

Salvatore Evola, Chair
Pittsburg
City Council

Diane Burgis, Vice-Chair
Contra Costa County
Board of Supervisors

Sean Wright
Antioch
City Council

Robert Taylor
Brentwood
City Council

Kevin Romick
Oakley
City Council

James Coniglio
Pittsburg
Planning Commission

Duane Steele
Contra Costa
Planning Commission

Kerry Motts
Antioch
Planning Commission

John Fink
Brentwood
Planning Commission

Doug Hardcastle
Oakley Planning
Commission

Staff Contact:
Jamar Stamps
TRANSPLAN
30 Muir Road
Martinez CA 94553
Phone
(925) 674-7832
Facsimile
(925) 674-7258
www.transplan.us
jamar.stamps@
dcd.cccounty.us

TRANSPLAN Committee Meeting

Thursday, September 14, 2017 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

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

AGENDA

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

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

Consent Items (see attachments where noted [♦])

- 3. ADOPT** Minutes from 7/13/17 TRANSPLAN Meetings ♦ **Page 2**
- 4. ACCEPT** Correspondence ♦ **Page 8**
- 5. ACCEPT** Status Report on Major Projects ♦ **Page 17**
- 6. ACCEPT** Calendar of Events ♦ **Page 24**
- 7. ACCEPT** Environmental Register ♦ **Page 26**

End of Consent Items

Open the Public Meeting

8. APPROVE *East Bay Regional Park District Pedestrian, Bicycle and Trail Facilities (“PBTF”) \$500,000 appropriation request for the Big Break and Marsh Creek Regional Trail Rehabilitation Project, as recommended by the TRANSPLAN Technical Advisory Committee. (Action) ♦ Page 28*

9. ADJOURN to next meeting on Thursday, October 12, 2017 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
7/13/17 MEETING MINUTES

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

MINUTES

July 13, 2017

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 Diane Burgis at 6:30 P.M.

ROLL CALL / CALL TO ORDER

PRESENT: James Coniglio (Pittsburg), John Fink (Brentwood), Kevin Romick (Oakley), Duane Steele (Contra Costa Planning Commission), Monica Wilson, Alternate for Sean Wright (Antioch), and Diane Burgis, (Vice Chair, Contra Costa County)

ABSENT: Doug Hardcastle (Oakley), Kerry Motts (Antioch), Robert (Bob) Taylor (Brentwood), and Salvatore (Sal) Evola (Chair, Pittsburg)

STAFF: Jamar Stamps, Senior Transportation Planner, TRANSPLAN Staff

PUBLIC COMMENTS

There were no comments from the public.

CONSENT ITEMS

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

3. Adopted Minutes from the June 8, 2017 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: Coniglio, Fink, Romick, Steele, Wilson, Burgis

Noes: None

Abstain: None

Absent: Hardcastle, Motts, Taylor, Evola

APPROVE EAST BAY REGIONAL PARK DISTRICT PEDESTRIAN, BICYCLE AND TRAIL FACILITIES (PBTF) \$500,000 APPROPRIATION REQUEST FOR THE MARSH CREEK TRAIL REHABILITATION PROJECT, AS RECOMMENDED BY THE TRANSPLAN TECHNICAL ADVISORY COMMITTEE

Jamar Stamps, Senior Transportation Planner, TRANSPAC staff, explained that the East Bay Regional Park District (EBRPD) automatically received a certain percentage of Measure J funds for Pedestrian, Bicycle and Trail Facilities (PBTF), which allowed a program of projects to be pursued countywide on a rotational basis amongst the Regional Transportation Planning Committees (RTPCs), and it was currently the TRANSPLAN Committee's turn to receive funding. The TRANSPLAN TAC had reviewed the project, and recommended approval of the appropriation, as requested.

Sean Dougan, Trails Development Program Manager, EBRPD, expressed appreciation for the funding to be able to accommodate the 87.5 miles of trails in Contra Costa County. Noting that the EBRPD had last approached TRANSPLAN in 2013, he requested \$500,000 of the funding to be able to slurry seal the pavement overlay and to repave certain segments of the Marsh Creek Trail and the Big Break Regional Shoreline Trail. He noted the work was being required as a result of root damage and some drainage issues.

As a frequent rider of the Marsh Creek Trail, John Fink questioned why repairs were only being considered for the north end of the trail when the south end of the trail needed more attention, especially from south of Sand Creek all the way to the park at Marsh Creek near Claremont because the roots and the ruts through the Deer Creek and Four Seasons neighborhoods had created a dangerous situation as compared to the minor damage on the north portion of the trail.

Mr. Dougan clarified that the funds would be spent where needed and the entire segment of the Marsh Creek Trail would be evaluated. The project details had not yet been completed. He reiterated that the EBRPD would evaluate the entire segment.

When asked the status of extending the trail to the John Marsh House, Mr. Dougan expressed his hope that could be completed this year.

Kevin Romick stated the whole trail needed to be considered, the timeline needed to be identified, and the funds needed to be applied to the appropriate places.

Duane Steele referenced the project description where approximately 430,000 square feet of paved regional trails would be rehabilitated, and requested that reports be provided to the TRANSPLAN Committee to identify what had been proposed to be done, with that work to be monitored and reported back to TRANSPLAN.

Mr. Dougan stated that could be done and noted that what Mr. Steele had referenced had already been changed. He requested the appropriation of the funding at this time with the details of the use of that funding, when determined, to be reported back to TRANSPLAN.

Vice Chair Burgis requested that Mr. Dougan work with Mr. Fink to address the areas in need of rehabilitation for the Marsh Creek regional trail.

By consensus, the TRANSPLAN Committee deferred EBRPD's appropriation request to the next TRANSPLAN meeting in August or September pending the receipt of additional information.

APPROVE FISCAL YEAR 2017/18 511 CONTRA COSTA TDM WORK PLAN, AS RECOMMENDED BY THE TRANSPLAN TECHNICAL ADVISORY COMMITTEE

Mr. Stamps referred to the merger of 511 Contra Costa and Contra Costa Transportation Authority (CCTA), and explained that the Fiscal Year 2017/18 511 Contra Costa Transportation Demand Management (TDM) Work Plan was consistent with what had previously been presented, to continue to operate and provide the services to all of the schools as it had in the past. He noted that the funding source was Measure J as well as Transportation Fund for Clean Air Act (TFCA) funding.

Peter Engel, Director of Programs, CCTA, reported that the TRANSPAC Committee had previously managed the 511 Contra Costa Program for East County and Central County. TRANSPAC had since transferred the program to the CCTA, which was submitting the work plan to the TRANSPLAN Committee for approval.

Corinne Dutra-Roberts, Stantec, 511 Contra Costa Program Manager, reported that the program focused on single-occupant vehicle use in order to reduce greenhouse gases, and K-12 safety education and commuter programs to help reduce trips. She highlighted the other programs, services, and incentives to discourage the use of single-occupancy vehicles, and noted the programs helped the jurisdictions comply with congestion management requirements to be able to receive return to source funds. She added that all programs, services, and incentives were identified on the 511contracosta.org website.

On motion by Kevin Romick, seconded by John Fink, TRANSPLAN Committee members approved the Fiscal Year 2017/18 511 Contra Costa TDM Work Plan. The motion carried by the following vote:

Ayes: Coniglio, Fink, Romick, Steele, Wilson, Burgis

Noes: None

Abstain: None

Absent: Hardcastle, Motts, Taylor, Evola

RECEIVE DRAFT 2017 COUNTYWIDE TRANSPORTATION PLAN (CTP) UPDATE

Martin Engelmann, Deputy Executive Director, Planning, CCTA, distributed presentation handouts on the CTP Update, highlighted the CTP, encouraged the review and comment on the draft plan, and explained that the plan was required by Measures C and J, intended to refresh the transportation vision, goals, and strategies for Contra Costa; incorporate new local plans and regional forecasts, and re-calibrate, re-forecast, re-position and re-think the transportation future based on public input.

The plan had last been updated in 2009, and the approval of the 2012 update had been delayed given the state's change from level of service (LOS) to vehicle miles traveled (VMT).

Mr. Engelmann identified Bay Area travel trends and Contra Costa congestion, projected countywide growth, and current funding, and some of the projects involved with respect to the 10-year and 20-year financially constrained project list. He emphasized the importance of meeting the Governor's Executive Order to implement integrated corridor mobility on all roads by 2040.

With respect to schedule, Mr. Engelmann reported that the draft had been issued on May 24 and the Draft Environmental Impact Report (DEIR) had been released on June 16. The CCTA had hosted an open house on the Draft CTP on June 29, and the CTP DEIR comment period would end on August 1. The CCTA Board was expected to adopt the Plan in September or October 2017.

In response to John Fink, Mr. Engelmann advised that SB-1 funding represented an example where leveraging could occur with local funds, which could help complete the 20-year project list. He also verified that the Concord Naval Weapons Station (CNWS) had been taken into consideration in the study projections.

REAFFIRM APPROVAL OF 2014 PROPOSAL FOR ADOPTION EAST COUNTY ACTION PLAN FOR ROUTES OF REGIONAL SIGNIFICANCE, AS RECOMMENDED BY THE TRANSPLAN TECHNICAL ADVISORY COMMITTEE

Mr. Stamps advised that the item was related to the CTP Update in that the Action Plans were part of the CTP; guidelines of the RTPCs that focused CTP goals in the subregion and incorporated Multimodal Transportation Service Objectives (MTSOs), which included things such as thresholds of significance. The updates for the Action Plan in East County began in 2013, ended in 2014, and had been included in the update at that time, although the process was on hiatus allowing the RTPCs an opportunity to open up the Action Plans to make changes.

Mr. Stamps reported that East County proposed no substantial changes to its Action Plan and the proposal for adoption remained unchanged since 2014. The request from the CCTA was for the TRANSPLAN Committee to reaffirm its approval of the 2014 proposal for adoption.

On motion by Kevin Romick, seconded by Duane Steele, TRANSPLAN Committee members reaffirmed approval of 2014 Proposal for Adoption East County Action Plan for Routes of Regional Significance. The motion carried by the following vote:

Ayes: Coniglio, Fink, Romick, Steele, Wilson, Burgis
Noes: None
Abstain: None
Absent: Hardcastle, Motts, Taylor, Evola

TRANSPLAN Committee

July 13, 2017

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ADJOURNMENT

Vice Chair Burgis adjourned the meeting of the TRANSPLAN Committee at 7:25 P.M. to Thursday, August 10, 2017 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**



SWAT

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

July 13, 2017

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

RE: **SWAT Meeting Summary Report for July 2017**

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met on Monday, July 3, 2017. The following is a summary of the meeting and action items:

1. **Approved FY 2017/18 - 511 Contra Costa SWAT Transportation Demand Management Programs and Budget.**
2. **Received Presentation on the Draft 2017 Countywide Transportation Plan (CTP).**
3. **Approved Action Plan "Proposal for Adoption" to CCTA for incorporation into the 2017 CTP Update:**

Please contact me at (925) 973-2651, or email at lbobadilla@sanramon.ca.gov, if you should have any questions.

All the best,

A handwritten signature in black ink, appearing to read "Lisa Bobadilla".

Lisa Bobadilla
SWAT Administrator

Cc: Hisham Noeimi, CCTA; SWAT; SWAT TAC; Anita Tucci-Smith, TRANSPAC; John Nemeth, WCCTAC; Jamar Stamps, TRANSPLAN

TRANSPAC

Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
1676 North California Boulevard, Suite 400
Walnut Creek, CA 94596
(925) 937-0980

July 13, 2017

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

Re: Status Letter for TRANSPAC Meeting – July 13, 2017

Dear Mr. Iwasaki:

At its regular meeting on July 13, 2017, the TRANSPAC Board of Directors took the following actions that may be of interest to the Transportation Authority:

1. Appointed Carlyn Obringer as TRANSPAC Alternate Representative to the CCTA.
2. Reaffirmed the February 2015 “Proposal for Adoption” Central County Action Plan for Routes of Regional Significance, with noted revisions, for incorporation into the Final 2017 Countywide Transportation Plan (CTP). The Board also requested future discussion regarding transportation impacts associated with the Concord Naval Weapons Station (CNWS) development and how that may impact Plan.
3. Approved the FY 2017/2018 511 Contra Costa TDM Work Plan.
4. Approved the programming of \$250,000 of Measure J Line 19a funds to the City of Concord on a one-time basis for operations funding of the Monument Community Shuttle Service for a third year of service, and programming \$250,000 of Measure J Line 20a funds to the CCCTA (County Connection) in exchange for the reduction in the amount of Measure J Line 19a funds.
5. Received presentation from Matt Kelly, CCTA on the Draft 2017 Countywide Transportation Plan (CTP) Update and directed staff to prepare a comment letter regarding the use of fee mitigation programs for maintenance and operations purposes.
6. Received update on the Concord BART Station Bicycle Parking Station.

TRANSPAC hopes that this information is useful to you.

Randell H. Iwasaki – Page 2
July 13, 2017

Sincerely,

A handwritten signature in blue ink that reads "Matt Todd". The signature is written in a cursive, slightly slanted style.

Matthew Todd
TRANSPAC Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
Jamar I. Stamps, TRANSPLAN; Salvatore (Sal) Evola, Chair, TRANSPLAN
Lisa Bobadilla, SWAT; Amy Worth, Chair, SWAT
John Nemeth, WCCTAC; Janet Abelson, Chair, WCCTAC
Tarienne Grover, CCTA
June Catalano, Diane Bentley (City of Pleasant Hill)

Regional Measure 3 for Contra Costa County

Senate Bill 595 would provide voters in the nine Bay Area counties (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma) the opportunity to jumpstart the next generation of critical transportation improvements in the bridge corridors funded by an increase in bridge tolls. The bill would require Metropolitan Transportation Commission (MTC) to place a measure, Regional Measure 3 (RM3), on the ballot in all nine counties in November 2018. RM3 is expected to raise bridge tolls by \$1 to \$3 on the seven state owned Bay Area bridges (bridge corridors).

In 1988, voters approved RM1, establishing a \$1 toll on the bridge corridors. In 2004, voters approved RM2, which raised the toll by \$1 to fund capital projects in the bridge corridors and to provide operating funds for key transit services. RM2 legislation earmarked over \$300 million in funding to capital projects in Contra Costa, which was approximately 20% of the \$1.5 billion RM2 Capital Program.

Contra Costa residents travel on the SF-Oakland Bay Bridge, Benicia-Martinez Bridge, Carquinez Bridge, Richmond-San Rafael Bridge, and Antioch Bridge. These bridge corridors generate 78% of the revenue for bridge tolls in the Bay Area.

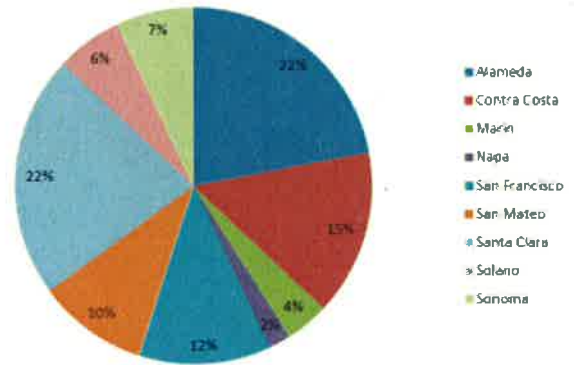
East Bay (Alameda/Contra Costa) Counties comprise of 37% share of voters and generate 49% of the bridge toll revenue.

Contra Costa contributes 18% of the bridge toll revenue through the bridge corridors. The second highest in the nine county bay area. RM3 would generate approximately \$4.2 Billion which would be approximately \$756 million for regional programs and projects in Contra Costa County.

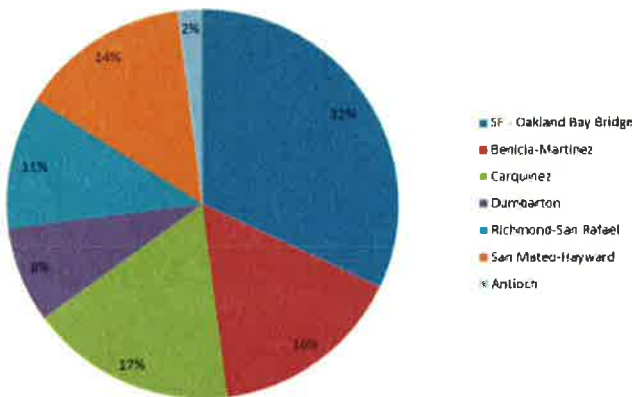
Potential RM3 Bridge Corridor Framework

Program Category	\$3 Toll Funding (in millions)
Operation Program	\$60/year
Regional Capital Program	\$2,000
Corridor-Based Capital Program	\$2,000
Reserve	\$200
Grand Total Capital Program	\$4,200

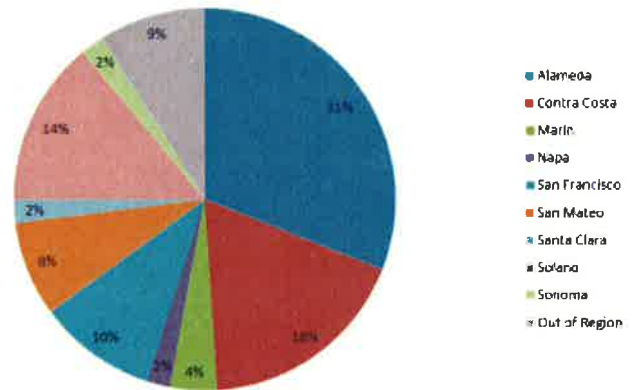
Share of Voters by County



Share of Bridge Toll Revenue by Bridge



Share of Toll Revenue by County

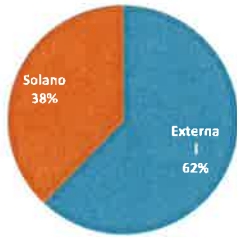


TOLL TRANSACTIONS BY BRIDGE BY COUNTY FOR TYPICAL WEEKEDAY IN 2015

Typical weekday transactions in 2015	Antioch Bridge		Bay Bridge		Benicia Bridge		Carquinez Bridge		Dumbarton Bridge		Richmond Bridge		San Mateo Bridge		ALL		Rank
		% of Total		% of Total		% of Total		% of Total		% of Total		% of Total		% of Total		% of Total	
Alameda	171	5%	30840	33%	2618	7%	3737	11%	18011	70%	6005	21%	19785	52%	81167	31.3%	1
Contra Costa	1249	39%	21247	22%	8751	24%	4709	14%	1294	5%	6789	24%	3754	10%	47793	18.4%	2
Marin	12	0%	1118	1%	273	1%	399	1%	65	0%	8077	29%	127	0%	10069	3.9%	7
Napa	10	0%	900	1%	1442	4%	2242	7%	36	0%	91	0%	52	0%	4774	1.8%	8
San Francisco	39	1%	20821	22%	324	1%	1848	5%	504	2%	1065	4%	2030	5%	26632	10.3%	4
San Mateo	28	1%	6793	7%	303	1%	1342	4%	2938	11%	312	1%	7897	21%	19613	7.6%	6
Santa Clara	33	1%	917	1%	721	2%	276	1%	1246	5%	314	1%	654	2%	4160	1.6%	10
Solano	688	22%	4664	5%	15840	44%	13672	40%	164	1%	772	3%	315	1%	36114	13.9%	3
Sonoma	15	0%	604	1%	828	2%	370	1%	62	0%	2751	10%	134	0%	4764	1.8%	9
Outside Bay Area/Unknown	954	30%	6781	7%	4973	14%	5644	16%	1332	5%	1780	6%	3143	8%	24607	9%	5
Unknown or Outside of CA	111	3%	1687	2%	883	2%	1054	3%	358	1%	559	2%	737	2%	5389	2.1%	
Outside of Bay Area	213	7%	2314	2%	2297	6%	2383	7%	341	1%	694	2%	760	2%	9002	3.5%	
Stanislaus	9	0%	352	0%	75	0%	36	0%	102	0%	80	0%	298	1%	952	0.4%	
San Joaquin	254	8%	918	1%	355	1%	194	1%	368	1%	226	1%	1024	3%	3339	1.3%	
Sacramento	366	11%	1510	2%	1363	4%	1978	6%	163	1%	221	1%	325	1%	5925	2.3%	
Sum	3197		94685		36074		34239		25651		27956		37890		259692		
% of total based on 2015 data	1.2%		36.5%		13.9%		13.2%		9.9%		10.8%		14.6%		100.0%		
% of total based on 2016 data	2.0%		32.0%		16.0%		17.0%		8.0%		11.0%		14.0%		100.0%		
Bridge Rank Based on Toll Generation	7		1		3		4		6		5		2				

Antioch Bridge

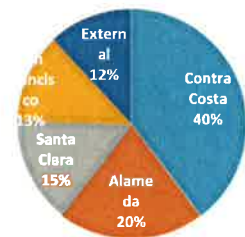
Northbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	7K	100%	
External	4K	62%	
Solano	3K	38%	
San Francisco	0K	0%	
San Mateo	0K	0%	
Santa Clara	0K	0%	
Alameda	0K	0%	
Contra Costa	0K	0%	
Napa	0K	0%	
Sonoma	0K	0%	
Marin	0K	0%	

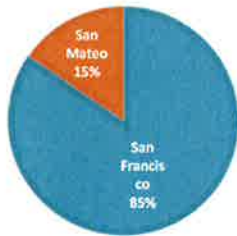
Southbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	7K	100%	
Contra Costa	3K	38%	
Alameda	1K	20%	
Santa Clara	1K	14%	
San Francisco	1K	12%	
External	1K	11%	
San Mateo	0K	4%	
Marin	0K	0%	
Solano	0K	0%	
Sonoma	0K	0%	
Napa	0K	0%	



Bay Bridge

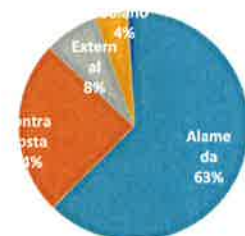
Westbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	133K	100%	
San Francisco	112K	85%	
San Mateo	20K	15%	
Marin	0K	0%	
External	0K	0%	
Santa Clara	0K	0%	
Alameda	0K	0%	
Contra Costa	0K	0%	
Solano	0K	0%	
Napa	0K	0%	
Sonoma	0K	0%	

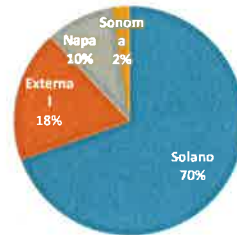
Eastbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	146K	100%	
Alameda	91K	62%	
Contra Costa	36K	24%	
External	11K	8%	
Solano	6K	4%	
Napa	1K	1%	
Santa Clara	0K	0%	
Marin	0K	0%	
San Mateo	0K	0%	
San Francisco	0K	0%	
Sonoma	0K	0%	



Benicia-Martinez Bridge

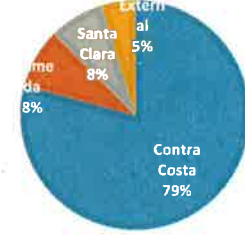
Northbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	67K	100%	
Solano	46K	69%	
External	12K	18%	
Napa	6K	10%	
Sonoma	2K	2%	
Marin	0K	1%	
San Francisco	0K	0%	
San Mateo	0K	0%	
Santa Clara	0K	0%	
Alameda	0K	0%	
Contra Costa	0K	0%	

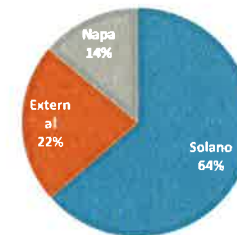
Southbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	70K	100%	
Contra Costa	55K	79%	
Alameda	6K	8%	
Santa Clara	5K	8%	
External	3K	5%	
San Mateo	0K	1%	
Solano	0K	0%	
San Francisco	0K	0%	
Marin	0K	0%	
Sonoma	0K	0%	
Napa	0K	0%	



Carquinez Bridge

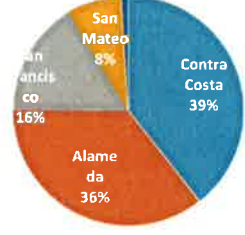
Northbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	65K	100%	
Solano	41K	63%	
External	14K	22%	
Napa	9K	14%	
Sonoma	0K	1%	
Marin	0K	0%	
San Francisco	0K	0%	
San Mateo	0K	0%	
Santa Clara	0K	0%	
Alameda	0K	0%	
Contra Costa	0K	0%	

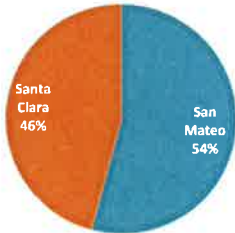
Southbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	67K	100%	
Contra Costa	26K	39%	
Alameda	24K	36%	
San Francisco	11K	16%	
San Mateo	5K	8%	
Marin	1K	1%	
Santa Clara	0K	0%	
External	0K	0%	
Sonoma	0K	0%	
Solano	0K	0%	
Napa	0K	0%	



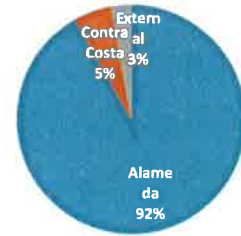
Dumbarton Bridge

Westbound Destinations



County	VOL24HR % of Total	
	Total	VOL24HR
Grand Total	27K	100%
San Mateo	15K	53%
Santa Clara	12K	45%
San Francisco	0K	2%
External	0K	0%
Marin	0K	0%
Alameda	0K	0%
Contra Costa	0K	0%
Solano	0K	0%
Napa	0K	0%
Sonoma	0K	0%

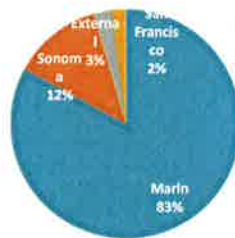
Eastbound Destinations



County	VOL24HR % of Total	
	Total	VOL24HR
Grand Total	66K	100%
Alameda	60K	91%
Contra Costa	4K	5%
External	2K	3%
Solano	0K	0%
Napa	0K	0%
Santa Clara	0K	0%
Marin	0K	0%
San Francisco	0K	0%
San Mateo	0K	0%
Sonoma	0K	0%

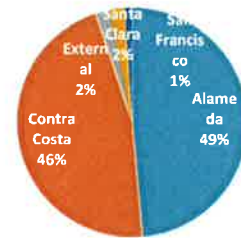
Richmond-San Rafael Bridge

Westbound Destinations



County	VOL24HR % of Total	
	Total	VOL24HR
Grand Total	45K	100%
Marin	37K	83%
Sonoma	6K	13%
External	1K	3%
San Francisco	1K	2%
Napa	0K	0%
San Mateo	0K	0%
Santa Clara	0K	0%
Alameda	0K	0%
Contra Costa	0K	0%
Solano	0K	0%

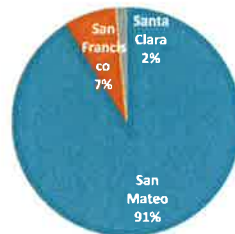
Eastbound Destinations



County	VOL24HR % of Total	
	Total	VOL24HR
Grand Total	49K	100%
Alameda	23K	48%
Contra Costa	22K	45%
External	1K	2%
Santa Clara	1K	2%
San Francisco	1K	1%
San Mateo	0K	1%
Solano	0K	1%
Napa	0K	0%
Sonoma	0K	0%
Marin	0K	0%

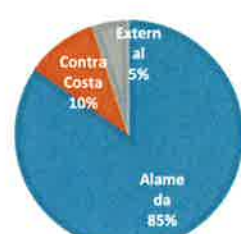
San Mateo-Hayward Bridge

Westbound Destinations



County	VOL24HR % of Total	
	Total	VOL24HR
Grand Total	59K	100%
San Mateo	54K	91%
San Francisco	4K	7%
Santa Clara	1K	1%
External	0K	0%
Marin	0K	0%
Alameda	0K	0%
Contra Costa	0K	0%
Solano	0K	0%
Napa	0K	0%
Sonoma	0K	0%

Eastbound Destinations



County	VOL24HR % of Total	
	Total	VOL24HR
Grand Total	54K	100%
Alameda	46K	85%
Contra Costa	6K	10%
External	3K	5%
Solano	0K	0%
Santa Clara	0K	0%
Napa	0K	0%
Marin	0K	0%
San Francisco	0K	0%
San Mateo	0K	0%
Sonoma	0K	0%

Source: 2015_06_002 model run

Via select link analysis (<https://github.com/MetropolitanTransportationCommission/travel-model-one/tree/master/utilities/bespoke-requests/select-link-roadway>)

CCTA Staff Analysis of RM3 Proposal

\$ in millions

	Column 1 Proposed RM3 Amount	Column 2 Contra Costa Estimated Funding	Assumptions
Operating Program (\$60M/Year)			
Transbay Terminal	5	0	
Ferries	35	0	Fare Box recovery likely less than threshold to qualify
Regional Express Bus	20	3.7	assumed 18.4% (share of tolls)
Sum	60	3.7	\$60 million/year for operations (not part of the \$4.2 billion)

	Column 3 Proposed RM3 Amount	Column 4 Contra Costa Estimated Funding
CCTA STAFF Proposed Change		
no change	5	0
no change	35	0
no change	20	3.7
	60	3.7

Regional Capital			
Bridge Rehab	0	0	
BART Expansion Cars	500	64.5	Based on 12.9% average weekdays ridership entering or exiting in Contra Costa Stations
Corridor Express Lanes	300	80	Assumed \$80M will be used for Innovate 680
Goods Movements	125	0	
Bay Trail/Regional Trails/Safe Routes to Transit	150	27.6	Assumed 18.4% (share of tolls)
Ferries	325	0	
BART to Silicon Valley	400	0	No Nexus to Bridges
SMART	40	0	No Nexus to Bridges
Capitol Corridor Connections	90	16.2	Assumed 18.4% will go to Hercules Rail Station

	0	0
Increase by \$500M	1000	129
Increase by \$80M and specify \$160M for Innovate 680 and express bus/technology	380	160
Increase by \$60M with \$64M for I-80 San Pablo Dam Road	185	64
Increase by \$50M to \$200M	200	36.8
Increase by \$25M with \$20M for Richmond Ferry	350	20
No Nexus -Reduce to 0	0	0
No Nexus -Reduce to 0	0	0
no change	90	16.2

Corridor-Specific Capital Projects			
Central (SFOBB)			
Caltrain	350	0	No Nexus to Bridges
Muni	140	0	
Core Capacity Transit Improvements serving Bay Bridge Corridor	140	0	
AC Transit - Bus Rapid Improvements	50	6.3	Assumed 12.5% since most of AC Transit serves Alameda Co.
New Transbay BART Tube	50	6.5	Based on 12.9% average weekdays ridership entering or exiting in Contra Costa Station
<i>Add: I-80 Transit Improvements</i>			
South (San Mateo-Hayward, Dumbarton)			
Tri Valley Transit Access	100	0	Assumed it will go to BART extension to Livermore
Eastridge to BART	130	0	No Nexus to Bridges
San Jose Diridon Station	120	0	No Nexus to Bridges
Dumbarton Rail/Ace/Shinn Station	130	0	
101/92 Interchange	50	0	
North (Richmond - San Rafael, Benicia- Martinez, Carquinez, Antioch)			
680/4 and transit enhancements (add SR4 Ops Improvements)	150	150	100% in Contra Costa
Marin-Sonoma Narrows	125	0	No Nexus to Bridges
I-80/I-680/SR12	175	0	
WB I-80 Truck Scales	125	0	
Highway 37	150	0	
San Rafael Transit Center/SMART	30	0	
Marin 101/580 interchange	135	32.4	Assumed 24% based on % of toll payers residing in Contra Costa
North BayTransit Improvements	100	18.4	Assumed 18.4% (share of tolls)
<i>Add: East Contra Costa County Transit Intermodal Station</i>			
SR29	20	0	

No Nexus -Reduce to 0	0	0
no change	140	0
no change	140	0
no change	50	6.3
Added \$55 million	105	13.5
Add \$100 million for I-80 Transit Impro. in Contra Costa	100	100
no change	100	0
No Nexus -Reduce to 0	0	0
No Nexus -Reduce to 0	0	0
no change	130	0
no change	50	0
Increase by \$150M and include SR4 Operational Improvements	300	300
No Nexus -Reduce to 0	0	0
no change	175	0
Increase by \$30M to remove weigh station at Treat Blvd	155	30
no change	150	0
SMART has no Nexus but kept amount for Transit Center	30	0
Increase by \$65M with \$100M for toll plaza improvements and I-580/Richmond Parkway	200	100
no change	100	18.4
Add \$50 million for East Contra Costa County Intermodal Transit Station	50	50
	20	0

Guiding Principles:
 1. Nexus to Bridges
 2. Equity
 3. Access to the Bridges (approaches)
 4. Priority Projects

Total	4200	402	Excludes operations funding (\$60M/yr)
CC fair share		773	Assumed 18.4% (shares of tolls)
Difference		-371	

Total (excludes operations)	4200	1044
CC fair share		773
Difference		271

Updated July 21, 2017

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: April – June 2017

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: Construction.

Project Status:

- 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.
- Sanitary sewer line completed.
- Eight (8) DMU vehicles conditionally accepted and title transferred.
- Operations staffing and training underway.

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: The project will evaluate various operational improvements along SR4 between I-680 and Bailey Road, including the addition of mixed flow lanes, high occupancy vehicle (HOV) lanes and auxiliary lanes.

Current Project Phase: Preliminary Studies/Planning, Environmental Clearance

Project Status:

- PSR-PDS was approved in May 2017.
- An initial project phase will be identified and advanced as part of environmental clearance.

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

STATE ROUTE 4 (FORMER) “BYPASS” PROJECT

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

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

Lead Agency: CCTA

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

Current Phase: Project is in the construction phase.

Project Status:

- The notice-to-proceed (NTP) for the construction contract was issued on February 6, 2017.
- The PG&E transmission towers have been relocated and advance joint trench relocation work by AT&T, Comcast and PG&E is complete. However, the cost is higher than estimated due to weather delay and other complications. An amendment to the relocation agreement 410 with PG&E was approved by the Board April 19, 2017 to increase the budget.
- Construction work is progressing since the rainy season ended and is now 10% complete as of May 31, 2017.
- The US Army Corps of Engineers issued a General Permit extension which covers the project.
- Kinder Morgan pipeline inspection cost will likely increase due to the wet rainy season and additional night work.
- Project costs have been updated based on latest information.

Issues/Areas of Concern:

Complications associated with the Kinder Morgan relocation agreement have delayed finalizing the right of way agreements and certification. Kinder Morgan issues have been resolved but the progress of their relocation and hazmat remediation work has been impacted by the wet weather.

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

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at SR4. The overcrossing will include a multi-span bridge with columns in the SR4 median. Bridge approaches will be constructed on earthen embankments. The path width is assumed to be 12 feet wide. 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 65% design plans are complete.
- The current focus is to obtain approval of Caltrans Permit Engineering Evaluation Report (PEER).
- Project is on hold until additional funding is identified.

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 announced that the recommended new station location for a future eBART extension should be at a location adjacent to the point of contact. The impacts of this decision will need to be considered.

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*

2015	Location	Event
2017/2018	Antioch/Pittsburg	OPEN: East County Rail Extension (eBART)
April 11, 2017	Brentwood	Highway 4 and Balfour Road Interchange Project Groundbreaking

*"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 Brentwood	APN007-380-002 007-380-003	Request for Comments/Conditions	Cowell Ranch	140 unit subdivision	9/22/2017	
City of Brentwood	APN019-020-071	Request for Comments/Conditions	Lone Tree Way Commercial Contact: Planning@brentwoodca.gov	Commercial/retail center	9/8/2017	
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 strelo@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
City of Pittsburg	APNs: 089-010-010 089-020-009; -011; -014; -015	Notice of Public Hearing and Avail. of FEIR	Montreux Residential Subdivision Contact: Kristin Pollot, Project Planner (925) 252-6941 kpollot@ci.pittsburg.ca.us	Rezoning ("Hillside Planned Development" to Single Family Residential/6k sq. ft. lots), annexation and subdivision of 148.3 acres into 351 SFR lots	8/17/15 (meeting date)	No Comments
City of Pittsburg	APN096-100-034	Notice of Preparation	WesPac Pittsburg Infrastructure Project Contact: Kristin Pollot, Project Planner (925) 252-6941 kpollot@ci.pittsburg.ca.us	Modernization and reactivation of existing fuel storage and distribution systems	7/31/15	No Comments

ITEM 8
PBTF APPROPRIATION REQUEST

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: September 14, 2017
SUBJECT: East Bay Regional Park District Request for Appropriation of 2017 Measure J Funds for Big Break and Marsh Creek Regional Trail Rehabilitation

Recommendation

APPROVE East Bay Regional Park District (“EBRPD”) Pedestrian, Bicycle and Trail Facilities (“PBTF”) \$500,000 appropriation request for the Big Break and Marsh Creek Trail Rehabilitation Project, as recommended by the TRANSPLAN Technical Advisory Committee.

Background

This item was previously considered at the July 13, 2017 TRANSPLAN Committee meeting. The Committee directed staff to provide additional clarification and return at a later meeting. TRANSPLAN staff coordinated with EBRPD staff to revise the proposal, which is attached. Generally, revisions include an updated project description, funding table and project map. The amount of the funding request is unchanged.

The Contra Costa Transportation Authority (“CCTA”) recently approved funding allocations for the second cycle of Measure J PBTF funds. One of the components of the program includes a one-half percent share that goes to the East Bay Regional Park District (“EBRPD”) for the “development and rehabilitation of paved regional trails.¹” Additionally, Measure J requires that the half-percent EBRPD share be spent “equally in each subregion” and that the funds be apportioned formulaically (based on projected 2020 population).

Per the PBTF Guidelines, the EBRPD is required to develop a program of projects to develop and rehabilitate regional trails within each of the subregions. The EBRPD must present this program of projects to each RTPC for review and each RTPC must approve said program. For this cycle of PBTF, the subject project was presented to the TRANSPLAN TAC on June 20, 2017. The TAC unanimously agreed to forward a recommendation of approval for the request to the TRANSPLAN Committee. The attachment provides a complete description of the proposed project.

att: EBRPD Funding Appropriation Request (8/22/17)

¹ Measure J Pedestrian, Bicycle and Trail Facilities Program Guidelines (2016)

August 22, 2017

Brad Beck
Senior Transportation Planner
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

**SUBJECT: Request for Appropriation of 2017 Measure J Funds (Revised)
2017 Big Break and Marsh Creek Regional Trail Rehabilitation**

Dear Mr. Beck:

The East Bay Regional Park District (EBRPD) requests an appropriation of Measure J Program 13, Pedestrian, Bicycle or Trail Facilities funds in the amount of \$500,000 for the 2017 Big Break and Marsh Creek Regional Trail Rehabilitation project. The appropriated funds will be used to finance the construction phases of the project as outlined in the attached funding allocation request form.

The ultimate project will rehabilitate approximately 11-miles of paved regional trail in eastern Contra Costa County on the Big Break Regional Trail in Oakley from its beginning on Big Break Road to its intersection with the Marsh Creek Regional Trail and the Marsh Creek Regional Trail from its beginning at the Big Break Regional Trail in Oakley to the end of the trail at Concord Avenue in Brentwood as described in the attached scope of work. EBRPD is currently in the process of finalizing the project plans and construction documents. The total project cost is estimated at \$586,504 and will be funded with Measure J funds and EBRPD General Funds.

PROJECT DESCRIPTION

Big Break Regional Trail and Marsh Creek Regional Trail, Big Break Regional Trail to Concord Avenue - Rehabilitate approximately 582,400 square feet of paved regional trails in eastern Contra Costa County along the Big Break Regional Trail in Oakley from its beginning on Big Break Road to its intersection with the Marsh Creek Regional Trail and the Marsh Creek Regional Trail from its beginning at the Big Break Regional Trail in Oakley to the end of the trail at Concord Avenue in Brentwood. The project includes the application of approximately 60,000 linear feet of hot crack fill, the removal and replacement of approximately 21,360 square feet of asphalt and the installation of 10,200 square feet of aggregate base shoulder backing. Approximately 582,400 square feet of the trail will be treated with a Type II slurry seal.

MAPS



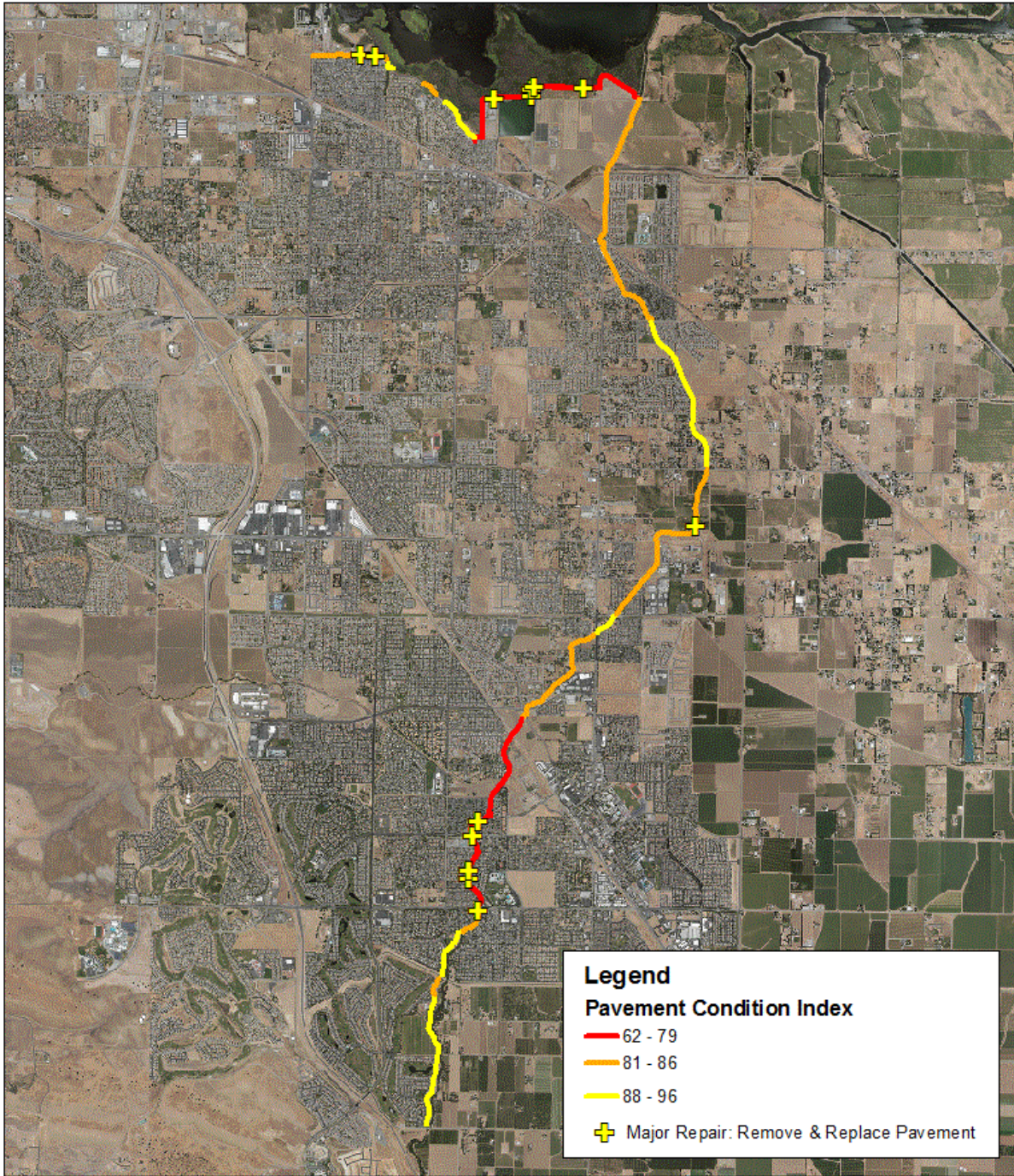
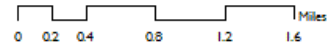
MARSH CREEK TRAIL & BIG BREAK SHORELINE TRAIL: PBTf Pavement Maintenance Proposal

Trails Development Program
August 21, 2017

C:\GIS\Trails_Dev\Maps\Measure J Measure J Proposals .mxd



1:55,000



BUDGET

#	Trail	Square Feet	Estimate
1	Apply Hot Crack Fill	60,000	\$54,000
2	Remove and Replace AC	21,360	\$213,600
3	Type II Slurry	582,400	\$267,904
4	Shoulder Backing	10,200	\$51,000
	Total		\$586,504

OPERATION AND MAINTENANCE

The project is operated by the East Bay Regional Park District. The sections of trail are operated and maintained by the park rangers and maintenance and skilled trades crews centered out of the Pacheco Corporation Yard in Martinez. All of these crews are funded as part of the District’s annual budget. This rehabilitation project will extend the life of the trail and aid in its maintenance.

FUNDING

<i>Source</i>	<i>Amount</i>
Total project cost †	\$586,504
Requested CC-TLC funds	\$500,000
EBRPD General Fund	\$86,504
Other committed funding 2 ‡	\$000
Unfunded balance	\$000

PROPOSED SCHEDULE

<i>Phase</i>	<i>From</i>	<i>To</i>
Preliminary Design & Planning		Complete
Design		Complete
Environmental Clearance		Complete
Right-of-Way		Complete
Construction	January 2018	December 2018

If you need any further information, please contact acting Grants Manager Tiffany Margulici at tmargulici@ebparks.org or 510-544-2204.

Sincerely,



Tiffany Margulici
Grants Manager

Request for Appropriation of Measure J Funds East County Trails 2017 Rehabilitation Project

Sean Dougan, Trails Program Manger

TRANSPLAN Board Meeting, September 14, 2017



Measure J Program 13: Pedestrian, Bicycle or Trail Facilities

- ▶ \$30 million for Program 13
- ▶ “One third of the funds are to be allocated to the East Bay Regional Park District (EBRPD) for the development and rehabilitation of paved regional trails. EBRPD is to spend its allocation equally in each subregion, subject to the review and approval of the applicable subregional committee, prior to funding allocation by the Authority.”

EBRPD Regional Trails Plan in Contra Costa County



Regional Trails Under Management EBRPD in Contra Costa County

Approximately 87.5 miles of paved trails

Contra Costa County Regional Trails

- Iron Horse Trail – 25 miles total paved
- Contra Costa Canal Trail – 13.55 miles total paved
- Lafayette Moraga Trail – 7.65 miles total paved
- California State Riding and Hiking Trail – 8.8 miles paved out of 20 miles total
- Briones to Mt. Diablo Trail – 3.8 miles paved out of 11.76 miles total
- Briones to Las Trampas Trail – .75 mile paved out of 1.51 miles total
- Las Trampas to Mt. Diablo Trail – 1 paved out of 4.5 miles

East Contra Costa County Regional Trails

- Delta de Anza Trail – 18 paved miles out of 18.5
- Marsh Creek Trail – 9 miles paved total
- Big Break Regional Shoreline Trail - 2.5 miles paved



EBRPD Regional Trails Funding in Contra Costa County

Annual Operations Budget for Contra Costa Trails: \$1 million
(Does not include policing)

EBRPD Acquisition and Development Trail Projects Since 2004: \$31.9 Million

Measure J Funding to Date:

- TRANSPAC: \$1,477,217
- TRANSPLAN: \$430,150
- WCCTAC: \$1,480,000
- SWAT: \$494,000

TOTAL \$3,881,367



**George Miller Regional Trail
\$5.5 Million**

“Pay now, or pay more later”

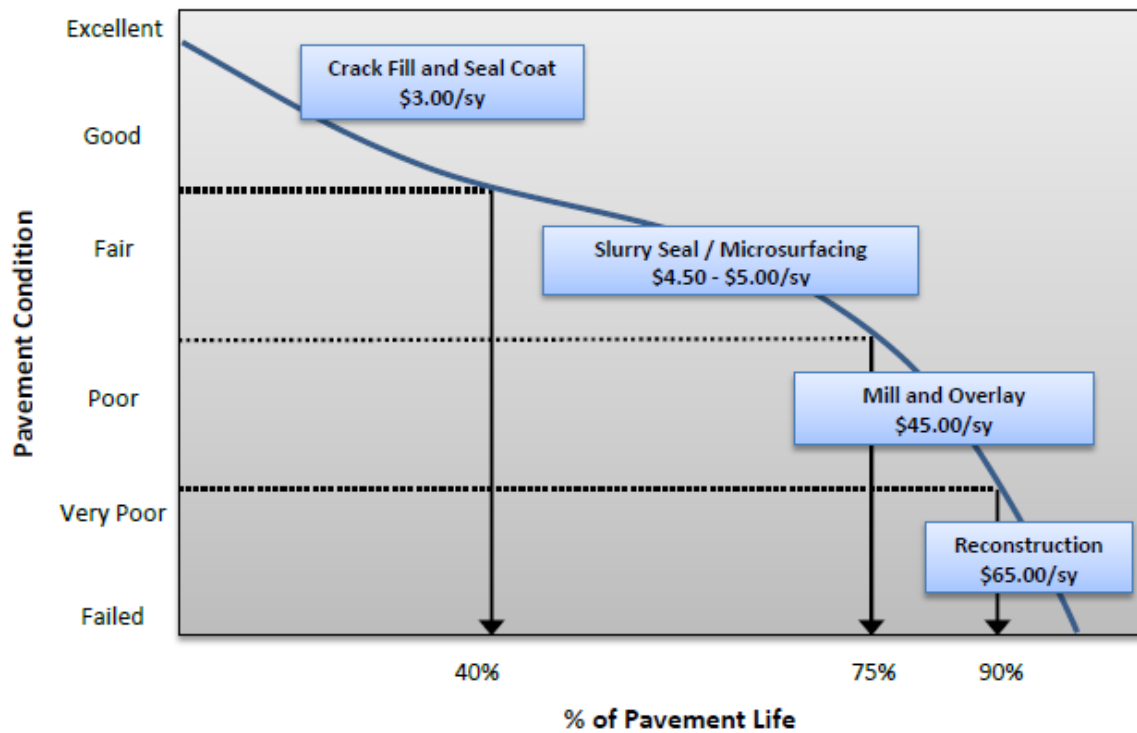


Figure 6: Costs of Maintaining Pavements over Time

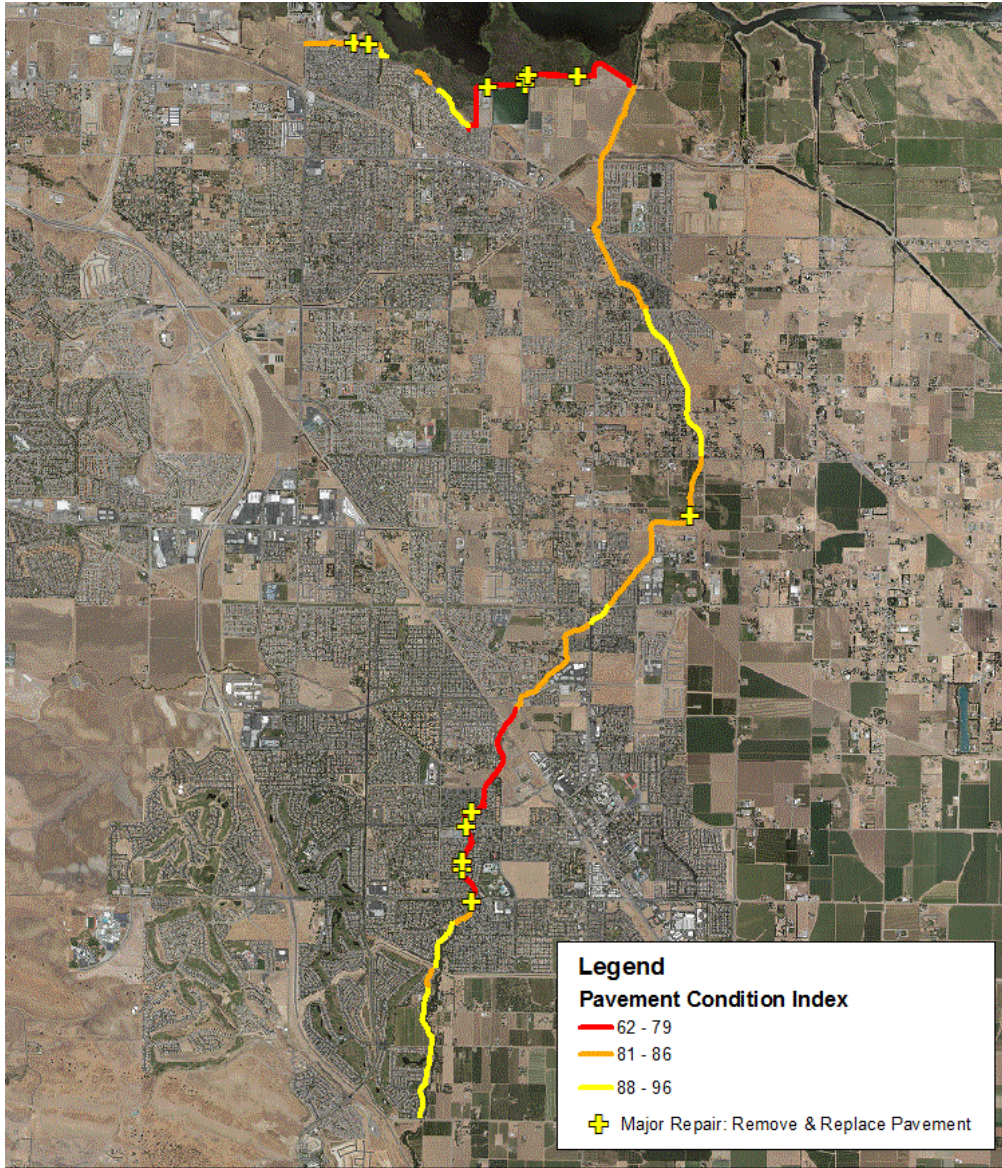
- StreetSaver Pavement Management Program
- Pavement Condition Index (PCI)
- *Significant delays in repairs can cost over 20 times more.*

2017 Appropriation Request

- ▶ \$500,000 for Contra Costa County Trails in TRANSPLAN
- ▶ Rehabilitate 11 miles (582,400 sq. feet) of paved regional trails
- ▶ EBRPD staff time for contract administration is in-kind, estimated at \$86,504

BUDGET

#	Trail	Square Feet	Estimate
1	Apply Hot Crack Fill	60,000	\$54,000
2	Remove and Replace AC	21,360	\$213,600
3	Type II Slurry	582,400	\$267,904
4	Shoulder Backing	10,200	\$51,000
	Total		\$586,504



Project Details

- ▶ **Big Break Regional Trail and Marsh Creek Regional Trail**
 - ▶ Big Break Regional Trail in Oakley from its beginning on Big Break Road to its intersection with the Marsh Creek Regional Trail
 - ▶ Marsh Creek Regional Trail from its beginning at the Big Break Regional Trail in Oakley to Concord Avenue in Brentwood
- ▶ Project is planned for 2018 and phasing of the work is still in the planning stages.

Planning Process

- ▶ Use Best Management Practices, noise (hours of work, respond to noise complaints), dust, etc.
- ▶ Paving Program Administrator will assess potential stakeholders and impacted parties and develop an outreach and notification plan.

Request for Appropriation of Measure J Funds East County Trails 2017 Rehabilitation Project

Sean Dougan, Trails Program Manger

TRANSPLAN Board Meeting, September 14, 2017

