

EAST CONTRA COSTA COUNTY TRANSPORTATION COMMITTEES

WHEN: September 11, 2008 at 6:30 p.m.

WHERE: Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

- **6:30 PM -- TRANSPLAN COMMITTEE**
(Elected officials and planning commissioners from Antioch, Brentwood, Oakley, Pittsburg & County)
Contact: John Cunningham, TRANSPLAN (925) 335-1243
- **7:00 -- EAST CONTRA COSTA REGIONAL FEE & FINANCING AUTHORITY**
(Elected officials from Antioch, Brentwood, Oakley, Pittsburg & County)
Contact: Dale Dennis, ECCRFFA (925) 686-0619
- **7:10 PM -- STATE ROUTE 4 BYPASS AUTHORITY**
(Elected officials from Antioch, Brentwood, Oakley & County)
Contact: Dale Dennis, Bypass Authority (925) 686-0619
- **7:15 -- eBART PARTNERSHIP POLICY ADVISORY COMMITTEE**
(Elected officials from TRANSPLAN, Central County and BART Board of Directors)
Contact: Ellen Smith, BART (510) 287-4758

*The agenda for the TRANSPLAN Committee meeting is attached.
Agendas for the other meetings are distributed separately.*

Will Casey,
Chair
Pittsburg
City Council

Mary N. Piepho,
Vice-Chair
Contra Costa County
Board of Supervisors

Donald P. Freitas
Antioch
City Council

Bob Taylor
Brentwood
City Council

Brad Nix
Oakley
City Council

Gil Azevedo
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Carmen Gaddis
Representing the
Contra Costa County
Board of Supervisors

Walter MacVittie
East Contra Costa
Regional Planning
Commission

Vacant
Oakley
Planning Commission

Bruce Ohlson
Pittsburg
Planning Commission

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TRANSPLAN COMMITTEE MEETING

Thursday, September 11, 2008, at 6:30 p.m.

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 John Cunningham at (925) 335-1243 or jcunn@cd.cccounty.us.

AGENDA

1. Open the meeting.
2. Accept public comment on items not listed on agenda.

CONSENT ITEMS (see attachments where noted=◆)

3. Adopt minutes from August 14, 2008 meeting. ◆
4. Accept correspondence. ◆
5. Accept recent news articles. ◆
6. Accept environmental register. ◆
7. Accept status report on major East County transportation projects. ◆

END OF CONSENT ITEMS

ACTION ITEMS (see attachments where noted [◆])

8. **Recommend to the Contra Costa Transportation Authority the authorization of reimbursement of \$200,000 in East Contra Costa County's future Measure J Transportation for Livable Communities funds starting in Fiscal Year 2009-10, without interest, for eligible expenditures by the County for the Bailey Road Pedestrian and Bicycle Improvement Project.** This project was originally recommended for funding under CCTA's T-PLUS grant program. However, funding was given to another project that was in danger of losing federal funds unless local planning funds could be secured. At that time CCTA expressed support for the County project and suggested that a reimbursement arrangement, such as being requested here, be sought. ◆
Material Included with this item:
b) Memo from TRANSPLAN Staff
a) Request from Contra Costa County Staff w/T-PLUS Grant Application Attached
9. **Appoint Two TRANSPLAN Members to the Joint TRANSPLAN/Tri-Valley Transportation Council (TVTC) Vasco Road Subcommittee:** At the September meeting, TRANSPLAN moved to create a joint committee to address improvements to Vasco Road comprised of two members each from the TVTC and TRANSPLAN. A request has been sent to TVTC for them to appoint members to the subcommittee.
10. **Accept staff or Committee members' reports.** Staff or members of TRANSPLAN may report on items of interest to TRANSPLAN. ◆
Material Included with this item:
a) Final 2007/08 Budget Report

ADJOURNMENT

11. Adjourn to next meeting on Thursday, October 9, at 6:30 p.m.

◆ = An attachment has been included for this agenda item.

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ITEM 3
ADOPT MINUTES FROM August 14, 2008 MEETING

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

MINUTES
August 14, 2008

The TRANSPLAN Committee meeting was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Nancy Parent at 7:47 P.M.

ROLL CALL

PRESENT: Gil Azevedo (Antioch), Jim Frazier (Oakley), Donald Freitas (Antioch), Walter MacVittie (East Contra Costa Regional Planning Commission), Brad Nix (Oakley), Bruce Ohlson (Pittsburg), Mary N. Piepho (Contra Costa County), Bob Taylor (Brentwood), and Chair Nancy Parent, Alternate for Will Casey (Pittsburg)

ABSENT: Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors) and Joe Weber (Brentwood)

STAFF: John Cunningham, Senior Transportation Planner, Contra Costa County

Brad Nix took this opportunity to introduce Jim Frazier, the City of Oakley's Planning Commission representative to the TRANSPLAN Committee.

PUBLIC COMMENT

There was no public comment.

CONSENT ITEMS

On motion by Donald Freitas, seconded by Brad Nix, TRANSPLAN Committee members adopted the Consent Calendar, as follows:

3. Adopted Minutes from July 10, 2008 Meeting.
4. Accepted Correspondence.
5. Accepted Recent News Articles
6. Accept Environmental Register (No notices received this month).
7. Accepted Status Report on Major East County Transportation Projects.

RELEASE SECOND DRAFT OF THE EAST COUNTY ACTION PLAN FOR INCLUSION IN THE COUNTYWIDE TRANSPORTATION PLAN

Senior Transportation Planner John Cunningham advised of the second draft of the East County Action Plan. CCTA staff and the consultant who had worked on the plan were present to speak to the item.

Mr. Cunningham spoke to two related items on the Action Plan issue with respect to a memo from the TRANSPLAN Technical Advisory Committee (TAC) related to Vasco Road Improvements and how that related to the Action Plan, and a comment letter from Contra Costa County staff. He stated that County staff was available to address that comment letter.

With respect to the Vasco Road issue, Mr. Cunningham stated that staff was confident that a capacity expansion of Vasco Road warranted a discussion at the Committee in the context of the Action Plan given the concern and the sensitivities to that project in the Tri-Valley. A memo had been drafted to consider the issue both inside and outside of the Action Plan in the form of three options.

Mr. Cunningham delineated the options which would either: 1) Use the existing policies in the Action Plan to address any improvements and make no changes to the plan regarding the Vasco Road issue; 2) Include a planning process in the Action Plan with the Contra Costa Transportation Authority (CCTA) working with TRANSPLAN and the Tri-Valley Transportation Council (TVTC) to resolve differences between the two plans; or 3) TRANSPLAN could express the desire to widen Vasco Road to four lanes but not submit that as part of the update to the East County Action Plan but could formally request that the CCTA and TVTC work on that possibility as a longer-range planning process and not make it part of the current Action Plan update process.

Mr. Cunningham stated that staff had submitted the issue for deliberation and to ask the Committee's preference on the three options.

Donald Freitas expressed his belief that the concept of creating a TVTC and TRANSPLAN Subcommittee was warranted since that process had successfully been used in the past. He recommended the third option, the creation of a committee between TVTC and TRANSPLAN.

Mary Piepho noted the constrained roadway and while recognizing the political sensitivities stated that a four-lane divided road was needed. She supported the third option, at least in the study phase on the last level to continue to plan for improvements to the heavily used roadway.

Brad Nix also supported the third option and the inclusion of a subcommittee between the TVTC and TRANSPLAN.

On motion by Donald Freitas, seconded by Brad Nix, to create a TVTC/TRANSPLAN Subcommittee comprised of two members of each body.

On the question, Walter MacVittie expressed his support for that option as long as there was support from TVTC. Without that support he suggested the process would not work.

Mr. MacVittie questioned whether or not there was still time to change the policy for the East County Action Plan without the cooperation and support from the other agency.

Mr. Cunningham stated that the Action Plan would be included in the Countywide Transportation Plan which would go out for comment and which should provide some months to allow a change in policy, if necessary.

Gil Azevedo verified with Mr. Cunningham that if a TVTC/TRANSPLAN Subcommittee did not come about, the third option, as proposed, would still remain.

Donald Freitas asked if there had been any indication that there would be no cooperation, reported by Mr. MacVittie that he had read that Alameda County had made comments about not wanting to expand Vasco Road to four lanes, which was his concern for a possible negative response. He wanted to make certain that options remained available.

PUBLIC COMMENTS

Steve Goetz, Deputy Director, Transportation Planning Section, Contra Costa County, stated that there might be some reluctance for the TVTC to get involved in the cooperative effort. He supported a fallback position and stated that even if the TVTC was not interested in pursuing additional planning, the TRANSPLAN Committee would want to pursue additional planning. On the TAC level, he stated it had been found that the model had limitations that did not allow a comprehensive picture of the impacts on Vasco Road and in other regions of expanding to four lanes.

Mr. Goetz advised that State Route 239 was also a concern of County staff and should also be part of TRANSPLAN's future planning efforts. He suggested it would be helpful for the TRANSPLAN Committee to make the request to the CCTA to make the upgrades needed to the CCTA model to allow a comprehensive evaluation of the impacts of widening to four lanes and the impacts of the construction of SR 239. He reported that the request had been attempted at the technical level but at this time the CCTA had not felt the need to do that. He suggested that the TRANSPLAN Committee might allow some movement in that regard.

Bob McCleary, Executive Director of the CCTA, stated that with the model the more sensitive issue was to recognize that without Alameda County's approval there would be no four lane roadway for Vasco Road. He surmised that the issue was a political one relative to the sensitivity issue in the Tri Valley. He did not think the model limitations went beyond the data to see what the projections might be. He emphasized that Alameda County had an absolute veto against widening Vasco Road and there were other challenging issues as well. He suggested that there was no need for more internal conflict given the major external pressures.

On the question, Mr. MacVittie pointed out that Vasco Road was constantly being pushed out. Given the volume of traffic involved, he stated that Vasco Road was the second most heavily used and very close to the most heavily used roadway in East County.

On the **MOTION** by Donald Freitas, seconded by Brad Nix, the TRANSPLAN Committee approved the creation of a TVTC/TRANSPLAN Subcommittee comprised of two members of each body, with Walter MacVittie's NO vote.

Speaking to the primary item, Mr. Cunningham explained that Mr. McCleary was present along with the consultant, Joe Story, to respond to questions. He stated that the TRANSPLAN TAC had made a positive recommendation to approve.

Joe Story, DKS Associates, advised that the bulk of the changes were in response to a number of comment letters received from technical staff and the technical meetings conducted in the last couple of months. Most changes related to minor wordsmithing. There had been concern expressed by some staff related to performance measures. Multi-modal transportation service objectives for all roads had only one level of service, which was the most substantive change. Other changes had been made in terms of reorganization of some parts of the document. He added that there was a new memo which talked of performance measures and those had been determined since the release of the Action Plan in the spring as a result of new data and new forecasts received.

While he was comfortable with the staff recommendation, Brad Nix asked Mr. McCleary about the changes to the model requested by Mr. Goetz.

Mr. McCleary stated that the changes could be made and he would proceed to do so if so directed.

Joe Story stated that there were two core issues; there had been sensitivity testing to both SR 239 and Vasco Road in terms of adding that traffic and a separate technical memo had been added to that effect. The core problem was that the traffic models stopped at the San Joaquin County line and there would actually have to be a revision of the entire travel model to take into account San Joaquin County.

Mr. McCleary asked if the consultant would be constrained by the Metropolitan Transportation Commission's (MTC's) Trip Matrix and Gateway Model, to which Mr. Story stated that VTA (Santa Clara) was porting San Joaquin County into their model.

Mr. McCleary clarified that the changes would represent a more expensive effort than he had originally thought, although it could be done.

Donald Freitas suggested that the recommendation would be an exercise in futility.

Bob Taylor asked if it was futile, to which Mr. McCleary reiterated that Alameda County had a veto over that project and that both San Joaquin and Alameda counties would have to cooperate with that project if it extended over the County line.

Mary Piepho emphasized that the issue was planning and the planning component needed to be addressed. Aware of the current constraints, she stated that the planning effort was still required. She suggested the action taken earlier would help and the added requests would offer additional tools for the modeling and impact and would be needed. She emphasized that the planning was required given the current impacts that would get worse in the future. She asked when that process could be started.

Mr. MacVittie agreed and stated that today's impacts would only get worse and the planning was needed now to address all of East County's problem areas.

Brad Nix shared the comments with respect to futility given the lack of funding and potential lack of cooperation with Alameda County although he suggested that information gathering was the most critical things that could be done at this stage. He agreed that the problem would get worse. He supported the additional request to the CCTA.

Director Freitas verified with Mr. McCleary that the East County Action Plan was updated every four years. He suggested that the extra effort would be a waste of money until there was a political solution. He suggested that the political process needed to be identified before the technical studies should be pursued. With limited dollars, he was philosophically opposed to the gathering of the information that would go nowhere. He suggested figuring out the political process to allow a dialogue.

Mary Piepho noted that the SR 239 study was in process and she asked where the discussion was in that effort.

Mr. Goetz explained that SR 239 was a proposed State highway that currently did not exist but would connect Brentwood with Highway 4 to Tracy and the Byron Highway at some point. He reported that the County had a federal earmark as to how big such a road would be and what alignment would be appropriate. To do that, travel forecasts would have to be developed and the CCTA model would have to be updated given that it ended at the County line.

Mr. Goetz added that the model would have to be more interactive to be able to understand how to change road capacities and how that would change land use. He stated that the County would do that if the CCTA did not. With respect to the futility issue, he asked if it was futile to develop the information on the widening of Vasco Road and SR 239 just to better inform the TRANSPLAN Committee since those issues might come up in other venues.

If that information was of interest, Mr. Goetz stated it would not be futile. He agreed that the political issue was a separate issue that would have to be resolved. At this point scenarios would be tested.

Gil Azevedo asked about the costs associated with the model and how long the data would be valid.

Mr. McCleary stated that costs right now could be \$20,000 to \$50,000. A land use database from San Joaquin County would have to be added to the links. He stated that if the County would do the study the CCTA would be happy to work with that study effort. Running the models would cost \$5,000 to \$10,000. Data would only be good for two years given consistency requirements. He added that information was always useful and in the context of having a dialogue he stated that if the County did plan to do a study the CCTA would be working with the County anyway.

Bob Taylor stated that Vasco Road would not go away, as a main artery he suggested there was a need for a paper trail to justify the situation and to work to join forces. To him, \$50,000 was excessive for information of value for only two years although he suggested that total could be less. He believed there was a need for some type of information.

Joe Story stated with respect to cost that adding new land uses was one thing and recalibrating the data was another. He stated that usually a year or two after a census the CCTA would begin a major model update anyway. The question was whether or not to encourage the CCTA to look up a major model update anyway. He suggested the cost could exceed \$50,000 and it could take a year to complete.

When asked, Mr. Story verified that the census was in 20 months and there was new information related to travel, particularly with respect to bicycles. After that, he explained that the CCTA would begin a new model update process.

Walter MacVittie asked for a clarification if there could be some cost sharing with the County, verified by Mr. Goetz that the County could do the study jointly and would not wait four years to do that.

Mr. Goetz added that the CCTA had determined that there were different ways that traffic could be forecast better than with the current model.

Mr. MacVittie wanted to move on that as well.

Brad Nix asked staff to get good cost estimates of what it would cost to model SR 239, with some consensus from technical staff.

Mr. McCleary concurred that the cost and time would have to be determined as would the material impact on the Action Plan itself.

Mr. Cunningham commented that Martin Engelmann of the CCTA has indicated that the types of model improvements being discussed will be included in the model update. The estimated costs are not additional costs but rather existing costs moved into the short term.

In response to Mr. Freitas, Mr. McCleary reiterated that it would take a year to modify the model and the CCTA did not want to postpone the Countywide Transportation Plan by waiting to include it in the East County Action Plan.

On motion by Brad Nix, seconded by Mary Piepho, TRANSPLAN Committee members unanimously approved the release of the Second Draft of the East County Action Plan for inclusion in the Countywide Transportation Plan.

With respect to the TVTC/TRANSPLAN Subcommittee, Mr. Cunningham asked TRANSPLAN to appoint the members at this time, although it was noted that had not been included on the agenda and would have to be considered at the next meeting.

Mr. McCleary stated with respect to information and questions raised by the County staff memo and TRANSPAC, that a workshop would be recommended for the Action Plan to discuss growth management issues and the larger issues from the State regional level. He highlighted that situation and stated that the MTC had two major initiatives that would have to be addressed, which issues were larger than the issues in the Action Plan process. One issue was a freeway performance initiative or ramp metering and the other was the issue of hot lanes, high occupancy toll lanes, which was an initiative that MTC was pursuing on all 800 miles of the freeway system in the Bay area in the next seven years. He commented that while there may be opportunities for revenue, SR 4 was one of the routes listed as a potential hot lane route.

Mr. McCleary also flagged other upcoming issues such as SB 375 related to greenhouse gas emissions and reducing them and SB 32, which he stated could be used as a mandate to stop building highways. He noted the problems that could result from those bills, a further step in making it difficult to build highways or expand rail capacity. He stated that whatever was done, greenhouse gas emissions would have to be analyzed in terms of transportation projects.

Donald Freitas reported that he would not be able to attend the next TRANSPLAN meeting scheduled for September 11.

ACCEPT STAFF OR COMMITTEE MEMBERS' REPORTS

There were no reports.

ADJOURNMENT

With no further business to come before the TRANSPLAN Committee, Chair Parent adjourned the meeting at 8:38 P.M. to September 11, 2008 at 6:30 P.M.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

ITEM 4

ACCEPT CORRESPONDENCE

TRANSPAC Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County 2300
Contra Costa Boulevard, Suite 360, Pleasant Hill, CA 94523 (925) 969-0841

The Honorable Dave Hudson, Chair
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, California 94523

08 SEP - August 26, 2008

DEPARTMENT OF CONSERVATION
AND DEVELOPMENT

Dear Chair Hudson:

At its meetings on July 14 and July 24, 2008, TRANSPAC took the following actions that may be of interest to the Transportation Authority. A number of actions regarding the Central County Action Plan, the Measure J Growth Management Program, its implementation documents and implementing resolutions were taken as part of these meetings.

1. Approved the TRANSPAC TAC's Plan A recommendation. Prior to the meeting, CCTA staff communicated that the Plan A recommendation was acceptable and that a 3 month rather than 18 month review period is sufficient for the proposed review of all Measure J Growth Management documents (see details below).

- Plan A is based on the premise that the Transportation Authority's 2030 model includes the General Plans adopted by Central County local jurisdictions. Inclusion in the 2030 model means that these General Plans have been analyzed by the CCTA staff for effects on the regional transportation network. As a result, no additional MTSO analysis is required for a development project of any size which is consistent with an adopted Central County General Plan. This premise is proposed to be stated in the Central County Action Plan (and should be included in the Implementation Guide for the Growth Management Program) to make clear that no additional MTSO analysis will be required for development projects that are consistent with an adopted General Plan.
- Plan A also includes TRANSPAC's request to the Transportation Authority to concur that TRANSPAC may proceed with an Action Plan without MTSOs to allow more time to develop some other solution(s) to the MTSO dilemma. The Planning Committee is requested to review this request at its earliest convenience.
- In addition, TRANSPAC is requesting that during an +/- 18 month review process, all of the documents regarding the Growth Management Program (the Draft Growth Management Program Implementation Guide, its Technical Procedures, implementing Resolutions 95-06-G and 92-03-G) should be reviewed, aligned for consistency and repackaged into a single document for Authority adoption to be used by local jurisdictions for Growth Management Plan compliance purposes.
- Note: At the 7/24/08 meeting, in response to a CCTA staff statement that the Growth Management Program review could be completed in 3 months, TRANSPAC adopted a motion to revise the GMP review time line from 18 months to 3 months.
- TRANSPAC approved consideration of the redefinition of Routes of Regional Significance as super segments and/or future corridor management plans areas. The TAC

believes that the definitions for freeways address this issue and that the application of super segments/corridor management plan areas for arterials should be addressed after the review of the Growth Management Program and related documents is completed.

- In addressing the issue of General Plan Amendments (GPA), TRANSPAC approved a proposal to CCTA to revise Resolutions 95-06-G and 92-03-G as shown below.
- **Resolution 95-06-G:** In Attachment A, paragraph 2, revise to read - "The process requires that a jurisdiction study the impacts of a proposed GPA on the Action Plan when the size of the GPA exceeds the threshold size established by the RTPC in the Plan; ~~or~~ and 500 net new peak hour vehicle trips if such threshold has not been established."
- **Resolution 93-02-G:** In the fourth Whereas, revise to read - "Whereas as an interim measure, the Authority wishes to facilitate notification of affected jurisdictions of the preparation of environmental documents for proposed projects ~~or~~ and General Plan Amendments that generate more than 100 net new peak hour vehicle trips so that affected jurisdictions may comment on draft environmental documents; and ... "

2. TRANSPAC approved a motion that its elected representatives, Planning Commissioners and Technical Advisory Committee staff intend to fully participate in the review of the Measure J Growth Management Program and its implementing documents (the Implementation Guide and Technical Procedures) and Resolutions.

3. Completed its second full review of the TRANSPAC Action Plan chapters 2-5. Revisions will be incorporated before posting on the TRANSPAC web site.

TRANSPAC will release the revised Action Plan to the CCTA as requested, for use in the development of the Countywide Transportation Plan EIR after the completion of its review.

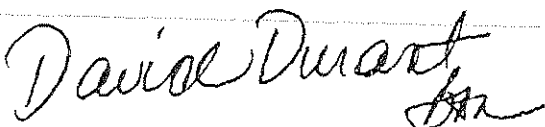
Within this context, TRANSPAC will continue its review of the Draft TRANSPAC Action Plan and update the project list in Chapter 5, Table 5-1. Please note that CCTA staff has been requested to revise the format of charts, tables (Chapter 2) and the Central County map.

4. TRANSPAC's position regarding review of the Draft Implementation Guide to be sent under separate cover.

5. Approved a letter of support for County Connection's New Freedom Grant Application for \$150,000 in planning funds for mobility management centers.

TRANSPAC hopes that this information is useful to you.

Sincerely,



David Durant
TRANSPAC Chair

cc: TRANSPAC Representatives (packet mailing)
TRANSPAC TAC and staff
Gayle B. Uilkema, Chair, SWAT
Will Casey, Chair, TRANSPLAN Sharon Brown, Chair, WCCTAC
Robert McCleary, Paul Maxwell, Martin Engelmann, Arielle Bourgart, Peter Engel,
Hisham Noeimi, Danice Rosenbohm, CCTA
Mark Sakamoto, Nancy Cuneo, WCCTAC
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
Steve Wallace, City of Pleasant Hill

Lamorinda Program Management Committee

MEMORANDUM

TO: LPMC BOARD MEMBERS
LPMC TECHNICAL ADVISORY COMMITTEE (TAC)
LAMORINDA JURISDICTIONS
REGIONAL TRANSPORTATION PLANNING COMMITTEES (RTPC)
INTERESTED PARTIES

FROM: MIKE METCALF, LPMC CHAIR

DATE: September 2, 2008

RE: RELEASE OF SECOND DRAFT LAMORINDA ACTION PLAN UPDATE
FOR REVIEW AND COMMENT

Attached is the Second Draft Lamorinda Action Plan for review and comment. The LPMC Board reviewed and discussed the Action Plan in July 2008 and authorized its release for distribution and comment. The document can also be accessed directly from the following link:

<http://www.cta.net/files/LamorindaDraftPlan.pdf>

By way of background, each Regional Transportation Planning Committee (RTPC) is working on an Action Plan Update. The Action Plans set performance objectives for the freeways and major arterials in Contra Costa and are a requirement of the sales tax measure (Measure J). The first Action Plans were developed and adopted in the mid-1990s and then incorporated into the 1995 Countywide Transportation Plan. The Action Plans underwent a “focused” update in 2000, and a more substantial update is taking place in 2008.

Working extensively with the LPMC-TAC, DKS Associates (Bill Loudon) prepared the Update under contract with the Contra Costa Transportation Authority (CCTA). The Second Draft Lamorinda Action Plan Update is now ready for broader review and comment. Once all of the Action Plans are adopted by the RTPCs, they will be incorporated into the Countywide Transportation Plan, which is estimated to be completed in late 2008.

Comments on the Second Draft Lamorinda Action Plan Update are due by ***Friday, October 24th, 2008.***

Please send your comments to:

Calvin Wong
LPMC Staff Contact
c/o Town of Moraga
P.O. Box 188
Moraga, CA 94556.

If you have any questions, please feel free to contact Lori Salamack at 925.376-5202 or by email at lori@moraga.ca.us.

FYE

Bob Allen

My Word: Merge BART and Caltrain

Robert S. Allen

26 August 2008

Our legislators in 1957 formed the first five-county BART district. After San Mateo and Marin Counties withdrew in 1961, 61.2% of Alameda, San Francisco, and Contra Costa County voters in 1962 approved \$792 million in bonds. BART was born, and by 1999 the bonds were paid off.

The time has come to consider a radical change: merging the Caltrain joint powers agency with BART in a single five-county rail rapid transit district. It would widen and grade separate the existing Caltrain peninsula line to allow at least four tracks: two BART (south from Millbrae) and at least two for Bullet, High Speed Rail, and freight trains.

The enlarged district would bring BART around the Bay, in subway to the Golden Gate Bridge, and at grade in widened East Bay freeways to Livermore, Antioch, and Crockett. Through new JPA's (joint exercise of powers agreements) it would be poised for extension to the North Bay and Central Valley.

Bullet trains would run into downtown San Francisco, serving people-mover stations at the San Francisco and San Jose airports. With Union Pacific permission, the new district would double track and grade separate the Mulford line to speed bullet trains from San Jose to the Oakland airport and a new BART intermodal station near Magnolia in Oakland. A new tube near Port Costa or Benicia could by-pass the Martinez drawbridge and speed the electrified bullet trains to Sacramento.

Except in ^{San Jose,} San Francisco, and Oakland, most of the BART trackway would be at grade, without the costly digging or structural work required by subway or aerial lines. At grade BART trackway (double track, traction power, train control, barriers, etc.) in a freeway median costs about \$13.1 million per mile in today's dollars.

Frequent, reliable, safe, pollution-free, and comfortable through BART trains around the Bay could ease many of the problems our region faces today - with automatic fare collection, one-operator trains of up to ten cars, fenced right of way with no grade crossings, and over 3 1/2 decades of safe, dependable service. Couple that with the other rail improvements, and we'd have a great transportation package.

The nearly six million people in our five counties would have the political and financial clout to support a bond issue for a unified rail rapid transit and bullet train system - just as voters in three counties pioneered BART a few decades ago.

Allen was a BART Director (1974-1988), and is retired from Southern Pacific's Western Division in Engineering and Operations. He is a Life member of American Railway Engineering and Maintenance of Way Association (AREMA), and serves on AREMA Committees 12 (Rail Transit) and 17 (High Speed Rail). He has also served on AREMA Committees 32 (Systems Engineering) and 16 (then Economics of Railway Location and Operations). He can be reached at 223 Donner Avenue, Livermore, CA 94551-4240 or (925) 449-1387.

08 AUG 29 PM 1:57
DEPT OF CONSERVATION
MIRA COSTA

MIRA COSTA

ITEM 5

Accept Recent News Articles

CONTRA COSTA TIMES

ContraCostaTimes.com

East County train back on track

By Paul Bugarino
East County Times

Article Launched: 08/18/2008 05:26:38 PM PDT

When the Kirkebys bought their Oakley home six years ago, they were aware of the rail line behind their house. They also knew the line hadn't been used by trains in decades.

So it came as a shock when they heard that Union Pacific Railroad intends to again move freight from the Port of Oakland to the Sacramento area using the Mococo rail line, which connects Martinez to Tracy.

"I just couldn't believe it," said Heather Kirkeby inside her home on Gold Run Court last week. "It's very frustrating; there's going to be the equivalent of an earthquake rumbling my house every hour or so."

The Mococo rail line was last used for carrying freight cargo through the area in 1990. Since then, housing developments have sprung up along the tracks in rapid-growing East County cities.

The unused railway line sat dormant, retained in case it was ever needed again. The line was used to store empty boxcars.

Union Pacific officials estimate anywhere from five to 40 trains could run daily, depending on business. The likely scenario is about 10 to 15 trains — up to two miles long — will use the tracks each day, Union Pacific spokeswoman Zoe Richmond said, adding the number is still "nebulous."

Plans are "in their infancy," Richmond said. Significant track improvements and community

outreach must be done before trains start running, she said. Starting up the line will cause significant noise, traffic and safety issues, affecting quality of life for residents and derailing some long-term plans, say city officials in Antioch, Oakley, Brentwood and Tracy.

No clear answers

Thus far, Union Pacific has talked with city officials, but most say the railroad's answers have been vague. Union Pacific officials have not given specific details on how trains will use the track or what times of day they would run.

"We don't really know much other than they plan to use the line in the next 18 to 24 months," said Paul Eldredge, Brentwood's assistant director of public works.

Last year, Union Pacific executives decided to expand operations to capitalize on a resurgence in overseas companies using rail instead of trucks to ship goods from the Port of Oakland because it is cheaper given rising fuel prices.

The preferred rail routes from Oakland to Roseville have too many commuter trains because of the Amtrak Capitol Corridor line to the north and Altamont Commuter Express trains to the south and west. Federal regulations say only a certain number of trains can run at one time and the railroad could not swap out commuter trains to run freight, Richmond said.

"It's unfortunate to the people who live around the (Mococo) line, but it's a business decision that had to be made," she said.

Union Pacific is taking inventory of the rail line, mostly where it "interacts with the public at crossings," Richmond said during a tour of the rail

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line last week. Trestle bridges, track and old power lines must also be fixed.

Leaders in Brentwood, Antioch and Oakley are worried about effects on traffic, public safety and noise from train whistles and rumbling freight cars. East County officials plan to form a united front for mitigation efforts and in communicating with Union Pacific.

"There is really nothing positive about this at all," said Antioch City Manager Jim Jakel.

Effect on communities

The trains will likely travel 25 to 65 miles per hour, depending on track and neighborhood conditions, Richmond said.

The Mococo line crosses several major streets in each city. In Brentwood, the track runs on the edge of subdivisions that weren't a glint in a developer's eye when trains stopped running.

"It doesn't bisect the city completely in the middle, but it's pretty close," Eldredge said.

Brentwood residents Lorenzo and Michelle Zesati said their developer told them that it would be 10 to 15 years before any trains ran on the tracks that lie about 100 feet from their door.

But the couple, who bought their two-story house in the Rose Garden subdivision almost two years ago, admit they took the developer's word for it, and didn't consult their disclosure papers.

News that the rail could open sooner frustrates them. For Lorenzo Zesati, it brings fears that the trains could increase crime locally, as it did in the Los Angeles neighborhood where he grew up.

"Oh, I hate it," Michelle Zesati said.

People will "be fuming over the issue," Antioch Mayor Donald Freitas said, particularly over the incessant train noise from both the Mococo and Burlington Northern Santa Fe lines. Train whistles range from 85 to 100 decibels, roughly as loud as a jackhammer.

"It will exacerbate a nuisance that a lot of people want to see stopped entirely," he said.

Solutions for noise and traffic include building overpasses or installing quiet zones, where horns at intersections warn of oncoming trains. Both would cost millions of dollars and take years to implement.

Leaders are frustrated Union Pacific doesn't have to study environmental impacts, given how the area has changed. It's an existing line so a study isn't necessary, Richmond said.

"Even though they aren't obligated, it doesn't mean they shouldn't do the right thing. They're going to make a lot of money, they should address community issues," Oakley City Manager Bryan Montgomery said.

Oakley leaders have concerns about safety in rural areas where children can walk along the tracks. Adding fences around the Burlington Northern Santa Fe line downtown reduced the number of accidents on the line, but the Mococo line has no fencing, Montgomery said.

The effects for Pittsburg will be less than other East County cities. The track crosses only at Loveridge Road. The other major roads have overpasses. Trains will still rumble through older city neighborhoods in Pittsburg and Bay Point.

Martinez shouldn't see much of an effect because

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the Mococo line runs near industrial land where there is "little, if any" development, Mayor Rob Schroder said.

Staff writer Hilary Costa contributed to this story. Reach Paul Bugarino at 925-779-7164 or pbugarino@bayareanewsgroup.com.

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ITEM 6

ENVIRONMENTAL REGISTER

TRANSPLAN COMMITTEE REGISTER OF ENVIRONMENTAL NOTICES AND DOCUMENTS RECEIVED: August 1 – September 1, 2008						
LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
Liberty Union High School District (LUHSD)	East County	Notice of Preparation, Environmental Impact Report	Proposed Fourth High School Site	LUHSD proposes to construct a fourth high school site at the corner of Sellers Avenue and Delta Road.	August 25, 2008	TRANSPLAN submitted comments on the project.
City of Antioch	East County, Antioch	Notice of Preparation: Draft Environmental Impact Report	Roddy Ranch Project	The project would includes up to 700 housing units, 250-room hotel, recreational facilities, resort facilities, parks and open space, trails, roadways, etc. in southeast Antioch.	September 8, 2008	Staff will prepare comments for submission.
City of Antioch	East County, Antioch	Notice of Preparation: Draft Environmental Impact Report	Wal-Mart Expansion Project, Williamson Ranch Plaza Scope Analysis		9/16/08	Additional Information being sought from staff.
City of Antioch	East County, Antioch	Draft Mitigated Negative Declaration	City Gate	Rezone of 16.1 acres from Planned Business Center to Planned Development.	August 20, 2008	Staff received notice too late to respond.

ITEM 7

ACCEPT STATUS REPORT

TRANSPLAN: Major East County Transportation Projects

Monthly Status Report: July 2008

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

A. Railroad Avenue to Loveridge Road

All highway and local road construction is complete. Right of way close-out activities continue. The construction work for the City of Pittsburg's portion of the landscaping was completed in October 2007. Final Design activities continue for the freeway mainline landscaping. The construction contract for the mainline landscaping is scheduled to be advertised this summer with construction beginning in late summer or early fall 2008.

B. Loveridge Road to Somersville Road

No Update

C. Somersville Road to SR 160

No Update

STATE ROUTE 4 BYPASS PROJECT

From summer 2003 until fall 2008, the Authority has implemented an aggressive delivery program for the SR4 Bypass projects listed below. Staff has attached a schedule and cost savings analysis that compares project delivery under a "Pay As You Go" scenario vs delivery with borrowing (Authority approach) for the first three projects. Also attached is an analysis for project savings for the Sand Creek Intersection Lowering project and a related staff report.

- Segment 1
- Laurel Road Extension
- Segment 3
- Sand Creek Intersection Lowering

Activities for these projects included the following: 1) environmental documentation; 2) design; 3) right-of acquisition; 4) utility relocations and construction.

Financial Status

In May 2008, the Board adopted a FY 2008-09 budget, which included projected ECCRFFA revenue from developer fees, which are used to fund the SR4 Bypass Segment 1 and 3 projects. To address a \$2.5 million short-term cash flow issue, the Board directed staff to discontinue transfer and relinquishment activities and to remove the Rubberized Asphalt Concrete (RAC) from the current Segment 3 construction package, with the understanding the RAC would be installed summer 2009. The \$2.5M short-term cash flow issue was based on receiving a certain amount of revenue from developer fees through August 2008. Attached is a table which shows the projected revenues from developer fees, as well as the actual developers fees received through July 2008. As of July 2008, actual ECCRFFA revenue from developer fees reached the amount required to address the previously projected short term cash flow issue.

Segment 1

Right-of-way acquisition is continuing. Two parcels are continuing through the condemnation process. Also, one parcel is being leased from the Contra Costa County Flood Control Department, with a final payment due by November 30, 2009. Construction has been substantially completed and the contractor has recently completed punchlist items. The project is in the close-out phase.

Laurel Road Extension

Construction has been completed, including punchlist items. The project is in the close-out phase.

Segment 2

Current activities on Segment 2 are being funded with Measure J funds and are presented below by phase.

Sand Creek Interchange Phase I Stage I - Intersection Lowering Project (Construction /CM)

The project is in the close-out phase.

Sand Creek Interchange Phase I, Stage 2 - Final Design

Design is well underway and the schedule is presented below. Final Design is expected to be completed by February 2009 and the project will be advertised in February 2009, subject to available funding. Based on recent discussions with Brentwood staff and the Bridal Gate developer, there appears to be an opportunity to save \$3-4 million on construction of this project if it can be successfully delivered prior to or in conjunction with the extension of Sand Creek Road to the west of the SR4 Bypass. The estimated savings, provided by the Authority’s construction manager, is based on the fact that if construction of the project were to occur after the extension of Sand Creek Road was completed, the contractor would need to construct the bridge over live traffic. In addition, the contractor would not have free access to move through the project limits (Sand Creek to south of San Jose).

Tasks	Completion Date
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	August 2008
Plans, Specs. & Estimates (PS&E) - 100% Design	December 2008
Final Design - Plans, Specs. & Estimates (PS&E)	February 2009
Right-of-Way Activities /Acquisition (R/W)	February 2009
Advertise Project for Construction – Subject to Availability of Funding	February 2009
Award Construction Contract – Subject to Availability of Funding	April 2009

Sand Creek Interchange Phase 1, Stage 2 - Final Design

Design is well underway and the schedule is presented below. Final Design is expected to be completed by February 2009 and the project will be advertised in February 2009, subject to available funding. Based on recent discussions with Brentwood staff and the Bridal Gate developer, there appears to be an

opportunity to **save \$3-4 million on construction** of this project if it can be successfully delivered prior to or in conjunction with the extension of Sand Creek Road to the west of the SR4 Bypass.

Tasks	Completion Date
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	July 2008
Plans, Specs. & Estimates (PS&E) - 100% Design	November 2008
Final Design - Plans, Specs. & Estimates (PS&E)	January 2009
Right-of-Way Activities /Acquisition (R/W)	January 2009
Advertise Project for Construction – <u>Subject to Availability of Funding</u>	February 2009
Award Construction Contract – <u>Subject to Availability of Funding</u>	April 2009

Sand Creek Interchange Phase 1, Stage 2 - Right of Way Acquisition

Right of way acquisition is underway.

SR4 Bypass Widening (Laurel to Sand Creek) – Final Design

Design is well underway and the schedule is presented below. Final Design is expected to be completed by February 2009 and the project would be ready to be advertised for construction in February 2009, subject to available funding.

Tasks	Completion Date
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	August 2008
Plans, Specs. & Estimates (PS&E) - 100% Design	December 2008
Final Design - Plans, Specs. & Estimates (PS&E)	February 2009
Right-of-Way Activities /Acquisition (R/W)	April 2009
Advertise Project for Construction – <u>Subject to Availability of Funding</u>	February 2009
Award Construction Contract – <u>Subject to Availability of Funding</u>	April 2009

SR4 Bypass Widening (Laurel to Sand Creek Road) - Right of Way Acquisition

Right of way acquisition is underway.

Segment 3

Right-of-way acquisition is essentially complete. Construction is underway and is expected to be completed in the October 2008 time frame.

STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY)

Contra Costa County is developing a work plan for the \$14 million in federal earmarks received for the project, after attempting to clarify some of the earmark language with Caltrans. The County requested the funds for planning, environmental clearance and route selection, but the earmark language also specifies "construction." County staff has been working with Caltrans to clarify that a new highway cannot be built for \$14 million. One of the early tasks in the pending work plan will be to create a multi-jurisdictional steering group to oversee the route study, since the alignment will involve at least two counties (Contra Costa and San Joaquin) and could also include Alameda County, depending on the route that is selected.

eBART

BART released a Notice of Preparation for the eBART project. Comments are due April 15, 2008.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT¹

The state in February 2007 adopted a specific spending plan for the \$4.5 billion Corridor Mobility Improvement Account, making it the first program to be allocated from the \$19.9 billion statewide transportation infrastructure bond known as Proposition 1B. The CMIA program provides funding for one project in East County and two other projects elsewhere in Contra Costa County -- \$85 million for State Route 4 from Somersville Road to State Route 160, \$175 million for the Caldecott Tunnel, and \$55.3 million for the I-80 Integrated Corridor Mobility Project.

¹ The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding from \$4.5 billion to be deposited in the Corridor Mobility Improvement Account (CMIA). The funds in the CMIA are to be available to the California Transportation Commission, upon appropriation in the annual Budget Bill by the Legislature, for allocation for performance improvements on the state highway system or major access routes to the state highway system. The CMIA presents a unique opportunity for the State's transportation community to provide demonstratable congestion relief, enhanced mobility, improved safety, and stronger connectivity to benefit traveling Californians.

ITEM 8

Recommend to the Contra Costa Transportation Authority the authorization of reimbursement of \$200,000 in East Contra Costa County's future Measure J Transportation for Livable Communities funds starting in Fiscal Year 2009-10, without interest, for eligible expenditures by the County for the Bailey Road Pedestrian and Bicycle Improvement Project.

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
651 Pine Street -- North Wing 4TH Floor, Martinez, CA 94553-0095

TO: TRANSPLAN Committee
FROM: TRANSPLAN TAC by
John Cunningham, TRANSPLAN staff
DATE: September 2, 2008
SUBJECT: **Contra Costa County Request for Reimbursement from Future
"Transportation for Livable Communities" (TLC) Funds**

Background

This project was originally recommended for funding under CCTA's T-PLUS grant program. However, funding was given to another project that was in danger of losing federal funds unless local planning funds could be secured. At that time CCTA expressed support for the County project and suggested that a reimbursement arrangement, such as being requested here, be sought.

The County's original T-PLUS grant application is attached which provides a comprehensive description of the project. The focus of the project, pedestrian and bicycle improvements in the vicinity of a BART station, is consistent with the TLC program which is described in the Measure J Expenditure Plan as follows:

"...implement specific transportation projects that encourage the use of alternatives to the single occupant vehicle such as: pedestrian, bicycle and streetscape facilities, traffic calming and transit access improvements."

Recommendation

Recommend to the Contra Costa Transportation Authority the authorization of reimbursement of \$200,000 in East Contra Costa County's future Measure J Transportation for Livable Communities funds starting in Fiscal Year 2009-10, without interest, for eligible expenditures by the County for the Bailey Road Pedestrian and Bicycle Improvement Project.

Department of Conservation & Development

Contra Costa County

Dennis M. Barry, AICP
Interim Director

Catherine Kutsuris
Interim Deputy Director

Community Development Division

County Administration Building
651 Pine Street
North Wing, Fourth Floor
Martinez, CA 94553-1229



Phone: (925) 335-1201

July 22, 2008

Mr. John Cunningham
TRANSPLAN Staff
651 Pine Street, N. Wing—4th Floor
Martinez CA 94553

Dear John:

I am writing to ask TRANSPLAN for a commitment of \$200,000 in East Contra Costa County's future Measure J funds, to pay for an important pedestrian and bicycle safety project along Bailey Road on the Pittsburg/County border near a BART station and an elementary school. I make this request at the suggestion of the Contra Costa Transportation Authority, which discussed our project during a recent grant funding cycle.

The project is the Bailey Road Pedestrian and Bicycle Improvement Project. The project was recommended for a \$200,000 planning grant by CCTA staff in June but the CCTA board instead gave the funds to a bus transit center in Central County because that project was in danger of losing federal construction funds if it didn't receive some planning funds in the short term.

While giving the grant funds to the other project, CCTA expressed its support for the County's Bailey Road Pedestrian and Bicycle Improvement Project. CCTA directed its staff to work with the County and TRANSPLAN to try to find some other source of planning funds for the project. The County has \$1.5 million set aside for construction and implementation of the project, but still seeks funds for the planning effort, which will cost approximately \$200,000.

CCTA staff suggested we ask if TRANSPLAN is willing to commit \$200,000 from its future Measure J "Transportation for Livable Communities" funds, which will begin accruing in April 2009. That funding source was suggested because the Bailey Road Pedestrian and Bicycle Improvement Project matches well with the "Transportation for Livable Communities" emphasis on better pedestrian and bicycle movement and traffic-calming, making major streets such as Bailey Road less imposing, and safer, for people who need to walk, bicycle, or wait for a bus along the roadway.


That is the purpose of our Bailey Road project – to make Bailey Road easier and safer for pedestrians and bicyclists, including those who are going to and from the Pittsburg/Bay Point BART Station, students walking or bicycling to and from the Bel Air Elementary School, bus passengers walking to Tri Delta Transit bus stops along Bailey Road, and future residents of the planned Orbisonia Heights mixed-use transit-oriented development on the east side of Bailey Road across from the BART Station. The project will focus on the segment of Bailey Road from Willow Pass Road to the freeway interchange and BART Station access road.

The County's Department of Conservation and Development has enough funds to perform the planning project subject to reimbursement from the TRANSPLAN "TLC" funds in 2009.

I have attached excerpts from our grant application. This is the same information on which CCTA staff based its recommendation for the \$200,000 planning grant. Our planning project would include collaboration with Tri Delta Transit, the City of Pittsburg, BART, Caltrans, CCTA, and the East Bay Regional Park District (because this segment of Bailey Road also serves as an urban segment of the Delta De Anza Regional Trail, which the Park District manages).

Thank you in advance for your consideration of our request.

Sincerely,



John Greitzer
Senior Transportation Planner

Attachment

- C: M. Carlson, Public Works Dept.
E. Diokno, District 5 Office
S. Goetz, DCD
M. Engelmann, CCTA
T. Harais, Tri Delta Transit
D. Heitman, BART
B. Thomas, Caltrans District 4
J. Townsend, East Bay Regional Park District

Grant Application to the Contra Costa Transportation Authority for Second Cycle T-PLUS Planning Grant

Project Name: Bailey Road Pedestrian and Bicycle Improvement Project

Applicant: Contra Costa County Community Development Department

Contact: John Greitzer, Senior Transportation Planner
Contra Costa County Community Development Department
651 Pine Street, North Wing—4th Floor
Martinez CA 94553
(925) 335-1201 phone
(925) 335-1300 fax
jgrei@cd.cccounty.us

Study Partners: Contra Costa County Redevelopment Agency, Public Works
Department and Health Services Department; Tri Delta Transit; Caltrans
District 4; East Bay Regional Park District; interested community groups

Grant Request: \$200,000 (88.5% of total project cost)

Local Match: \$26,000 from Contra Costa Redevelopment Agency funds (11.5% match)

Total Cost: \$226,000

Project Location: The project is located in the unincorporated community of Bay Point on Bailey Road from the State Route 4 freeway ramps to the northern terminus of Bailey Road at Willow Pass Road.

Issue Statement

Bailey Road is a major arterial that serves several purposes. On one hand, it functions as a type of “main street,” providing access to some of Bay Point’s neighborhoods, retail stores, schools, churches and other community activity centers. On the other hand, Bailey Road is part of the larger regional road network and is a feeder road to the State Route 4 freeway and the Pittsburg/Bay Point BART Station. Bailey Road also serves a third purpose – a portion of it serves as part of the Delta DeAnza Regional Trail, a major east-west trail that goes from Concord to Oakley.

In keeping with its original purpose, Bailey Road was built to accommodate motor vehicle flow, including flow from the State Route 4 freeway ramps that connect with it at the Bailey Road interchange. Over the years, some accommodations have been made for pedestrians and bicyclists along some segments of the road. However, it still has areas, particularly at and near the freeway ramps, in which pedestrian and bicycle travel is difficult and unpleasant; residents say walking and bicycling along this portion of Bailey Road is dangerous. Collision maps prepared in 2005 for the County’s Health Services

Department indicated there are four “hot spots” for motor vehicle collisions with pedestrians and bicyclists in this area. The road carries a high volume of traffic and has many turning movements due to the freeway ramps and the entrance road to the BART Station, which is just adjacent to one of the freeway off-ramps. County staff’s own experience has shown that one must be extremely alert, and able to move quickly, if one is to walk along or across this heavy traffic area.

The Bay Point community has increasingly expressed a desire to provide a better, safer environment for pedestrians and bicyclists on these roads, including children on their way to and from an elementary school, transit users going to and from the BART station or to the Tri Delta Transit bus stops along Bailey Road, and residents making their way to local stores or activity centers.

The community also has expressed a desire for aesthetic visual improvements along Bailey Road, as a matter of civic pride and helping to attract new investment to the area.

A project is now under design to improve Bailey Road immediately south of the project area described here. The project under design, which is along Bailey from West Leland Road to the freeway interchange, is a joint effort between the County and the City of Pittsburg, with the City taking the lead on the construction of that project. That project in part is being undertaken to accommodate the County’s planned Orbisonia Heights mixed-use redevelopment project.

The Bay Point community now has an opportunity to improve the rest of Bailey Road, starting at the freeway ramps and extending northward to the end of Bailey Road. Several factors are converging to provide this opportunity. For one, there is increased interest among developers to redevelop parcels along these roads, particularly for high-density residential and mixed-use development. A new high-density neighborhood recently opened along Willow Pass Road nearby, and plans are under way for the 300-unit Orbisonia Heights mixed-use transit-oriented development project which will be located directly across Bailey Road from the Pittsburg/Bay Point BART Station and a popular shopping center with a supermarket. Such residential infill provides the need and the opportunity for improvements to the pedestrian environment.

Another factor providing a good opportunity for change is the decrease in State Route 4 freeway traffic that was diverting onto Bailey Road while nearby freeway reconstruction work was underway in neighboring Pittsburg. That freeway work is now complete.

The opportunity for change is further enhanced by the community’s involvement in several recent planning efforts that crystallized the issues and developed ideas for potential solutions. These include the *Bay Point Community-Based Transportation Plan* co-sponsored by Contra Costa County and the Metropolitan Transportation Commission in 2006-2007, and the Bay Point Walkability Workshop in October 2007 which was co-sponsored by the County and the Bay Point Municipal Advisory Council, with pedestrian consultant services provided by the Sacramento-based Local Government Commission.

In addition, Contra Costa County staff recently met with Caltrans District 4 staff to discuss pedestrian and bicycle issues relative to the State Route 4 ramp ends along Bailey Road. Caltrans staff, representing their Community Planning, Highway Operations, and Traffic Safety divisions, expressed their willingness to work with the County on solutions to these issues. Caltrans staff also participated in the aforementioned Bay Point Walkability Workshop in October 2007.

Project Description

The Bailey Road Pedestrian and Bicycle Improvement Project will result in a plan that identifies specific improvements and design concepts for those improvements. Cross-sections will be provided for Bailey Road. Planning-level cost estimates will be developed including implementation costs and ongoing maintenance costs. The final plan, including the cross-sections and cost estimates, will be used by Contra Costa County to apply for construction grants to implement the designs.

The project will provide street concepts that fulfill the community's desire for main streets that are safe, walkable, bikeable, transit-oriented, and visually attractive.

The environment for non-motorized travel will be further improved by better incorporating the East Bay Regional Park District's Delta De Anza Regional Trail into the streetscape for Bailey Road. One portion of the project area -- the portion of Bailey Road from near Mims Avenue to just south of the freeway -- serves as a segment of the Delta DeAnza Regional Trail. This segment of Bailey Road has not yet been given the pedestrian, bicycle, or aesthetic treatment that usually characterizes the Park District's regional trail system. Potential improvements relative to the trail could include sidewalk width, lighting, aesthetic streetscape improvements, and signage, among other improvements.

Institutional stakeholders will include Tri Delta Transit, Caltrans, the East Bay Regional Park District, Ambrose Recreation and Park District, City of Pittsburg, and BART. Community stakeholders will include the Bay Point Municipal Advisory Council (MAC) and Bay Point Redevelopment Project Area Committee (PAC), two civic groups with regular monthly meetings. Other community stakeholders will be identified as well.

Two focus areas

The Bailey Road Pedestrian and Bicycle Improvement Project has two focus areas, each with somewhat different needs and characteristics. They are described below.

Freeway ramp interchange area

In this area, the numerous turning movements created by the ramps pose significant challenges for pedestrians and bicyclists to cross the ramps as they travel along Bailey Road. Later in this application there is a diagram of the freeway ramp interchange area that illustrates how much the freeway ramp configuration dominates the area and poses obvious problems for pedestrians and bicyclists (see page 14).

The freeway ramp interchange area is particularly significant because, as the illustration shows, the land uses in that area constitute a textbook example of a walkable community. There is existing residential, a planned transit-oriented high-density residential development, a shopping center with a supermarket, a BART station, an elementary school, bus stops, a park, and a regional trail, all within two-tenths of a mile from each other on flat terrain. These land uses, so close together, should constitute a highly walkable community. However, the community's walkable nature is challenged by the freeway interchange which is right in the center of these land uses.

Northern segment of Bailey Road

The second focus area is the segment of Bailey Road north of the freeway ramps, extending to the northern terminus of Bailey Road at the intersection with Willow Pass Road. This portion of Bailey Road has sidewalks and does not have the difficulties of the freeway ramp interchange area, but does have some pedestrian and transit access issues. The bus stops in the area lack shelters, and there are no plantings along the sidewalks so there is a lack of shade on this long stretch of Bailey Road. The Bay Point community has expressed an interest in enhancing this portion of Bailey Road, for purposes of improving pedestrian comfort and the overall aesthetic quality of the street.

Preliminary Scope Of Work

Task 1. Project initiation and collection of background data.

The County and selected consultant will have an initial meeting to kick off the project and make final changes to the contract and workscope between County and Consultant. County staff will provide background data such as land uses, plans already developed that pertain to the study area, foreseeable development projects in the near future in or near the study area, traffic counts for Bailey Road and the freeway ramps, and other relevant data. Input will be sought from Tri Delta Transit, the East Bay Regional Park District, BART, Caltrans and the City of Pittsburg, including details of street improvements that are under design for the segment of Bailey Road immediately south of the project area. Additional data may be requested by the Consultant.

- ☞ Deliverable #1a. Final consultant contract
- ☞ Deliverable #1b: List of data needs

Task 2. Walking and bicycling tour of project area.

Consultant will walk and bicycle the area to provide first-hand experience and observation of the difficulties faced by pedestrians and bicyclists along this segment of Bailey Road. Focus will be on ped/bike travel along Bailey, ped/bike crossing of Bailey at key locations, ped/bike crossing of the freeway ramps along both sides of Bailey Road, and the pedestrian tunnel underneath the westbound-to-southbound off-ramp. The Consultant will use this experience and the data gathered in Task 1, to develop a report on existing conditions that will catalog specific problems, challenges and constraints.

- ☞ Deliverable #2: Report on existing conditions

Task 3. Prepare a set of potential pedestrian and bicycle solutions and streetscape improvements based on information from Tasks 1 and 2.

Based on the input from background data, previous transportation plans, and the walking and bicycling tour of the project area, the Consultant will develop a set of potential improvements that would address the identified needs. These will include improvements for pedestrian and bicycle travel as described earlier, and aesthetic streetscape improvements. The set of potential improvements will be reviewed at two public meetings and potentially will be revised based on comments received. The two public meetings will be with the Bay Point Municipal Advisory Council (MAC) and the Bay Point Redevelopment Project Area Committee (PAC).

The potential improvements must specifically include one major infrastructure improvement that would involve changes to the ramp configuration in the freeway interchange. This will be done with Caltrans as a participating stakeholder, since Caltrans is responsible for freeway ramps.

- ☐ Deliverable #3a: Set of potential transportation and streetscape improvements
- ☐ Deliverable #3b: Revised set of potential transportation and streetscape improvements (if needed based on public comment)

Task 4: Prepare Feasibility Study

The Consultant will evaluate the feasibility of the improvements included in the preliminary design alternatives for pedestrian and bicycle improvements and streetscape improvements. The Consultant will work with the County and stakeholders to develop criteria for this evaluation. Subject areas for the criteria will include compliance with planning goals and policies for Bay Point, available right-of-way, safety, traffic operations, maintenance issues, estimated capital cost, estimated maintenance cost, availability of maintenance resources, and legal or institutional issues. The feasibility study will include an evaluation of potential revenue sources. The study will identify solutions for further study and parties responsible for implementation. For at least one solution, the changes to the freeway ramp configuration, a traffic analysis will be needed as part of the feasibility study. The findings of the feasibility study will be reviewed by the stakeholders for their input and accuracy checks.

- ☐ Deliverable #4: Feasibility Study (solutions to be deleted, solutions for further study, parties responsible for implementation and funding sources)

Task 5: Develop alternative design concepts for public review

The Consultant will work with the County and stakeholders to use the results of Task 4 and create a set of two or three design alternatives for public review and comment. A comparison of the alternatives will be prepared for use at public meetings. The presentation will include descriptions of the alternatives, their costs, and other issues. Presentations will be made to the Bay Point MAC and Bay Point Redevelopment PAC.

- ☐ Deliverable #5a: Alternative design concepts and presentation materials.
- ☐ Deliverable #5b: Report on community input from public meeting

Task 6: Prepare draft plan

The Consultant will develop a draft plan based on the input from the public received in Task 5 and on technical input and review obtained from stakeholders. The design will show accurate dimensions and the materials to be used, but not to the level of a construction design. Plans and specifications needed for construction designs will be performed subsequent to this planning grant project. The Consultant will deliver the plan in three formats: paper, web-ready, and GIS. The Consultant will develop large-format display graphics for public meetings. The Consultant will develop construction cost estimates for the project. County staff will develop estimates for ongoing maintenance costs. This likely will involve consultation with staffs of Caltrans, Tri Delta Transit, the East Bay Regional Park District and the County Public Works and Redevelopment.

- ☞ Deliverable #6a: Draft plan for the Bailey Road Pedestrian and Bicycle Improvement Project in written format.
- ☞ Deliverable #6b: Draft plan in web-ready electronic format.
- ☞ Deliverable #6c: Draft plan in GIS format.
- ☞ Deliverable #6d: Large-format display graphics (such as poster boards) showing the plan in various aspects, to be determined with the Consultant.
- ☞ Deliverable #6e: Cost estimates for implementing the plan.

Task 7. Environmental Scan

The Consultant will develop an environmental scan, which is a report on the likely environmental impacts that will be caused the draft plan. The scan is intended to provide a foundation for future environmental work required by the California Environmental Quality Act (CEQA). The scan itself is not as detailed as a CEQA review. Its purpose is to catalog the likely issues that would need to be evaluated in a future CEQA review of the specific projects that are recommended in the draft plan.

- ☞ Deliverable 7: Environmental Scan

Task 8: Public review of draft plan

The Consultant and County staff will review the draft plan with the Bay Point MAC, Bay Point Redevelopment PAC, and stakeholder agencies including Caltrans, the East Bay Regional Park District, Tri Delta Transit, and City of Pittsburg. The plan will be available on Contra Costa County's cocoplans.org website, and we will request other agencies to have it available on their websites or at least provide a link to the plan on the County's website. Following public review, the plan may be revised.

- ☞ Deliverable #8: Report on input received on draft plan and proposed changes to respond to the input.

Task 9: Preparation of Final Bailey Road Pedestrian and Bicycle Improvement Plan.

The Consultant will make the necessary revisions in consultation with the County and develop a final plan. County staff will bring the final plan to the Board of Supervisors for approval

- ☞ Deliverable #9a: Final plan for the Bailey Road Pedestrian and Bicycle Improvement Project in written format.
- ☞ Deliverable #9b: Final plan in web-ready electronic format.
- ☞ Deliverable #9c: Final plan in GIS format.
- ☞ Deliverable #9d: Large-format display graphics (such as poster boards) showing the Final Plan in various aspects, to be determined with the Consultant.
- ☞ Deliverable #9e: Final cost estimates for implementing the plan.

Project Budget Including Funding Sources

This budget is preliminary, subject to revision based on discussion with the selected Consultant and the final work scope and budget reached between the County and the Consultant.

Task	Grant	Match	Total	% of Total Budget
1. Project Initiation & Data Collection	\$22,125	\$2,875	\$25,000	11%
2. Tour Of Project Area	\$2,655	\$345	\$3,000	1%
3. Potential Solutions	\$44,250	\$5,750	\$50,000	22%
4. Feasibility Study	\$44,250	\$5,750	\$50,000	22%
5. Alternative Design Concepts	\$26,550	\$3,450	\$30,000	13%
6. Draft Plan	\$24,780	\$3,220	\$28,000	12%
7. Environmental Scan	\$8,850	\$1,150	\$10,000	4%
8. Public Review of Draft Plan	\$17,700	\$2,300	\$20,000	9%
9. Final Plan	\$8,850	\$1,150	\$10,000	4%
TOTALS	\$200,010	\$25,990	\$226,000	100%

Project Schedule

The schedule shown on the next page would begin in October 2008 as suggested in the T-PLUS Planning Grant Program Schedule in the Contra Costa Transportation Authority's grant application package.

Project Schedule, continued

Task	Timeframe
1. Project Initiation & Data Collection	October-November 2008
2. Tour Of Project Area	October 2008
3. Potential Solutions	December 2008-February 2009
4. Feasibility Study	February-April 2009
5. Alternative Design Concepts	May-July 2009
6. Draft Plan	July-September 2009
7. Environmental Scan	September 2009
8. Public Review Of Draft Plan	September-November 2009
9. Final Plan	December 2009

Project Area Map And Photographs

The map and photograph section begins on the next page. There are three graphics created with the Community Development Department's Geographic Information System (GIS), followed by a set of photographs.

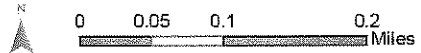
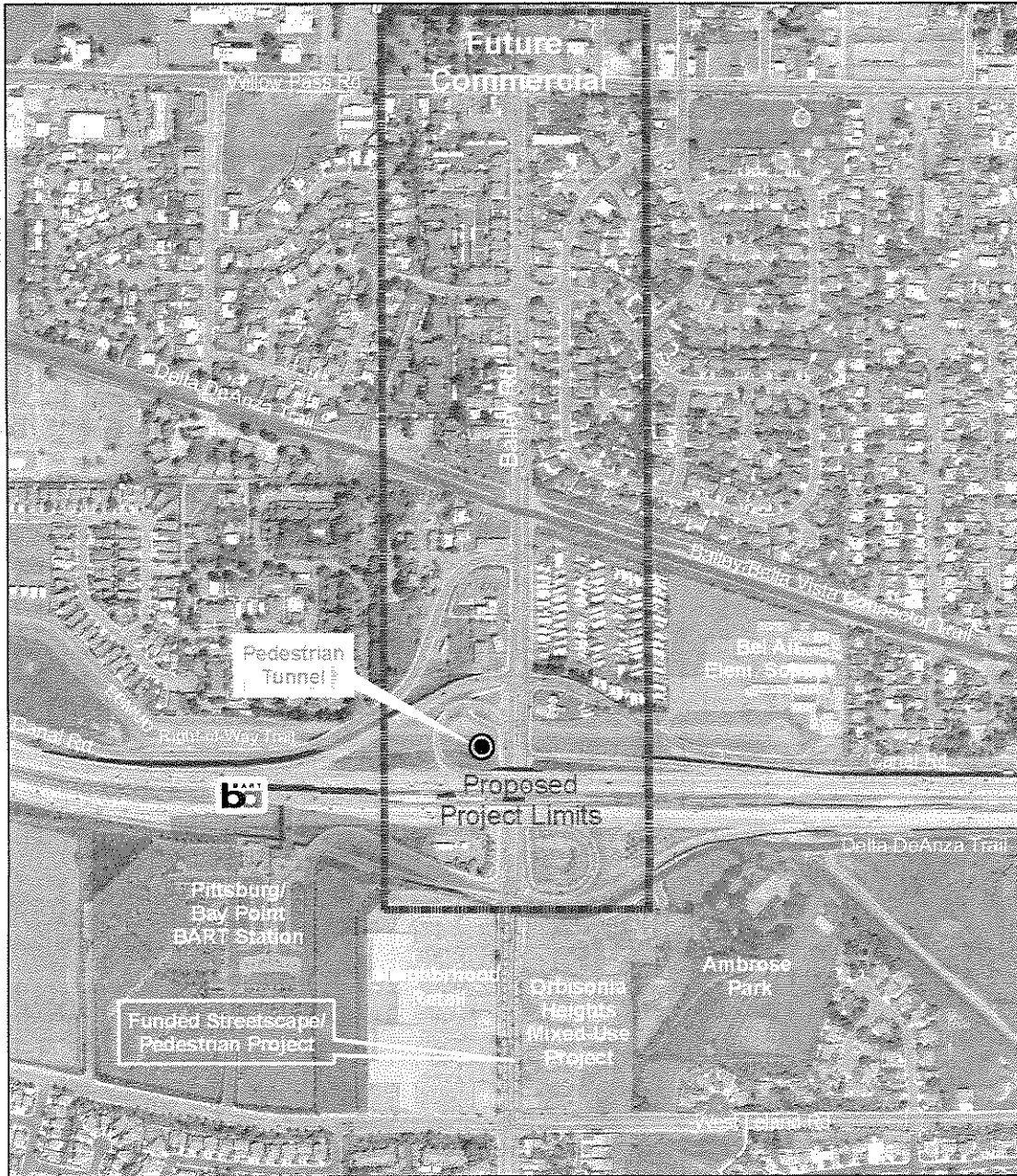
The three GIS graphics are:

- Bailey Road Pedestrian and Bicycle Improvement Project – page 12 -- this graphic shows the project area and identifies the land uses and transportation system in the project area and vicinity.
- Bailey Road Pedestrian and Bicycle Context – page 13 -- this graphic emphasizes the land uses in the project area and highlights the relatively short, walkable distances among the uses.
- Freeway Interchange Ramp Area – page 14 -- this graphic focuses on the Freeway Ramp Interchange Area (one of the project's two focus areas) and highlights how the freeway ramps dominate the center of an otherwise walkable, compact community.

Pages 15 through 22 are photographs which have explanatory captions.



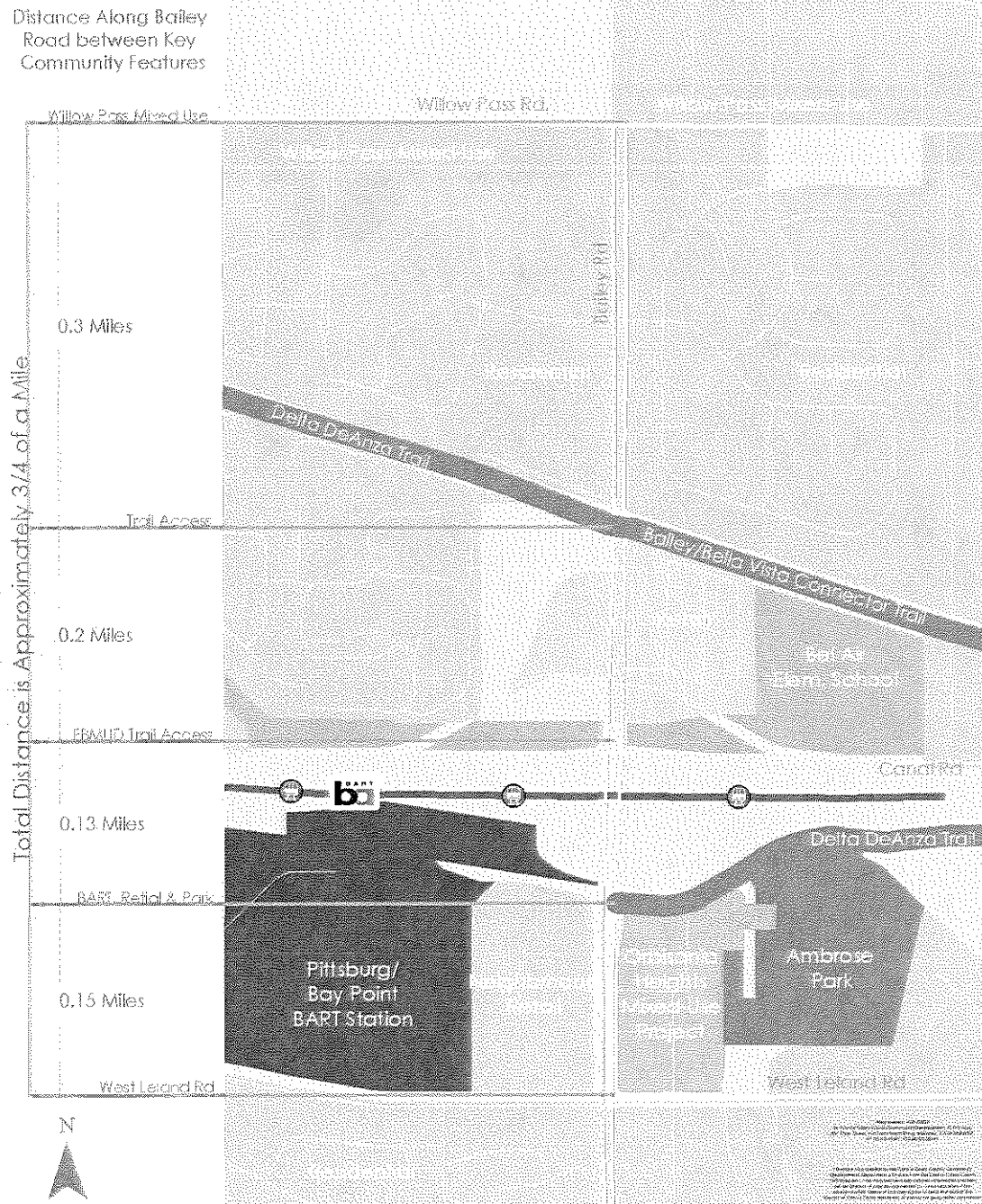
Bailey Road Pedestrian and Bicycle Improvement Project



Map data made by the Contra Costa County GIS Department. All other data is the property of the respective owners. This map is for informational purposes only and does not constitute a contract or warranty of any kind. The County of Contra Costa does not assume any liability for the use of this map.



Bailey Road Pedestrian and Bicycle Context



Freeway Ramp Interchange Area

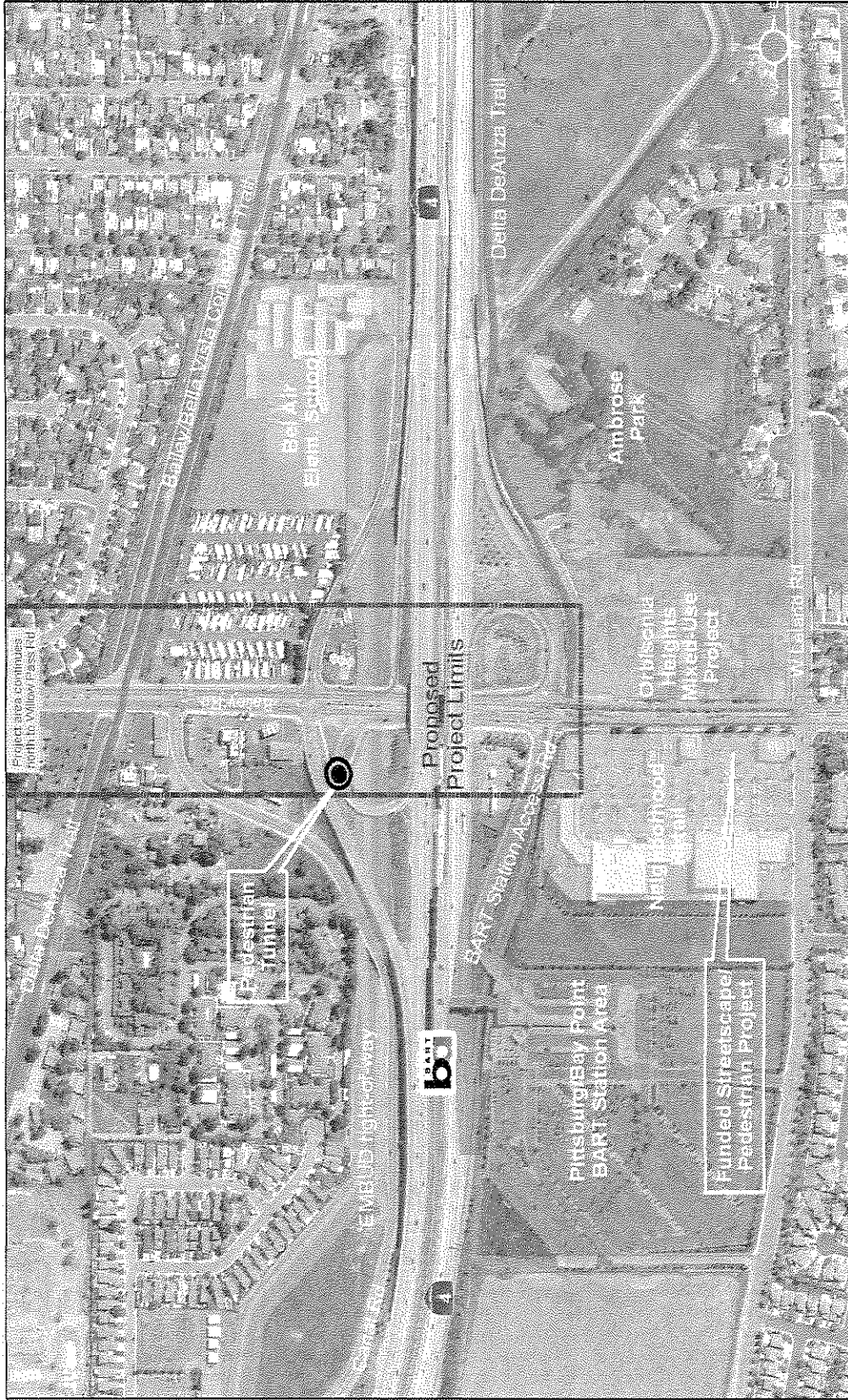




Photo 1. Looking across Bailey Road to the eastbound freeway ramps. A bicyclist or pedestrian traveling north along Bailey (which would be from right to left in this photo) must cross these two freeway ramps, first the on-ramp and then the off-ramp. Both ramps have vehicles making quick right-turns onto or off of the ramp. (All of the photographs in this grant application were taken between 12:15 p.m. and 1 p.m. on a weekday, when there isn't much traffic on the freeway ramps.)



Photo 2. Looking south along Bailey Road toward the freeway overpass. Pedestrians and bicyclists traveling south along Bailey Road to get to the Pittsburg/Bay Point BART Station are directed by the white sign to walk to the right, along the sidewalk, and use a concrete pedestrian tunnel to go under a freeway off-ramp. Virtually all pedestrians walk straight across the dirt rather than using the pedestrian tunnel.

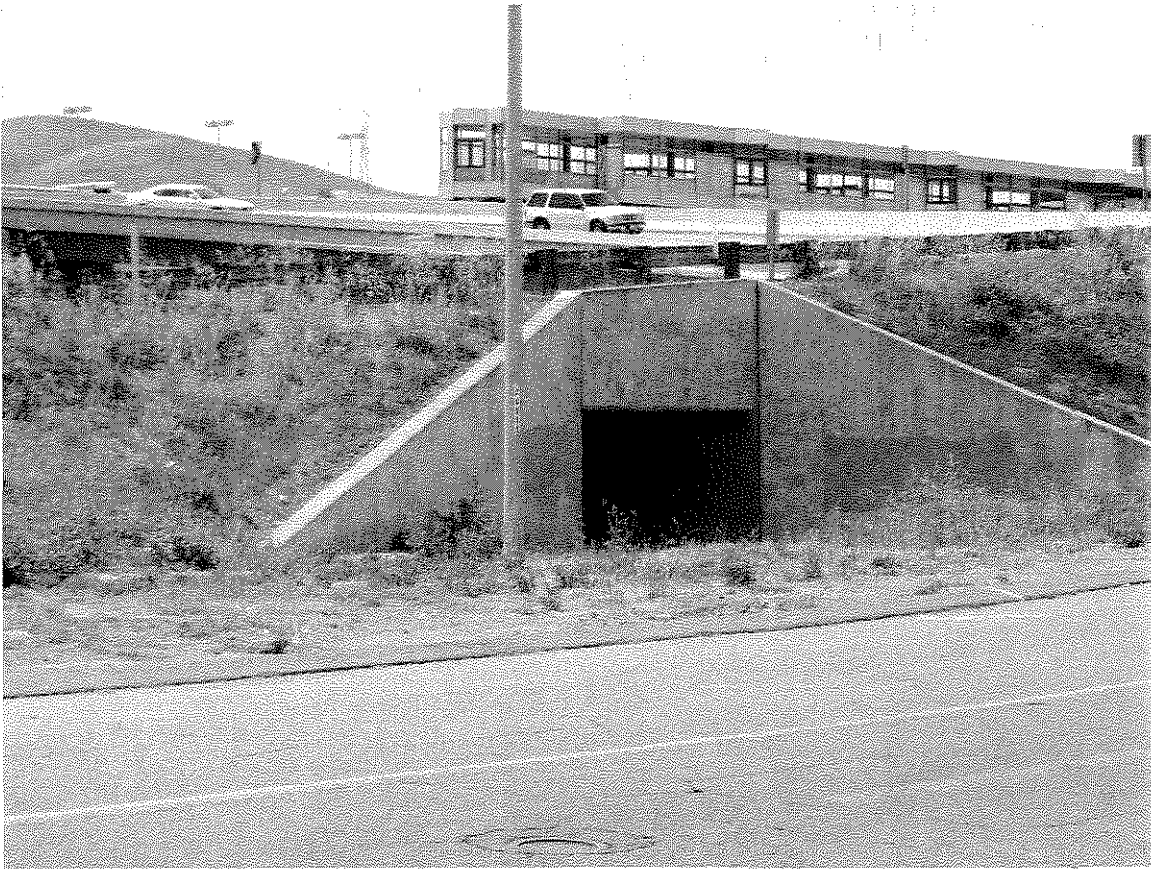


Photo 3. The pedestrian tunnel. This is the tunnel that pedestrians refuse to use. It is occasionally used for other purposes besides pedestrian travel. The tunnel goes underneath the westbound SR 4 off-ramp to southbound Bailey Road. The building visible in the upper background, beyond the ramp, is the BART Station.



Photo 4. The other side of the tunnel. The photograph shows the sloping walkway leading from the tunnel to Bailey Road. The slope makes it difficult for those with mobility problems to use it. The condition and secluded nature of the tunnel makes it unappealing to all pedestrians and bicyclists. As mentioned earlier, County staff has yet to see a pedestrian use this tunnel for pedestrian purposes.



Photo 6. The actual pedestrian crossing. Pedestrians routinely cross the ramp here, rather than use the tunnel. There is no crosswalk, no traffic signal or stop sign; motorists have a “free right” to come down the ramp and merge onto Bailey Road at high speed if they can. Yet pedestrians still choose to cross here rather than use the tunnel.



Photo 7. Looking north along Bailey Road toward the freeway overpass. The little “porkchop” island in the foreground provides the only safe haven for bicyclists and pedestrians who have to travel across two ramps – first the on-ramp (foreground) and then the off-ramp (beyond the island). The speed at which vehicles come down the off-ramp, and relatively small size of the island, make an uncomfortable atmosphere for pedestrians and bicyclists waiting on the island to cross the next ramp.

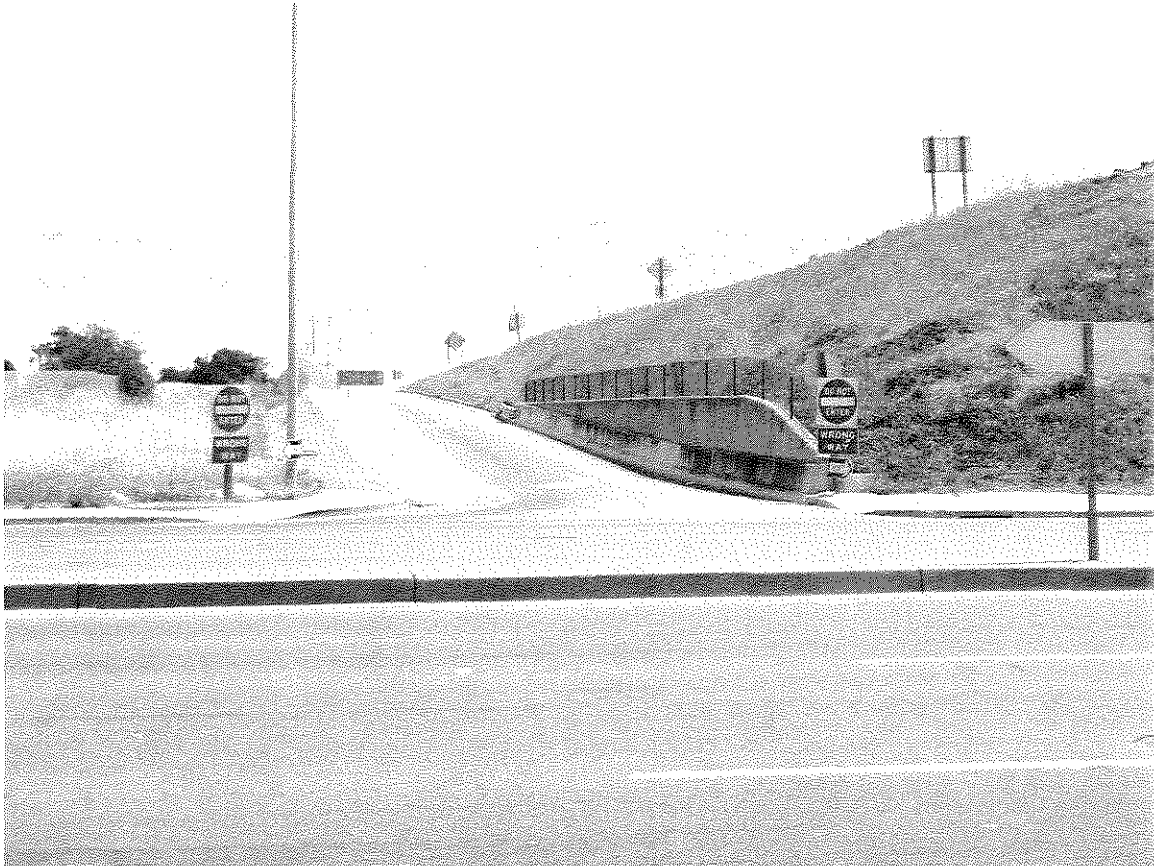


Photo 8. The off-ramp from westbound freeway to northbound Bailey Road. As motorists drive down this ramp from the freeway, the retaining wall and hillside to their left make it impossible for them to see pedestrians until the very last minute. Among other pedestrians, children cross this area to get to Bel Air Elementary School on nearby Canal Road.



Photo 9. Tri Delta Transit bus stop on the east side of Bailey Road. The narrow sidewalk and presence of a soundwall provide little room for bus stop amenities such as a shelter. Three bus routes operate on this segment of Bailey Road.

ITEM 10

Accept Staff or Committee Members' Reports

TRANSPLAN Committee
East Contra Costa Transportation Planning
Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County

TO: TRANSPLAN
FROM: John Cunningham, TRANSPLAN Staff
DATE: September 4, 2008
SUBJECT: Final Budget Report for FY 2007/08

Background

The 2008/2009 work program and budget was adopted at the June TRANSPLAN meeting. At that time it was reported that 2007/2008 activities would likely result in a budget deficit of approximately \$6,000.

The Committee asked that staff:

1. Return in September with a final budget report.
2. Show the deficit amount in the 2007/2008 budget but include the amount in the 2008/2009 TRANSPLAN invoices so jurisdictions would not have to process multiple payments.

Recommendation

Receive report on 2007-2008 Budget

Final figures show that the 2007-2008 budget was exceeded by \$2,344.95 as seen in the table below. This amount will be added to the 2008/09 budget approved in June and split between the member jurisdictions.

Item	Budget	Actual 07/08
TRANSPLAN Staff	\$ 41,904.00	\$ 46,873.96
Admin Support	\$ 9,322.20	\$ 8,629.53
Graphics Tech.	\$ 467.01	\$ -
Minutes Clerk	\$ 6,240.00	\$ 5,200.00
Contingency/Expenses	\$ 3,750.00	\$ 3,324.67
	\$ 61,683.21	\$ 64,028.16
		\$ (2,344.95)