mitigation Fee Program in that TRANSPLAN did not adopt the fee program but was in the position of approving a member's participation in the fee program.

Mr. Cunningham recommended the receipt of the report and the approval of the letter from the TRANSPLAN Chair to the Contra Costa Transportation Authority (CCTA) in substantially the form presented regarding the withdrawal of the January 31, 2011 and November 29, 2012 letters, and support of the City of Pittsburg's receipt of return to source funds. He stated that the September 23, 2013 letter from the TRANSPLAN Chair to the CCTA had been reviewed by staff and had been distributed to CCTA staff as well for its review and comment. There were no comments. The letter was in the packet, to be approved in substantially the form provided.

On motion by Bob Taylor, seconded by Federal Glover, TRANSPLAN Committee members unanimously approved the letter, in substantially the form presented, from the TRANSPLAN Chair to the Contra Costa Transportation Authority (CCTA) communicating the withdrawal of the January 31, 2011 and November 29, 2012 letters and supporting the City of Pittsburg's receipt of return to source funds.

Sal Evola expressed his appreciation to Assemblymember Jim Frazier who was in the audience and who had been a member of the TRANSPLAN Committee, along with Mayor Taylor, and Don Tatzin and Julie Pierce, who had all been working with everyone involved to bring resolution to the situation. For the City of Pittsburg, he thanked all those who had worked to bring the City back to the table.

ADJOURNMENT

Chair Romick adjourned the TRANSPLAN Committee meeting at 6:40 P.M. to October 10, 2013 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

**ITEM 4
CORRESPONDENCE**



COMMISSIONERS

Janet Abelson,
Chair

Kevin Romick,
Vice Chair

Newell Americh

Tom Butt

David Durant

Federal Glover

Dave Hudson

Mike Metcalf

Karen Mitchoff

Julie Pierce

Robert Taylor

MEMORANDUM

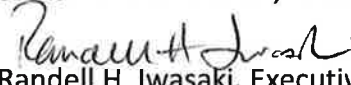
To: Barbara Neustadter, TRANSPAC

Andy Dillard, SWAT, TVTC

Jamar Stamps, TRANSPAN

Jerry Bradshaw, WCCTAC

Shawna Brekke-Read, LPMC

From: 
Randell H. Iwasaki, Executive Director

Date: September 20, 2013

Re: Items approved by the Authority on September 18, 2013, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its September 18, 2013 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

Caldecott Fourth Bore Project Update (Project 1698/1001). Staff reported at the July 17, 2013 Authority meeting that the Construction and Construction Support budget for the project is \$336.4 million. This is after the California Transportation Commission (CTC) removed \$16.6 million in State-controlled funds from the original budget. The estimated cost for Construction and Construction Support could be as much as approximately \$343 million, leaving a shortfall of up to \$6.6 million. Since this date, the State has increased its funding by \$2.8 million to increase the budget to \$339.2 million. Staff also reported that the best estimate for the opening date of the new Caldecott Fourth Bore is late October 2013, however, risks exist which could make the opening later and increase costs over that reported at the July 2013 meeting. As reported in July, the estimated final cost is below the original budget and the schedule is within the target date of "Fall 2013". *Staff provided an update on changes in the estimated final cost and schedule, staff's ongoing efforts to secure State funding, and reviewed the attached Powerpoint presentation. Staff reported that the new Fourth Bore is on schedule to open this fall. There are a number of*

Randell H. Iwasaki,
Executive Director

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activities underway related to safety and operational systems. The most likely date for the tunnel to open is late October to mid-November. An opening ceremony is being planned with our partners. The ceremony will be a traditional event with a small number of speakers. The number of invited guests needs to be limited to no more than 200 due to restricted area near the east portal of the tunnel. The cost projections still indicate that the project will complete under the original budget. Authority staff continue to work with Caltrans to restore full funding for the project. (Attachment)



Caldecott Fourth Bore Update

Contra Costa Transportation Authority
September 18, 2013

September 18, 2013
Authority Meeting Handout
Agenda Item 4.A.6

Budget Update

- ▶ Construction Budget \$336.4 million
 - Construction + Construction Support
 - After CTC de-allocated \$16.6 million
- ▶ July Authority Update
 - Cost at Complete between \$334.2 (+\$2.1 million) and \$343.4 (-\$7.0 million)
- ▶ September Update
 - Construction Budget increased to \$339.1 (ARRA)
 - Cost at Complete between \$334.4 (+\$4.7 million) and \$339.9 (-\$2.7 million)
 - Assumes \$5.425 million RM2 remains available

Schedule Update

- ▶ Completion of tunnel systems –
 - mid-September 2013
- ▶ Functional/Integration testing –
 - early to mid October 2013
- ▶ Fire/SCADA/TOS Testing –
 - mid to late October 2013
- ▶ Hands-on Operator Training –
 - late October/early November 2013
- ▶ Emergency Responder Drills –
 - late October/early November 2013
- ▶ Open tunnel to traffic –
 - late October/early November 2013
 - Public message still “late 2013”

Project Completion / Ribbon-Cutting Event

- ▶ **Planned Media Outreach surrounding tunnel opening:**
- ▶ All parties are working together to coordinate media outreach surrounding the Caldecott Tunnel opening.
- ▶ Several project milestone events have been identified and will be used to keep media engaged over the next two months. Some ideas include:
 - Were You There? (Contra Costa Times – call for historic photos, memories of Caldecott ribbon cuttings in 1937, 64, and even 1903 Kennedy Tunnel)
 - Announcement of projected month of opening & Announcement of projected day of tunnel opening
 - Drive along (last traffic shift/pop ups) (Contra Costa Times)
 - Preview media tour of the tunnel and new Operations & Maintenance facility
 - Working with Tom Vacar on a “Women of the Caldecott” segment
 - Small scale ribbon-cutting/announcement event– ceremonial chain/ribbon severing event prior to opening to traffic as outlined below
- ▶ **Ribbon Cutting/Project Completion Event:**
- ▶ Key points of the event include:
- ▶ Budget not to exceed \$5,000
- ▶ Event will be simple–
 - Limited guest list (200 or less due to space constraints at the project site)
 - Small number of speakers to keep event within allotted window of time (2 hours or less)

**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 2013

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

STATE ROUTE 4 WIDENING

A. SR4 Widening: Railroad Avenue to Loveridge Road

Lead Agency: CCTA

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

Current Project Phase: Highway Landscaping – Plant Establishment Period - *Field work is 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 closeout of the CCTA landscape construction contract, final contractor progress payment and release of retention funds to the contractor is anticipated to occur in September 2013.*

Issues/Areas of Concern: None.

B. SR4 Widening: Loveridge Road to Somersville Road

Lead Agency: CCTA

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

Current Project Phase: SR4 mainline construction.

Project Status: Construction of the SR4 mainline and Loveridge Road widening began in June 2010. *The project completion target is early 2014.*

Construction of the eastern half of the new Loveridge Road Bridge over SR4 *was completed and opened to traffic in late June 2013. Northbound Loveridge Road traffic is currently on the eastern half of the new bridge while southbound Loveridge Road traffic is currently on the western half of the new bridge.*

The lane-line configuration on the new bridge is temporary to allow for the construction of the new median area on top of the new bridge deck.

The primary activities along the SR4 mainline consist of construction of the new inside traffic lanes in the eastbound and westbound directions adjacent to the new median area, as well as construction of the median eBART concrete barriers.

The project construction is approximately 80% complete.

Issues/Areas of Concern: *Discussions were successful to determine methods to accelerate the work and the new project completion target is early 2014.*

C. SR4 Widening: Somersville Road to SR 160

Lead Agency: CCTA

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

Current Project Phase: Construction.

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

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

Construction is continuing along both the north and south sides of the freeway on all remaining details of sound wall work and finishing work on retaining walls that have the Delta Region Native Landscape Architectural Treatment. Other work in August included completion of remaining freeway paving and continuation of eBART work in the median area. The new eastbound on-ramp from Somersville Road to Eastbound SR4 has been opened to its full width for traffic. Construction on the two remaining bridges, mainline eastbound, eBART, has been completed, and a major switchover of eastbound traffic onto the new bridge occurred early in August. Slope paving and other finish details of the bridges occurred this month. Work continues on the reconstruction and widening of Somersville Road, including final installation and startup of new traffic signals.

Segment 1 construction is approximately 94% complete.

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

Construction of the northbound eastern half of the new G Street Bridge over SR4 is well underway, with abutment backfill, deck closure pours, barrier rail and approach slab work in July and August. Construction of Drake Street is in Progress.

Jointed Plane Concrete Pavement (JPCP) for the eastbound outside mainline near and under G Street continued in July and August.

Retaining wall and sound wall and drainage work, north and south of the freeway, east and west of G Street have continued, along with associated Cast-In-Drilled-Holes (CIDH) piles, soil nail walls, roadway excavation and embankment.

The new Contra Loma Undercrossing Bridge continued in July and August, with abutment backfill and settlement periods, abutment excavation and pile installation. Reinforced concrete box construction on East side of Contra Loma is in progress as well as widening of Contra Loma Blvd and Creek Access Rd.

Segment 2 construction is approximately 47% complete, through August 2013.

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

During the months of July and August, project work has continued with construction of JPCP at the eastbound mainline up to the Hillcrest Ave off-ramp.

Installation of utility systems, barrier rail, soundwall and local street construction at Lone Tree Way, Tregallas Road, Cavallo Road and Drake Street is continuing.

Retaining wall and soundwall construction is progressing at multiple locations.

A Street Bridge construction is continuing with installation of CIDH piles, footings and abutments.

Segment 3A construction is approximately 35% complete through August 2013.

Segment 3B: NTP was issued with March 14, 2013, as the first working day. Construction is anticipated to be complete in November 2015.

Temporary traffic striping on EB SR4 at SR160 was changed to provide two thru lanes on SR4. Traffic flow through this area is improved by modification of the traffic striping.

At the SR4 EB Off-Ramp, excavation of excess material has been performed and excavation for the Modular Storm Drain System (MSDS) No. 1 has been performed. Delivery and installation of the MSDS is complete, backfill and tie-in of minor drainage structures is in progress.

Construction of Retaining Walls 5 and 7 along the south of SR4 and East of Hillcrest Ave is progressing well. RW 5 is complete and backfill operations are in progress. At RW 7, footing construction is complete with wall construction, tie-downs and backfill work in progress.

Temporary traffic control at Hillcrest Ave has been placed; including striping, K-rail and construction area signs.

Relocation of the City of Antioch 16" waterline is progressing. Issues involving design and as-built condition of the existing line have been resolved with revisions made to the design of the new pipe.

At the north side of the project, east of Hillcrest Ave, drainage work is being performed. Large diameter storm drainpipe, running longitudinal to the highway, is being installed. It will replace an existing storm drain line that is being removed because it is underneath the location of the planned embankment.

The jack and bore pipe work under the freeway is complete. The jacking pit was changed from the north to the south side of the highway to avoid a conflict with the existing storm drain on the north side. Associated drainage facilities are under construction.

At the Hillcrest Ave overcrossing abutments, the existing slope paving was removed to prepare the site for CIDH piles and footing construction for the bridge widening. Abutment footings and abutments are being constructed. At Bent 2, large diameter CIDH piles have been constructed.

The interface with Segment 3A is being reviewed to identify traffic staging, paving and drainage issues. No issues that will significantly impact the project have been identified.

Segment 3B construction is approximately 16% complete thru August 2013.

Issues/Areas of Concern:

Segment 1

None.

Segment 2

Caltrans has approved a plan to recover contractor owned delays on the project. The contractor has modified the planned order of work at Contra Loma Boulevard and the ramps to allow ramp work to continue without completing local street work and modify the mainline staging work near G Street. The revised schedule will prevent construction from extending into an additional construction season, thus allowing the project to be finished by the contract completion date.

A Change Order (CCO No. 44) was written for costs associated with removal of existing concrete pavement where existing asphalt pavement was shown on the drawings. Additional work in the amount of \$448,295 and a 7 working day time extension was approved by Caltrans with CCTA concurrence.

Segment 3A

Burrowing Owls were discovered within the project limits, affecting some work on the project. Provided the owls are fledged by mid-August, there should be only minimal impacts to work on the retaining wall and earthwork.

Burrowing Owls have nested near retaining walls on the North side of the project. Retaining wall and backfill work near the owls has been halted. Excavation work for other retaining walls is impacted as the backfill area is not available to place the excavated material. Caltrans is working with the contractor to mitigate impacts to the project. This work has the potential to affect the critical path of the project but has not yet done so.

The native material does not meet the R-value requirements of 20 specified in the contract. Revised pavement structural sections based on an R-value of 10 or other resolution to bring R-values up is needed. A CCO will be written to provide revised pavement sections.

Segment 3B

Contract documents require relocation of a 16-inch diameter pipe belonging to the City of Antioch (COA). A number of issues related to this waterline have been resolved and construction is now progressing. A change order was approved for the many revisions to the waterline.

The contract documents allow for a 6-hour shutdown to switch from the existing water line to the new DIP water line. There will be a cost for City of Antioch standby inspector and incidental costs for this shutdown. The shutdown is now scheduled for August after resolution of the many issues regarding this pipeline is complete. Temporary access to the Parachini property was negotiated to allow the waterline work to progress.

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

BART has requested that BART Safety and Security Certification requirements be included as part of the sign-off and hand-over of the completed eBART work. Discussion is ongoing regarding requirements for construction, documentation and survey of the eBart work to ensure conformance with the eBART SSC requirements.

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: Final Design.

Project Status: *Project design is complete and is scheduled to be approved by Caltrans in August 2013. Union Pacific Railroad (UPRR) approved the design in early August 2013 and review of the Construction and Maintenance Agreement with UPRR is underway. The draft application to the California Public Utilities Commission (CPUC) for new crossings has been submitted and is expected to be approved in fall 2013. Construction advertisement is planned for fall 2013.*

Issues/Areas of Concern: The Project requires an application to the California Public Utilities Commission (CPUC) for a new crossing over the railroad and a Construction and Maintenance Agreement with the Union Pacific Railroad, and both have been submitted with the 95% plans. These long-lead items may delay the start of the construction schedule, although work-arounds may be possible.

E. East County Rail Extension (eBART)

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

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

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

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

Project Status: *The track work for Contract 110 is 90% complete as well as the civil work. Installation of the train control and communication systems continues. Testing will be the final phase.*

Most of the earthwork is complete for the parking lot area for Contract 120. *The foundation footings for the maintenance building are complete. The Contractor is currently working on utilities for the building.*

Coordination between BART and CCTA is ongoing because the construction of Contract 120 is directly north and adjacent to the Segment 3B construction area. A master integrated schedule has been developed for the eBART and SR4 construction contracts.

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

STATE ROUTE 4 BYPASS PROJECT

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

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: *Substantial bridgework on the four bridges of the project; the Lone Tree Way Undercrossing, the Sand Creek Bridge, the Sand Creek Road Undercrossing, and the San Jose Avenue Undercrossing has been completed. Contract Roadway construction continues. Electrical system installation and drainage system installation continues. Lean Concrete Base (LCB) placement and Hot Mix Asphalt (HMA) and Rubberized HMA pavement for stage 1 (Eastbound) is substantially complete. Traffic switch to the newly built eastbound lanes is scheduled in August.*

Issues/Areas of Concern: *The Authority approved moving forward with a CCO to construct the second Sand Creek Road Overcrossing in this contract. Current initial discussions have begun involving the Authority, the SR4 Bypass Authority, ECCRFA, Project Designer, Caltrans and the Contractor to come up with the best schedule to do this work. Widening of the Sand Creek Bridge is also subject to this additional CCO. 65% plans have been completed and submitted for comment. The authorization of this work would extend the project completion from April 2014 to December 2104.*

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

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

Lead Agency: CCTA

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

Current Phase: Design.

Project Status: Project Development Team (PDT) meetings with Caltrans are occurring on a monthly basis. *In July 2013, the Authority approved an amendment to the Kinder Morgan agreement for design services to relocate the existing petroleum booster pump station in the interchange area. The Contra Costa Water District (CCWD) is in the process of designing an alignment to relocate a large water line from within the project limits. A Longitudinal Utility Exception Request from Caltrans for CCWD to leave the 90-inch water line in place has been submitted. The designer is currently working on the mapping and geometric approval drawings. The structural type selection meeting occurred on July 30, 2013.*

Design is anticipated to be complete in late 2014.

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

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

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: *Authority staff and the design engineer have met with project partners to look at bridge design layouts. All parties have agreed to a layout and design is beginning. Geotechnical work is complete, thus allowing 35% plans to move forward.*

BART announced that the recommended new station location for a future eBART extension should be at a location adjacent to the pedestrian overcrossing. The project will need to consider the impacts of this decision.

Issues/Areas of Concern: *Because of the slowdown in building in East County, ECCRFFA construction funding for the project has been delayed and an alternative construction-funding source has yet to be identified.*

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

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

July 2013 Update – No Changes From Last Month

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

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

eBART Next Segment Study

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

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.

ITEM 6
CALENDAR OF EVENTS

Calendar of Upcoming Events*

Fall 2013	Location	Event
September 27, 2013	Modesto	San Joaquin Joint Powers Authority (SJPPA) Meeting
October 2013	Multiple	Public Outreach Meetings for the TriLink (SR 239) Feasibility Study (dates/locations at www.trilink239.org)
November 22, 2013	Martinez	San Joaquin Joint Powers Authority (SJPPA) Meeting
Fall TBD	Orinda	Ribbon Cutting - Caldecott Fourth Bore Project
Winter 2013/2014	Location	Event
December 10, 2013	Riverside	California Transportation Commission (CTC) Meeting
December/January	Pittsburg/Antioch	Groundbreaking - State Route 4 Loveridge and Somersville segment (open to traffic)
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	South of Cypress Road, west of Knightsen Avenue APN032-020-014	Notice of Public Hearing	Cola and Pagano Properties Preliminary General Plan Amendment (PA 02-13) Contact: Ken Streeelo, Senior Planner strelo@ci.oakley.ca.us	Request to initiate a preliminary General Plan Amendment to consider changing land use designations on two adjacent properties from "Single-Family Very Low" (SV) and "Agricultural Limited" (AL) to "Single-Family High" (SH) on approximately 29 total acres.	10-8-13 (hearing date)	No comments
City of Oakley	3801 Daniel Drive; APN034-080-034	Notice of Public Hearing	Bella Estates Preliminary General Plan Amendment (PA 01-13) Contact: Ken Streeelo, Senior Planner strelo@ci.oakley.ca.us	Request to initiate a preliminary General Plan Amendment to consider changing land use designation "Agricultural Limited" (AL) to "Single-Family Medium" (SM) on a 5-acre parcel.	9-10-13 (hearing date)	No comments
City of Oakley	Northeast corner of Sellers Avenue and East Cypress Road	Notice of Public Hearing	Gilbert Property Development Agreement First Amendment (DA 02-13) Contact: Josh McMurray, Senior Planner mcmurray@ci.oakley.ca.us	Amendments to development agreement to: extend term of agreement, include preliminary phasing plan, update development impact fee language.	8/13/13, 6:30pm (hearing date)	No comments
City of Pittsburg	North East terminus of Carion Court, north of Loveridge Rd	Notice of Intent to Consider Adoption of a Mitigated Negative Declaration	General Plan Amendment Contact: Leigha Schmidt, Associate Planner 925-252-4920 lschmidt@ci.pittsburg.ca.us	Request for a General Plan Amendment from Business Commercial to Medium Density Residential and approval of a vesting tentative map for 33-lot subdivision.	7/29/13	t.b.d.
City of Oakley	91 Brownstone Road	Notice of Public Hearing	Brownstone Gardens Conditional Use Permit Amendment Contact: Josh McMurray, Senior Planner mcmurray@ci.oakley.ca.us	Request for an amendment to CUP 02-11 to allow for the construction of an accessory building.	7/9/13, 6:30pm (hearing date)	No comments

ITEM 8
FY 2014/15 511 CONTRA COSTA WORKPLAN AND BUDGET



TO: TRANSPLAN

FROM: Lynn Overcashier, 511 Contra Costa Program Manager

DATE: October 10, 2013

RE: Staff is seeking approval and authorization for the FY 2014/15 511 Contra Costa Program workplan and estimated budget outlined below. Grant funding is provided by the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA), CCTA Measure J (Commute Alternatives) and MTC CMAQ (Employer Outreach)

The Central/East County 511 Contra Costa staff implements programs and projects which fulfill each jurisdiction's Transportation Demand Management ordinance requirements within the Contra Costa Transportation Authority's 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 Greenhouse Gas emissions.

The Workplan for FY 2014/15 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.

The budget is expected to be similar to the 2013/14 allocations, with approximately \$755,000 in TFCA funding from the BAAQMD, \$383,500 from Measure J Commute Alternatives and \$39,970 in CMAQ funding from MTC.

Program elements include:

- TDM Ordinance Update – 511 CC staff will be updating the Measure J TDM Draft Model Ordinance. The CCTA Countywide Transportation Plan is currently being updated and as a result, it is necessary to update the model TDM Ordinance. Local TDM ordinances have not been updated since 1997. It will be necessary for each jurisdiction to approve an updated TDM Ordinance in 2014 prior to adoption of the

Countywide Transportation Plan. This is a requirement under Measure J in order for jurisdictions to continue to receive their annual M/J half cent sales tax transportation return-to-source funding.

- Action Plan Implementation - Both the TRANSPAC and TRANSPLAN Action Plans include actions and programs which are implemented by the Central/East County 511 Contra Costa Program. Staff will also be working with local jurisdictions in developing Transportation Demand Management strategies as part of the Sustainable Communities Strategies through SB 375.
- Safe Routes to Schools (SR2S) Programs and Projects - Staff will work with local jurisdictions, school administrators, parents, PTAs, police departments and others to expand the SR2S programs to elementary, middle and high schools throughout East County. 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 site access safety programs. Measure J funds will be used to provide bike racks, skateboard and scooter racks, paving and fences, as well as school access and infrastructure improvements to promote safer access to campuses.
- Employer Outreach – Recent legislation (SB 1339) was passed which requires employers with >50 employees to provide pre-tax commuter benefits, or other options to promote commute alternatives. 511 CC will provide assistance to employers to comply with MTC and BAAQMD regulation of this legislation. 511 CC will develop and provide a Commuter Assistance Program for Central and East County jurisdictions to assist city/county compliance with these new requirements. Additional offerings to employers include elements that reduce single occupant vehicle ridership, which is a requirement of the TFCA grant funding. Services include: distribution and analysis of transportation surveys; real-time-ridesharing; 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. Among pilot programs under development will be a Carshare program and a Bike Sharing program.
- Electric Charging Program – TFCA and Measure J funds are used to provide mini grants to Central and East County jurisdictions for electric charging stations and 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 at city events to inform residents of ways to reduce Vehicle Miles Traveled (VMT) and GHG emissions. Special promotions include providing transit passes to support the Discover and Go program through the libraries, and other community outreach events.
- **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 TRANSPAN websites (www.transpac.us and www.transplan.us), in addition to the www.511contracosta.org site.
- **AGENCY PARTNERSHIP ACTIVITIES** - Staff participates in local and regional committees to ensure coordination, promotion and funding for TDM projects in Contra Costa County. The committees include: BART’s Bicycle/ Pedestrian Access TAC, MTC’s Regional Rideshare TAC, BAAQMD/MTC SB 1339 TAC, BWTD TAC, MTC’s School and Youth Outreach TAC, CCTA’s Safe Routes to School Task Force; TRB’s TDM Committee and the TDM Institute.
- **ASSISTANCE WITH GRANT APPLICATION DEVELOPMENT** - Staff provides assistance to partner agencies for grant submittals.

Performance Measures: The BAAQMD requires that programs and projects maintain a minimum cost effectiveness performance measure, based on BAAQMD algorithms and methodology. This minimum standard is \$90,000/ton of emissions reductions. Historically the 511 CC program has achieved results ranging from \$29,000-\$55,000/ton of emissions reductions, which is well below the required BAAQMD standard.

It is estimated that the 2014-15 workplan will achieve a minimum of \$44,000/ton of emissions reductions. Per the BAAQMD methodology, this equates to a reduction of 993,200 vehicle trips, 12,118,600 vehicle miles reduced and 5,820.8 tons of ROG (reactive organic gases), NOx (nitrogen oxides) and PM (particulate matter).

ITEM 10
511 CONTRA COSTA TDM UPDATE AND "STREET SMARTS" REPORT



TO: TRANSPLAN

FROM: Lynn Overcashier, Central/East 511 Contra Costa Program Manager

DATE: October 10, 2013

RE: Program Managers' Update, July-September 2013

The TDM Ordinance/Resolution is one of the conditions of compliance checklist items necessary for each jurisdiction' receipt of Return to Source Measure J funds as part of the Countywide Transportation Plan. The TDM Ordinance had not been updated since 1997, so a major overhaul was undertaken. A draft has been sent to Authority staff for review prior to approval by CCTA and distribution to the RTPC's. As part of the CTP update process, all City Councils and the Board of Supervisors will need to approve an updated TDM Ordinance or Resolution.

With the passage of SB 1339 legislation, all employers with >50 employees will need to provide pre-tax commuter benefits to employees, or develop a comparable emissions-reducing program for employees. With this in mind, the 2013/14 TDM workplan and budget were revised to address the need for additional resources to assist employers with these compliance requirements, including all local jurisdictions. Letters went out in late September to inform employers of the new compliance requirements. 511 CC staff will be a resource for employers, however regulatory compliance issues will be handled by the BAAQMD and MTC.

In cooperation with CCTA staff and their contractor Feer and Peers, staff provided a very detailed and comprehensive list of Street Smarts and SR2S program elements, along with detailed costs associated with each element, to assist Authority staff in determining how best to deliver SR2S programs countywide.

Staff is currently working with other agency staff to encourage and develop a comprehensive countywide SR2S Program as a potential marquee program in a reauthorized Measure J expenditure plan. Elements for future consideration could include: crossing guards, limited yellow school bussing, funding for public bus tickets for students (where service exists), countywide SchoolPool parent ridematching service, bicycle/pedestrian infrastructure and safety improvements, etc.

As a member of the TRB TDM committee, I joined others for the mid-year TRB TDM committee meeting held in San Antonio, TX in late July. Additional meetings were held to develop TDM research topics and I was asked to review three TDM research papers to be considered for presentation and/or publication. I will be attending the TRB meeting January 11-16, 2014 in Washington D.C., as I am the committee secretary and where research findings will be reported.

The non-profit TDM Institute (TDMI) conducted its mid-year meeting in conjunction with TRB's July meeting. I am the Secretary on the Executive Committee of the Board. A website had been launched at www.transportation2.org which is a repository and national clearinghouse for TDM research and information. In addition, work is being conducted through TDMI, in cooperation with LEED to include more eligible TDM elements when applicants apply for LEED certification.

Staff updated Chapter 6 of the Congestion Management Plan which focuses on TDM implementation. A red-line/strikeout version has been submitted to CCTA staff for review and consideration.

The FY 2014/15 TFCA workplan and budget has been drafted for TRANSPAC and TRANSPLAN approval (in the October packet).

At the invitation by the Mount Diablo Unified School District Board, staff made a presentation on the Street Smarts Diablo programs. In addition, staff worked with the district to install bicycle racks and access improvements at 13 MDUSD school campuses over the summer.

Staff has been working with Assemblyman Frazier and Supervisor Piepho's staff over the summer to encourage school principals in East County who have not yet availed themselves of the free Street Smarts program to do so. With the recent bicycling fatality in Byron, the need for safety education has brought the subject and the Street Smarts Program to the forefront.

Staff is working with County Connection, Tri Delta and WestCat to develop a universal summer youth pass which can be distributed at the Youth Summit sponsored by Supervisor Glover in March. The Street Smarts budget will be reimbursing the transit agencies for a majority of the cost of the passes for these students. The object is to encourage the students (grades 8-12) to access libraries, worksites and other activity centers via public transportation during the summer.

Staff is working with CCTA, SWAT and WCCTAC 511 CC staff on a seamless delivery of TDM services countywide. Staff is currently drafting a Memorandum of Understanding which would provide details of how this would be implemented to ensure consistent delivery of TDM throughout the County.

511 Contra Costa School Programs

TRANSPLAN: East Contra Costa- Status Update and Summary of Activities

Funding: MTC Climate Initiatives Cycle 1 Safe Routes to School Block Grant (Federal SR2S), Bay Area Air Quality Management District TFCA funds and Measure J Commute Alternative Funds

Background

In 2011, TRANSPAC and TRANSPLAN authorized MTC Climate Initiatives Cycle 1 Safe Routes to School Grant (Federal SR2S) funding to 511 Contra Costa for the development and implementation of a Central/East County Bicycle/Pedestrian Safety program for K-12 students. This report describes the many Street Smarts school-based programs implemented by the TRANSPAC/TRANSPLAN TDM Program, including programs funded by other funding sources. These include: Measure J Line 17, (which funds East County bicycle infrastructure and access improvements, the Helmet Program, International Walk to School Day and Bike to School Day and other support services); and BAAQMD TFCA funds for the SchoolPool Program. This report provides an update on the program elements to date, including the comprehensive approach to facilitating stakeholder involvement, conducting site reviews, delivering programs, and coordinating infrastructure improvements.

Street Smarts Diablo Region is comprised of ten (10) program elements including:

1. Elementary School Programs (grades K-3): “Mr. Beeps” Bike and Pedestrian Safety Assemblies
2. Elementary School Program (grades 4-5): “Heads Up!” Helmet Safety Assemblies
3. Middle School Program: 3-Day Program with Parent Education Meetings, Bicycle/Pedestrian Road Simulations and Challenge Days; including site assessments; parent surveys; bicycle/pedestrian pre/post program tallies
4. Helmet Program: Bicycle helmet distribution program available to students at participating schools
5. High School Program: “Rules of the Road” Bicycle/Pedestrian Challenge and Education Program (currently in final development stage)
6. International Walk to School Day: supports school participation of this annual October event
7. Bike to School Day: supports school participation in this annual May event
8. Bilingual (English/Spanish) Curricula: Bilingual, age-appropriate bicycle/pedestrian safety education curricula developed and distributed to all participating elementary, middle and high schools
9. Street Smarts II Infrastructure: Site assessments and school access/bicycle infrastructure improvements including striping, signage, paving, bicycle racks, scooter and skateboard racks
10. SchoolPool Program: Provides introductory Tri Delta Transit passes to students each Fall to encourage transit ridership to schools

In addition to these programs, staff maximizes the efficiency of these coordination opportunities by working with school administrations, school districts, City/County staff and local police departments to determine the preferred placement of bicycle/pedestrian infrastructure, signage, and improvements to drop-off/pick-up locations at schools. These projects create safer conditions in the drop-off/pick-up zone to encourage more bicycling and walking, while also providing more bicycle parking on campuses, when needed. Pre and post-program trip reduction counts are conducted per Federal SR2S grant guidelines.

NOTE: Federal SR2S grant funds prohibit expenditures for infrastructure and various support activities essential to the success of 511 Contra Costa school programs. Measure J Line 17 funds provide the necessary financial resources to provide the breadth of program services delivered.

School Program Elements include:

1. Elementary School Grades K-3 “Mr. Beeps” Bike and Pedestrian Safety Assemblies

Description: This assembly program features bicycle, pedestrian, and skateboard/scooter safety education and encouragement outreach for elementary schools including a 30-minute assembly led by the Street Smarts Diablo Region robotic talking car Mr. Beeps and Street Smarts staff. Together, elementary school children are taught: stop signs and signals, the “Stop, Look, Listen”; “Look left, look right, look left again”, helmet fit, helmet laws, school parking lot safety, clean air, and fitness/health. Each student receives a bilingual Traffic Tim bicycle and pedestrian safety activity book after the assembly. Site assessments are conducted prior to the assemblies to ascertain safety issues and site access and infrastructure needs. CCTV has filmed the 30 minute assembly and a two minute edited version which is posted on the website at: <http://511contracosta.org/schools/street-smart-diablo/>

In addition, every East County elementary school is invited and encouraged to participate in International Walk to School Day each October. Street Smarts Diablo Region provides tally sheets, event banners, and prizes for participation.

2. Elementary School Grades 4-5 “Heads up!” Bike and Pedestrian Safety Assemblies

Description: This assembly program encourages students to wear helmets and highlights many uses and benefits of helmets such as for fire fighters, police officers, hard hats, etc. Each student receives a bilingual Traffic Tim bicycle and pedestrian safety activity book after the assembly.

In addition, just as with the younger children, students are encouraged to participate in International Walk to School Day each October. Street Smarts Diablo Region provides tally sheets, event banners, and prizes for participation.

3. Middle School 3-Day Program

Description: Education and encouragement outreach for middle schools includes a 3-day program involving hands-on bicycle and pedestrian safety education training, a Challenge Day competition, and a Parent Education Meeting for parents and students regarding driver safety awareness in school drop-off zones and bicycle and pedestrian safety techniques parents can reinforce with their children. Each student receives bilingual curriculum after the event. Training for students is provided by League of American Bicyclist certified instructors. Programs are customized to address site-specific challenges at schools.

Site assessments are conducted prior to the assemblies to ascertain safety issues and site access and infrastructure needs. As part of the event, parent surveys are conducted to gather feedback from the parents regarding perceived barriers to allowing their children to bike or walk to school. Pre and post event hand tallies are conducted to monitor participation and the results are tallied.

4. Helmet Program

Description: As part of a corresponding education event, a helmet program is offered to schools in need. Each student that brings a bike/skateboard/scooter to the event will receive a multi-purpose sport helmet. Students are also able to trade in their old/broken helmets for a new one. Students are fitted by League of American Bicyclist certified trainers.

5. High School Bike and Pedestrian Safety Program (under development)

Description: Education and encouragement outreach for high schools will include a Rules of the Road student bicycle/pedestrian challenge and education to encourage bicycle/pedestrian access to schools. Each student will receive bilingual curriculum after the event.

6. International Walk to School Day (annually in October)

Description: International Walk to School Day (annually in October) is a single-day event supported by the Street Smarts Diablo Region program to encourage more participation in this event. The aim is to increase awareness of both walking and bicycling as safe, healthy, and fun modes of transportation to school. Where biking or walking is not safe or desirable, parents are encouraged to carpool children to school to reduce the number of cars driving to the campus. This allows all students to be included.

Street Smarts Diablo provides each school site with marketing materials and “hands up” tally sheets to perform pre-program and day-of event student travel surveys. The event is promoted at each school site via Street Smarts banners, flyers for campus, school newsletters and the school website.

7. Bike to School Day (annually in May)

Description: Bike to School Day is a single-day event each May. Like the International Walk to School Day event, for students where biking or walking is not safe or desirable, parents are encouraged to carpool children to school to reduce the number of cars driving to the campus so that all students can be included.

8. Bilingual (English/Spanish) Bicycle/Pedestrian Safety Education Curricula

Description: Age-appropriate bilingual bicycle/pedestrian safety education curricula has been developed for distribution to all elementary, middle school and high school students. The elementary school curriculum is a Traffic Tim Activity Book which emphasizes basic bicycle and walking rules, while the middle school curriculum also includes more advanced concepts and helmet safety information. The high school curriculum emphasizes bicycle laws and rules of the road.

9. Street Smarts II: Follow-up Outreach and Infrastructure Program

Description: The Street Smarts II program includes school site assessments, coordination among stakeholders and infrastructure improvements including bicycle/scooter/skateboard racks, signage and striping and other access safety improvements. In addition to infrastructure, Challenge Days were coordinated to maintain momentum in schools that participated in the original Street Smarts program. The Street Smarts II Program goals include:

- Coordinating school districts, school principals, local police departments and City/County staff to identify and prioritize access improvement projects
- Identifying, funding and arranging for installation of small access improvements to support safer biking and walking to school, including additional bicycle/scooter/skateboard storage facilities
- Integrating support activities for the Street Smarts Diablo Region program

- Supporting International Walk to School Day and Bike to School Day activities
- Providing biannual Commute Alternative Challenge events for all interested schools

The Street Smarts II Program provides each school campus with a biannual Commute Alternative Challenge event organized and supported by Street Smarts staff and facilitated by the school administration. Street Smarts provides each school with an incentive prize of \$500 to market and facilitate a Commute Alternative Challenge Day that encourages every student to bike, walk, bus, or carpool to school. The school must also administer two days of pre-program student travel surveys and perform a day-of-event survey. Street Smarts supplies each school with planning materials, marketing materials (i.e. fliers and banners), and raffle prizes for participating students. In some schools, the Leadership student group is involved in promoting and facilitating the event.

The Street Smarts II Program continues supporting the schools through comprehensive site assessments using school district/administration feedback, parent surveys, coordination with City/County staff and police departments to identify small infrastructure projects which improve safety access points for all modes. This program also provides bicycle/scooter/skateboard racks for all schools participating in the K-12 education/safety programs. (See chart on page 5 for matrix of participating schools to date).

10. SchoolPool Transit Ticket Program (Annual Fall Program)

Description: SchoolPool Transit Ticket Program is a back-to-school introductory program which provides East County families with a free, 20-ride Tri Delta Transit bus ticket valued at \$33. This program allows students to try transit rather than accessing the school via a single occupant vehicle. Due to funding limitations, this promotion is limited to two per household and is offered once each Fall. No schools participated in the SchoolPool Parent Carpool Program this year. It is a carpool ridematching database service for schools to encourage parents to carpool their children to school to reduce the number of cars driving to campuses.

Program Results (2013):

- 57 East County schools were served; 1,051 Tri Delta bus passes distributed
- Vehicle trips reduced by program: 567,540 trips
- Vehicle- miles- traveled reduced by program in 2013: 1,702,620 miles of driving reduced

TRANSPLAN TDM School-Based Program Expenditures to Date	
Program/ Project	Program/ Project Costs
Street Smarts Mr. Beeps Elementary Assembly Programs	\$76,547
Street Smarts Heads Up Elementary Assembly Programs	\$38,017
3-Day Middle School Program	\$89,554
Helmet Program	\$18,650
High School Program (in development)	TBD
International Walk to School Day events	\$16,779
National Bike to School Day	\$15,880
Bilingual Curricula	\$41,250
Street Smarts II: Infrastructure Program	\$138,735
SchoolPool	\$56,825
Total Expenditures:	\$492,237

East County Street Smarts Infrastructure Program School Infrastructure Improvements to Date

School Name	City	Description
Antioch Middle School- Phase 1	Antioch	Installed (1) fenced 150-capacity bike cage
Antioch Middle School- Phase 2	Antioch	Purchase of (1) additional scooter/skateboard rack
Dallas Ranch Middle School	Antioch	Purchase of (4) additional 7-loop bike racks and (2) additional 8-loop racks
Diablo Vista Elementary School	Antioch	Purchase of (1) additional scooter/skateboard rack
Jack London Elementary School	Antioch	Purchase of (1) additional scooter/skateboard rack
Lone Tree Elementary School	Antioch	Purchase of (1) additional scooter/skateboard rack
Park Middle School	Antioch	Purchase of (1) additional bike rack
Sutter Elementary School	Antioch	Purchase of (1) additional bike rack
Bel Air Elementary School- Phase 1	Bay Point	Purchased (4) 7-loop bike racks and (1) 8-loop bike rack
Bel Air Elementary School- Phase 2	Bay Point	Ground striping; Installed directional signage; Purchased traffic barricades
Rio Vista Elementary School- Phase 1	Bay Point	Purchased (4) 7-loop bike racks and (2) skateboard racks
Rio Vista Elementary School- Phase 2	Bay Point	Ground striping; Installed directional signage; Purchased traffic barricades
Riverview Middle School	Bay Point	Ground striping; Installed directional signage
Heritage High School	Brentwood	Development and fencing of private property for pedestrian access onto American Avenue
J. Douglas Adams Middle School- Phase 1	Brentwood	Development and fencing of private property for pedestrian access onto American Avenue
J. Douglas Adams Middle School- Phase 2	Brentwood	Repainting (2) pedestrian crosswalks on campus
Hillview Junior High	Pittsburg	Purchased (4) 7-loop bike racks and (2) skateboard racks
Pittsburg High School	Pittsburg	Purchased (1) bicycle rack

*Meetings with Oakley Union Elementary School District and Byron Union School Districts scheduled for October 2013.

East County Street Smarts Programs

SCHOOL	CITY	DISTRICT	Elementary Mr. Beeps Assembly	Elementary Heads Up! Assembly	Middle School Event	Bilingual Curriculum Distributed	Int'l Walk to School Day 2011	Int'l Walk to School Day 2012	Int'l Walk to School 2013	Bike to School Day 2012	Bike to School Day 2013	SchoolPool 2013	Helmet Program	Ground Striping/ Directional Signage/ Paving & Fencing	Bicycle/ Skateboard/ Scooter Storage Racks
			(grades K-3)	(grades 4-5)											
Antioch Middle School	Antioch	AUSD			X	X					X	X	X		X
Park Middle School	Antioch	AUSD			X	X				X	X	X	X		X
Antioch Charter Academy I	Antioch	Charter													
Antioch Charter Academy II	Antioch	Charter													
Antioch High School	Antioch	AUSD										X			
Belshaw Elementary School	Antioch	AUSD	X	X		X						X			
Black Diamond Middle School	Antioch	AUSD								X		X			
Carmen Dragon Elementary School	Antioch	AUSD	X			X	X	X							
Dallas Ranch Middle School	Antioch	AUSD										X			X
Deer Valley High School	Antioch	AUSD										X			
Diablo Vista Elementary School	Antioch	AUSD	X	X		X	X	X							X
Dozier-Libbey Medical High School	Antioch	AUSD										X			
Fremont Elementary School	Antioch	AUSD										X			
Jack London Elementary School	Antioch	AUSD	X			X									X
John Muir Elementary School	Antioch	AUSD	X	X				X	X			X			
Kimball Elementary School	Antioch	AUSD										X			
Lone Tree Elementary School	Antioch	AUSD	X	X		X		X	X			X			X
Marsh Elementary School	Antioch	AUSD	X	X								X			
Mission Elementary School	Antioch	AUSD					X		X						
Mno Grant Elementary School	Antioch	AUSD										X			
R.A.A.M.P. Charter Academy	Antioch	Charter													
Sutter Elementary School	Antioch	AUSD										X			X
Turner Elementary School	Antioch	AUSD	X	X		X	X	X				X			
Riverview Middle School	Bay Point	MDUSD			X	X						X	X	X	
Bel Air Elementary School	Bay Point	MDUSD	X			X						X		X	X
Rio Vista Elementary School	Bay Point	MDUSD	X	X		X						X		X	X
Shore Acres Elementary School	Bay Point	MDUSD										X			
J. Douglas Adams Middle School	Brentwood	BUSD			X							X		X	
Brentwood Elementary School	Brentwood	BUSD										X			
Bristow Middle School	Brentwood	BUSD										X			
Edna Hill Middle School	Brentwood	BUSD								X		X			
Garin Elementary School	Brentwood	BUSD													
Heritage High School	Brentwood	LUHSD										X		X	
Independence High School	Brentwood	LUHSD										X			

Liberty High School	Brentwood	LUHSD											X			
Loma Vista Elementary School	Brentwood	BUSD	X			X							X			
Marsh Creek Elementary School	Brentwood	BUSD														
Mary Casey Black Elementary School	Brentwood	BUSD														
Pioneer Elementary School	Brentwood	BUSD	X	X												
R. Paul Krey Elementary School	Brentwood	BUSD	X	X			X		X							
Ron Nunn Elementary School	Brentwood	BUSD					X									
Excelsior School	Byron	BYUSD														
Discovery Bay Elementary School	Discovery Bay	BYUSD														
Timber Point Elementary School	Discovery Bay	BYUSD	X			X		X	X							
Knightsen Elementary School	Knightsen	KESD	X		X	X								X		
Delta Vista Middle School	Oakley	OUESD							X				X			
Freedom High School	Oakley	LUHSD											X			
Gehring Elementary School	Oakley	OUESD	X			X							X			
Iron House Elementary School	Oakley	OUESD	X			X										
Laurel Elementary School	Oakley	OUESD	X			X			X							
Oakley Elementary School	Oakley	OUESD														
O'Hara Park Middle School	Oakley	OUESD											X			
Orchard Park School	Oakley	AUSD	X			X							X			
Vintage Parkway Elementary School	Oakley	OUESD														
Martin Luther King, Jr., Junior High School	Pittsburg	PUSD			X	X							X	X		
Delta View Elementary School	Pittsburg	MDUSD	X			X							X			
Foothill Elementary School	Pittsburg	PUSD											X			
Heights Elementary School	Pittsburg	PUSD	X			X										
Highlands Elementary School	Pittsburg	PUSD	X			X							X			
Hillview Junior High School	Pittsburg	PUSD											X			X
Los Medanos Elementary School	Pittsburg	PUSD														
Marina Vista Elementary School	Pittsburg	PUSD											X			
Parkside Elementary School	Pittsburg	PUSD	X	X									X			
Pittsburg High School	Pittsburg	PUSD											X			X
Rancho Medanos Junior High School	Pittsburg	PUSD											X			
Stoneman Elementary School	Pittsburg	PUSD	X			X							X			
Willow Cove Elementary School	Pittsburg	PUSD	X			X							X			

ITEM 11
DRAFT TRILINK (SR 239) FEASIBILITY STUDY REPORT
PRESENTATION



TriLink (SR 239) Feasibility Study

Fall 2013

Agenda

- What is TriLink?
- What did we do?
- What did we find?
- Where are we going?
- Comments and questions



TriLink (SR 239) Feasibility Study

- Background
- Study Area
- Study Impetus



What is TriLink?

Background

- Legislatively-designated but unconstructed
- Multimodal link from SR 4 near Brentwood to I-205 west of Tracy
- Route has not been adopted by the California Transportation Commission (CTC)
- Contra Costa County awarded \$14 million under SAFETEA-LU in 2005
- Study administration transferred to CCTA in January 2012



What is TriLink?

Study Area



What is TriLink?

TriLink Study Impetus

- Improve regional connectivity
- Support planned development and job realization
- Enhance goods movement
- Improve roadway safety
- Benefit emergency response



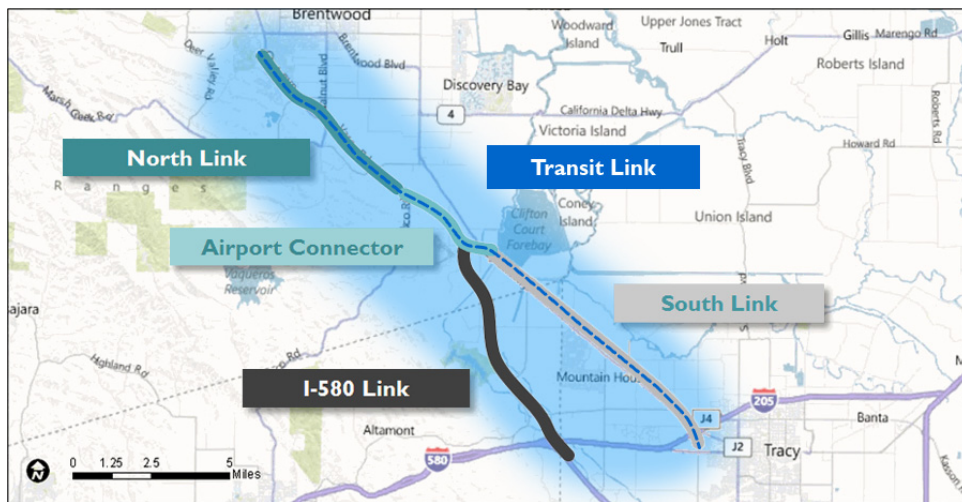
What is TriLink?

- Defined Corridor Elements
- Built Ten-County Traffic Model
- Mapped Environmental Considerations
- Developed Potential Route Options
- Considered Green Design Applications
- Examined Funding and Implementation Scenarios
- Engaged Stakeholders
- Involved the Public



What did we do?

Defined Five Corridor Elements

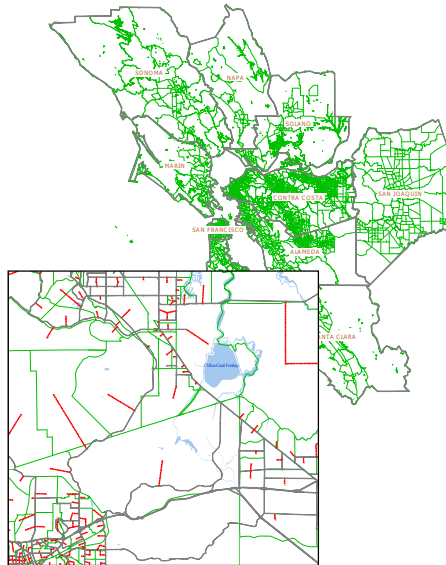


What did we do?

Built Ten-County Traffic Model

Forecasts based on the use of the CCTA Ten-County Model (addition of San Joaquin)

- Land use projections reflect P-2009, 2000-2040 incremental growth forecasts based upon ABAG and SJCOG, adjusted to reflect actual 2010 conditions.
- Network assumptions based on most recently adopted RTP (T-2035)

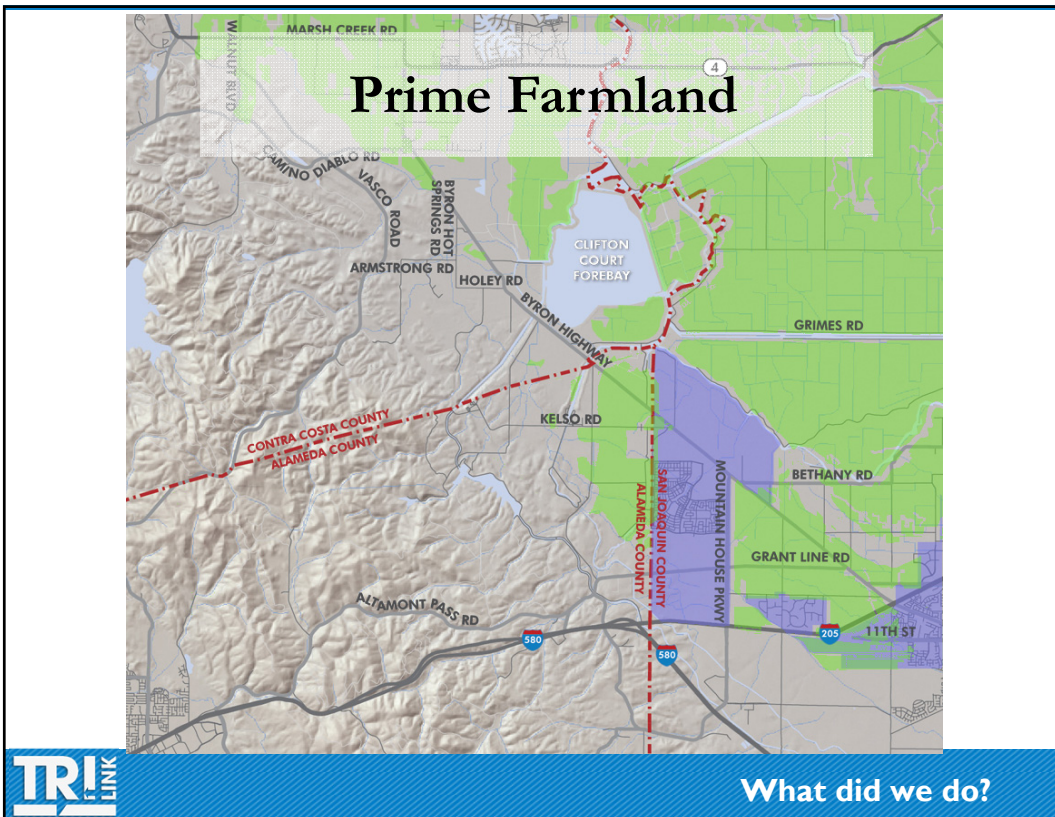
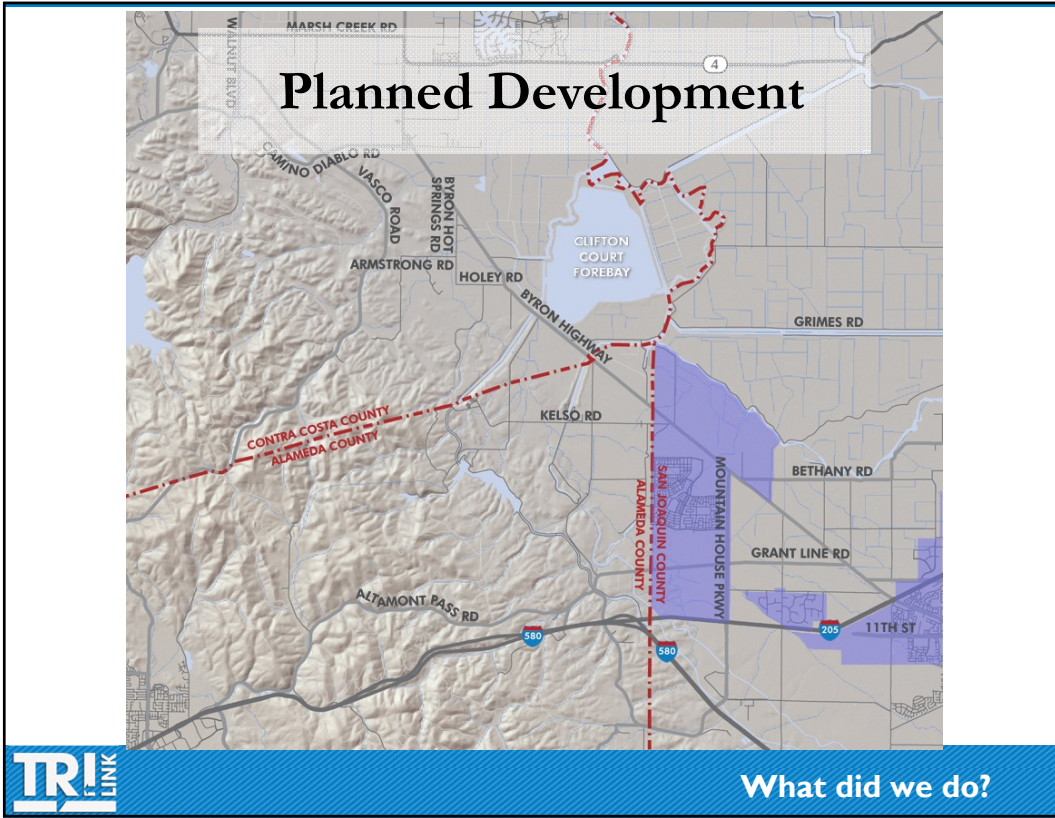


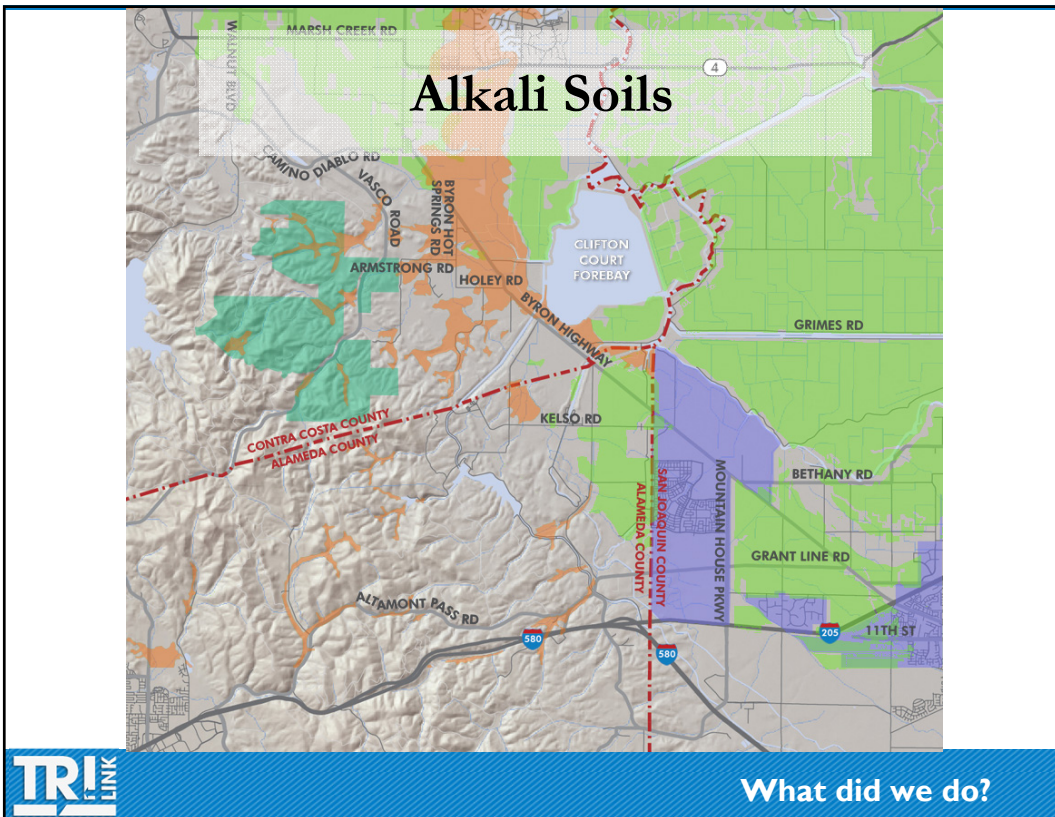
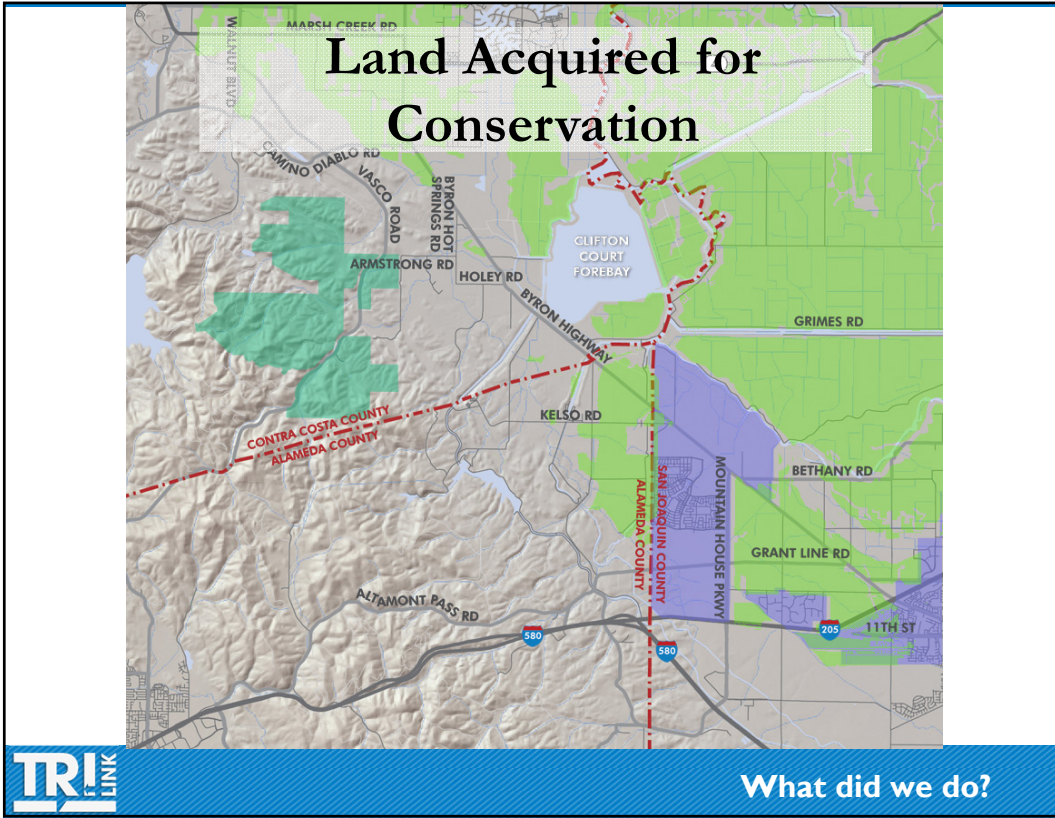
What did we do?

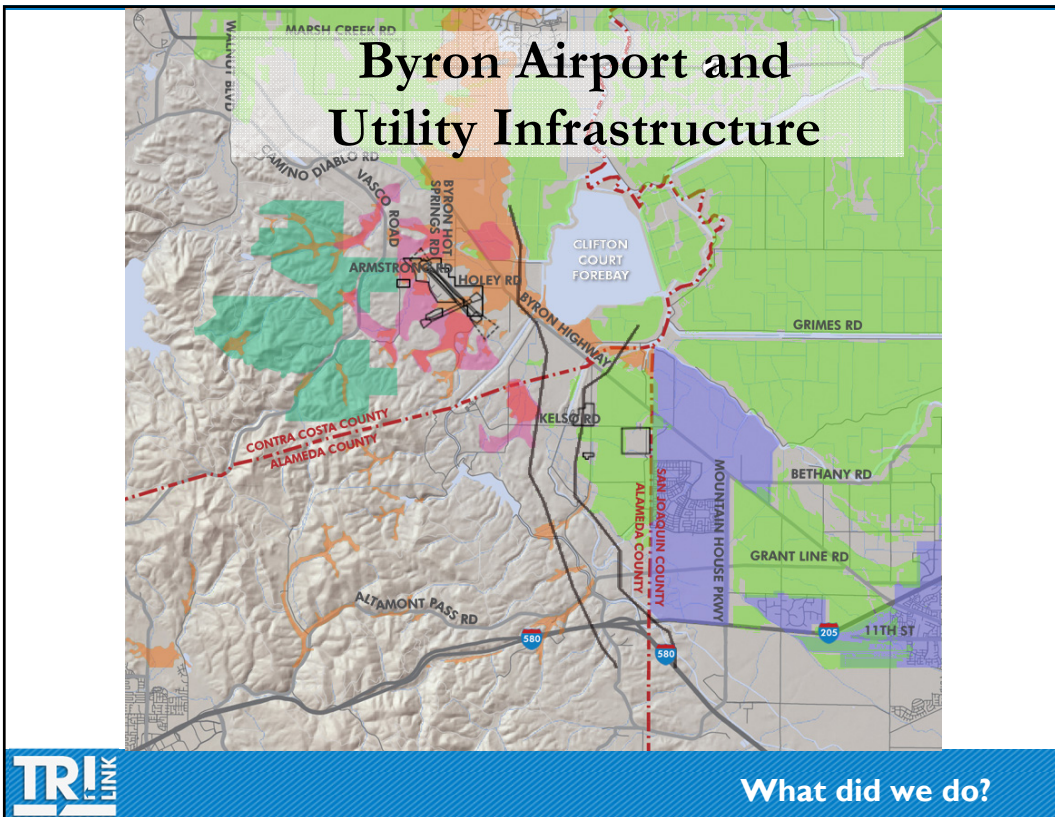
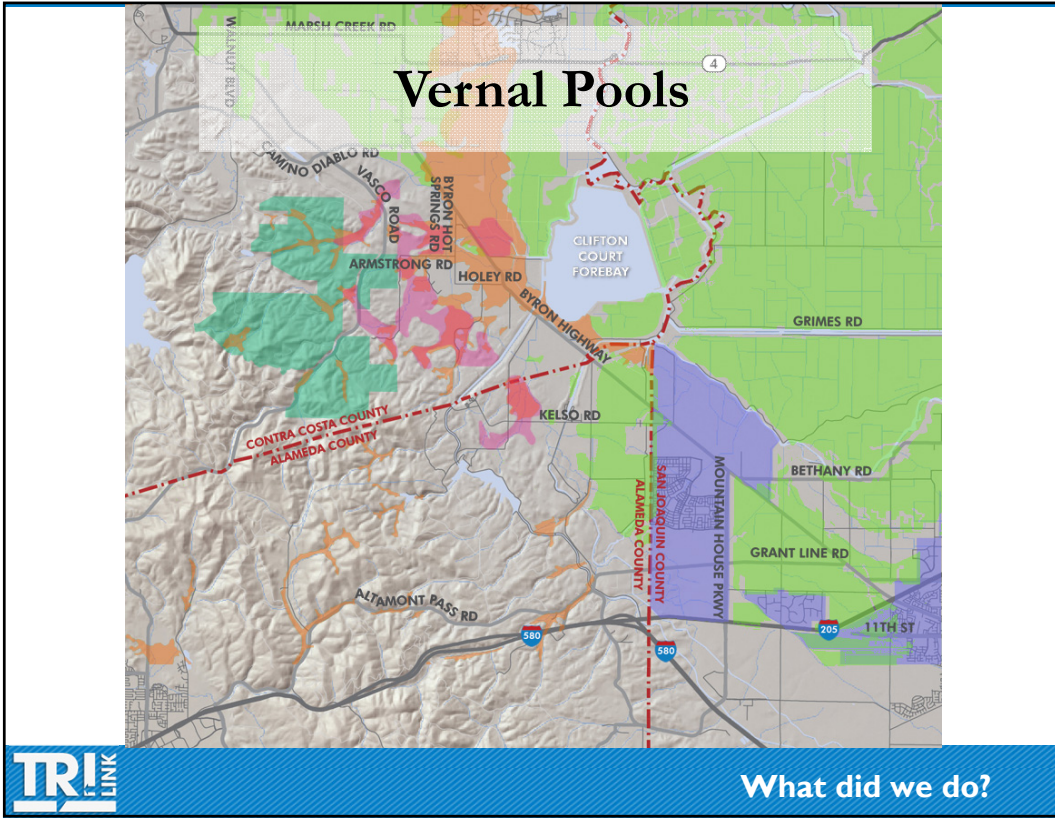
Mapped Environmental Considerations

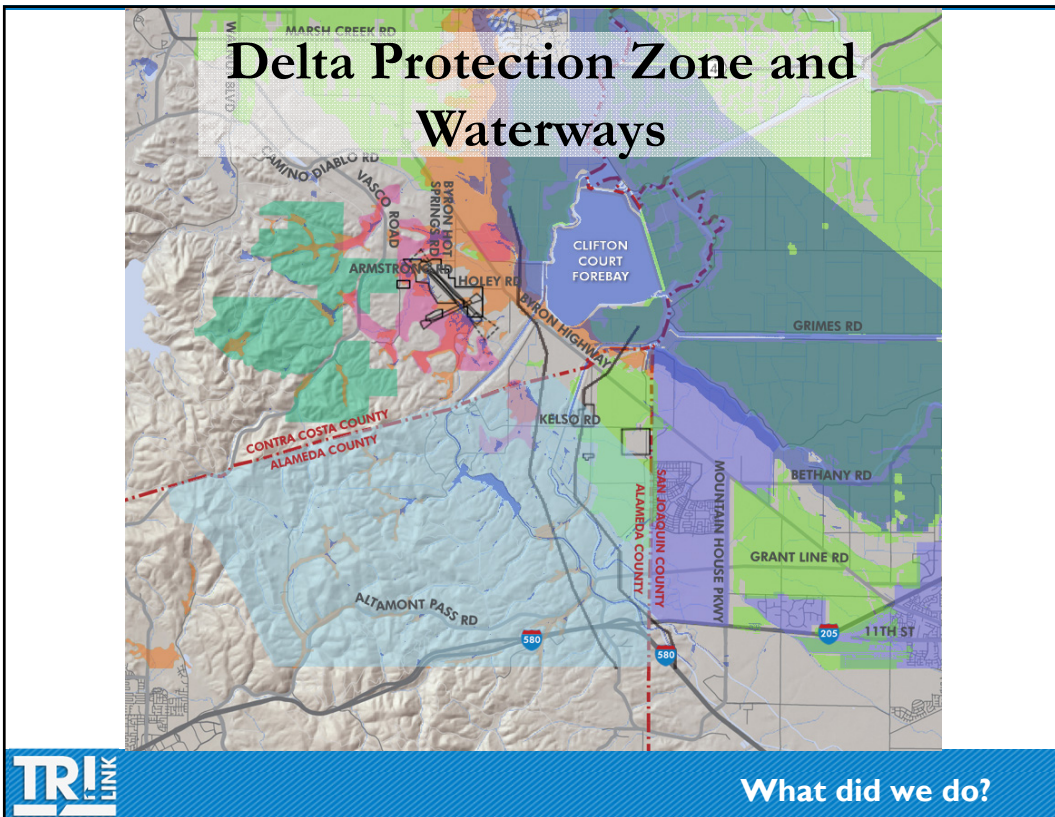
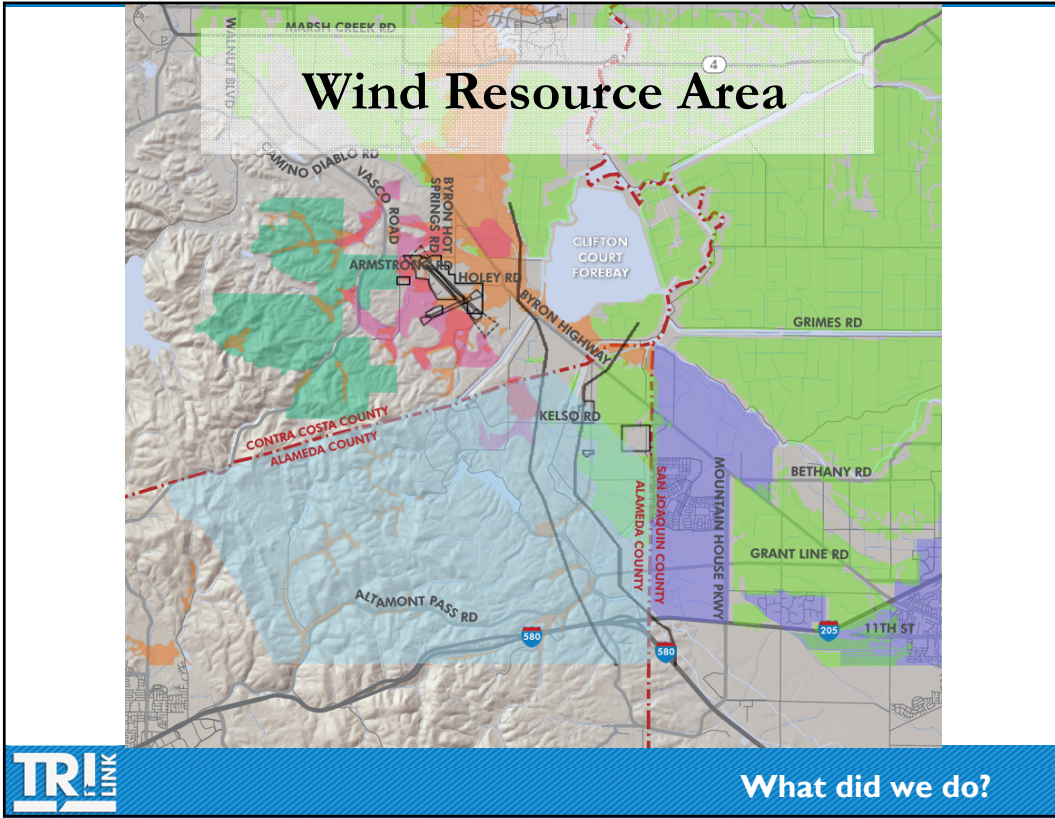


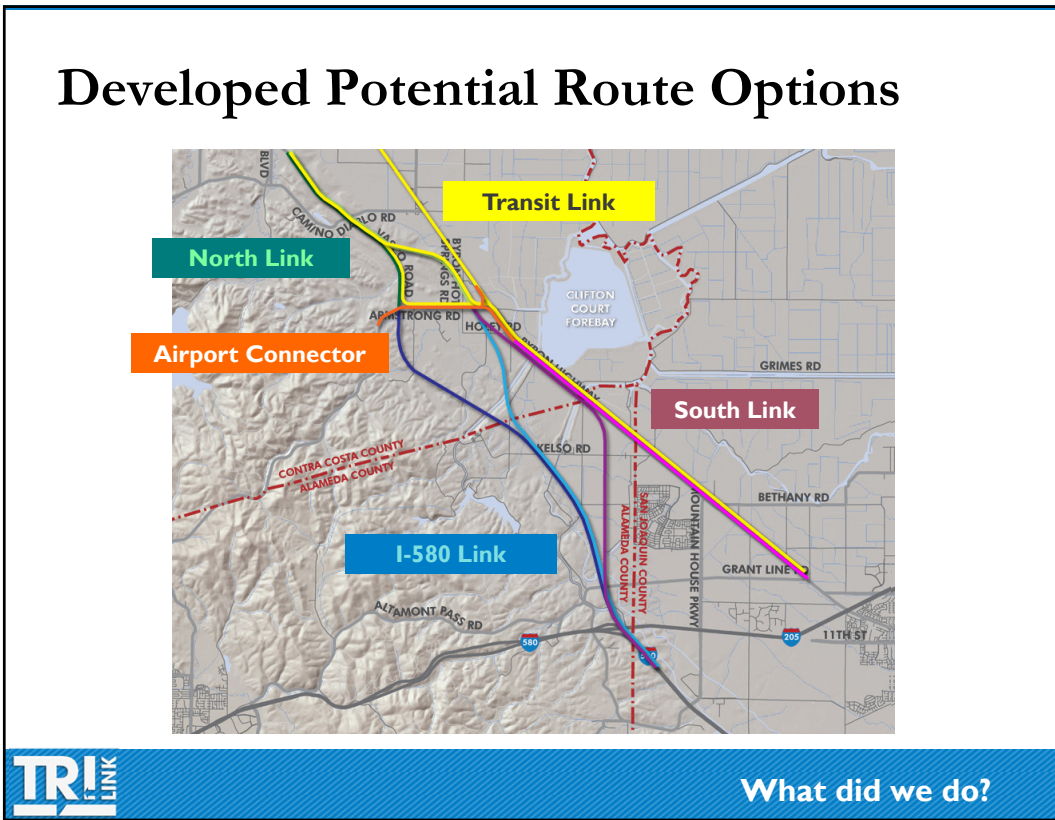
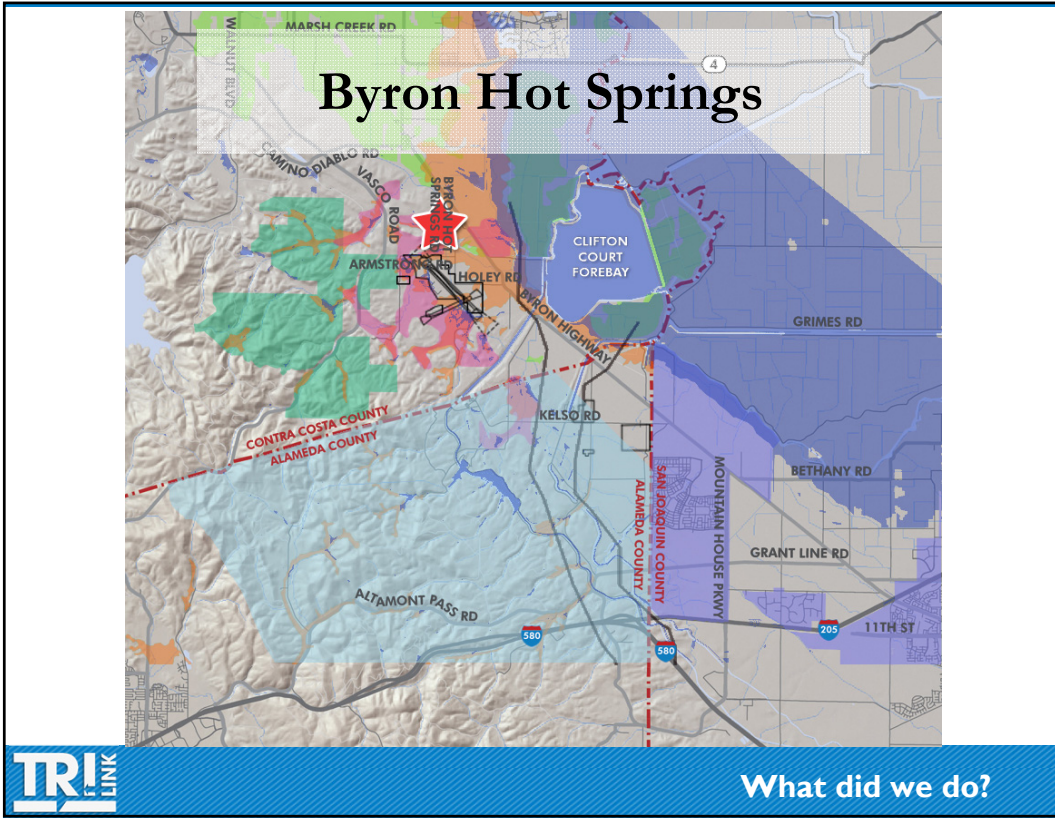
What did we do?





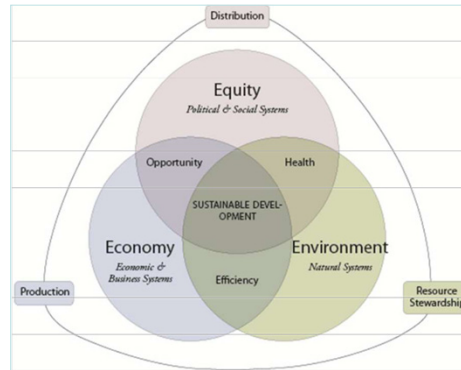






Considered Green Design Applications

- Evaluate sustainability using the Envision Rating System, a framework for assessing community, environmental, and economic benefits of infrastructure projects
- Incorporate innovative green design: solar road panels; recycled materials, EV charging stations, carbon sequestration.
- Coordinate with habitat conservation initiatives, including East Contra Costa HCP/NCCP, EACCS, and SJMSCP.



What did we do?

Examined Implementation Scenarios – Preliminary Cost Estimates

Segment	Costs
Airport Connector	\$30 - 50 million
South Link	\$80 - 120 million
North Link	\$70 - 100 million
I-580 Link	\$450 - 500 million
Transit	Varies by type



What did we do?

Examined Implementation Scenarios

- Evaluated possible options for organizational structure, including:
 - Cooperative arrangements between existing authorities
 - Joint Powers Authority (JPA)
 - Memorandum of Understanding (MOU)
- Compared project delivery methods, including:
 - Traditional publicly-funded approach
 - Innovative financing strategies (public-private partnerships, CTFAs, tolling)
 - Alternative delivery methods

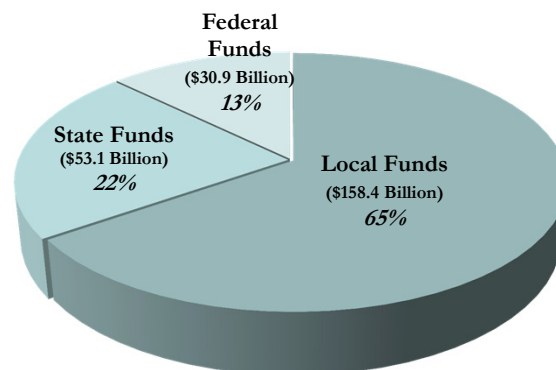


What did we do?

Examined Implementation Scenarios – Available Source Funding

2011 – 2020 :

\$ 242.2 B



- Identified Projects
- TriLink would be an expansion project estimated at \$630 – \$770 million



What did we do?

Examined Implementation Scenarios – Potential Supplementary Sources

- Transportation impact fee program
- Measure J reauthorization
- Tolling, user-fees and private financing
- Funding initiatives (new)



What did we do?

Engaged Stakeholders

- Engaged a wide range of stakeholders
 - Public officials from communities in the study area
 - Environmental and business advocates
 - Technical staff from State and local agencies
- Stakeholders reviewed TriLink traffic and job/housing projections
- Stakeholders contributed input that informed development of potential routes



What did we do?

Involved the General Public

Feasibility study involved a robust public outreach process

- Public open house meetings in Brentwood, Tracy, and Mountain House
- Online “virtual workshop” targeting people unable to attend in person
- Print and online in the Contra Costa Times, the Tracy Press, and other local media
- TriLink website: www.trilink239.org



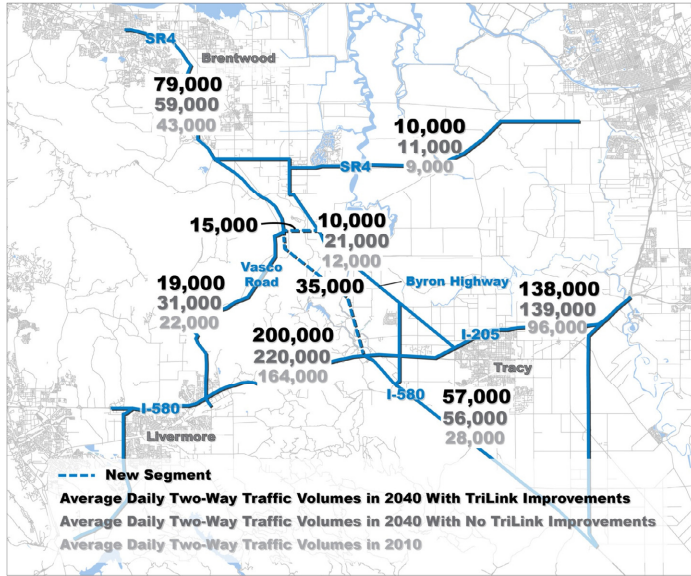
What did we do?

- Improve Connectivity and Relieve Congestion
- Support Local Job Growth
- Enhance Goods Movement
- Improve Roadway Safety and Emergency Access
- Reduce VMT and GHG Emissions



What did we find?

Improve Connectivity and Relieve Congestion



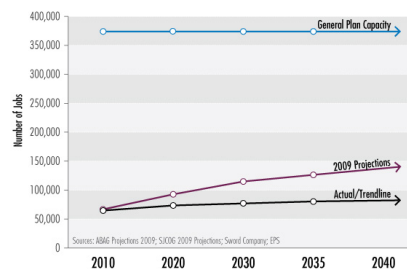
- Without TriLink, peak hour traffic volumes are forecasted to exceed current roadway capacity
- TriLink would divert traffic from existing roadways and ease congestion



What did we find?

Support Local Job Growth

- Communities in east Contra Costa and west San Joaquin counties have planned for job growth
- There are opportunities in the manufacturing, wholesale, and transportation sectors
- These industries rely heavily on transportation infrastructure
- TriLink would provide transportation connections needed to make job growth possible



What did we find?

Enhance Goods Movement

TriLink would be an **effective alternative** for trips to east Contra Costa County and the northeast portion of the Bay Area

- Today Byron Highway, Vasco Road, and SR-4 carry higher than normal volumes of truck traffic
- Truck transport of agricultural produce and consumer goods will increase as Bay Area population grows
- TriLink improvements would offer significant time savings – 16 minutes on an AM peak hour trip from Tracy to Martinez

Route:	I-580/I-680	I-580 Link/SR-4
Miles	46	43
AM Peak Minutes	82	66



What did we find?

Improve Roadway Safety

- Sharp curves, narrow lanes, steep grades, lack of passing options, and high traffic volumes create safety concerns on study area roadways
- TriLink will improve safety with
 - Left-turn bays to provide a refuge for turning vehicles
 - Medians to provide separation between the opposing lanes of traffic
 - Standard shoulder widths providing a buffer from roadside obstacles
 - Two travel lanes in each direction
 - Dedicated facilities for pedestrians and cyclists.



What did we find?

Improve Emergency Access

- Mountain House, Knightsen, Discovery Bay, Oakley, and Antioch are all in flood-prone areas
- TriLink could serve as an emergency evacuation route in the event of a natural disaster
- TriLink would also be a route into the area for response and recovery assistance.

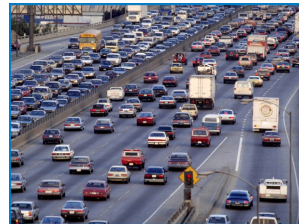


What did we find?

Reduce VMT and GHG Emissions

VMT and GHG modeling indicate that a '2040 with TriLink Scenario' would result in:

- Overall VMT reductions of 3.4%
- Daily VMT decreases by ~ 4 million miles
- Annual CO₂ decreases by ~ 400,000 metric tons
- Annual fuel savings of over 40 million gallons (over \$160 million/year)
- Annual vehicle hours of delay (VHD) decreases by 57%



What did we find?

- Feasibility Study Review and Approval
- Implementation Steps
- Next Steps



Where are we going?

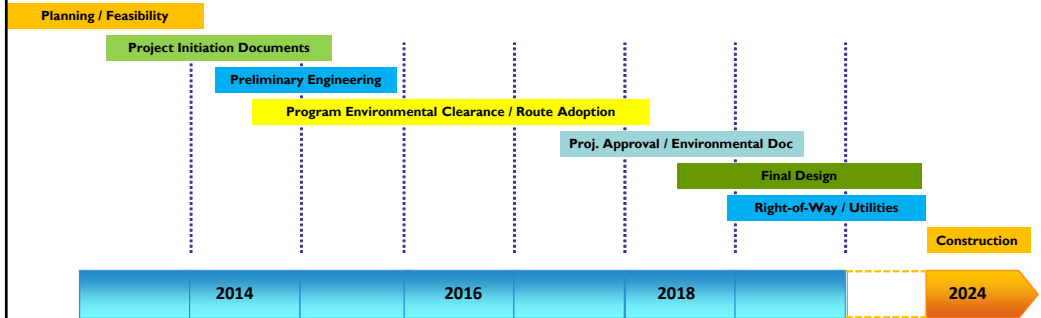
Feasibility Study Review and Approval

- Present Draft Feasibility Study to Study Area Councils and Boards in September and October 2013
- Prepare Final Feasibility Study
- Present Final Feasibility Study to PAC for approval in November 2013



Where are we going?

Implementation Steps



Where are we going?

Next Steps

- Advance project development
- Identify funding opportunities
- Evaluate phasing options
- Develop implementation plan



Where are we going?

