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City Council

Robert Taylor
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City Council

Kevin Romick
Oakley
City Council

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Pittsburg
City Council

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Contra Costa
Planning Commission

Kerry Motts
Antioch
Planning Commission

Jamie Tobin
Brentwood
Planning Commission

Doug Hardcastle
Oakley Planning
Commission

James Coniglio
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TRANSPLAN Committee Meeting

Thursday, September 13, 2018 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

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

AGENDA

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

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

Consent Items (see attachments where noted [♦])

- 3. ADOPT** Minutes from 8/9/18 TRANSPLAN Meetings ♦ **Page 2**
- 4. ACCEPT** Correspondence ♦ **Page 8**
- 5. ACCEPT** Status Report on Major Projects ♦ **Page 9**
- 6. ACCEPT** Calendar of Events ♦ **Page 18**
- 7. ACCEPT** Environmental Register ♦ **Page 20**

End of Consent Items

Open the Public Meeting

- 8. STANDING ITEM:** *Concord Community Reuse Project (former Concord Naval Weapons Station) Update. (Information)*
- 9. APPROVE** *East Bay Regional Park District (“EBRPD”) scope and schedule change for the Big Break and Marsh Creek Regional Trail Rehabilitation Project, as recommended by the TRANSPLAN Technical Advisory Committee. (Funded by Measure J Pedestrian, Bicycle and Trail Facilities (“PBTF”) program). (Action) ♦ Page 22*
- 10. ADJOURN** to next meeting on Thursday, October 11, 2018 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
8/9/18 MEETING MINIUTES

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

MINUTES

August 9, 2018

The regular meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Diane Burgis at 6:30 P.M.

ROLL CALL / CALL TO ORDER

PRESENT: Juan Banales (Pittsburg), Kerry Motts (Antioch), Kevin Romick (Oakley), Duane Steele (Contra Costa Planning Commission), Robert (Bob) Taylor (Brentwood), Jamie Tobin (Brentwood), and Diane Burgis (Chair, Contra Costa County)

ABSENT: Salvatore (Sal) Evola (Pittsburg), Doug Hardcastle (Oakley) and Sean Wright (Antioch)

STAFF: Jamar Stamps, Senior Transportation Planner, TRANSPLAN Staff

PUBLIC COMMENTS

There were no comments from the public.

CONSENT ITEMS

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

3. Adopted Minutes from the June 14, 2018 TRANSPLAN Meeting
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register

The motion carried by the following vote:

Ayes: Banales, Motts, Romick, Taylor, and Burgis
Noes: None
Abstain: Steel and Tobin
Absent: Evola, Hardcastle, and Wright

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

Jamar Stamps, TRANSPLAN Staff, presented the standing item for the Concord Community Reuse Project, formerly known as the Concord Naval Weapons Station (CNWS), led by the City of Concord.

Guy Bjerke, Director of Community Reuse Planning was present along with Joan Ryan Principal Planner and Community Reuse Planner, and Abhishek Parikh, Transportation Manager to present the project for the City of Concord. Kathryn Tellez of Fehr & Peers, working with the master developer, was also present to provide information. Kittelson & Associates had been secured by the City to peer review and double check the environmental analysis.

Mr. Bjerke described the history of the CNWS' 30.5 square miles of land which incorporated a tidal area used by the US Navy since 1942, and which was once the primary Pacific Coast ammunition port. The Inland Area had been established to store munitions after the 1944 Port Chicago disaster, had been vacated by the Navy in 1999, and had gone through the decommission process. Because the entire portion was within the Concord city limits, Concord had been designated as the Reuse Authority.

Mr. Bjerke presented highlights of the project timeline after the closure of the base in 2005, and reported that there had been multiple public workshops and stakeholder meetings since 2008, which had ultimately led to the designation of a preferred alternative. Since then, the Final Reuse Plan Environmental Impact Report (EIR) had been certified; the Area Plan had been adopted; disposition planning, negotiation and oversight of remediation activities had occurred as had planning for the transfer of property, and currently the Specific Plan and environmental documents were being drafted.

Mr. Bjerke identified three conveyances involved, two of which were public benefit conveyances to create a first responder training center, and an East Bay Regional Park District (EBRPD) area. The third conveyance was an economic development conveyance where the city would have to advise the Navy how it would create jobs on the site. He identified the significant documents guiding the planning for the base including the three volumes of the 2012 Reuse Project Area Plan, and reported that there would have to be amendments to the Concord 2030 Urban Area General Plan.

Mr. Bjerke explained that the Area Plan had a vision of transit oriented development (TOD) with proposed transit and bike networks to create as many jobs as possible around the BART station to maximize the reverse commute and to intercept some of the traffic from East County with a shorter commute by allowing people to stop in Concord to work.

The Area Plan identified lower densities and villages moving down to Bailey Road, and the Area Plan would include a sports complex, frontage road improvements, and other amenities to ultimately accommodate 12,270 housing units (25 percent affordable), 6.1 million square feet of commercial space, employment opportunities with 26,530 jobs, and a population of 28,800. A 10,000 student university had also been proposed. Of the 5,000 acres in the portion between the regional park and city parks about 3,500 of those acres would be in greenways or open space.

Mr. Bjerke reiterated the community workshops that had been held, the new Community Advisory Committee that met monthly, and the joint Planning Commission/City Council study sessions. He also identified the first transfers of property likely to occur over the next 12 months; the property for EBRPD in the next three or four months; 1,200 acres to the city in March or June 2019, and an area to the County on the other side of the freeway. He pointed out the former Coast Guard site, which the city was now negotiating to purchase, and reported that another master developer would likely be chosen to develop that acreage. He referred to the map of Phase 1 and pointed out where the first development would occur around the BART station with some around Willow Pass Road. Willow Pass Road would be improved and the bridge would be removed, leaving the roadway largely at grade.

Kathryn Tellez, Fehr & Peers, reported that the firm had been brought on board to help the master developer create and define the transportation system. It had approached that task with key transportation themes, which she described as creating Complete Streets, connecting the community, managing parking needs, reducing traffic impacts, and anticipating future travel trends. The approach taken to address those themes included the forecast of future daily and peak hour vehicle traffic flows within the project as well as the incremental increase to off-site intersections and potential off-site impacts associated with the project. In addition, the mitigations necessary for the project would have to be determined, there would have to be coordination with the CCTA and neighboring jurisdictions, and a coordinated mitigation program would have to be established.

Ms. Tellez identified the methodology to be used starting with the CCTA Regional Traffic Model, with refinements, to forecast what traffic would look like in 2040 with and without the project. She described the roadway network that had been proposed with a four-lane traffic spine with priority to transit, and advised that Delta Road and Willow Pass Road would also be four lanes. All other roadways in the project would be two lanes. She explained that the golf course would have to be reconfigured, identified a few vehicle connections to the existing neighborhood, and pointed out some bicycle/pedestrian connections. She also described the bicycle network from Class 4 bikeways akin to the bikeways in the street but with a buffer, with the intent for fewer curb cuts to eliminate or reduce some of the conflicts, and considering some protected intersections to allow walking and biking in the community. Class I bike lanes would also be provided and there would be an undercrossing beneath Willow Pass Road, an option for those who did not feel confident enough to ride their bicycles on the street.

In response to comments from the TRANSPLAN Committee, Mr. Bjerke explained that Kittelson & Associates would use the Specific Plan numbers to analyze off-site traffic and Concord had committed in the Area Plan to look at the off-site impacts and include them as future mitigations in the Specific Plan. As the Specific Plan and off-site impacts had been analyzed, Concord staff would return to TRANSPAC and TRANSPLAN to identify the concerns. While the project would impact Highway 4, the question was what the project could contribute to mitigate those impacts. The analysis would ensure that there was a mechanism in place to ensure the project made its fair share contribution.

Mr. Bjerke clarified that the buildout would be over 30 years; Phase 1 would take two years to install infrastructure and would not go vertical until 2022 or 2023, and 10 years after that the first phase of 4,400 housing units were expected. The traffic analysis, especially for off-site would have to look at the total impact over 30 years along with the impacts of each phase. The City of Concord would make sure that house one would pay the same as the last house to make sure that there was a fair share to address mitigations for not just traffic but for other impacts as well.

Mr. Bjerke further responded to questions by explaining that the campus area, yet to be defined, would be one of the first to be released in the initial 1,200 acres to the City. He added that the EIR would cover the traffic associated with the campus area. The improvements in the project would be funded out of the revenue from the project. While Concord was looking at the concept of a fee mechanism, the concept of a regional fee such as the East Contra Costa Regional Fee and Financing Authority fee would not be considered. He agreed that a fee just for the project itself was in order.

TRANSPLAN Members expressed concern for the initial impact to State Route 4 and emphasized the need for the project to contribute to all the phases of the I-680/SR4 Interchange project to address the concerns sooner rather than later, and to avoid the creation of more congestion and backups on SR4.

Concord Councilmember Carlyn Obringer reported that a Blue Ribbon Committee was being organized and would be working from September to June, with others, to bring together a diverse group of people to begin the work and figure out what was appropriate for Concord, Contra Costa and Solano Counties, and the Bay Region, to consider something that could tie in with the GoMentum Station.

Mr. Bjerke explained that they had been working with TRANSPAC and jurisdictions around Concord; the Draft Specific Plan would come out in February or March 2019; and the EIR would come out in the summer of 2019. The Community Advisory Committee would evaluate the reports, Concord staff would meet with other staff related to transportation impacts and go into the formal planning review of the documents and bring the Specific Plan, the EIR with mitigations, and the Development Agreement with the master developer to the Concord City Council in September or October 2019 for its review and ultimate approval.

The next step would be this fall with a project description and notification of an EIR for a 30-day comment period to make comments or raise concerns, make sure that all cities had the opportunity for review and comment, and work with TRANSPLAN and TRANSPAC to deal with the more proximate off-site intersections around the base along with addressing concerns with respect to Highway 4.

Jamie Tobin requested that something be done to memorialize the history of the base, and Mr. Bjerke explained that ultimately the roads would have some military reference or the names of the families displaced when the base had initially been established.

Kevin Romick liked the plan, liked the jobs creation aspect, wanted more BART parking, stated it was an exciting proposition, and expressed his hope there would be a mixture of jobs to accommodate the diverse population.

Ms. Obringer referred to a company that conducted software development around medical devices, whose CEO had a vision to grow into a medical training facility in the Reuse Plan in the future. She noted there had been quite a few inquiries from reporters who were interested in the property and the opportunities that could provide living wage jobs in perpetuity.

Juan Banales shared the concern of the other members in terms of the impact to Highway 4 and appreciated the commitment from Concord to address the impacts from the project within and outside of the project. He looked forward to updates in the future and asked Mr. Bjerke to reach out to Pittsburg staff who were very interested in the project.

Mr. Bjerke agreed with the need to discuss Highway 4 as well as safety improvements relative to Bailey Road and how to improve safety without turning it into a route of regional significance. Since the improvements to Highway 4 would need several revenue sources, he stated Concord would have to work with the legislative leaders to make sure that they got their fair share. He pledged to return when more information was available and would go through the TAC first.

ADJOURNMENT

Chair Burgis adjourned the meeting of the TRANSPLAN Committee at 7:23 P.M. to Thursday, September 13, 2018 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

**ITEM 4
CORRESPONDENCE**

ITEM 5
STATUS REPORT ON MAJOR PROJECTS

TRANSPLAN: Major East County Transportation Projects

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

Quarterly Status Report: January – March 2018

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

STATE ROUTE 4 WIDENING

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

Lead Agency: CCTA

Project Description: The project widened the existing highway from two to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately ¾ mile west of Loveridge Road and provided a median for future transit.

Current Project Phase: Completed.

Project Status: Landscaping of the freeway mainline started in December 2009 and was completed in June 2010. A three-year plant establishment and maintenance period is currently in progress as required by the Cooperative Agreement with Caltrans, was complete on June 24, 2013. Caltrans has accepted the project and will take over the maintenance responsibilities. The CCTA Board accepted the completed construction contract, approved the final contractor progress payment, approved the release of the retention funds to the contractor, and authorized staff to close construction Contract No. 241 at its September 18, 2013 meeting.

Issues/Areas of Concern: None.

B. SR4 Widening: Loveridge Road to Somersville Road **COMPLETED**

Lead Agency: CCTA

Project Description: The project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) between Loveridge Road and Somersville Road. The project provides a median for future mass transit. The environmental document also addresses future widening to SR 160.

Current Project Phase: Completed.

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

Issues/Areas of Concern: None.

C. SR4 Widening: Somersville Road to SR 160

Lead Agency: CCTA

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

Current Project Phase: Construction.

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

Segment 1: Somersville Interchange

Segment was open to traffic in December 2013.

Segment 2: Contra Loma Interchange & G St. Overcrossing

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

Segment 3A: A Street Interchange and Cavallo Undercrossing

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

Segment 3B: Hillcrest Avenue to SR160

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

Corridor-wide:

Ribbon cutting ceremony held on July 20, 2016.

Issues/Areas of Concern:

- No issues

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

Project Fund Source: Bridge Toll Funds

Lead Agency: CCTA

Project Description: Complete the two missing movements between SR4 Bypass and State Route 160, specifically the westbound SR4 Bypass to northbound SR160 ramp and the southbound SR160 to eastbound SR4 Bypass ramp.

Current Phase: Completed.

Project Status:

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

Issues/Areas of Concern: None.

E. East County Rail Extension (eBART)

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

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

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

Current Project Phase: *Post Construction.*

Project Status:

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: City of Concord

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

Eastbound:

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

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

At Willow Pass Rd I/C

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

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

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

At San Marco I/C

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

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

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

From SR 242 off ramp to Port Chicago Highway off ramp

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

Westbound:

At SR242/SR4 I/C

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

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

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

At Willow Pass Rd I/C

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

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

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

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

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

Current Project Phase: Preliminary Studies/Planning, Environmental Clearance

Project Status:

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

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

STATE ROUTE 4 (FORMER) “BYPASS” PROJECT

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

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

Current Phase: Completed.

Project Status: Construction completed 2015.

Issues/Areas of Concern: None.

H. SR-4: Balfour Road Interchange – Phase 1 (5005)

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

Lead Agency: CCTA

Project Description: The Phase 1 project will include a new SR4 bridge crossing over Balfour Road, providing one southbound and one northbound lane for SR4; northbound and southbound SR4

loop on-ramps, servicing both westbound and eastbound Balfour Road traffic; and northbound and southbound SR4 diagonal off-ramps.

Current Phase: Construction.

Project Status:

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

Issues/Areas of Concern:

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

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

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

Current Phase: Design.

Project Status:

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

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

Issues/Areas of Concern:

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

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

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

September 2017 Update – No Changes from Last Month

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

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

eBART Next Segment Study

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

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

Staff will provide updates as needed.

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**ITEM 6
CALENDAR OF EVENTS**

Calendar of Upcoming Events*

Date	Location	Event
May 25, 2018	Antioch/Pittsburg	OPEN: East County Rail Extension (eBART)
June 8, 2018 - 9:00 AM to 12:00 PM	Byron Airport	Envision East County Summit

*"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	No Comments
City of Brentwood	APN019-020-071	Request for Comments/Conditions	Lone Tree Way Commercial Contact: Planning@brentwoodca.gov	Commercial/retail center	9/8/2017	No Comments
City of Brentwood	APN007-100-130 007-100-131 019-120-038	General Plan Amendment/Rezone	SHADOW LAKES/ DEER RIDGE REINVESTMENT PROJECT Contact: Planning@brentwoodca.gov	proposes two (2) new senior living villages, combining the Deer Ridge and Shadow Lakes Golf Club into one combined 18-hole course, as well as a proposed golf cart bridge over Balfour Road	N/A	No Comments
City of Pittsburg	APN097-180-006 097-200-002 097-230-006 097-240-002 097-190-002	Notice of Public Scoping Meeting	Faria/Southwest Hills Annexation Contact: Hector Rojas (925) 252-4043 hrojas@ci.pittsburg.ca.us	Public scoping meeting for project Environmental Impact Report	4/7/17	No Comments
City of Pittsburg	APN086-160-009, -011, -012 and 086-151-001	Request for Comments/Conditions	Liberty Residential Subdivision Contact: Hector Rojas (925) 252-4043 hrojas@ci.pittsburg.ca.us	57-unit single family residential development on 4.98-acre site. General Plan amendment, rezoning, subdivision and design review.	3/9/17	No Comments
City of Oakley	APN033-240-015	Notice of Public Hearing	Bopari Minor Subdivision Contact: Ken Streelo, Senior Planner 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 9
MEASURE J PBTF – EAST BAY REGIONAL PARK DISTRICT

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 13, 2018

SUBJECT: East Bay Regional Park District Request for Scope and Schedule Change of the Big Break and Marsh Creek Regional Trail Rehabilitation Project

Recommendation

APPROVE East Bay Regional Park District (“EBRPD” or “Park District”) scope and schedule change for the Big Break and Marsh Creek Regional Trail Rehabilitation Project, as recommended by the TRANSPLAN Technical Advisory Committee. (Funded by Measure J Pedestrian, Bicycle and Trail Facilities (“PBTF”) program).

Background

September 14, 2017 the TRANSPLAN Committee authorized a PBTF funding appropriation request of \$500,000 to the Park District for improvements to the Big Break Regional Trail and Marsh Creek Regional Trail. The original project scope included rehabilitation of 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. Improvements then extended down the Marsh Creek Regional Trail from its beginning at the Big Break Regional Trail in Oakley, south to the end of the trail at Concord Avenue in Brentwood (see attachment page 3).

The EBRPD received very low bids for the original project and completed it for a total cost of approximately \$250,000 (half of the original appropriation request). Therefore, the District is requesting a change in scope and schedule to expand the project boundaries to include approximately 3.9 miles of the Delta De Anza Regional Trail (James Donlon Boulevard/Rio Grand Drive to Hillcrest Avenue/Wild Horse Road in Antioch). The project also includes the repair of the Markley Creek Trail crossing, approximately 1,000-feet east of Somersville Road in Antioch.

TRANSPLAN TAC Review

TRANSPLAN staff communicated the scope change request to the TRANSPLAN TAC on August 17, 2018. After initial inquiry about the expanded scope and minor, non-substantive changes to the draft EBRPD report, by August 24, 2018 the TAC reached a consensus based on the information provided to forward a recommendation of approval for the request to the TRANSPLAN Committee. The attached draft EBRPD report provides the complete project description.

Measure J Pedestrian, Bicycle and Trail Facilities Program

Funding comes from the Measure J PBTF program, administered by the Contra Costa Transportation Authority (“CCTA”), who in 2016 approved funding allocations for a second cycle. One of the components of the program includes a one-half percent share that goes to the 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 Regional Transportation Planning Committee (“RTPC”) for review and each RTPC must approve said program.

att: (DRAFT) EBRPD Funding Appropriation Request (9/13/18)

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



2950 PERALTA OAKS COURT P.O. BOX 5381 OAKLAND CALIFORNIA 94605-0381 T: 1-888-EBPARKS F: 510-569-4319 TRS RELAY: 711 WWW.EBPARKS.ORG

September XX, 2018

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

SUBJECT: Request for Scope and Schedule Change of the Big Break and Marsh Creek Regional Trail Rehabilitation Project (Revised to include Delta De Anza Regional Trail)

Dear Mr. Beck:

On March 21, 2018, the Contra Costa County Transportation Authority approved the East Bay Regional Park District’s (EBRPD) requests for 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 (Resolution 18-10-G).

The approved project was for the rehabilitation of approximately 11-miles of paved regional trail in eastern Contra Costa County described in the attached scope of work for:

- 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.

EBRPD received very low bids for the project and has completed the above work for a total cost of approximately \$250,000, see pictures below.



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TRANSPLAN Packet, Page: 25

Ward 6

Ward 7

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General Manager

EBRPD requests authorization to use the remaining \$250,000 for the repair and rehabilitation of approximately 3.9-miles of paved regional trail in eastern Contra Costa County on the Delta De Anza Trail from James Donlon Blvd to Hillcrest Ave in Antioch and repair of the Markley Creek Crossing in Antioch. The funds will be used to finance the construction phases of the project as described below.

EBRPD has presented this expanded scope to TRANSPLAN. TRANSPLAN approved the scope and schedule change at the **XXXXXX ,2018** Board Meeting.

PROJECT DESCRIPTION

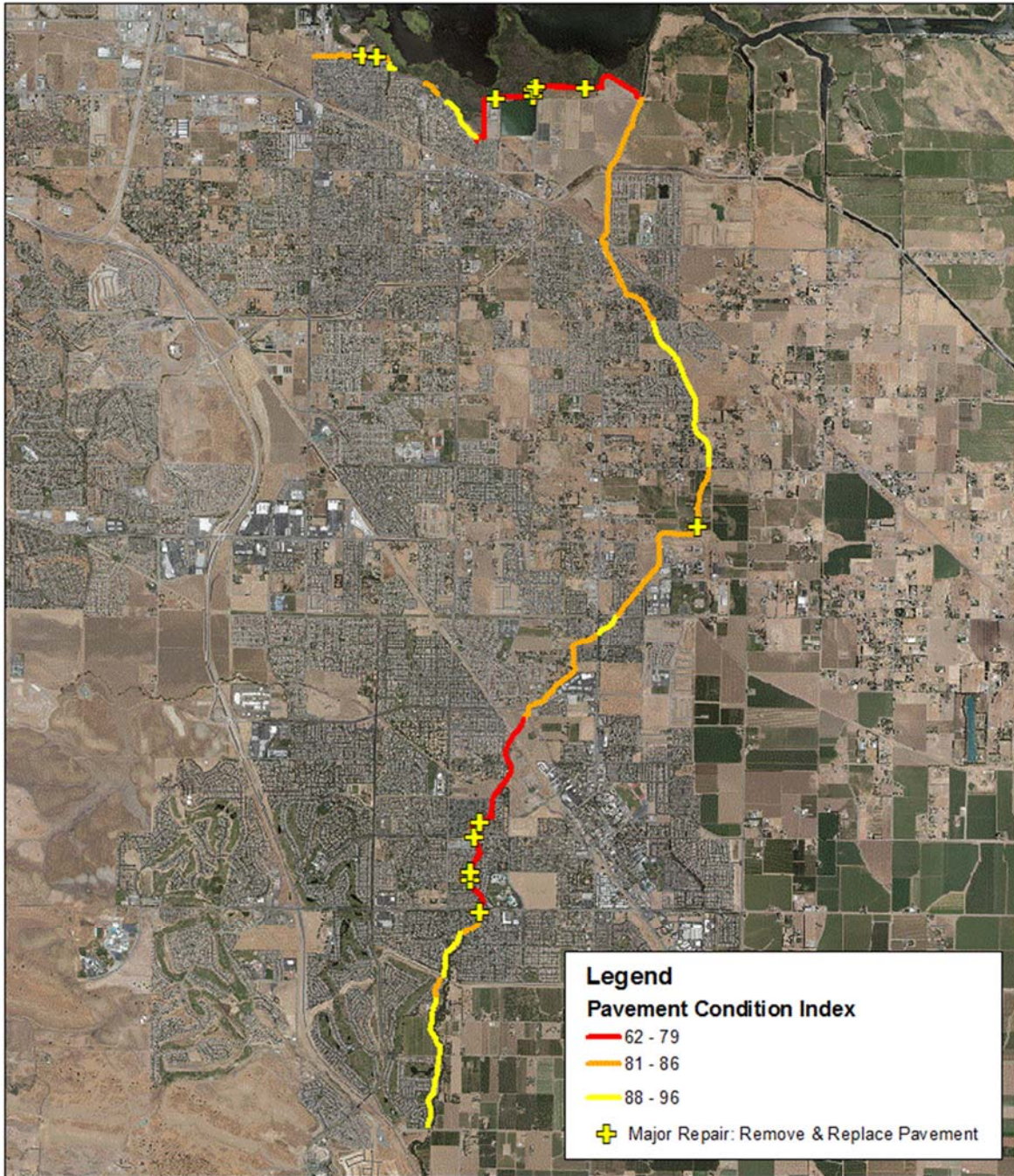
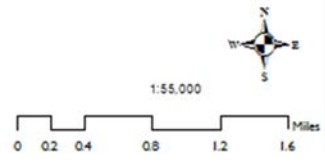
(Current Scope/Completed Work) Big Break Regional Trail and Marsh Creek Regional Trail, Big Break Regional Trail to Concord Avenue - Rehabilitate approximately 582,400 square feet of paved regional trails in eastern Contra Costa County along the Big Break Regional Trail in Oakley from its beginning on 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.

(Expanded Scope/2019) Delta De Anza Regional Trail, James Donlon Blvd to Hillcrest Ave in Antioch - Rehabilitate approximately 247,104 square feet of paved regional trails in eastern Contra Costa County along the Delta De Anza Regional Trail from James Donlon Blvd to Hillcrest Ave in Antioch. The project includes the repair of Markley Creek Trail crossing, approximately 1,000-feet east of Somersville Road in Antioch. The crossing will be repaired with approximately 150-tons of rip rap and 100-feet of concrete trail. The remainder of the trail will receive the application of approximately 75,000 linear feet of hot crack fill, the removal and replacement of approximately 10,500 square feet of asphalt and the installation of 10,200 square feet of aggregate base shoulder backing. Approximately 247,104 square feet of the trail will be treated with a Type II slurry seal and a seal coat.

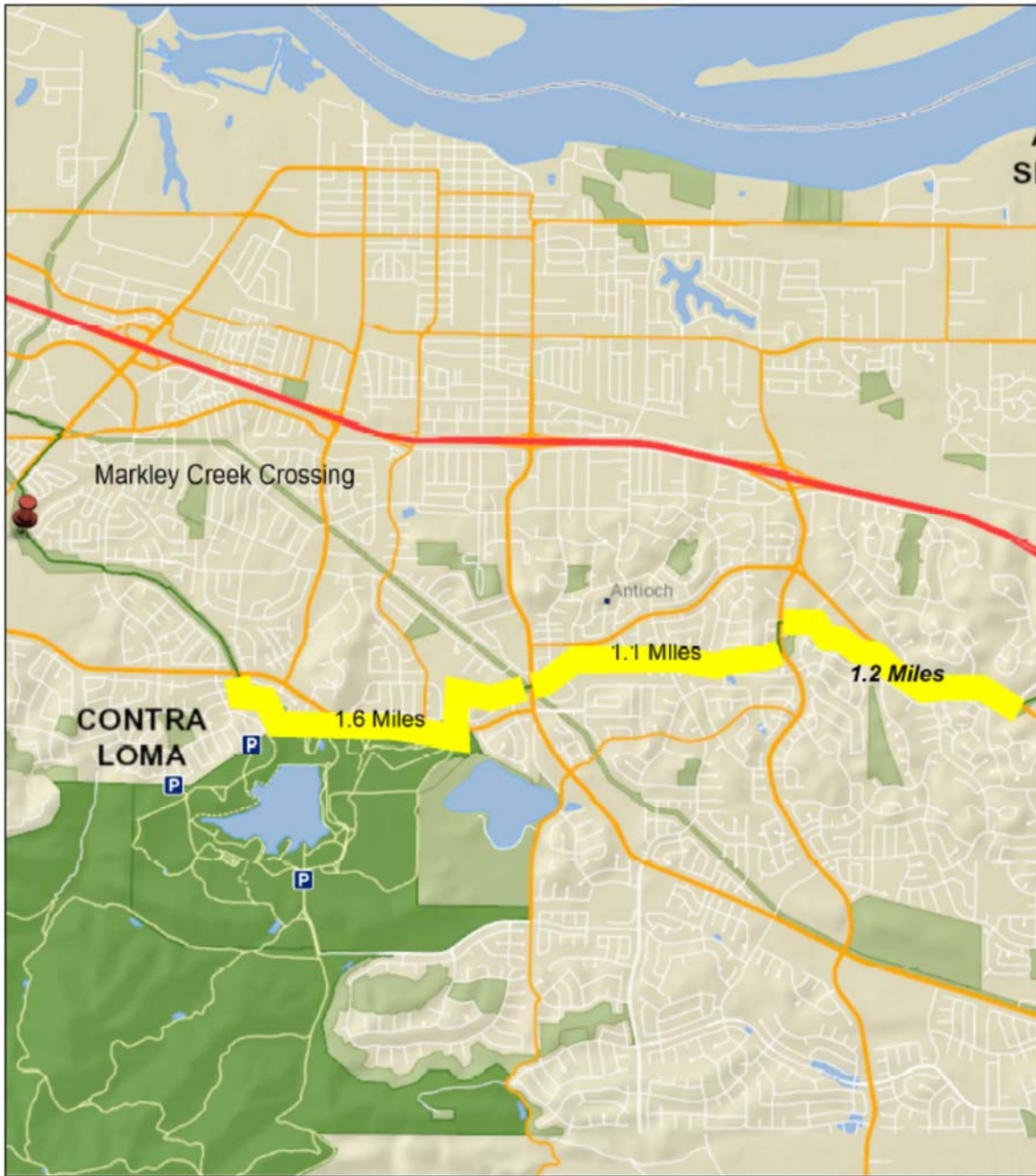


MARSH CREEK TRAIL & BIG BREAK SHORELINE TRAIL: PBTf Pavement Maintenance Proposal

Trails Development Program
August 21, 2017
O:\GIS\Trails_Dev\Maps\Measure J Measure J Proposals.mxd




Delta De Anza Trail

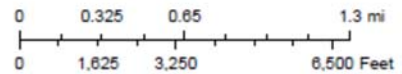


Printed: August 24, 2018

1:38,400

Park Entrances

-  Public Entrance
-  Service Entrance



East Bay Regional Park District.
Site managed by GIS Services.



BUDGET

#	Description	Square Feet	Estimate
1	Marsh Creek & Big Break (Complete)	582,400	\$250,000
2	Markley Creek Crossing	1,000	\$115,000
3	Remove and Replace AC	10,500	\$213,600
4	Type II Slurry & Seal Coat	247,104	\$120,400
5	Shoulder Backing	10,200	\$51,000
	Total		\$500,000

OPERATION AND MAINTENANCE

The project is operated the East Bay Regional Park District. This section of trail is 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	\$500,000
Requested PBTF funds	\$500,000
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	July 2018	December 2019

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