

# TRANSPLAN Committee Meeting

Thursday, October 9, 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](mailto:jamar.stamps@dcd.cccounty.us)

## AGENDA

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

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

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

- 3. ADOPT** Minutes from 8/14/14 TRANSPLAN Meetings ♦ PAGE 2
- 4. ACCEPT** Correspondence ♦ PAGE 9
- 5. ACCEPT** Status Report on Major Projects ♦ PAGE 15
- 6. ACCEPT** Calendar of Events ♦ PAGE 23
- 7. ACCEPT** Environmental Register ♦ PAGE 25
- 8. APPROVE** 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) ♦ PAGE 27

### End of Consent Items

### Open the Public Meeting

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

- 9. APPROVE** comments on Countywide Transportation Plan (CTP) Update and AUTHROIZE TRANSPLAN Chair to sign comment letter ♦ PAGE 30

- 10. ADJOURN** to next meeting on Thursday, November 13, 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:

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**ITEM 3**  
**8/14/14 TRANSPLAN COMMITTEE MEETING MINUTES**

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

MINUTES

August 14, 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: Doug Hardcastle (Oakley), Kerry Motts (Antioch), Bruce Olson (Pittsburg), Kevin Romick (Oakley), Duane Steele (Contra Costa Planning Commission), Robert (Bob) Taylor (Brentwood), Joe Weber (Brentwood), Wade Harper (Vice Chair, Antioch) and Chair Salvatore (Sal) Evola (Pittsburg)

ABSENT: Mary N. Piepho (Contra Costa County Board of Supervisors)

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 Joe Weber, seconded by Bob Taylor, TRANSPLAN Committee members adopted the Consent Calendar, as follows:

3. Adopted Minutes from June 12, 2014 TRANSPLAN meeting
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register

The motion carried by the following vote:

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

## **RECEIVE DRAFT 2014 COUNTYWIDE TRANSPORTATION PLAN (CTP) UPDATE**

TRANSPLAN Staff Jamar Stamps introduced a presentation by Martin Engelmann of the Contra Costa Transportation Authority (CCTA), and noted that Randy Iwasaki, Executive Director of the CCTA was also in the audience.

Randy Iwasaki, Executive Director of the CCTA explained that the Countywide Transportation Plan (CTP) was updated every five years and this was Mr. Engelmann's fifth update to the CTP. He stated that the CTP had been done differently this year from the way it had been done in the past in that social media was being used to spread the message online and through Twitter. He expressed his appreciation for the item on the agenda and introduced Mr. Engelmann.

Martin Engelmann, Deputy Executive Director, Planning, CCTA, presented the draft 2014 CTP update and described it as the roadmap as to how to invest in Contra Costa County over the next 25 years to bring together all modes of travel to meet the needs of the County to 2040. He noted that the CCTA had been created in 1988 with the adoption of Measure C, which had established a half percent sales tax to fund a variety of projects and programs, and which included a Growth Management Plan (GMP) to preserve rural and suburban lands in urban areas and the agricultural core. Measure J had been approved in 2004. Since the beginning of Measure C and Measure J, over \$2 billion in sales taxes had been invested in Contra Costa County.

The last CTP, adopted in 2009, had funded a number of major projects including the Caldecott Tunnel Fourth Bore, the widening of State Route 4 East, \$383 million in Highway 4 projects, nearly every bridge in the corridor had been replaced, carpool lanes had been added, there had been work in the median for eBART, \$66 million in I-680 new HOV lanes and auxiliary lanes to smooth the flow of traffic from San Ramon and Danville, and 150 new BART parking spaces in West County. In addition, intermodal transit centers had been constructed in Pacheco and Hercules, and there were new pedestrian overcrossings on Treat Boulevard. Altogether since 2009, the CCTA had delivered \$1 billion in transportation projects for Contra Costa County. Also since 2009, 18 percent of the growth sales tax proceeds had been going to local streets and roads, express bus service, Transportation for Livable Communities, Safe Routes to School, bike/ped and trail facilities, transportation for people with disabilities, and a GMP totaling \$180 million.

Mr. Engelmann stated that the County was still expected to grow to 2040, but not as fast as the last few decades. A 27 percent increase in population was expected, 24 percent in households, 36 percent in jobs with 72 percent of job attractors in the I-680 corridor in Central County and the Tri-Valley, and 140,000 new jobs from as far away as Sacramento and the Central Valley. As a result of all that, traffic was expected to increase to 2040.

Mr. Engelmann explained where those increases were expected to occur and noted that 75 percent of that increase was expected in East County to Central County. He added that I-680 was saturated and would experience a lower rate of growth. With all that, the region must also reduce greenhouse gas (GHG) emissions to comply with SB 375, where by 2035 the Bay Area would have to reduce GHGs by 20 percent per capita. In addition to SB 375, by 2050 GHGs must be reduced by 80 percent below 1990 levels.

In the face of all the challenges, Mr. Engelmann reported that the region was taking action by promoting cleaner vehicles, implementing the GMP as an integral part of Measure J, and enforcing the Urban Limit Line (ULL) to maintain community character, and fund projects and programs. In the past three years, Contra Costa County and other counties in the Bay Area had been part of the Priority Development Area (PDA) to regulate future growth where people could live, work, and shop without using cars. In addition to supporting clean technologies such as electric cars, alternate modes of travel such as bicycling and walking were being encouraged. With respect to Highway 4 widening and the eBART extension to be completed by 2017, the CCTA had invested 60 percent of its budget in programs to support alternative forms of transit, and advancing new ideas for travel in that innovation would be the key. To that end the CCTA was working in partnership with the Intelligent Transportation Society of America for Bus Rapid Transit and the use of autonomous vehicles.

As to the CTP itself, Mr. Engelmann identified the vision of the CTP to *Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit all people and areas of Contra Costa, through (1) a balanced, safe, and efficient transportation network, (2) cooperative planning, and (3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.* To achieve that vision the CCTA had identified five goals and corresponding strategies for the 2014 CTP. The CTP's building blocks were the Action Plans for Routes of Regional Significance (RORS) from each Regional Transportation Planning Committee (RTPC) throughout Contra Costa County with area specific goals and strategies.

Mr. Engelmann reported that a full Environmental Impact Report (EIR) would be prepared for the CTP, which was in three volumes. Volume 1 was the CTP, Volume 2 the Action Plans, and Volume 3 the Comprehensive Transportation Project List (CTPL) where all projects and programs would be included. A map had been included in the CTP to identify projects funded and unfunded. He identified some of the unfunded projects as the I-80/San Pablo Dam Road Interchange; I-680/Highway 4 Interchange and Highway 4 operational improvements; and eBART Phase 2, the extension from Antioch to Brentwood estimated at \$608 million; along with the TriLink SR239 study Brentwood to Tracy at \$750 million unfunded. All unfunded projects totaled \$11.6 billion. With \$4.8 billion in funding, \$6.8 billion was still needed.

Mr. Engelmann advised that five workshops had been scheduled throughout the County to determine from the public whether any projects had not been included that should be included. The CTP had been released on August 1, 2014 and would be out through September 30, 2014, during which time public outreach sessions would occur and comments would be compiled. The CTP would be finalized in December 2014 to be continued to January 2015 to determine how to fund the projects.

In parallel with the CTP, the CCTA was embarking on outreach and Mr. Engelmann shared ways that TRANSPLAN could contribute to the process. He referred the Committee to the website [www.keepcontracostamoving.net](http://www.keepcontracostamoving.net) where the time and place of the workshops had been identified. In East County, a workshop had been scheduled for Thursday, August 28 at 7:00 P.M. in the City of Pittsburg Council Chambers where a number of displays would be provided to allow the public to weigh in on the programs they would like to see.

Bruce Ohlson referred to the document and the reference on Page I-7 to the statement that "... the number of vehicle miles traveled (VMT) per capita has been decreasing over the last decade. This drop is driven primarily by the changing habits of the 'millennials,' the generation born after 1982. Millennials are driving, and even getting a license to drive, less frequently." He compared that section to Page I-32 and the conflicting statement "We also expect to see demographic changes in the coming year and the increase in auto ownership rates."

Mr. Engelmann explained that whether due to the economy or to millennials, the decrease in VMT over the last decade was not expected to continue and the VMT was expected to hold steady or increase slightly to 2040.

Mr. Ohlson also made reference to the removal of Kirker Pass Road as an RORS, although Mr. Engelmann explained that was an error in that Kirker Pass Road had not been removed. It was still a RORS.

On motion by Wade Harper, seconded by Kevin Romick, TRANSPLAN Committee members unanimously received the draft 2014 Countywide Transportation Plan.

When asked who would be at the workshop, Sal Evola, Kevin Romick, and Bob Taylor advised that they would attend. Mr. Engelmann stated he would be there as would some consultants. He noted that two workshops had been scheduled in West County while East, Central, and Southwest County would each hold one workshop. He also noted that some residents would be notified by direct mail. He was also available to make presentations to the city councils.

**ADOPT POLICY ALIGNING TRANSPLAN CHAIR AND VICE CHAIR APPOINTMENTS WITH PRIMARY EAST COUNTY TRANSPORTATION COMMITTEES (ECCRFFA and SR4 BYPASS AUTHORITY)**

Mr. Stamps advised that at the June 12, 2014 TRANSPLAN meeting, the Committee had determined that the Chair and Vice Chair of the TRANSPLAN Committee, the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), and the State Route 4 Bypass Authority should be aligned through a consistent rotation, and staff had been directed to draft a rotation policy for consideration. As recommended by the Committee, the TRANSPLAN Chair and Vice Chair would rotate annually based on jurisdiction starting with Antioch, to Brentwood, Oakley, Contra Costa County, and Pittsburg. He advised that the rotation could take effect immediately following the adoption of the policy and formal action to elect a new Chair and Vice Chair, or a new adopted rotation policy could take effect at the beginning of the new calendar year. He also recommended that if the policy was adopted and a new Chair and Vice Chair was elected, those designated should hold office through 2014 and 2015.

Chair Evola thanked Mr. Stamps for bringing the issue forward as he had recommended. He asked if the TRANSPLAN Committee wanted to elect a new Chair and Vice Chair now or wait until 2015. Kevin Romick expressed a preference to start in January 2015. Other members concurred.

On motion by Kevin Romick, seconded by Joe Weber, TRANSPLAN Committee members adopted the recommended TRANSPLAN Chair and Vice Chair rotation policy, with the new rotation policy to take effect in January 2015. The motion carried by the following vote:

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

**ELECT CHAIR AND VICE CHAIR FOR REMAINDER OF 2014 AND FULL CALENDAR YEAR OF 2015**

Given the determination to implement the new rotation policy in January 2015, this item was not necessary.

**ADJOURNMENT**

On motion by Kevin Romick, seconded by Bob Taylor and carried unanimously, the TRANSPLAN Committee meeting adjourned at 7:00 P.M. to Thursday, September 11, 2014 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

TRANSPLAN Committee Minutes  
August 14, 2014  
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Anita L. Tucci-Smith  
Minutes Clerk



**ITEM 4  
CORRESPONDENCE**



**BikeEastBay.org**

September 29, 2014

Martin Engelmann  
Deputy Executive Director, Planning  
Contra Costa Transportation Authority  
2999 Oak Road Suite 1000  
Walnut Creek, CA 94597

Dear Contra Costa Transportation Authority:

Bike East Bay is currently reviewing the draft Countywide Transportation Plan to ensure that it includes all of our major bikeway projects, which we have listed here: [www.bikeeastbay.org/measurej](http://www.bikeeastbay.org/measurej) and which we submitted to the Contra Costa Transportation Authority previously, both in writing and in person. Please ensure that our bikeway projects are included in the Project List for each Action Plan.

In general, however, our concerns are mainly about the lack of serious focus and priority in the Project List and Action Plans to improve transit service around all of Contra Costa County. The draft plan starts out saying all the right things about no longer being able to build more freeways and reducing vehicle miles traveled, but after looking at the draft Action Plans, it is clear they are all about moving cars by making freeway improvements. As a result, needed transit improvements are neglected in the Routes of Regional Significance, almost by definition. We acknowledge that spot freeway improvements are OK and certainly are popular, but a wholesale focus on moving more cars is out of touch with the reality of current times.

People are driving less today than in 2007, and the millennial generation is driving 25% less. Contra Costa residents should have high quality transit service to all major destinations in the County, and this includes to West Richmond, from downtown Richmond to San Pablo and North Richmond, to Martinez from Central Costa Costa County, to Antioch and Brentwood and a better transit service is needed between Walnut Creek and Dublin/Pleasanton BART.



[BikeEastBay.org](http://BikeEastBay.org)

We are prepared to work with our coalition partners to build support for these transit improvements, and we are also prepared to work closely with the RTPC's and local cities, but we need leadership from the CCTA to make this happen, and the leadership needs to come in the form of telling a better story in this Plan of how people want transportation options to all major destinations in the County and how Contra Costa will meet its GHG reduction goals and give people transportation options by providing such high quality transit service.

The programmatic portion of the Countywide Plan can fund many walking and bicycling improvements to this high quality transit service, as well as a regional bikeway network, which is our highest priority project for the plan and for a potential reauthorization of Measure J in 2016. With this as a starting point for our concerns, here are some general comments on the plan. We will followup with more specific comments on individual Action Plans.

#### **General comments and concerns for all areas of the County:**

1. Routes of Regional Significance should be 'corridor' not roadways, and should focus on moving 'people' not cars. As currently used and proposed under the Plan update, only roadways are analyzed and only Multimodal Transportation Service Objectives (MTSO's) are set for roadways, none for BART or bike/ped access. As a result, there are no "projects, programs, measures, and actions that will support achievement of the MTSOs" for transit users, pedestrians and people bicycling. Population is expected to grow 22%, but for example in Central Contra Costa County, job growth will outpace housing growth, with most new inbound job trips coming from East County. These new job trips, and many existing ones, need to be BART and express bus trips. And to get new commuters on transit, improved walking and bicycle access is crucial. Routes of Regional Significance ignore this reality. Because BART is not a Route of Regional Significance, in Central County there are no 'Multi Modal Service Objectives' for BART.
2. Transportation forecasts continue to look at car traffic only. No forecasts are made for trends in walking, bicycling and transit and thus they do not form part of the basis of future demands on the system and in turn what priorities should be set. This pact of multimodal focus also tends to ensure a higher level of capital project investment over programs than the County will actually need in the future.



[BikeEastBay.org](http://BikeEastBay.org)

3. Quantitative Multi Modal Service Objectives include no bicycle or pedestrian goals that are measurable or include a timeline for achieving them.
4. Modern Bikeway Designs should be included as action items in each jurisdiction of the County. This should require each jurisdiction to adopt the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and Urban Streets Design Guide. Modern bikeway design guides also need to reflect that a striped bicycle lane on streets with prevailing speeds greater than 30mph are not enough. As speeds increase, so should separation of bicyclists from moving traffic. Buffered bike lanes, protected bike lanes, and separated bike paths are needed as speed climb to 40mph and higher.

Please let me know if you have any questions about these comments as I am happy to followup with more details. More detailed comments on individual Action Plans will be submitted soon.

Thank you for your consideration of these comments as you prepare a final plan.

Sincerely,

Advocacy Director  
Bike East Bay

cc: John Nemeth, Executive Director, WCCTAC  
Barbara Neustadter, TRANSPLAN  
Jamar Stamps, TRANSPAC  
Deidre Heitman, BART  
Stephen Newhouse, AC Transit  
Rick Ramacier, County Connection



# SWAT

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

September 15, 2014

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

RE: SWAT Meeting Summary Report for September 2014

Dear Mr. Iwasaki:

At the **September 8<sup>th</sup>, 2014** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

**Approved the 511 Contra Costa FY 2014-15 SWAT Transportation Demand Management (TDM) Program and Budget.**

**Appointed a SWAT alternate representative to CCTA's Technical Coordinating Committee:** SWAT appointed Ellen Clark, Town of Moraga, as the alternate Planning representative to the TCC to fill the current vacancy:

	<b>Primary Representative</b>	<b>Alternate Representative</b>
Planning:	Lisa Bobadilla, San Ramon	<i>Ellen Clark, Moraga</i>
Engineering:	Leah Greenblat, Lafayette	Tony Coe, Lafayette
Transportation:	Tai Williams, Danville	Andy Dillard, Danville

**Received a presentation on the Draft 2014 Countywide Transportation Plan (CTP) Update and reviewed/commented on the format of the upcoming September 10<sup>th</sup> CTP Workshop in Lafayette.**

The next SWAT meeting is scheduled for Monday, October 6<sup>th</sup>, 2014, at Supervisor Andersen's Lamorinda Office, 3338 Mt. Diablo Boulevard, Lafayette. Please contact me at (925) 314-3384, or [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov), if you should have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Andy Dillard". The signature is fluid and cursive.

Andy Dillard  
Town of Danville/SWAT Administrative Staff

**TRANSPLAN Packet Page: 13**

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; John Nemeth, WCCTAC; Anita Smith, TRANSPAC; Martin Engelmann, CCTA; Danice Rosenbohm, CCTA; Diane Bodon, CCTA



# SWAT

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

September 1, 2014

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

RE: SWAT Meeting Summary Report for July 2014

Dear Mr. Iwasaki:

At the **July 7<sup>th</sup>, 2014** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

**Discussed the 511 Contra Costa FY 2014-15 SWAT Transportation Demand Management (TDM) Program and Budget.**

**Received a presentation on the development of a new SWAT website.**

**Received an update on the I-680 Auxiliary Lanes, Segment 2 Project.**

**Discussed the Proposed Route of Regional Significance (RORS) Designation Policy in advance of the pending release of the Draft 2014 Countywide Transportation Plan (CTP) Update for Public Review.**

The next SWAT meeting is scheduled for Monday, September 8<sup>th</sup>, 2014, at Supervisor Andersen's Lamorinda Office, 3338 Mt. Diablo Boulevard, Lafayette. Please contact me at (925) 314-3384, or [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov), if you should have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Andy Dillard". The signature is fluid and cursive, with a large loop at the end of the last name.

Andy Dillard  
Town of Danville/SWAT Administrative Staff

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; John Nemeth, WCCTAC; Anita Smith, TRANSPAC; Martin Engelmenn, CCTA; Danice Rosenbohm, CCTA; Diane Bodon, CCTA

**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: September 2014

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

### STATE ROUTE 4 WIDENING

#### A. SR4 Widening: Railroad Avenue to Loveridge Road 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. Close-out work continues to resolve bid items, change orders and extra work bill disputes with the contractor.*

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



## 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 contractor's exceptions to the Proposed Final Estimate have been received and are being reviewed by the project team.

**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.

*Along the west side of Contra Loma Boulevard to St. Francis Drive, retaining wall footings and wall construction is being completed. Construction of miscellaneous structures such as slope paving, metal beam guardrail, gutters, ditches and signs are under construction throughout the project. On SR4 mainline roadway, Jointed Plain Concrete Pavement (JPCP) construction is in progress. At the request of the contractor, contract time was suspended for two weeks starting June 23, 2014 to allow the contractor time to resolve quality issues related to cracking of JPCP work. After the suspension, JPCP work is continuing along the eastbound and westbound directions. Hot Mix Asphalt paving is continuing along the Route 4 shoulder and ramps.*

Segment 2 construction is approximately 73% complete, through August 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 roadway, Jointed Plain Concrete Pavement (JPCP) construction is in progress. At the request of the contractor, contract time was suspended for two weeks starting June 23, 2014 to allow the contractor time to resolve quality issues related to cracking of JPCP work. After the suspension, JPCP work is continuing at the Route 4 mainline outside westbound lanes and "A" Street ramps. In the eBart median, barrier rail construction is in progress.*

Segment 3A construction is approximately 52% complete through August 2014.

**Segment 3B: Hillcrest Avenue to SR160**

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

*Lean Concrete Base (LCB) and Jointed Plain Concrete Pavement (JPCP) work at the outside lanes of eastbound SR4. At the request of the contractor, contract time was suspended for two weeks starting June 23, 2014 to allow the contractor time to resolve quality issues related to cracking of JPCP work. Construction of temporary HMA lanes underneath the bridge is in progress. Steel casings installation on the columns in the median is in progress. Work at the existing eBART parking lot includes demolition of the existing parking lot and construction of the embankment on the north side of SR4. Relocation of utilities and widening of Hillcrest Avenue and Sunset Drive is under construction; temporary pedestrian access is being provided. The eBART Pedestrian Overcrossing foundations are under construction.*

*Traffic is being switch to the new eastbound outside lanes at Hillcrest Avenue off-ramp. After the traffic switch, demolition of the existing eastbound inside lanes and construction of the retaining wall at the south side of the median is starting.*

Segment 3B construction is approximately 37% complete through August 2014.

**Issues/Areas of Concern:**

Segment 1 - Somersville Interchange

The contractor has submitted their exceptions to the Proposed Final Estimate (PFE); project staff is reviewing the Contractors' submittal.

Segment 2 - Contra Loma Interchange and G Street Overcrossing

*The City of Antioch is reviewing an alternate alignment of the sewer line at Contra Loma Boulevard / Fitzuren Road which will avoid impacts due to adjacent utilities; work necessary for redesign and construction is being identified and planned. 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

None.

Segment 3B - Hillcrest Avenue to SR160

*Burrowing Owls are nesting along the north side of Slatten Ranch Road, near the railroad tracks. Earthwork within a 250 foot radius cannot be performed until after the nesting season ends. The work exclusion zone blocks the planned access for equipment to perform some of the roadway construction activities along Slatten Ranch Road near the entrance to the new eBART parking lot. A visual barrier fence has previously been installed along the ROW line which may allow construction activities to continue unimpeded. Other nesting birds within the project limits are no longer impacting construction*

*activities on the project.*

### 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:** *Installation of the cast-in-drilled-hole foundations and driven piles have been completed. Abutments and columns are under construction. Widening of southbound SR160 roadway is complete and traffic switched. Electrical conduits for southbound SR160 placed. Preconstruction meeting was held with UPRR to allow construction over their tracks.*

**Issues/Areas of Concern:** *Discussions have begun 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](mailto:mdana@bart.gov)

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

**Current Project Phase:** Final Design and Construction.

**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 is underway.

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.

To augment funding for Pittsburg Station at Railroad, to be named Civic Center, the City held a special election for establishment of a special tax district for property owners in the vicinity of the station site. It passed June 16th with the required two-thirds approval by property owners. It is estimated that this will generate about \$1.5 million towards the station estimated at a range of \$12.7 million - \$14.5 million.

*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:** *The elements of the SR4 Operational Improvements Project under consideration are derived from a series of operational improvements that were first identified in the SR4 Corridor System Management Plan (CSMP) prepared by Caltrans in 2009. Following the CSMP, CCTA prepared an Integrated Corridor Analysis Study which identified additional operational improvements to the corridor. At the completion of the Project Initiation Phase, project packages and phasing will be identified to proceed to separate project approval and environmental clearance*

*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.*

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 decks, approach slabs and barriers are under construction. Construction of subgrade and lean concrete base (LCB) work for the westbound mainline at Sand Creek between the ramps is in progress.*

**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:** Project Development Team (PDT) meetings with Caltrans are occurring on a monthly basis. 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 will be submitted in June 2014. Final design is anticipated to be complete in late 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.

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

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

<b>Spring 2014</b>	<b>Location</b>	<b>Event</b>
Spring 2014 - Date TBD	Antioch/Oakley	Groundbreaking - SR4/160 Connector Ramps
<b>Fall 2014</b>	<b>Location</b>	<b>Event</b>
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](mailto: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 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 <a href="mailto:lschmidt@ci.pittsburg.ca.us">lschmidt@ci.pittsburg.ca.us</a>	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 <a href="mailto:strelo@ci.oakley.ca.us">strelo@ci.oakley.ca.us</a>	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 <a href="mailto:dhoggatt@ci.pittsburg.ca.us">dhoggatt@ci.pittsburg.ca.us</a>	Request for design review approval for 230-unit apartment complex on approximately 10.49-acre property.	4/26/14	No comments
City of Pittsburg	Southwest Pittsburg	Notice of Public Hearing	James Donlon Boulevard Extension Contact: Leigha Schmidt, Associate Planner 925-252-4920 <a href="mailto:lschmidt@ci.pittsburg.ca.us">lschmidt@ci.pittsburg.ca.us</a>	Public hearing to certify Final EIR for James Donlon Boulevard Extension.	4/7/14 (hearing date)	No comments
City of Pittsburg	Southwest Pittsburg	Notice of Availability of Final Environmental Impact Report	James Donlon Boulevard Extension Contact: Leigha Schmidt, Associate Planner 925-252-4920 <a href="mailto:lschmidt@ci.pittsburg.ca.us">lschmidt@ci.pittsburg.ca.us</a>	Public hearing to consider findings of Draft and Final EIR for James Donlon Boulevard Extension.	4/7/14 (hearing date)	No comments
City of Oakley	3410 Empire Avenue APN034-030-005	Notice of Public Hearing	Celebration Christian Preschool Conditional Use Permit (CUP 02-13) Contact: Josh McMurray, Senior Planner <a href="mailto:mcmurray@ci.oakley.ca.us">mcmurray@ci.oakley.ca.us</a>	Request for approval of a CUP to operate and Design Review (DR 06-13) to construct a new 14,351 sq. ft. preschool and associated site development.	4/25/14 (hearing date)	No comments

**FY 2015/16 TRANSPAC/TRANSPLAN 511 CONTRA COSTA PROGRAM  
ITEM 8  
WORKPLAN**



**TO:           TRANSPLAN**

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

**DATE:       October 9, 2014**

**SUBJECT:   Staff is seeking approval from TRANSPLAN for the FY 2015/16 TRANSPAC/TRANSPLAN 511 Contra Costa Program workplan outlined below, with funds from the Bay Area Air Quality Management District (TFCA), CCTA Measure J and MTC CMAQ**

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

The Workplan for FY 2015/16 includes trip reduction and emissions reduction programs that 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).

Program elements include:

- **ACTION PLAN IMPLEMENTATION** - Both the TRANSPAC and TRANSPLAN Action Plans include actions and programs that are implemented by the Central/East County 511 Contra Costa Program.
- **YOUTH/SCHOOLS PROGRAMS AND PROJECTS** - Staff will seek ongoing funding to continue to the work with local jurisdictions, school administrators, parents, police departments and city/county staff to continue the SR2S programs to elementary, middle and high schools throughout East County. The SR2S program includes bicycle/pedestrian education and encouragement safety assemblies; Challenge Days to promote bicycling, walking, carpooling and transit ridership to

schools; school site assessments and minor site access safety enhancements. The SchoolPool program will offer Tri Delta passes to secondary school students up to grade 12 at the beginning of the school year. Staff will seek funding to support the Summer Youth Pass and District V Youth Summit from available resources.

- **ELECTRIC CHARGING PROGRAM** - Provides mini grants and staff support to Central and East County jurisdictions for electric charging station installations.
- **EMPLOYER OUTREACH** – Services include elements that reduce single occupant vehicles commuting to worksites, including: transportation survey analysis; car-sharing programs; clean fuel infrastructure; transportation/health fairs; shuttles; customized ridematch assistance; pre-tax transit benefit education and pledge programs to encourage commute alternatives. Staff will also continue to work with transit agencies on special promotions.
- **COMMUNITY OUTREACH PROGRAM** – Staff works with local jurisdictions to distribute more “green” transportation information and program elements through city newsletters, libraries and other city events to inform residents of ways to reduce Vehicle Miles Traveled (VMT) and GHG emissions.
- **BICYCLE/SKATEBOARD INFRASTRUCTURE AND GAP CLOSURE ASSISTANCE** – Bicycle and skateboard parking infrastructure will be provided to local schools, jurisdictions, and employers as funds are available.
- **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.
- **AGENCY PARTNERSHIP ACTIVITIES** - Staff participates in local, regional and national committees to ensure coordination, promotion and funding for TDM activities in Contra Costa County. These include: ~~BART’s Bicycle/ Pedestrian Access~~ TAC, (I am the alternate to Jeremy for TRANSPAC to CCTA’s Countywide Bicycle and Pedestrian Advisory Committee); MTC’s Regional Rideshare TAC, BWTD TAC, MTC’s Spare the Air Youth TAC, CCTA; CCTA’s Safe Routes to School Task Force; Transportation Research Board’s TDM Committee and TDM Institute.
- **ASSISTANCE WITH GRANT APPLICATION DEVELOPMENT** - Staff provides assistance to partner agencies for grant submittals.

Funding is expected to be similar to FY 2014/15. Available fund allocations are currently unknown, however funds are estimated to be approximately \$767,000 TFCA, \$40,000 MTC CMAQ funds, and \$431,000+/- Measure J Commute Alternative funds.

**ITEM 9**  
**DRAFT 2014 CTP COMMENTS**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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October 9, 2014

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

**RE: Comments on Countywide Transportation Plan (CTP) Update.**

Dear Mr. Engelmann:

Thank you for the opportunity to comment on the Draft Countywide Transportation Plan (CTP) Update. On August 14, 2014, the TRANSPLAN Committee received a presentation from Contra Costa Transportation Authority (CCTA) staff Draft CTP Update and public outreach process. The TRANSPLAN TAC would later discuss the CTP Update at subsequent TAC meetings following the theme of two questions posed by CCTA:

- 1. What are the two or three biggest and most important unfunded projects in your subarea?*
- 2. What are your five favorite projects in the Action Plan for your subarea?*

TRANSPLAN has greatly benefited from Measure C and J funding which contributed to the construction of major East County transportation projects such as: State Route (SR) 4 Bypass, SR-4 Widening, and eBART. In light of this substantial transformation in our transportation system, East County continues to flourish tremendously from a population and jobs standpoint and our transportation system will need to continue to improve to accommodate this prospering sub-region.

Therefore, the responses below are expansive and best reflect the major unfunded needs of East County. Our transportation needs go beyond the constraints of the preceding questions. These responses in no way indicate a priority of these needs. Setting priorities for major transportation improvements requires further coordination among the TRANSPLAN member agencies and will be done at a more appropriate time. Based on the presentation received by the TRANSPLAN Committee and discussions by the TAC, TRANSPLAN would like to provide the following comments:

- General Comment: CCTA should verify that TRANSPLAN's previous comments on the Action Plan have been adequately addressed. For example, ensure the Routes of Regional

Significance map and descriptions are complete and have been properly updated. Meeting notes from the TAC Action Plan discussions are enclosed with this letter.

- Response to CCTA Question #1 (non-prioritized): Extension of BART to Brentwood and Byron; Vasco Road Safety Improvements; State Route 239; James Donlon Blvd. Extension (Buchanan Bypass); State Route 4 Corridor Improvements (e.g. parallel arterials, widening over Willow Pass grade, etc.); Safe Routes to School (programs and infrastructure).
- Response to CCTA Question #2 (non-prioritized): Pavement Maintenance; Future Commuter Rail Stations (Amtrak); Paratransit Operations (also may include implementation of Mobility Management Plan strategies); Student Transit/"Safe Transportation for Children"; BART Access Improvements; Park and Ride lots; Mokolumne Trail Overcrossing (SR-4); Railroad Track Grade Separations; Regional Trail Improvements/Spot Safety Improvements (including intersection crossings).

Sincerely,

SAL EVOLA  
Chair, TRANSPLAN Committee

Enclosures



## MEMORANDUM

Date: February 20, 2013  
To: Jamar Stamps, Contra Costa County  
From: Julie Morgan, Fehr & Peers  
Subject: **Summary of February 19 TRANSPLAN-TAC discussion of the East County Action Plan Update**

*WC13-3009.01*

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On February 19, the TRANSPLAN-TAC held their regular monthly meeting. On the agenda was a presentation by Fehr & Peers on the update of the East County Action Plan for Routes of Regional Significance. The following summarizes the major points made during the presentation and in the committee's discussion of this item.

### **Presentation**

- Action Plans for Routes of Regional Significance are required by Measure J and are one method of ensuring collaborative, multi-jurisdictional planning in Contra Costa County.
- Current East County Action Plan was prepared in 2008, adopted in 2009.
- Since the current Action Plan was prepared, several things have changed that are relevant to the new Action Plan update:
  - Economic activity in East County has declined and projections about future growth and development are more modest
  - Several major transportation improvement projects have been completed or are substantially underway
  - All jurisdictions have adopted Complete Streets plans or ordinances that more explicitly support multi-modal travel
- An Action Plan update is being undertaken to reflect current and anticipated future circumstances; draft Action Plans are expected to be prepared in summer 2013 and will be incorporated into the 2014 Countywide Comprehensive Transportation Plan.



- The current network of Routes of Regional Significance was reviewed, as was the current list of goals and multi-modal transportation service objectives (MTSOs) that are used to measure progress toward those goals.

### **Discussion**

- Consider incorporating a set of actions aimed toward maximizing performance of the new eBART system; high usage of eBART should translate into lower levels of congestion on local freeways and arterials.
- Consider effects of new ramp metering scheme along SR 4.
- Current MTSOs are typically applied to a corridor in its entirety; there was discussion of options to adjust the MTSOs to differentiate between different segments of a single corridor, depending on the context and purpose of that roadway.
- Note that 511 Contra Costa now has more comprehensive data on participation and effectiveness of Safe Routes to School programs in East County; could be incorporated into an Action Plan goal.
- The new CCTA Technical Procedures move away from the traditional CCTALOS method of evaluating vehicle level of service and toward the Highway Capacity Manual (HCM) LOS method. The Action Plan update should incorporate that change.

### **Action Items/Next Steps**

- In preparation for the next meeting, TAC members were asked to:
  - review the current designation of Routes of Regional Significance and be prepared to make suggestions for additions/deletions
  - review the current MTSOs and compare to performance standards in their local General Plans or other planning documents, and be prepared to discuss options for changing the current MTSOs or establishing new ones.

## MEMORANDUM

Date: March 20, 2013  
To: Jamar Stamps, Contra Costa County  
From: Julie Morgan, Fehr & Peers  
Subject: **Summary of March 19 TRANSPLAN-TAC discussion of the East County Action Plan Update**

*WC13-3009.01*

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On March 19, the TRANSPLAN-TAC held their regular monthly meeting. On the agenda was a presentation by Fehr & Peers on the update of the East County Action Plan for Routes of Regional Significance. The following summarizes the major points made during the presentation and in the committee's discussion of this item.

### **Presentation**

- Demographic trends projected for East County and the remainder of Contra Costa County to the year 2040 were presented. East County is projected to experience the fastest pace of growth in both population and jobs among the County's subregions. East County is expected to surpass Central County as the subregion with the largest population. East County will also add a substantial number of jobs, although it will still have a fairly low ratio of jobs to employed residents (i.e., many residents of East County will continue to commute elsewhere for work).
- Definitions of the Routes of Regional Significance in East County were described and discussed.
- The regionwide goals from the current Action Plan were reviewed and discussed.



### **Discussion**

- Current MTSOs are typically applied to a corridor in its entirety; there is interest in dividing the longer routes into segments so different MTSOs can be applied to each segment. This will be done as a mapping exercise at the next meeting.
- Questions were raised about whether Standard Oil Avenue should still be considered a Route of Regional Significance. There was also discussion of designating Bailey Road as a RRS, and the potential for coordinating this action with Central County.
- The regionwide goals in the current Action Plan are structured as policy statements rather than as broad statements of what the region wants to achieve. The group is interested in reframing a consolidated set of regional goals. A suggested set of regional goals will be brought to the next meeting for discussion.

### **Action Items/Next Steps**

- TAC members were asked to review the current designation of Routes of Regional Significance and be prepared to participate in the mapping exercise at the next meeting to make decisions about changing the routes and/or dividing the longer routes into segments.

## MEMORANDUM

Date: May 22, 2013  
To: Jamar Stamps, Contra Costa County  
From: Julie Morgan, Fehr & Peers  
Subject: **Summary of May 21 TRANSPLAN-TAC discussion of the East County Action Plan Update**

*WC13-3009.01*

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On May 21, the TRANSPLAN-TAC held their regular monthly meeting. On the agenda was a presentation by Fehr & Peers on the update of the East County Action Plan for Routes of Regional Significance. The following summarizes the major points made during the presentation and in the committee's discussion of this item.

- Definitions of the Routes of Regional Significance in East County were described and discussed. The group agreed to maintain Standard Oil Avenue as a future RRS. The group felt that both Bailey Road and Leland Road should continue to be in the RRS network; Paul Reinders will coordinate with Ray Kuzbari from the City of Concord to determine their interest in including one or both of those routes in the Central County RRS network, and Paul will report back to the TAC at the next meeting. The City of Antioch requested that Contra Loma be added to the RRS network. There was a discussion of the possibility of including Class I bicycle facilities in the RRS network, but the group did not feel that would be valuable or appropriate.
- The group discussed potential future projects along the designated RRSs. The following projects and programs will be specifically mentioned in the updated Action Plan:
  - Extending eBART beyond Hillcrest
  - The Mokelumne Trail crossing of the SR 4 Bypass
  - More intensive Safe Routes to School programs at schools throughout East County



- Coordination with TVTC on participation in the TriLink study as a means of addressing cross-boundary capacity issues.
- The MTSOs that are currently applied to all of the regional routes were reviewed. The discussion led to the following conclusions:
  - The Action Plan should clarify the switch from the V/C ratio method to the Highway Capacity Manual delay-based method for calculating intersection LOS.
  - The group is generally comfortable with maintaining the MTSOs in their current form (subject to the methodology shift above).
  - The group is interested in allowing more flexibility within the PDAs, where the goal would be to require that any proposed vehicle flow improvement be evaluated for its effects on pedestrians, bicyclists, and/or transit users. We will draft an example of this type of policy for the group to respond to.
- The group does not see value in having a formal public outreach process specifically for the Action Plan updates. Public outreach would be valuable during the countywide CTP process, which incorporates the Action Plans.

#### **Next Steps**

- At the next meeting, we will review the Action Plan goals and objectives and decide on any modifications for the plan update.

## MEMORANDUM

Date: August 23, 2013  
To: Jamar Stamps, Contra Costa County  
From: Julie Morgan, Fehr & Peers  
Subject: **Summary of August 20 TRANSPLAN-TAC discussion of the East County Action Plan Update**

*WC13-3009.01*

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On August 20, the TRANSPLAN-TAC held their regular monthly meeting. On the agenda was a presentation by Fehr & Peers on the update of the East County Action Plan for Routes of Regional Significance. The following summarizes the major points made during the presentation and in the committee's discussion of this item.

- Confirmed the network of Routes of Regional Significance in East County. Clarified that the West Leland Road extension should be shown as a future RRS; Paul Reinders will communicate with City of Concord staff about potentially including this route in the Central County RRS network as well.
- Reviewed the results of the 2040 MTSO forecasting process. There were some questions about the roadway improvements that were included in the forecast analysis. TAC members will send me notes on future intersection improvements that should be assumed.
- Presented a draft of the updated Chapter 5, which contains specific actions. Many comments were discussed and noted. Any other comments or additions to the Chapter 5 text should be sent to me **by August 30**.

### **Next Steps**

- We will prepare an admin draft version of the updated Action Plan, which will be circulated to the TAC for review and comment. To achieve the overall project schedule, the Action Plan will need to be approved by the TRANSPLAN board by January.