

Diane Burgis, Chair
Contra Costa County
Board of Supervisors

Sean Wright, Vice-Chair
Antioch
City Council

Robert Taylor
Brentwood
City Council

Kevin Romick
Oakley
City Council

Salvatore Evola
Pittsburg
City Council

Duane Steele
Contra Costa
Planning Commission

Kerry Motts
Antioch
Planning Commission

Jamie Tobin
Brentwood
Planning Commission

Doug Hardcastle
Oakley Planning
Commission

James Coniglio
Pittsburg
Planning Commission

Staff Contact:
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TRANSPLAN Committee Meeting

Thursday, October 11, 2018 – 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 9/13/18 TRANSPLAN Meetings ♦ **Page 2**
- 4. ACCEPT** Correspondence ♦ **Page 6**
- 5. ACCEPT** Status Report on Major Projects ♦ **Page 9**
- 6. ACCEPT** Calendar of Events ♦ **Page 18**
- 7. ACCEPT** Environmental Register ♦ **Page 20**

End of Consent Items

Open the Public Meeting

8. STANDING ITEM: *Concord Community Reuse Project (former Concord Naval Weapons Station) Update. (Information)*

9. CONSIDER:

- 1) An exception to Policy 8 in the 2016 Measure J Strategic Plan to allow the programming of eBART Measure J savings to the Antioch BART Station Parking Lot Expansion; and*
- 2) An amendment the 2016 Measure J Strategic Plan to program \$1.82 million funds from the East County “BART Parking, Access and Other Improvements” category to the Antioch BART Station Parking Lot Expansion, as recommended by the TRANSPLAN TAC. (Action) ♦ **Page 22***

10. ADJOURN to next meeting on Thursday, November 8, 2018 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
9/13/18 MEETING MINIUTES

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

MINUTES

September 13, 2018

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

ROLL CALL / CALL TO ORDER

PRESENT: Salvatore (Sal) Evola (Pittsburg), Doug Hardcastle (Oakley), Kerry Motts (Antioch), Kevin Romick (Oakley), Duane Steele (Contra Costa Planning Commission), and Sean Wright (Vice Chair, Antioch)

ABSENT: James Coniglio (Pittsburg), Robert (Bob) Taylor (Brentwood), Jamie Tobin (Brentwood), and Diane Burgis (Chair, Contra Costa County)

STAFF: Jamar Stamps, Senior Transportation Planner, TRANSPLAN Staff

PUBLIC COMMENTS

Wilson Wendt, Miller Star Regalia, representing Discovery Builders reported that Discovery Builders had submitted an application for reimbursement of a portion of the cost of the extension of James Donlon Boulevard, which would be discussed in the future. He was present at this time to emphasize the significance of the reimbursement to Discovery Builders and looked forward to working with the TRANSPLAN Committee in the future.

CONSENT ITEMS

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

3. Adopted Minutes from the August 9, 2018 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: Evola, Hardcastle, Motts, Romick, Steele, and Wright
Noes: None

Abstain: None

Absent: Coniglio, Taylor, Tobin, and Burgis

STANDING ITEM: CONCORD COMMUNITY REUSE PROJECT (FORMER CONCORD NAVAL WEAPONS STATION) UPDATE

Jamar Stamps, TRANSPLAN Staff, reported that there were no updates at this time on the standing item related to the Concord Community Reuse Project, formerly known as the Concord Naval Weapons Station (CNWS), led by the City of Concord.

APPROVE EAST BAY REGIONAL PARK DISTRICT (EBRPD) SCOPE AND SCHEDULE CHANGE FOR THE BIG BREAK AND MARSH CREEK REGIONAL TRAIL REHABILITATION PROJECT, AS RECOMMENDED BY THE TRANSPLAN TECHNICAL ADVISORY COMMITTEE (FUNDED BY MEASURE J PEDESTRIAN, BICYCLE AND TRAIL FACILITIES (PBTF) PROGRAM)

Mr. Stamps reminded the TRANSPLAN Committee that the East Bay Regional Park District (EBRPD) had submitted a Measure J request for consideration last year to rehabilitate the Big Break and Marsh Creek regional trails. He reported that the EBRPD had been able to accomplish that portion of the contract for an amount less than initially proposed. The TRANSPLAN TAC had reviewed the scope and schedule change for the project and recommended that the project be moved forward.

Sean Dougan, Trails Development Program Manager, EBRPD, reported that half of the money had been left from the proposal that had been submitted last year through the Measure J Program 13, which had \$30 million in funding for pedestrian, bicycle and trail facilities. He explained that \$25,000 per mile per year had been estimated as the cost to maintain the trails. He presented a map of the trail network, identified the scope, reported a total of \$250,000 remaining in the original request, and described the proposal to move over to the Delta de Anza trail from James Donlon to Hillcrest and repair the Markley Creek Crossing in Antioch. He highlighted what had been done to date, and explained that ultimately the entire 3.9 miles would be slurry sealed and seal coated. The Markley Creek Crossing would be repaired with rip rap and concrete trail, and the work was expected to occur from July 2018 to December 2019. He added that the scope and schedule had changed with the request. Best Management Practices would be utilized, work hours would be reasonable, and notices would be posted for the public.

In response to Doug Hardcastle as to what had been set aside by the EBRPD from tax money for maintenance, Mr. Dougan identified the several sources of funding available including Measure WW, the bond funding for development and acquisition; the general fund which funded maintenance and staff; along with several Community Facility Districts (CFDs) throughout the EBRPD area for development and repaving.

Kevin Romick complimented the EBRPD on the work that had been done to date, particularly on the Marsh Creek Trail and the Big Break Regional Shoreline Trail, but noted that the start (or end) of the trail at O'Hara and Rose Avenues had not been identified as to its relationship to the other trails. He recommended that wayfinding signage be installed in that area to identify the trail and its relationship to the other trails.

On motion by Sal Evola, seconded by Kevin Romick, TRANSPLAN Committee members approved East Bay Regional Park District's scope and schedule change for the Big Break and Marsh Creek Regional Trail Rehabilitation Project, as recommended by the TRANSPLAN Technical Advisory Committee, funded by Measure J Pedestrian, Bicycle and Trail Facilities (PBTF) program. The motion carried by the following vote:

Ayes: Evola, Hardcastle, Motts, Romick, Steele, and Wright

Noes: None

Abstain: None

Absent: Coniglio, Taylor, Tobin, and Burgis

ADJOURNMENT

Vice Chair Wright adjourned the meeting of the TRANSPLAN Committee at 6:50 P.M. to Thursday, October 11, 2018 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**

TRANSPAC
Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
1211 Newell Avenue, Suite 200
Walnut Creek, CA 94596
(925) 937-0980

September 13, 2018

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 13, 2018

Dear Mr. Iwasaki:

At its regular meeting on September 13, 2018, the TRANSPAC Board of Directors took the following actions that may be of interest to the Transportation Authority:

1. Approved the request from the City of Pleasant Hill to amend \$740,000 Measure J Line 24 funds to the Pleasant Hill Road Improvement Project.
2. Authorized the Managing Director to enter into a contract with Cropper Accountancy Corporation for audit services for a contract not to exceed \$8,500.
3. Approved an Amendment to augment the budget of the Secretary/Clerk of the Board Contract by \$2,820, bringing the contract total to \$189,820 for the contract period of November 2016 to June 2019, and amended the FY 2017/18 Budget to move \$3,500 from the Contingency line to the Admin Support Contract Line with no change to the overall budget.
4. Received the TRANSPAC Quarterly Financial Report ending June 30, 2018.
5. Received a status report for the Monument Boulevard / I-680 Bicycle and Pedestrian Improvements Feasibility Study.
6. Received an update of the Street Smarts Diablo Program by Kirsten Riker, 511 Contra Costa / Street Smarts Diablo Program.
7. Received Report on the Electric Vehicle Ready Communities Challenge, Phase 1 Grant

TRANSPAC hopes that this information is useful to you.

Sincerely,

A handwritten signature in blue ink that reads "Matthew Todd". The signature is written in a cursive, flowing style.

Matthew Todd
TRANSPAC Managing Director

CC: TRANSPAC Representatives; TRANSPAC TAC and staff
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
Jamar I. Stamps, TRANSPLAN; Diane Burgis, Chair, TRANSPLAN
Lisa Bobadilla, SWAT; Dave Trotter, Chair, SWAT
John Nemeth, WCCTAC; Cecilia Valdez, Chair, WCCTAC
Tarienne Grover, CCTA
June Catalano, Diane Bentley (City of Pleasant Hill)

ITEM 5
STATUS REPORT ON MAJOR PROJECTS

TRANSPLAN: Major East County Transportation Projects

- State Route 4 Widening • State Route 4 (former) “Bypass”
- State Route 239 • eBART

Quarterly Status Report: January – March 2018

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

STATE ROUTE 4 WIDENING

A. SR4 Widening: Railroad Avenue to Loveridge Road **COMPLETED**

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: Completed.

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 **COMPLETED**

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: Completed.

Project Status: Caltrans accepted the contract on June 30, 2014. The construction contract is now closed with no outstanding claims.

Issues/Areas of Concern: None.

C. SR4 Widening: Somersville Road to SR 160

Lead Agency: CCTA

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

Current Project Phase: 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

Segment was open to traffic in December 2013.

Segment 2: Contra Loma Interchange & G St. Overcrossing

Construction began in March 2012 and was completed in February 2016.

Segment 3A: A Street Interchange and Cavallo Undercrossing

Construction began in August 2012 and was accepted as complete in May 2017.

Segment 3B: Hillcrest Avenue to SR160

Construction began in March 2013 and was substantially completed in September 2016 and closeout activities are ongoing.

Corridor-wide:

Ribbon cutting ceremony held on July 20, 2016.

Issues/Areas of Concern:

- No issues

D. SR4 Bypass: SR4/SR160 Connector Ramps **COMPLETED**

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: Completed.

Project Status:

- The project opened to traffic on February 29, 2016.
- Final paving is complete and a ribbon cutting was held on February 29, 2016.

Issues/Areas of Concern: None.

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: *Post Construction.*

Project Status:

- The project is in the construction phase and is being completed under multiple contracts managed by BART.
- The overall construction of the transfer platform (Contract 110) in the median is complete.
- The Hillcrest parking lot, maintenance shop building (shell) and improvements to Slatten Ranch Road (Contract 120) are complete.
- Contract 130, consisting of stations and maintenance facility finishes, track work and systems is underway.
- *Work on the signal system and train control systems is continuing.*
- *Train testing is continuing in the median.*
- *Work continues on the elevator and escalators at the entry house and center platform.*
- *An amendment to Resolution 13-49-P was approved by the Authority on February 21, 2018 to re-open and appropriate additional funds for the maintenance facility completion.*

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: City of Concord

Project Description: *Improve SR4 between (b/w) I-680 & Bailey Road. Improvements to be evaluated include:*

Eastbound:

B/w Port Chicago Hwy Interchange (I/C) and Willow Pass Rd I/C

- 1) Replace the existing acceleration lanes at Port Chicago Highway (PCH) on ramp with an auxiliary (Aux) lane from PCH on ramp to Willow Pass Road off ramp.*
- 2) Add Aux lane b/w PCH on ramp & Willow Pass Rd off ramp.*

At Willow Pass Rd I/C

- 3) Extend Aux lane from #1 above from Willow Pass Rd off ramp to Willow Pass Rd on ramp.*

B/w Willow Pass Rd I/C and San Marco Blvd I/C

- 4) Add second exit lane San Marco Blvd off ramp.*
- 5) Add Aux lane b/w Willow Pass Rd on ramp & San Marco Blvd off ramp.*

At San Marco I/C

- 6) Add new mixed flow lane from San Marco Blvd off ramp to San Marco Blvd on ramp.*

B/w San Marco Blvd I/C and Bailey Rd I/C

- 7) Add Aux lane from San Marco Blvd loop on ramp to existing deceleration lane at Bailey Rd off ramp.*

From SR 242 off ramp to Port Chicago Highway off ramp

- 8) Extend existing mixed flow lane from I-680 on ramp to PCH off ramp.*

Westbound:

At SR242/SR4 I/C

- 9) Modify one of the existing mandatory exit lanes to SR242 to an optional exit lane, allowing 3 lanes to both SR242 exit and WB SR4.*

From Port Chicago Hwy I/C to Willow Pass Rd I/C

- 10) Add mixed flow lane from Willow Pass Rd on ramp to existing mainline lane just east of Port Chicago Hwy (PCH) off ramp.*
- 11) Add second exit lane at Port Chicago Highway off ramp.*
- 12) Add Aux lane from Willow Pass Road on ramp to second exit to PCH.*

At Willow Pass Rd I/C

- 13) Add mixed flow lane b/w Willow Pass off ramp & Willow Pass on ramp.*

B/w Willow Pass Rd I/C and San Marco Blvd I/C

14) Add Aux lane b/w San Marco Blvd on ramp and Willow Pass off ramp.

At San Marco Blvd I/C & b/w San Marco Blvd I/C and Bailey Rd I/C

15) Extend existing acceleration lane at Bailey Rd on ramp to existing Aux lane b/w San Marco on ramp & Willow Pass off ramp.

Current Project Phase: Preliminary Studies/Planning, Environmental Clearance

Project Status:

- PSR-PDS was approved in May 2017.
- *An initial phase, consisting of #1, #3 and #4 above is recommended for 2018 STIP funding of \$7.5 million for the design phase.*
- *Staff is working to identify a phase to be advanced as part of environmental clearance.*
- *Request for Qualification (RFQ) for consultant services for the environmental phase was released in February 2018. The procurement process is expected to be complete in June 2018.*

Issues/Areas of Concern: Project has significant funding shortfall.

STATE ROUTE 4 (FORMER) “BYPASS” PROJECT

G. SR-4: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1 **COMPLETED**

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: Completed.

Project Status: Construction completed 2015.

Issues/Areas of Concern: None.

H. SR-4: 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: Construction.

Project Status:

- *Project is in the construction phase.*
- *The notice-to-proceed (NTP) for the construction contract was issued on February 6, 2017.*
- *PG&E and Kinder Morgan utility relocation activities are complete.*
- *The AT&T relocation work was completed but the final cost is still being determined and may slightly exceed the current budget.*
- *Construction work is progressing and is 49% complete at the end of December 2017.*
- *The eastbound SR4 widening is expected to open to traffic in summer 2018.*
- *Project cost has been updated based on current information.*

Issues/Areas of Concern:

There were concerns over night-time pile driving and noise impacts to residents. Construction phasing has been planned for work to be performed during the day and be completed before school starts.

I. SR-4: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project 5002)

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at SR4. The overcrossing will include a multi-span bridge with columns in the SR4 median. Bridge approaches will be constructed on earthen embankments. The path width is assumed to be 12 feet wide. This project is required as a condition of approval under the SR-4 Bypass project.

Current Phase: Design.

Project Status:

- The CEQA clearance is complete.
- *The current focus is to obtain approval of Caltrans Permit Engineering Evaluation Report (PEER).*

- *The design phase has been restarted. The project was put on hold due to funding shortfall in 2014.*
- *The 65% redesign is complete. Authority staff continues to coordinate with stakeholders (City of Brentwood, BART, Tri-Delta Transit) as design progresses.*
- *Cooperative agreement for the funding partnership with BART for their contribution of \$200,000 has been executed.*
- *An amendment to Mark Thomas contract CT358 was approved on February 21, 2018 to complete final design.*

Issues/Areas of Concern:

- Right of Way and construction funding for the project has not been identified yet.
- Project costs may escalate as schedule is impacted by funding shortfall.
- The NEPA clearance, if needed, may be problematic.
- *BART's eBART Next Segment Study identifies a potential future station in the vicinity of the Mokelumne Trail POC.*
- *The City of Brentwood is developing a Specific Plan that includes a planned transit center adjacent to the Mokelumne Trail POC.*

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

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

September 2017 Update – No Changes from Last Month

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

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

eBART Next Segment Study

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

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

Staff will provide updates as needed.

G:\Transportation\Committees\TRANSPLAN\TPLAN_Year\2017-18\standing items\major projects status\Major Projects Report.doc

**ITEM 6
CALENDAR OF EVENTS**

Calendar of Upcoming Events*

Date	Location	Event
(none)		

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

**ITEM 7
ENVIRONMENTAL REGISTER**

ENVIRONMENTAL REGISTER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Oakley	APN037-100-048, 037-100-049, 037-100-13, 19 and 23	Request for Comments/Conditions of Approval	The Village at Main	1) General Plan Amendment from Commercial (CO) to Multi-Family, Low Density (ML); 2) Rezone from the General Commercial (C) District to Multi-Family Residential (M-9) District; 3) a Tentative Map to subdivide the 21.3-acre site consisting of 5 parcels into 153 single family lots; and 4) Design Review for the home designs, site landscaping, fence plans and site design.	10/16/18	Pending
City of Brentwood	APN007-380-002 007-380-003	Request for Comments/Conditions	Cowell Ranch	140 unit subdivision	9/22/2017	No Comments
City of Brentwood	APN019-020-071	Request for Comments/Conditions	Lone Tree Way Commercial Contact: Planning@brentwoodca.gov	Commercial/retail center	9/8/2017	No Comments
City of Brentwood	APN007-100-130 007-100-131 019-120-038	General Plan Amendment/Rezone	SHADOW LAKES/ DEER RIDGE REINVESTMENT PROJECT Contact: Planning@brentwoodca.gov	proposes two (2) new senior living villages, combining the Deer Ridge and Shadow Lakes Golf Club into one combined 18-hole course, as well as a proposed golf cart bridge over Balfour Road	N/A	No Comments
City of Pittsburg	APN097-180-006 097-200-002 097-230-006 097-240-002 097-190-002	Notice of Public Scoping Meeting	Faria/Southwest Hills Annexation Contact: Hector Rojas (925) 252-4043 hrojas@ci.pittsburg.ca.us	Public scoping meeting for project Environmental Impact Report	4/7/17	No Comments
City of Pittsburg	APN086-160-009, -011, -012 and 086-151-001	Request for Comments/Conditions	Liberty Residential Subdivision Contact: Hector Rojas (925) 252-4043 hrojas@ci.pittsburg.ca.us	57-unit single family residential development on 4.98-acre site. General Plan amendment, rezoning, subdivision and design review.	3/9/17	No Comments
City of Oakley	APN033-240-015	Notice of Public Hearing	Bopari Minor Subdivision Contact: Ken Streelo, Senior Planner streelo@ci.oakley.ca.us	Request for approval of a Tentative Parcel Map subdividing one 1.07 acre lot into two lots of 0.51 and 0.56 acres	2/23/16 (hearing date)	No Comments

ITEM 9
ANTIOCH BART STATION PARKING LOT EXPANSION

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee
FROM: TRANSPLAN Technical Advisory Committee (“TAC”)
DATE: October 11, 2018
SUBJECT: Antioch BART Station Parking Lot Extension

Recommendation

CONSIDER:

1. An exception to Policy 8 in the 2016 Measure J Strategic Plan to allow the programming of eBART Measure J cost savings to the Antioch BART Station Parking Lot Expansion; and
2. An amendment the 2016 Measure J Strategic Plan to program \$1.82 million from the East County “BART Parking, Access and Other Improvements” category to the Antioch BART Station Parking Lot Expansion, as recommended by the TRANSPLAN TAC.

Background

Service began to the Antioch BART Station on Saturday, May 26, 2018. Since then ridership at the Antioch Station has nearly doubled original 2015 projections. As a result, the existing parking lot is at or exceeding capacity during commute periods. BART has been working in coordination with the City of Antioch and the Contra Costa Transportation Authority (“CCTA”) on solutions. Several projects in and around the BART station are in queue to improve circulation and multi-modal access. However, given the circumstances an immediate solution to the parking demand is necessary.

Discussion

BART is proposing to construct an 851 space surface parking lot adjacent to the existing parking lot. This parking expansion is part of the original eBART project for future implementation. However, urgency has increased given the popularity of the route and current parking situation. To implement the parking expansion project BART will need the TRANSPLAN Committee’s concurrence to utilize Measure J funds from: 1) eBART project cost savings, and 2) East County’s 2016 Measure J Strategic Plan “BART Parking, Access and Other Improvements” category.

The total amount of eBART cost savings could be in the range of approximately \$2 to \$3 million depending on final project closeout costs. Additionally, approximately \$1.824 million (of an

available \$1.9 million) from the “BART Parking, Access and Other Improvements” category would be programmed for the project.

To utilize eBART project cost savings, CCTA requires TRANSPLAN concur with BART’s request to make an exception to Policy 8 of the 2016 Measure J Strategic Plan. The policy in question, added to the 2016 Measure J Strategic Plan at the request of TRANSPLAN, states:

2016 Measure J Strat Plan – Chapter III, Policies to Guide the 2016 Strategic Plan

Policy 8: Consistent with TRANSPLAN recommendations in 2011, Measure J funding will continue to be restored in the future for the following program/project categories in East County:

- *BART Parking, Access and Other Improvements (Project Category 10)*
- *Major Streets: Traffic Flow, Safety, and Capacity Improvements (Project Category 24)*
- *Transportation for Livable Communities (Program 12)*
- *Subregional Transportation Needs (Program 28)*

However, any Measure J savings realized after the completion of both State Route 4 East Widening (Project 3001) and eBART (Project 2001/02) will be first redirected to reduce ECCRFFA commitment to State Route 4/Balfour Road interchange (Project 5005), which has experienced cost increases and required additional ECCRFFA funding.

In 2015, additional Measure J funding capacity allowed restoration of the aforementioned program/project categories (Exhibit A), in accordance with Policy 8. In 2016, TRANSPLAN authorized a Measure J Strategic Plan amendment to program \$150k to the Mokelumne Trail Overcrossing.

TRANSPLAN TAC Review

This request was presented and discussed at the September 18, 2018 TRANSPLAN TAC meeting with representatives from all five TRANSPLAN member agencies present, as well as BART and CCTA staff. The TAC unanimously agreed to forward a recommendation to the TRANSPLAN Committee to consider the item and concur with the request as proposed.

Exhibits: Exhibit A – 2015 Measure J Strategic Plan Amendment
 Exhibit B –Antioch BART Station Presentation

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: November 12, 2015
SUBJECT: **2015 Measure J Strategic Plan**

BACKGROUND

Every two years the Contra Costa Transportation Authority (“CCTA”) updates the Measure J Strategic Plan. In May 2015, CCTA initiated the 2015 Measure J Strategic Plan. The biennial updates are intended to review the assumptions on future Measure J revenues, debt service costs, and project Measure J expenditures in order to respond to fluctuations in economic conditions and project schedules. Regional Transportation Planning Committees (“RTPCs”) work with CCTA to update the Strategic Plan in order to identify a firm commitment of Measure J funds, by year, to specific projects for the next 5-7 years.

DISCUSSION

In a similar fashion to the 2013 Measure J Strategic Plan Update, the TAC agrees that the overall approach for East County with respect to the 2015 Measure J Strategic Plan Update will be to coordinate East Contra Costa Regional Fee and Financing Authority (“ECCRFFA”) funding with available Measure J funding.

CCTA staff has indicated that additional Measure J funding capacity will be available as follows:

- 1) \$8 million from FY 2016/17 thru FY 2020/21; and
- 2) \$54.345 million from FY 2021/22 thru FY 2033/34.

FY 2016/17 thru FY 2020/21 (\$8 Million)

At the October 20, 2015 TRANSPLAN TAC meeting, the TAC discussed the 2015 Measure J Strategic Plan Update and considered proposals for programming the additional \$8 million in programming capacity. CCTA also made programming recommendations for each RTPC/subregion. CCTA recommended that TRANSPLAN program \$2 million to the State Route (“SR”) 4 Integrated Corridor Management (“ICM”) project as a federal grant match, and the \$6 million balance to an East County capital project with the most significant funding shortfall, which would be the SR-4/Balfour Road Interchange (\$17 million shortfall). In addition, it was proposed that \$11 million ECCRFFA funding could be programmed to the SR-4/Balfour Road Interchange project to fully fund the project.

While the TAC agrees that the ICM project would be beneficial for SR-4, the TAC felt that the subregion should focus on current TRANSPLAN and ECCRFFA priority projects, especially those with significant funding shortfalls, before investing in new improvements to a freeway that is still under construction. Therefore, the TAC recommended programming the additional \$8 million in programming capacity toward the SR-4/Balfour Road Interchange project. If CCTA is successful in securing a \$6 million

Federal Highway Administration Grant for the SR-4 ICM project, TRANSPLAN will consider authorizing a Measure J Strategic Plan Amendment in FY 2017/18 to shift \$2 million in Measure J funds from the SR-4 Balfour Interchange Project to the SR-4 ICM project as a local match. ECCRFFA would transfer \$2 million to backfill the SR-4/Balfour Road Interchange project, should the funding be required. In addition, the TAC recommended that any unexpended Measure J funds on SR4 East would first be used to address any shortfall in the current eBART extension to Hillcrest Avenue project that may occur, and second would be reprogrammed to the SR-4/Balfour Road Interchange project, freeing up ECCRFFA funds, which would be reprogrammed to other ECCRFFA priority commitments/projects.

In summary, as part of the 2015 ECCRFFA Strategic Plan and CCTA Measure J Funding Plan Update, \$8 million of additional Measure J funding and \$9 million of additional ECCRFFA funding is being programmed to the SR-4/Balfour Road Interchange project to fully fund the project.

FY 2021/22 thru FY 2033/34 (\$54.345 Million)

In addition, with the high priority projects and ECCRFFA outstanding commitments projected to be funded by the end of FY 2021/22, the ECCRFFA Strategic Plan and CCTA Measure J Funding Plan programs the remaining \$54.345 million in CCTA Measure J funding (available from FY2022 to FY 2034) at the category level as follows:

Measure J Category	Programmed Amount (x1 million)
East County Corridors	\$11.645
Bart Parking, Access and Other Improvements	\$ 2.0
Major Streets, Traffic Flow and Safety Improvements	\$19.4
Transportation for Livable Communities	\$17.6
Sub-Regional Transportation Needs	\$ 3.7
Total	\$54.345

Specific project commitments for this funding will be considered during the 2017 Measure J Strategic Plan Update, approximately two years from now. At that time, several of the major priority capital projects will be completed or much further along in the project delivery process and the funding picture will have much more clarity. During the 2017 Measure J Strategic Plan Update, it is possible the allocation from each of the various Measure J categories could change and additional projects could be submitted for consideration. This approach will allow flexibility for the future delivery of transportation projects in East County.

RECOMMENDATION

APPROVE the list of projects and proposed programming for the projected Measure J funding capacity through FY2034, as recommended by the TRANSPLAN Technical Advisory Committee, and **DIRECT** staff to forward the project list and programming plan to the CCTA.

att: 2015 ECCRFFA/Measure J Funding Plan
CCTA RTPC Letter – 10/15/15



Antioch Station Parking TRANSPLAN





Agenda

- BART to Antioch Success
- BART to Antioch Station Ridership
- Multimodal Access Options
- Parking Options
- Surface Parking Concept
- Schedule
- Project Budget and Proposed Funding Plan
- Requested Action

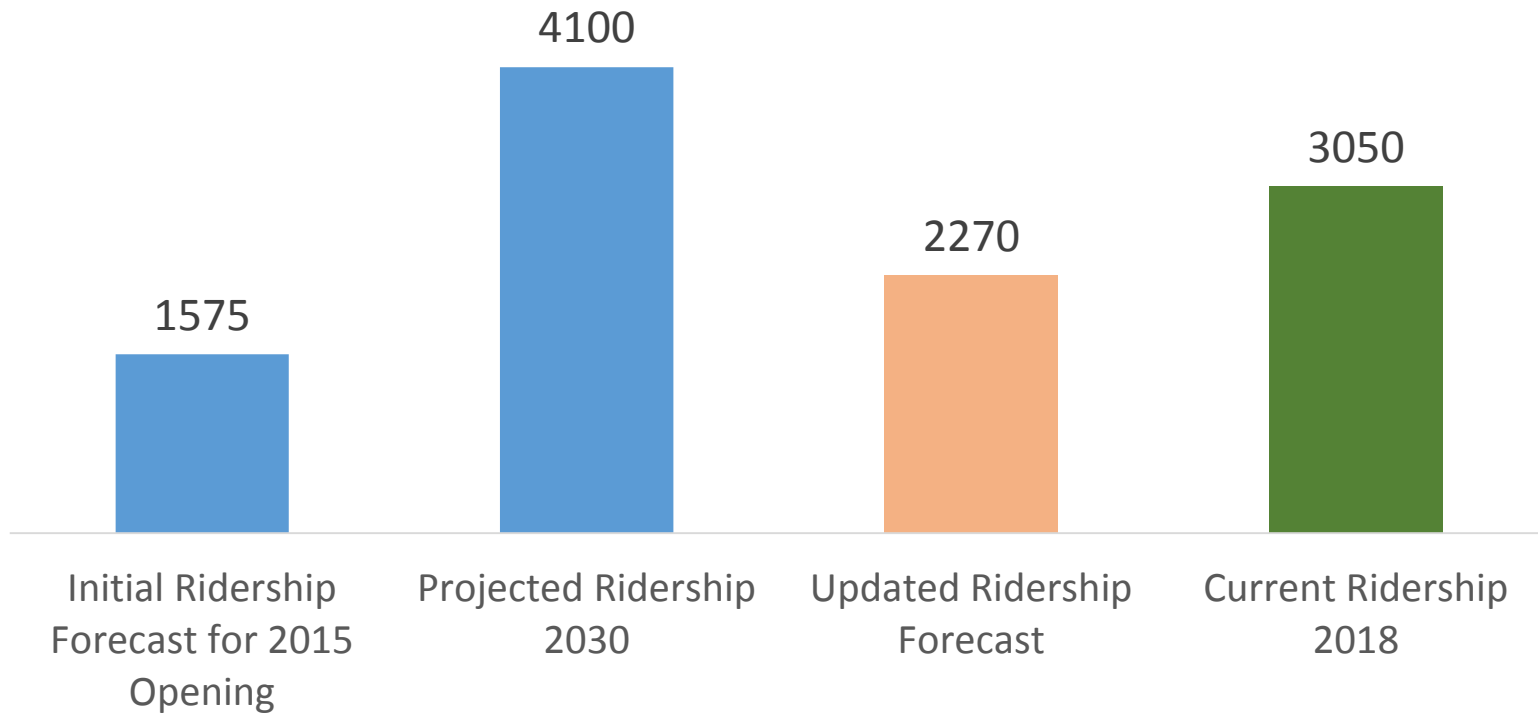


BART to Antioch Success





BART to Antioch Station Ridership: Projected and Actual



- Projection (2009)
- Updated Ridership Forecast (2016)
- Current Ridership (2018)



Multimodal Access Options

Pedestrian Safety and ADA Accessibility

- 1 Install wayfinding and signage outside of station.
- 2 Create pedestrian and bike connection across the freeway to the south.
- 3 Widen sidewalks along Hillcrest Avenue
- 4 Add sidewalks to Viera and Slatten Ranch Road extensions to the station area. **(with future development).**
- 5 Construct bicycle and pedestrian bridge along Slatten Ranch Road across the new highway ramps.

Bicycle Safety and Access

- 6 Construct bike crossings and separated bike path from Hillcrest Avenue to Antioch Station.
- 7 Install additional secure bike parking **(as needed)**.
- 8 Improve bike lane continuity on Larkspur Drive.
- 9 Construct separated bike path along Union Pacific right-of-way or Slatten Ranch Road.
- 10 Add bike lanes to Viera and Slatten Ranch Road extensions to the station area **(with future development)**.

Transit Connections

- 11 Construct improved bus shelters at station with better weather protection for bus passengers.
- 12 Monitor success of Tri-Delta's service changes.



Multimodal Access Options*

Option	Ease of Implementation	Capital Cost**	Total Annual Cost***	Daily Break Even Ridership****
1) Pedestrian Wayfinding	Routine	\$	\$	<10
2) Bike/Ped connection across the freeway to the south	Complex	\$\$\$	\$\$\$	100-150
3) Widen sidewalks along Hillcrest Ave.	Complex	\$\$\$	\$\$	10-20
4) Add sidewalks to Viera and Slatten Ranch Rd. extensions with future development	Moderate	\$\$\$	\$\$	10-20
5) Ped/bike bridge along Slatten Ranch Rd.	Complex	\$\$\$	\$\$\$	100-150
6) Bike crossings and separated bike path from Hillcrest Ave.	Complex	\$\$	\$	<10
7) Additional secure bike parking*****	Routine	\$\$	\$	<10
8) Improve bike lane continuity on Larkspur Dr.	Complex	\$	\$	<10
9) Separate bike path between Union Pacific right-of-way and Slatten Ranch Rd.	Complex	\$\$\$	\$\$	10-20
10) Add bike lanes to Viera and Slatten Ranch Rd. extensions with future development	Moderate	\$	\$	<10
11) Improve bus shelters	Routine	\$\$	\$\$	10-20
12) Monitor Tri-Delta service changes	Routine	N/A	N/A	N/A

Notes:

* High-level qualitative analysis

** Cost information from “North Concord to Antioch BART Access Study.” For projects that are not on BART property, assumed BART contributes 30% to the capital cost.

*** Includes annualized capital cost. Assumes that BART does not pay for O&M or capitalized maintenance on project is off-BART property.

**** Daily break even ridership = annualized cost/255 days/roundtrip fare.

***** Additional bike parking as needed as demand increases.



Parking Options

- A) Restriping – **COMPLETE**
- B) On-Street parking
- C) Surface parking
- D) Add motorcycle parking
- E) Attendant-assist parking
- F) Shared Parking
- G) Satellite Park & Ride
- H) Increase carpooling with app-based carpool technology
- I) Marketing efforts for downstream stations

Parking Options*

Parking Option**	New Parking Spaces	Timeline (months)	Ease of implementation	Passenger convenience	Annual Cost/space	Annual Financial Cost***	Net Positive Result
A) Restriping - COMPLETE	35	<2	Routine	High	\$	+	✓
B) On-Street parking	40+	10-16	Complex	High	\$\$	\$\$	
C) Surface parking	800	18-24	Moderate	High	\$\$	\$\$	
D) Add motorcycle parking	15	<2	Routine	High	\$	+	✓
E) Attendant-assist parking	150	4-10	Moderate	High	\$\$\$	\$\$\$	
F) Shared Parking	N/A	N/A	N/A	Moderate	N/A	N/A	
G) Satellite Parking	1,150	12-18	Complex	Low	\$\$\$	\$\$\$	
H) Increase carpool	40	<2	Routine	High	\$	+	✓
I) Marketing efforts for downstream stations	300-500	<2	Routine	Low	\$	+	✓

Notes:

* High-level qualitative analysis

** Automated Parking is not shown as an option here since the Options presented are relatively low cost. It is a solution that could be explored if need is commensurate with future ridership demand and/or development.

*** Annual Financial Cost = Total Annual Revenue (Parking & Fare) - Total Annual Parking costs (Annualized Capital Cost & O&M & Capitalized Maintenance).



Surface Parking Concept

BART Property
accommodates approx.
800+ spaces



PROPOSED ANTIOCH PARKING
STALL COUNT: 851



Preliminary Antioch Parking Lot Schedule

- Fall 2018/Winter 2019: Environmental & Design
- Winter 2018/2019: BART Board considers:
 - Certification of environmental
 - Adoption of project
- Summer/Fall 2019: Construction
- Summer/Fall 2020: Open surface lot



Project Budget and Proposed Funding Plan

Budget

BART to Antioch Project Budget: \$524.9M

Estimated Cost at Completion: \$510.7M

Remaining Funds: \$14.2M

Estimated Cost of Parking Lot: Approx. \$16.1M

Funding

Proposed Parking Lot Fund Sources (Total: \$16.1M)

BART: \$4.3M

MTC: \$3.65M

CCTA Measure J eBART Category: \$2.7M + \$0.55M = \$3.25M

East Contra Costa Regional Fee and Financing Authority (ECCRFFA): \$3.0M

CCTA Measure J Access Funds: \$1.9M



Requested Action

BART is requesting TRANSPLAN concurrence to:

- Use remaining Measure J funding from the eBART project (Project 2001/2002) to expand the Parking Lot
- Amend the CCTA Strategic Plan to program \$1.9M of Measure J "BART Parking, Access, and Other Improvements" to expand the Parking Lot