

Robert Taylor, Chair
Brentwood
City Council

Doug Hardcastle, Vice-Chair
Oakley
City Council

Salvatore Evola
Pittsburg
City Council

Mary N. Piepho
Contra Costa County
Board of Supervisors

Tony Tiscareno
Antioch
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

Kevin Romick
Oakley
Planning Commission

Bruce Ohlson
Pittsburg
Planning Commission

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TRANSPLAN Committee Meeting

Thursday, October 8, 2015 – 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 7/9/15 TRANSPLAN Meetings ♦ **Page 2**
- 4. ACCEPT** Correspondence ♦ **Page 11**
- 5. ACCEPT** Status Report on Major Projects ♦ **Page 15**
- 6. ACCEPT** Calendar of Events ♦ **Page 23**
- 7. ACCEPT** Environmental Register ♦ **Page 25**
- 8. APPROVE** Fiscal Year 2016/17 511 Contra Costa Workplan and Budget ♦ **Page 27**

End of Consent Items

Open the Public Meeting

9. AUTHORIZE 2013 Measure J Strategic Plan Amendment: The Contra Costa Transportation Authority is requesting the TRANSPLAN Committee authorize an amendment to the 2013 Measure J Strategic Plan that would add the State Route 4 Integrated Corridor Management project to the Subregional Transportation Needs (East County) funding category at a cost of \$200,000 in Measure J funds. (Action) ♦ **Page 30**

10. ADJOURN to next meeting on Thursday, November 12, 2015 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
7/9/15 TRANSPLAN COMMITTEE MEETING MINUTES

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

MINUTES

July 9, 2015

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 Steve Barr at 6:30 P.M.

ROLL CALL / CALL TO ORDER

PRESENT: Kerry Motts (Antioch), Bruce Ohlson (Pittsburg), Mary N. Piepho (Contra Costa County Board of Supervisors), Kevin Romick (Oakley), Duane Steele (Contra Costa Planning Commission), Joe Weber (Brentwood), and Steve Barr, Alternate for Robert (Bob) Taylor (Chair, Brentwood)

ABSENT: Salvatore (Sal) Evola (Pittsburg), Tony Tiscareno (Antioch), and Doug Hardcastle (Vice Chair, Oakley)

STAFF: Jamar Stamps, TRANSPLAN Transportation Planner

PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA

There were no comments from the public.

CONSENT ITEMS

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

3. Adopted Minutes from the June 11, 2015 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: Motts, Olson, Piepho, Romick, Steele, Weber, Barr
Noes: None
Abstain: None
Absent: Evola, Hardcastle, Tiscareno

APPROVE THE EAST COUNTY 2017 DRAFT REGIONAL TRANSPORTATION PLAN (“RTP”) PROJECT LIST. THE METROPOLITAN TRANSPORTATION COMMISSION (“MTC”) RELEASED THE CALL FOR PROJECTS FOR THE 2017 RTP ON APRIL 29, 2015. THE TRANSPLAN TAC WORKED WITH CCTA STAFF ON DEVELOPING THE 24-YEAR FINANCIALLY CONSTRAINED PROJECT LIST FOR SUBMITTAL TO MTC BY SEPTEMBER 30, 2015. FOLLOWING TRANSPLAN ACTION, STAFF WILL FORWARD THE DRAFT RTP PROJECT LIST TO CCTA FOR CONSIDERATION (Hisham Noeimi – CCTA Staff)

Jamar Stamps, Transportation Planner, identified a handout that had been provided at the dais regarding some minor changes to the project list since its development by the TRANSPLAN Technical Advisory Commission (TAC). The handout replaced Pages 40-43 in the TRANSPLAN Committee packet, and had been submitted for the discussion.

Mr. Stamps thanked the TRANSPLAN Subcommittee comprised of members Bob Taylor, Bruce Ohlson, and Joe Weber, along with CCTA staff Hisham Noeimi and Stephanie Hu for their help in the process.

Reporting that MTC had released the Call for Projects for the 2017 RTP, which was updated every four years, on April 29, 2015, Mr. Stamps advised that the Contra Costa Transportation Authority (CCTA) had begun working with the Regional Transportation Planning Committees (RTPCs) on projects and programs that would need to be listed in the RTP. The projects listed would be those that would increase the capacity of the transportation system or impact air quality.

Mr. Stamps explained that the RTP comprised three project lists; a Committed List, a Financially Constrained List, and a Vision List. The Committed List identified fully funded projects with a mix of state and federal funding sources and with National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA) clearance by September 30, 2015, and projects funded entirely with local finds even if there was no environmental clearance. The Financially Constrained List included projects expected to request future discretionary state and federal funding during the RTP period. The Financially Constrained List would be constrained to the amount of discretionary funding during the 2017 RTP. For TRANSPLAN that total was identified as \$233.9 million, and the proposed financially-constrained RTP project/program list may not exceed that amount. The Vision List included projects not in either of the other two lists which would significantly increase system capacity and should be considered in a new transportation sales tax measure. The Vision List had no constraint with respect to total project cost.

With the release of the Call for Projects, Mr. Stamps explained that the TAC had met in April, May, and June to review and update the RTP lists and the project and program information, and had then deliberated to recommend new projects and programs. The TRANSPLAN Subcommittee had met on June 29 to finalize the Draft RTP project/program lists, and working closely with CCTA staff had successfully updated the list to remain within the \$233.9 million identified funding.

Mr. Stamps added that the TAC had analyzed all three lists and had eliminated projects that had been completed or were no longer supported, combined some projects with others on the list, moved some projects from one list to another, and added new projects. He identified each project on the list, stated that the CCTA required submittal of the list by July 24, 2015 so that it could be submitted to MTC in September 2015, and recommended approval of the Draft East County Regional Transportation Plan project list with staff to be directed to forward the list to the CCTA for consideration.

Mary Piepho advised that she had found some typos in the document and would provide that information to staff. She also noted some discussion in the County about working with the CCTA Transportation Expenditure Plan (TEP) funding effort in 2016 to add on a public safety tax.

In response, Martin Engelmann, Deputy Executive Director of Planning, CCTA, stated that a number of ideas had been discussed for the November 2016 ballot, and commented that it could be a “very cluttered” ballot with a BART measure, a potential County measure, and that many of the cities were considering a half or quarter cent measure for road maintenance. He explained that whether one ballot measure would be married to another in the next year was difficult to determine, although he was not aware of any discussions to add any other measure to the CCTA ballot measure at this point.

Mary Piepho characterized the list as good, recognized the projects that supporters had supported in the survey, and suggested there was no better ballot argument than success, and in every community in the County success was visible from the last effort which was the best example of how well they had done.

Kevin Romick commented that while he would have liked to have had more money to really address the issues, he understood the financial constraints, supported approval of the list, and wanted to move forward.

Joe Weber suggested that Vasco Road Improvements were getting pushed out farther and that project needed to be a priority. The projects, whether on the Committed, Financially Constrained or Vision Lists needed to be recognized. He supported the proposal, as submitted, and the listings in the current alignment.

When asked, Mr. Stamps stated that the safety portion of Vasco Road Improvements, Phase 2, were supposed to move forward next, and there were other Vasco Road Improvements that would come after.

Bruce Ohlson asked about the Caltrans-sponsored item for double track between Oakley and Port Chicago, and questioned a gift of public funds to a private company for a railroad.

Kevin Romick explained that project had already been started to add a second line on the Burlington Northern tracks that ran from Oakley to Pittsburg, to be able to store cars in that area.

Mr. Stamps added that the project was on the Committed List, had already been fully funded, and had already begun.

Hisham Noeimi, Engineering Manager, CCTA, advised that the project would allow more passenger rail along the tracks, which was why some of the improvements had been sponsored by Caltrans which ran the Capital Corridor, and which would allow the Capital Corridor to run faster and get cars off the road.

TRANSPLAN members thanked the members of the TRANSPLAN Subcommittee and all those who had participated in the development of the RTP project lists.

On motion by Kevin Romick, seconded by Joe Weber, TRANSPLAN Committee members approved the Draft East County Regional Transportation Plan (RTP) project list and directed staff to forward the list to the CCTA for consideration. The motion carried by the following vote:

Ayes: Motts, Olson, Piepho, Romick, Steele, Weber, Barr
Noes: None
Abstain: None
Absent: Evola, Hardcastle, Tiscareno

APPROVE DRAFT EAST COUNTY TRANSPORTATION EXPENDITURE PLAN (“TEP”). IN MARCH, THE CONTRA COSTA TRANSPORTATION AUTHORITY (“CCTA”) MADE A DECISION TO MOVE FORWARD WITH THE DEVELOPMENT OF A TEP FOR A POSSIBLE 2016 BALLOT MEASURE. THE TRANSPLAN TAC WORKED WITH CCTA STAFF ON DEVELOPING THE DRAFT TEP. FOLLOWING TRANSPLAN ACTION, STAFF WILL FORWARD THE DRAFT TEP TO CCTA FOR CONSIDERATION

Martin Engelmann, CCTA, explained that the Transportation Expenditure Plan (TEP) was being developed in parallel with the Countywide Transportation Plan (CTP), which had originally been scheduled for adoption last March. The Draft CTP had been issued a year ago. Now that the CCTA was considering development of a TEP, it had been decided to run the two projects together and the CTP would now be adopted in January 2016 at the same time the final TEP would be adopted. As part of that process, MTC’s CTP Guidelines would be used which required that projects be evaluated using MTC’s performance targets. As part of that exercise, a white paper had been developed on performance targets and all projects of \$25 million or more had been evaluated. He entered the CCTA’s memorandum dated June 26, 2015 regarding Transmittal of Qualitative Project Performance Assessment into the record, and explained that it would be used when going forward to develop and evaluate transportation options.

As background, Mr. Stamps stated that on March 18, 2015, the CCTA had directed staff to begin development of TEP for consideration of a potential November 2016 ballot sales tax measure.

Following the release of CCTA's Call for Projects, Mr. Stamps stated the TRANSPLAN TAC had begun consideration of an assumed half cent sales tax for 25 years; April 1, 2017 to March 31, 2042. The TEP development process ranked currently with the RTP process, which would allow MTC to complete its performance evaluations prior to a ballot measure. The TAC had utilized its knowledge of local needs and priorities as well as polling results to consider a potential TEP.

Mr. Stamps pointed out that as a result of a previous Expenditure Plan Update in 2009, the TRANSPLAN Committee had elected to shift program funds from programs to support capital improvements for the State Route 4 Widening Project, State Route 4 Bypass, and eBART, so that those projects could be delivered on time. The TRANSPLAN Committee had obligated itself to replenish those revenues should revenue projections improve in the future or if higher than anticipated savings should occur, as stated in the September 10, 2009 TRANSPLAN Committee minutes.

Mr. Stamps reported that the TAC had recommended the following candidate projects: eBART (Antioch to Brentwood), SR4 Operational Improvements, Vasco Road Improvements, and SR239 (Brentwood to Tracy Expressway). For programs, the TAC had recommended increases in Local Streets Maintenance & Improvements, Safe Transportation for Children/"Street Smarts," and Ferry Service in East County. He referred to the table in the packet for East County Measure J Capital Projects and Programs, and the funds that had been allocated to each that would be forwarded to the CCTA for consideration. The grand total would be \$660.756 million of projected funding.

Kevin Romick asked about the return to source in the Expenditure Plan, and Hisham Noeimi explained that the proposed return to source of 25 percent was in the Local Streets Maintenance & Improvements category.

Mr. Noeimi advised that while the TAC had initially proposed a 30 percent return to source, compromises had been made to address other projects, such as SR239 and eBART. He explained that the TRANSPLAN Committee could make changes, as desired.

Mr. Engelmann added, when asked, that the MTC Guide would be considered when considering transportation investment options. Other analyses would be conducted using the travel demand forecast model to figure out if a project actually would reduce greenhouse gases. He stated that long-term exercise would be started in September, which was required, among other things, when looking at expenditure plan options.

In response to Joe Weber's concern for SR242 improvements, Mr. Engelmann explained that improvements in that area, called SR4 Operational Improvements, would affect the I-680 Interchange, Highway 4 east of I-680, and operations management on SR242. He stated there were other projects on SR242 less than \$25 million in cost which had not been included on the Qualitative Project Performance Assessment. The project to add a seventh and eighth lane to SR242 was currently not in the Comprehensive Transportation Project List (CTPL), and if not in the CTPL it could not make it on this list.

In addition, Mr. Engelmann explained that no interest from TRANSPAC or Caltrans had been expressed for that project.

Joe Weber did not want to create the traffic nightmare with improvements all around but not on the core. On the local level, he asked what SR4 Operational Improvements would actually represent.

Mr. Noeimi explained that SR4 Operational Improvements would be for the area between the merge between SR4 and SR242 all the way to Willow Pass Road and Bailey Road near Pittsburg, which included extension of auxiliary lanes in both directions as well as additional mixed flow lanes intended to relieve the traffic congestion that takes place on SR242 while merging on SR4. Staff was looking at different packages to improve traffic flow.

In further response to Mr. Weber, Mr. Noeimi explained that the SR4 Operational Improvements would cost over \$250 million, and TRANSPAC had included its share of \$30 million. If the TEP measure passed there would be \$70 million to do the project and the rest would have to come from development of the Concord Naval Weapons Station (CNWS) and state and federal funds. In terms of percentages of the funding source, there would have to be discussions with TRANSPAC.

Mr. Weber expressed his hope that the lion's share of the improvements would be specific to the development that would occur on the CNWS property.

Bruce Ohlson supported a 30 percent return to source.

Mary Piepho stated with respect to the CNWS, there should be a significant amount of money that the developer would have to contribute to the road improvements. She asked Mr. Engelmann about the project performance assessment process. She also asked with respect to SR4 Operational Improvements whether there was a required threshold.

Mr. Engelmann stated that there was no required threshold for SR4 Operational Improvements.

PUBLIC COMMENT

Paul Reinders, Senior Civil Engineer, Pittsburg, offered arguments for increasing the local street maintenance return to source from 25 to 30 percent given the need in each city to maintain pavements as well as to fund the backlog of preferred maintenance. He stated that gas tax revenues continued to fall as more efficient vehicles were created, that TRANSPAC had recommended a 30 percent return to source, and that the City Managers Advisory Subcommittee had recommended 30 percent or more. He noted the likely scenario that each RTPC would be able to identify its own return to source. He emphasized that more maintenance money would benefit streets, provide a better ride for bicyclists, benefit pedestrians, allow Americans with Disabilities Act (ADA) compliance, and benefit transit with bus turnouts and pullouts.

Keven Romick urged that the City of Concord include significant mitigation funds to handle additional traffic on Highway 4 westbound from Concord so that the funds would not have to come out of the measure. He was more inclined to support a 30 percent return to source, and suggested the measure might be better supported by the public if more money was returned to the local community.

Mr. Stamps commented, when asked by Mary Piepho, that County Public Works Department staff was in support of having as much return to source as possible to address local streets.

Kerry Motts supported a 30 percent return to source in a proposed TEP.

Chair Barr added that the City of Brentwood would also support a higher return to source to help maintain local streets.

To accommodate a 30 percent return to source, Mr. Noeimi explained that \$32 million would have to come out of something else. He clarified that when completing the Expenditure Plan, the list would be part of the measure to identify all the projects and programs to be funded, with the dollar amounts designated by each region as had been done with Measure J. As to whether changes could be made to the list, he explained that while some categories were fairly open and could accommodate new projects, if there was a specific dollar amount applied to a specific project a change to that project would be more difficult, require an amendment to the Expenditure Plan, and require approval by two thirds vote of the CCTA Board when there would have to be an open public comment period that would allow any city to oppose the change if there was a desire to do so.

In response to Mary Piepho, Mr. Noeimi explained that a trail, for instance, could be included under a bike/ped program for funding, or under complete streets. He stated the next step would be to put descriptions to the categories to allow flexibility in the future. He emphasized that the descriptions would have to be flexible enough to allow money to be moved around.

On the discussion of adjusting the TEP proposal with a 30 percent return to source requiring a \$32 million allocation reduction in other areas, Kevin Romick suggested reducing the allocation of the SR4 Operational Improvements (from SR242 to Bailey Road), and Chair Barr suggested that the eBART Extension (Antioch to Brentwood) was not well supported and funds could be moved from that project.

Mr. Engelmann acknowledged the requests to back out funding from eBART (Antioch to Brentwood), SR4 Operational Improvements, and SR239 (Brentwood to Tracy Expressway). The removal of \$35 million from those projects was recommended, with \$2 million of that total to increase the allocation to Safe Routes to School.

Chair Barr supported the inclusion of language in the measure to allow the TRANSPLAN Committee to make adjustments in the future.

PUBLIC COMMENT

Curtis Corlew encouraged the TRANSPLAN Committee to pay extra attention to non-automotive funding. He also expressed concern that the Mokelumne Trail Bike and Pedestrian Overcrossing project had not yet been pursued to allow bicyclists to safely cross State Route 4.

On motion by Kevin Romick, seconded by Joe Weber, TRANSPLAN Committee members approved the Draft East County Transportation Expenditure Plan (TEP), as amended, and directed staff to forward the East County TEP proposal to the CCTA for consideration. The motion carried by the following vote:

Ayes: Motts, Olson, Piepho, Romick, Steele, Weber, Barr
Noes: None
Abstain: None
Absent: Evola, Hardcastle, Tiscareno

ADJOURNMENT

On motion by Mary Piepho, seconded by Joe Weber to adjourn the meeting of the TRANSPLAN Committee at 7:42 P.M. to Thursday, August 13, 2015 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

Julie Pierce,
Chair

Dave Hudson,
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

David Durant

Federal Glover

Karen Mitchoff


Kevin Romick

Don Tatzin

Robert Taylor

MEMORANDUM

To: Anita Tucci-Smith, TRANSPAC
 Lisa Bobadilla, SWAT
 Jamar Stamps, TRANSPLAN, TVTC
 John Nemeth, WCCTAC
 Ellen Clark, LPMC

From: 
 Randell H. Iwasaki, Executive Director

Date: September 18, 2015

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its September 16, 2015 meeting, the Authority discussed the following item which may be of interest to the Regional Transportation Planning Committees:

- 1. Transmittal of Recommended Project Lists to the Metropolitan Transportation Commission (MTC) for Inclusion in the 2017 Regional Transportation Plan (RTP).** In response to the 2017 RTP Call for Projects issued by MTC on April 29, 2015, Authority staff has worked with the Regional Transportation Planning Committees (RTPCs) and project proponents to develop a comprehensive list of projects for submittal to MTC. To receive future State or federal funding, a project must first be included in the RTP. Projects that impact the capacity of the transportation system must be listed individually in the RTP. The RTP also includes programmatic categories for projects that do not impact the capacity of the transportation system (e.g. pavement rehabilitation, safety projects, pedestrian/bicycle enhancement projects, etc.). Local jurisdictions, the RTPCs, and transit agencies submitted 211 projects/programs with a total cost of \$15.3 billion in Year of Expenditure (YOE) dollars and funding requests of \$8.1 billion. In addition, BART also submitted five region-wide projects with a cost of \$9.7 billion. The Authority's Technical Coordinating Committee (TCC) reviewed the proposed list at its August 27th meeting and recommended approval. *The Authority reviewed the*

Randell H. Iwasaki,
Executive Director

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proposed lists of projects and programs and will be asked at its October meeting to adopt the proposed lists for transmittal to MTC.

2. Recommended Transportation Investment Options for Analysis in the Updated Draft of the 2014 Countywide Transportation Plan (CTP) and the Recirculated Draft Subsequent Environmental Impact Report (SEIR).

Authority staff is developing an updated Draft of the 2014 CTP and intends to publish the Draft CTP and recirculate a Draft SEIR for public review and comment in early 2016. The first 2014 Draft CTP was released in August 2014, and a Draft SEIR was released in September 2014. The previous Draft SEIR essentially evaluated the CTP, including the Comprehensive Transportation Project List (CTPL), which is a financially unconstrained list of projects and programs, and a "No Project" Alternative that would limit the plan to projects and programs with assured funding commitments. The scope of the recirculated Draft SEIR will include three financially constrained Transportation Investment Options. The updated SEIR will be developed in parallel with a potential Transportation Expenditure Plan (TEP) that the Authority could adopt in May 2016. Using the Authority's Countywide Travel Demand Forecasting Model, preliminary analysis of the three options will begin in September 2015, while analysis of the Draft TEP will begin in November, after the Authority releases it for review. *The Authority authorized staff to proceed with Options A, B, C, and D which will later be identified, continue with the SEIR as recommended by Authority Counsel, and delete the note under Option C regarding the deletion of a project.*

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Suite 110
Pleasant Hill, CA 94523
(925) 969-0841

September 18, 2015

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

Re: Status Letter for TRANSPAC Meeting – September 10, 2015

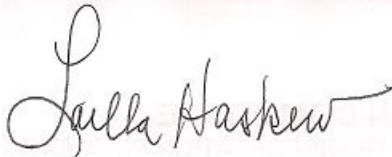
Dear Mr. Iwasaki:

At its meeting on September 10, 2015, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a report on the TRANSPAC TAC's progress on Line 20a program development and authorized the TAC to distribute the draft grant program to potential program applicants for review and comment.
2. Approved appropriation of Measure J Line 20a funds to grant recipients consistent with prior year disbursements, and requested that the CCTA update the existing Cooperative Agreements consistent with this recommendation and inform grantees that future funds would be subject to the new grant criteria/process.
3. Received 511 Contra Costa Program update June to September 2015 from Lynn Overcashier, Program Manager, 511 Contra Costa.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Loella Haskew
TRANSPAC Chair

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
Jamar I. Stamps, TRANSPLAN; Robert Taylor, Chair, TRANSPLAN
Andy Dillard, SWAT; Don Tatzin, Chair, SWAT
John Nemeth, WCCTAC; Janet Abelson, Chair, WCCTAC
Danice Rosenbohm, CCTA
June Catalano, Diane Miguel (City of Pleasant Hill)

ITEM 5
STATUS REPORT ON MAJOR PROJECTS

TRANSPLAN: Major East County Transportation Projects

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

Monthly Status Report: June 2015

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 No Changes From Last Month

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: Close-out

Project Status: Administrative close-out work continues. Caltrans is reviewing the contractor's exceptions to the Proposed Final Estimate (PFE). Drafting of the as-built plans continues.

Issues/Areas of Concern: Contractor has submitted an exception to the PFE; the claim is \$3.4 million. Caltrans and Authority staffs are assessing the merits of the claim.

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

Lead Agency: CCTA

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

Current Project Phase: Construction.

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

Segment 1: Somersville Interchange

The final pay estimate has been issued. *Work on as-built drawings and ROW closeout is in progress.*

Segment 1 construction is 100% complete.

Segment 2: Contra Loma Interchange and G Street Overcrossing

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

On SR4 mainline, drainage, roadway subgrade work, Lean Concrete Base (LCB) and eBART median construction is in progress. At Contra Loma Boulevard undercrossing, abutment, bent cap and girder construction is in progress. At Contra Loma Boulevard, drainage, utility and roadway construction is in progress.

Segment 2 construction is approximately 81% complete, through February 2015.

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 inside WB lanes, rough grading, drainage installation, and eBART median work is in progress. Bridge falsework, soffit and deck construction is in progress at five bridges.

Segment 3A construction is approximately 61% complete through February 2015.

Segment 3B: Hillcrest Avenue to SR160

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

The WB traffic has been switched to the newly constructed inside EB lanes and will utilize the temporary median crossovers. A temporary Hillcrest WB off-ramp to detour the remaining ramp traffic off of the WB lanes is under construction. SR4 mainline WB construction is in progress, including existing pavement demolition, rough grading and drainage construction. At the eBART Entry House and POC, the elevator pit, utility installation work, footing and wall construction is in progress. Roadway and electrical construction is continuing at Slatten Ranch Road and the WB ramps.

Segment 3B construction is approximately 47% complete through February 2015.

Issues/Areas of Concern:

Segment 1 - Somersville Interchange

None.

Segment 2 - Contra Loma Interchange and G Street Overcrossing

The City of Antioch sewer line at Contra Loma Boulevard/Fitzuren Road has been redesigned. Pricing has been provided by the contractor and provided to the City of Antioch for their approval.

Segment 3A - A Street Interchange and Cavallo Undercrossing

Additional modifications to the construction staging are being implemented by the project team to reduce delays to the project schedule.

Segment 3B - Hillcrest Avenue to SR160

CCTA is working with the contractor, Caltrans and BART to implement modification of traffic staging for Segment 3B to allow earlier completion of WB mainline work.

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

Adverse weather affecting JPCP construction continues to impact progress throughout the corridor and the following eBART construction work. Authority staff, Caltrans, and BART continue to identify and implement steps, such as the crossover relocation, to minimize costs and schedule impacts.

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: *Falsework erection is complete for the SR160/SR4 Separation Bridge. The contractor has begun placing forms and rebar for the superstructure. Falsework erection continues at the NB 160 Viaduct. Construction of columns continues at the SB 160 Viaduct.*

Discussions continue regarding winterization of the construction site which may reduce the impact of wet grade. However, since the project is half-way through the rain season, winterization may not be necessary.

Issues/Areas of Concern: *The contractor's schedule has been slipping. To recover, the contractor will add resources in February and will begin accelerating their work.*

The resident engineer has been in discussions with the East Contra Costa County Habitat Conservancy (HCP) regarding bird protection of the falsework construction. A protection plan is in development.

E. East County Rail Extension (eBART)

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

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

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

Current Project Phase: Final Design and Construction.

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

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. *Remaining work on the maintenance building consists of "punch-list" items.*

Contract 130, consisting of stations and maintenance facility finishes, track work and systems is underway. Rail has been delivered to the project site and the contractor will mobilize soon to begin laying rail.

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 *and is updated and reviewed on a regular basis.*

Issues/Areas of Concern: Coordination of SR4 highway construction contracts and eBART contracts continues. *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: *PDT meetings began in October 2014. At the completion of the PID Phase, project packages and phasing will be identified to proceed to separate PA/ED clearance.*

Issues/Areas of Concern: None.

STATE ROUTE 4 BYPASS PROJECT

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

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

Current Phase: Construction.

Project Status: *Traffic has been staged to the final alignment for both the EB and WB directions.*

Punchlist and change order work is continuing with installation of miscellaneous drainage, permanent erosion control, electrical, Lone Tree Way hardscape and landscaping, and conform grading to the adjacent development.

Construction is approximately 98% complete through *February 2015*.

Issues/Areas of Concern: None.

H. 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: *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 was approved on February 5, 2015, saving taxpayers an estimated \$18 million. ROW acquisition is underway by the SR4 Bypass Authority. The 95% design was submitted in July 2014 and comments are being addressed. Final design is anticipated to be complete in March 2015. Utility agreements were completed for the PG&E joint trench in Balfour Road, the relocation of two PG&E transmission towers and the agreement with Kinder Morgan for the pumping plant relocation is being developed. An environmental addendum was completed to address changes to the project, including the utility relocations, and the findings were adopted in December 2014.*

Issues/Areas of Concern: *The project estimate has risen and project elements have been revised resulting in a funding shortfall of between \$7.5 and \$10 million. Utility relocation plans are currently behind schedule, which may affect the ROW certification process.*

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. This project is required as a condition of approval under the SR-4 Bypass project.

Current Phase: Design.

Project Status: *Caltrans has provided comments on the 65% complete plans. BART announced that the recommended new station location for a future eBART extension should be at a location adjacent to the POC. Impacts of this decision will need to be considered.*

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

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

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

March 2015 Update – No Changes From Last Month

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

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

eBART Next Segment Study

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

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

Staff will provide updates as needed.

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**ITEM 6
CALENDAR OF EVENTS**

Calendar of Upcoming Events*

2015	Location	Event
Fall 2015	Pittsburg	Pittsburg Center e-BART Station Groundbreaking
2015/2016	East County	State Route 160/Highway 4 Direct Connector Ramps Ribbon Cutting
2015/2016	East County	Planning for Integrated Corridor Management (ICM) program on Highway 4
Spring 2016	Brentwood	SR-4/Balfour Interchange Groundbreaking
Spring 2016	Antioch/Oakley	OPEN: SR-4 Segments 3A & 3B

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

**ITEM 7
ENVIRONMENTAL REGISTER**

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Pittsburg	APNs: 089-010-010 089-020-009; -011; -014; -015	Notice of Public Hearing and Avail. of FEIR	Montreux Residential Subdivision Contact: Kristin Pollot, Project Planner (925) 252-6941 kpollot@ci.pittsburg.ca.us	Rezoning ("Hillside Planned Development" to Single Family Residential/6k sq. ft. lots), annexation and subdivision of 148.3 acres into 351 SFR lots	8/17/15 (meeting date)	No Comments
City of Pittsburg	APN096-100-034	Notice of Preparation	WesPac Pittsburg Infrastructure Project Contact: Kristin Pollot, Project Planner (925) 252-6941 kpollot@ci.pittsburg.ca.us	Modernization and reactivation of existing fuel storage and distribution systems	7/31/15	No Comments
City of Oakley	APN032-050-003	Notice of Public Hearing	Dal Porto South Subdivision Contact: Ken Streelo, Senior Planner strelo@ci.oakley.ca.us	Vesting tentative map w/ approx. 403 residential lots (183 acres)	7/14/15 (hearing date)	No Comments
City of Oakley	APN033-240-004	Notice of Public Hearing	Retail and Self-Storage Contact: Joshua McMurray, Planning Manager mcmurray@ci.oakley.ca.us	Use Permit and Design Review for a new retail (5,120 sq. ft.) and self-storage (approx. 97,000 sq. ft.) project.	6/9/15 (hearing date)	No Comments
City of Pittsburg	APN089-010-016	Notice of Intent (mitigated neg. declaration)	The Reserve at Woodland Hills Contact: Jordan Davis, Associate Planner (925) 252-4015	General Plan Amendment: Business Commercial to Medium Density Residential Rezoning: Office Commercial to Medium Density Residential Design Review: Existing office building conversion into 18 apartment units	6/12/15 6/9/15 (hearing date)	No Comments
City of Pittsburg	APN073-200-013	Notice of Public Hearing	Mt. Diablo Resource Recovery Park Contact: Kristin Pollot, Project Planner (925) 252-6941 kpollot@ci.pittsburg.ca.us	Use permit for expansion of Mt. Diablo Recycling Facility and design review for new 18,000 square foot building/maintenance facility	5/26/15 (hearing date)	No Comments

ITEM 8
FISCAL YEAR 2016/17 511 CONTRA COSTA WORKPLAN AND BUDGET



TO: TRANSPLAN

FROM: Lynn Overcashier, 511 Contra Costa Program Manager

DATE: October 8, 2015

SUBJECT: The 511 Contra Costa TDM Program is seeking approval of the FY 2016/17 workplan and estimated budget for the TRANSPAC/TRANSPLAN 511 Contra Costa Program, with 2016/17 funding allocations from the Bay Area Air Quality Management District (TFCA) and CCTA Measure J (line 17). The workplan and estimated budget are included below.

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 2016/17 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 work with local jurisdictions, school administrators, parents, CHP/police departments and others to expand the school-based programs to elementary, middle and high schools. The Street Smarts Diablo 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 programs. The SchoolPool program offers County Connection and Tri Delta passes to students at the beginning of the school year. Staff will seek funding to support the Summer Youth Pass and District V Youth Summit from available sources.

- **ELECTRIC CHARGING PROGRAM** - Provides mini grants and staff support to Central and East County jurisdictions for electric charging station installations. Staff will inform local staff of additional funding sources as they become available.
- **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** – 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: MTC's Regional Rideshare TAC, BTWD TAC, MTC's School and Youth Outreach TAC, CCTA Safe Routes to School Task Force, CCTA Bicycle/Pedestrian Advisory Committee.
- **ASSISTANCE WITH GRANT APPLICATION DEVELOPMENT** - Staff provides assistance to partner agencies for grant submittals.

Funding is expected to be similar to FY 2015/16. Available fund allocations to be approximately \$770,000+/- TFCA and \$431,000+/- Measure J Commute Alternative funds to support programs and projects in East County.

ITEM 9
2013 MEASURE J STRATEGIC PLAN AMENDMENT

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee
FROM: TRANSPLAN TAC
DATE: October 8, 2015
SUBJECT: 2013 Measure J Strategic Plan Amendment

BACKGROUND

The Contra Costa Transportation Authority (“CCTA”) received a \$200,000 Federal Highway Administration (“FHWA”) grant to study the concept of implementing Integrated Corridor Management (“ICM”) strategies on the State Route 4 (“SR-4”) corridor from Interstate 80 (West Contra Costa County) to the SR-4/SR-160 interchange (East Contra Costa County). More information about the proposed project is provided in the attached project fact sheet.

CCTA is requesting TRANSPLAN authorize an amendment to the 2013 Measure J Strategic Plan to utilize \$200,000 as matching funds from the East County Subregional Transportation Needs (28d) fund category¹. Fund category 28d currently contains \$3.9 million for Fiscal Years (“FY”) 2020-2034. The requested funds would be advanced to FY 2017-18 leaving a balance of approximately \$3,685,000 in fund category 28d. Advancing these funds could also help leverage another \$10,750,000 in federal funds for potential future capital improvement phases of the SR-4 ICM project.

The TRANSPLAN TAC reviewed and discussed the item at the September 15, 2015 meeting. TAC members inquired about other SR-4 subregions contributing matching funds. CCTA staff has indicated a majority of the project benefits are within the TRANSPLAN area. The TAC recommended the TRANSPLAN Committee authorize the proposed 2013 Strategic Plan Amendment.

RECOMMENDATION

AUTHORIZE Amendment to the 2013 Measure J Strategic Plan to utilize \$200,000 as matching funds from the East County Subregional Transportation Needs (28d) fund category to study the concept of implementing ICM strategies on the SR-4 corridor from Interstate 80 (West Contra Costa County) to the SR-4/SR-160 interchange (East Contra Costa County).

att: SR-4 ICM Fact Sheet
Excerpt from Measure J Expenditure Plan (28d)

¹ 28d Subregional Transportation Needs: TRANSPLAN will propose programming these funds to any project or program identified in the Expenditure Plan or eligible under the provisions of the Local Transportation Authority and Improvement Act.

Project Sponsor

State Route 4 Integrated Corridor Management (ICM)
Contra Costa Transportation Authority

Scope

Use state-of-the-practice Intelligent Transportation System (ITS) technologies to enhance the effectiveness of the existing transportation system along State Route 4 and parallel/crossing arterials between State Route 160 and Interstate 80. Project elements include the following:

- Operational strategies based on real-time traffic conditions along the corridor (a.k.a Decision Support System)
- Adaptive ramp metering
- Incident management with speed harmonization
- Traffic and transit Information System
- Arterial and transit improvements
- Connected Vehicle (CV) applications/technologies
- Integration with the I-80 ICM

Status

- Project was awarded a FHWA Integrated Corridor Management Planning Grant.
- Currently preparing Concepts of Operations report.

Issues/Areas of Concern

- Must compete for additional grants:
 - a) \$6 million for Phase 2 implementation
 - b) \$4.75 million CV Pilot Deployment.

Location

Schedule

	<i>Dates</i>
Preliminary Studies/Planning	2015-2016
Environmental Clearance	2016-2017
Design/System Engineering	2017-2018
Right of Way and Utilities	2018-2020
Construction/System Integration	2017-2020

* PS&E and System Engineering effort will occur simultaneously.

Funding by Source (\$ 000s)

	<i>Amount</i>
FHWA	\$200
Measure J	\$200
TBD	\$14,750
Total	\$15,150

Measure J

CONTRA COSTA'S TRANSPORTATION SALES TAX EXPENDITURE PLAN



Adopted November 2, 2004, as amended

through November 7, 2011 | **TRANSPLAN Packet Page: 33**

EAST COUNTY (TRANSPLAN)

24d Major Streets:Traffic Flow, Safety and Capacity Improvements.....0.9% (\$18.0 million)

Improvements to major thoroughfares including, but not limited to, installation of bike lanes, traffic signals, widening, traffic calming and pedestrian safety improvements, shoulders, curb and gutter, and bus transit facility enhancements such as bus turnouts and passenger amenities.

28d Subregional Transportation Needs.....0.19% (\$3.7 million)

TRANSPLAN will propose programming these funds to any project or program identified in the Expenditure Plan or eligible under the provisions of the Act.

Other

29 Administration..... 1% (\$20 million)

This category funds the salary and benefits costs of administrating the Measure C extension, consistent with program requirements.

Program and Project Management

The Transportation Expenditure Plan envisions building on the Authority’s practice of charging the costs of program and project management to the various plan categories, rather than identifying a separate category for such charges. Costs that will be covered include, but are not limited to, program management, consulting, financial advisory services, bond counsel, project management staff, and similar costs associated with managing the overall program, periodically preparing and adopting the Strategic Plan, and reviewing and processing invoices.