

# TRANSPLAN Technical Advisory Committee

30 Muir Road, Martinez, CA 94553

Participating entities: Cities of Antioch, Brentwood, Oakley and Pittsburg • Contra Costa County  
Tri Delta Transit • 511 Contra Costa • Contra Costa Transportation Authority (CCTA) • Caltrans District 4 • BART  
TRANSPLAN • State Route 4 Bypass Authority • East Contra Costa Regional Fee & Financing Authority (ECCRFFA)

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## Meeting Location:

**Antioch City Hall, Third Floor Conference Room**

**Tuesday, September 18, 2018, 1:30 to 3:30 p.m.**

## AGENDA

*NOTE: The Technical Advisory Committee (“TAC”) agenda/packet is only distributed digitally, **no paper copies will be sent.** If you need a printed copy please contact TRANSPLAN staff.*

### **Action/Discussion Items (see attachments where noted [♦])**

**Item 1: STANDING ITEM: Concord Community Reuse Project (former Concord Naval Weapons Station) Update.**

**Item 2: East County Strategic Infrastructure Investment Study.** *Contra Costa Transportation Authority (“CCTA”) staff will present for discussion a proposed scope of work for the subject Study. CCTA is requesting a Measure J Strategic Plan amendment to program \$1 million from the available \$3.8 million in the “Measure J - East County Sub-regional Needs” category to complete this work. ♦ Page 2*

**Item 3: Pittsburg/Bay Point BART Station Elevator Renovation:** *BART staff will provide an update on the subject project, funded through the Lifeline Transportation Program - Cycle 5.*

**Item 4: Antioch BART Station Parking Lot Extension:** *BART is requesting authorization for 1) \$3 million in East Contra Costa Regional Fee and Financing Authority (“ECCRFFA”) funds, and 2) Measure J Strategic Plan amendment to program \$1.9 million from the available \$2.1 million of “BART Parking, Access, and Other Improvements” funds for proposed project. ♦ Page 4*

**Item 5: Additional Safe Routes to School Funding:** *As part of the extension of the first cycle of the One Bay Area Grant (“OBAG”) for an additional year, MTC allocated an additional \$822,000 to Contra Costa in funding for Safe Routes to School (“SRTS”) projects and programs. ♦ Page 14*

**Item 6: Other Business**

**Item 7: Adjourn to Tuesday, October 16, 2018 at 1:30 p.m.**

*The TAC meets on the third Tuesday of each month, 1:30 p.m., third floor conference room at Antioch City Hall. The TAC serves the TRANSPLAN Committee, the East Contra Costa Regional Fee & Financing Authority, and the State Route 4 Bypass Authority.*

*Persons needing a disability-related accommodation should contact Jamar Stamps, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting.*

**ITEM 2**  
**EAST COUNTY STRATEGIC INFRASTRUCTURE INVESTMENT STUDY**

# **TRANSPLAN COMMITTEE**

## **EAST COUNTY TRANSPORTATION PLANNING**

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

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**TO:** TRANSPLAN Technical Advisory Committee (“TAC”)  
**FROM:** TRANSPLAN staff  
**DATE:** September 18, 2018  
**SUBJECT:** East County Strategic Infrastructure Investment Study

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### **Background**

Contra Costa Transportation Authority (“CCTA”) staff will present for discussion a proposed scope of work for the subject Study. The Study will help guide and prioritize future transportation investments in East County. The Jobs Corridor and Northern Waterfront is the genesis of the Study. The TAC will discuss and provide comments on the proposed scope of work.

### **Discussion**

The Study scope may include the following tasks:

- Analysis of goods movement in East County and other parts of Contra Costa;
- Review of transportation infrastructure projects in East County, including major highway, arterial and transit projects (e.g. James Donlon Extension, SR4 Operational Improvements, Vasco/Byron Connector, BART extension to Brentwood and projects associated with the Northern Waterfront). The review will include the project scope, cost, secured funding, and schedule;
- Review of potential fund sources for various projects;
- Development of factors to utilize for prioritizing projects which could include existing commitments, project benefits, readiness, and other factors as approved by TRANSPLAN;
- Prioritization of projects based on approved factors;
- Proposed fund amounts and years from various fund sources including Measure J, future sales tax measure, and East Contra Costa Regional Fee and Financing Authority (“ECCRFFA”) for identified top priority projects.

CCTA is requesting \$1 million from the available \$3.8 million in the “Measure J - East County Sub-regional Needs” category to complete this work. Contingent on the TAC’s recommendation, the TRANSPLAN Committee can approve the funding allocation request at their October meeting. CCTA will take the lead on procuring and administering consultant services to develop the Study.

**ITEM 4**  
**ANTIOCH BART STATION PARKING LOT EXTENSION**



# Antioch Station Parking TRANSPLAN TAC





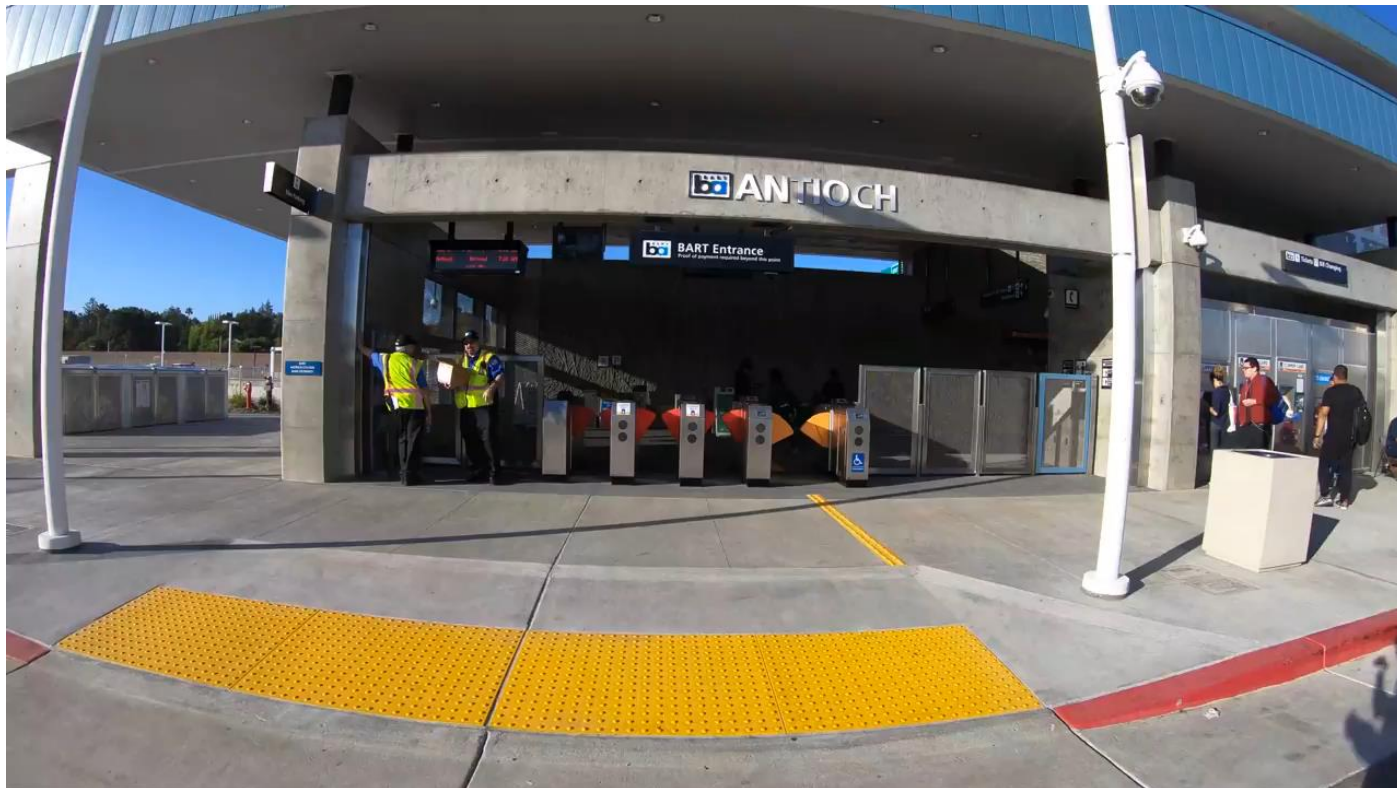
# Agenda

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



# BART to Antioch Success

- On schedule
- Under budget

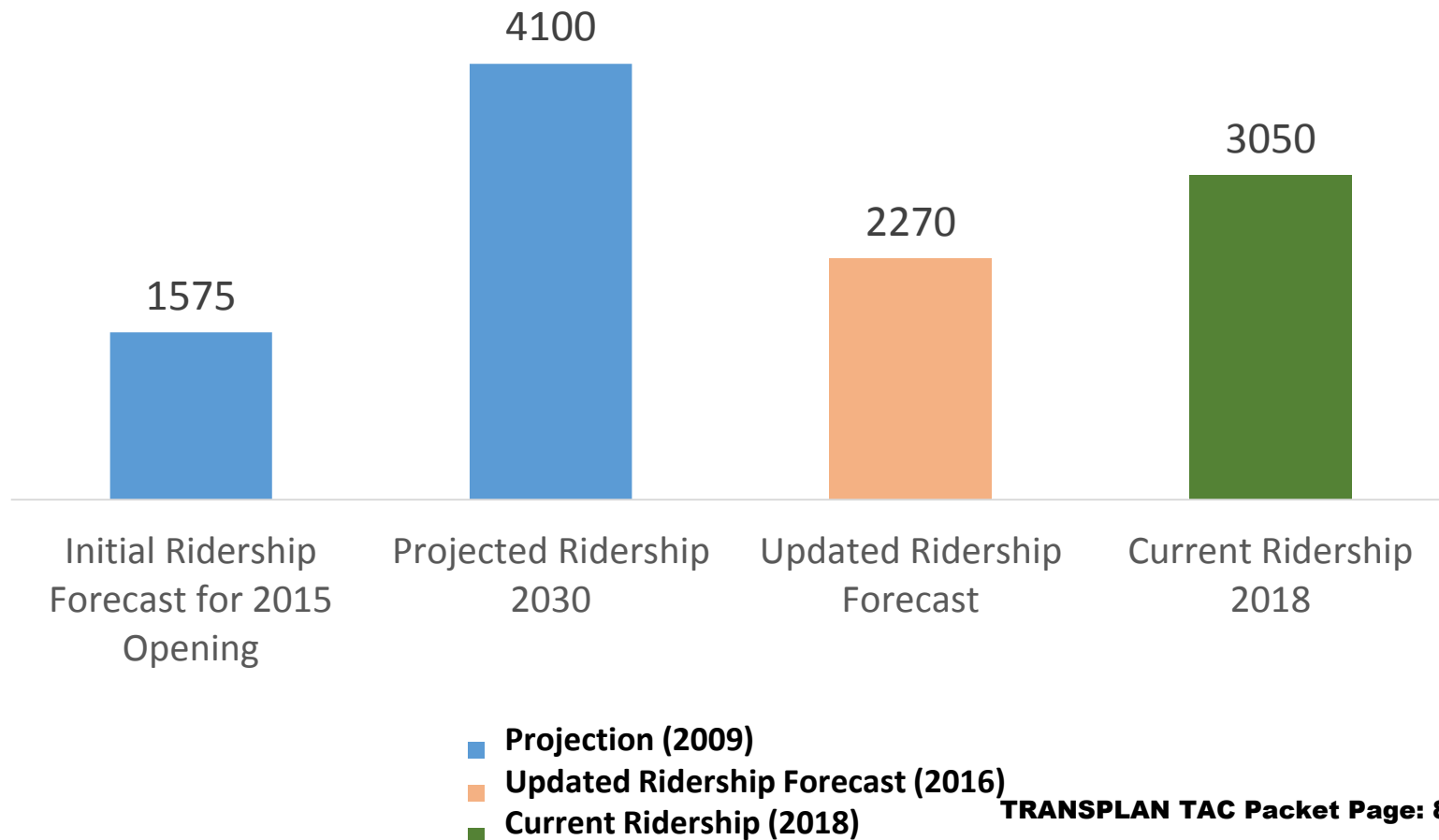


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# BART to Antioch Station Ridership: Projected and Actual



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# Surface Parking Concept

BART Property  
accommodates approx.  
800 spaces



PROPOSED ANTIOCH PARKING  
STALL COUNT: 851



# Preliminary Antioch Parking Lot Schedule





# Project Budget and Proposed Funding Plan

## Budget

BART to Antioch Project Budget: \$524.9M

Estimated Cost at Completion: \$510.7M

Remaining Funds: \$14.2M

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

## Funding

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

**BART:** \$4.3M

**MTC:** \$3.65M

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

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

**CCTA Measure J Access Funds:** \$1.9M

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# Parking Lot Estimate/Funding Budget: \$16.1M – 800 Spaces

- **Construction: \$9.2M**

- Civil Site Work and Electrical (Grading and Paving, Lighting, and Landscaping)
- Hillcrest/Slatten Ranch Rd Intersection(new right hand turn lane)
- Mobilization
- Artwork
- Insurance

- **Soft Costs: \$4.0M**

- Environmental
- Design
- Construction Management and
- Systems Configuration/Integration

- **Design and Construction Contingency: \$2.9M**



## Requested Action

### **BART is requesting TRANSPLAN concurrence to:**

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

**ITEM 5**  
**ADDITIONAL SAFE ROUTES TO SCHOOL FUNDING**

# MEMORANDUM

**Date** August 1, 2018

**To** Safe Routes to School Task Force, RTPC Managers

**From** Brad Beck

**RE Additional Safe Routes to School Funding**

As part of the extension of the first cycle of the One Bay Area Grant (OBAG) for an additional year, MTC allocated an additional \$822,000 to Contra Costa in funding for Safe Routes to School (SRTS) projects and programs. These federal funds, unfortunately, were not included in the OBAG 2 call for projects. They remain available to Contra Costa and Authority staff has prepared the following memo outlining potential options for allocating these funds.

## BACKGROUND

### Previous Funding Cycles

MTC has allocated funding to CMAs for SRTS projects and programs through several funding cycles. The first OBAG cycle allocated \$3,289,000 to Contra Costa for SRTS projects and programs. It was used to fund 10 projects and one program. The funding was allocated by formula to the four Regional Transportation Planning Committees (RTPCs) which recommended which projects to fund. The formula was based 50 percent on school enrollment and 50 percent on population.

Through the second cycle of OBAG funding — OBAG2 — MTC allotted \$4.088 million to Contra Costa for SRTS. As in OBAG 1, the Authority used the same 50 percent enrollment and 50 percent population formula. The funding share are shown below:



<i>Region</i>	<i>Share</i>
West	\$881,000
Central	\$1,077,000
East	\$1,223,000
Southwest	\$907,000
TOTAL	\$4,088,000

Based on the RTPC recommendations and some subsequent fund swapping, the Authority allocated the SRTS funding to the following four projects and two programs:

<i>Project</i>	<i>Sponsor</i>	<i>SRTS Funding</i>
Willow Pass Road Repaving and 6 <sup>th</sup> Street SRTS *	Concord	\$1,077,000
Moraga Way and Canyon/Camino Pablo Improvements **	Moraga	\$607,000
L Street Pathway to Transit-Bike Ped Improvement	Antioch	\$1,223,000
Lincoln Elementary SRTS Ped Enhancements	Richmond	\$320,000
Street Smarts San Ramon Valley	San Ramon	\$300,000
West Contra Costa Walk and Bike Leaders	Contra Costa County	\$561,000
TOTAL		\$4,088,000

\* This project combines components from two projects that were originally separate

\*\* Originally named "Strategic Bicycle, Pedestrian and Safe Routes to School Improvements"

The first two projects combine both SRTS improvements and other roadway improvements. The third and fourth projects focus on physical improvements for safe bicycle and pedestrian access to schools. The final two will fund SRTS programs at schools in the San Ramon Valley and West County.

### **Eligible Projects and Programs**

The \$822,000 in SRTS funds comes from the federal CMAQ program. While they may fund a wide range of projects and programs, they do impose some limits. One of the key limits is that, overall, each activity must lead to changes in travel behavior that result in air quality benefits. Some of the main limitations include:

- **Planning activities** are ineligible, including walking audits. Project development activities that support a tangible improvement or program, however, are eligible.

- **Safety improvements** such as crossing guards and mobile radar trailers are ineligible for CMAQ funding since they specifically address safety but do not directly lead to changes to travel behavior that lead to air quality improvement. Also safety improvements such as signage, warning lights, etc. that are oriented to motorists are not eligible. In contrast, safety improvements specifically oriented to bicyclists and pedestrians, such as street crossings, actuated signals are eligible.
- **Material incentives** have limitations regarding the use of federal funds to pay for items such as raffles, prizes, gift cards, etc. Federal statutes prohibit using federal funds to provide gifts and free incentives. The exceptions to the rule are low-cost gifts such as pencils, stickers, paper pads, magnets, helmets, etc. that have little or no monetary value.

The requirements that apply to other OBAG-funded projects apply to SRTS projects as well. These include:

- The CMAs average OBAG funding request can't be less than \$500,000 and no individual request can be less than \$100,000.
- Sponsor must provide a local match of at least 11.47% of eligible project costs
- Sponsor must maintain eligibility for the funding including complete streets, pavement management and housing element requirements

## OPTIONS

Staff has identified a few options for allocating the \$822,000 in additional SRTS funds that we would like your feedback on.

### Option 1

**Allocate the additional SRTS funds among the four RTPCs for new projects.** This is the same as the previous approach; in it, the RTPCs would identify new projects to be funded with their share of the funds. Using the same 50% population/50% enrollment formula, the funds would be apportioned as shown on the following table. MTC requires, among other things, that no funding grant be less than \$100,000 and all of the following allocations would meet this requirement.

<i>Subarea</i>	<i>Population Share</i>	<i>Enrollment Share</i>	<i>Average</i>	<i>Funding Share</i>
West	24.1%	19.0%	21.6%	\$177,000
Central	28.7%	24.0%	26.3%	\$217,000
East	28.6%	31.2%	29.9%	\$246,000
Southwest	18.6%	25.7%	22.2%	\$182,000
				<b>\$822,000</b>

**Pros:** This option would be consistent with the approaches used for OBAG 1 and 2, and it would expand the number of SRTS improvements that could be made in Contra Costa.

**Cons:** This option would increase the number of projects that must go through the Caltrans local assistance process. (One of the Authority's goals in the Coordinated Call was to minimize the number of projects that had to go through Caltrans.) This option would also require RTPCs to go through another application and review process.

## **Option 2a**

**Add funding to projects already in the TIP.** In the second option, the Authority would use the \$822,000 to modify one or more of the projects funded through the Coordinated Call. (This is consistent with the Authority's goal of minimizing the number of projects that needed to go through the Caltrans process.) In this option, the Authority could use the \$822,000 to either:

- Replace some of the local match where the match exceeds the 11.47 percent minimum, or
- Expand the budget of projects to address cost overruns or to add new scope items

The table on Option 2a below lists the seven SRTS projects now funded through OBAG 2; the amounts of funding from federal, local and Measure J sources they will use; and the local match share. All but one of the projects provides a significantly larger match than the 11.47 percent required. Those six projects could use a portion of the \$822,000 to replace at least some of the local match. For example, the Moraga Way and

Canyon/Camino Pablo Improvements project could use the \$822,000 to replace all of the Town of Moraga's local match, leaving the \$603,00 in Measure J funding to serve as the local match.

To use the SRTS funding to replace local or Measure J funding, sponsors would need a sufficiently high local match and enough eligible SRTS components funded by the local match. For example, the Moraga project uses both OBAG SRTS and LSRP funds to both improve bicycle and pedestrian access to nearby schools and to preserve streets. The latter component would not specifically improve access to school and thus is not eligible for CMAQ funding.

The Option 2a table shows the funding committed to each project, the part of that funding that represents the required local match, and potential additional CMAQ funding that could be used to backfill the local match fall down to the required 11.47 percent.

**Pros** Option 2a would not increase the number of projects going through the Local Assistance process and would reduce the amount of funding that local agencies must contribute. Depending on how the funding is allocated, it could be used to defray the costs of sponsors that have proposed the most significant local contributions.

**Cons** The Authority would need to identify a way to determine how much of the \$822,000 would go to each project. These methods might include allocating the funds by the relative size of the sponsor's local contribution to total of all local contributions. Or it might be determined by the relative share of the total project cost each sponsor contributed. There are likely to be other alternatives.

## **Option 2b**

**Add regional share of funding to projects already in the TIP.** Option 2b combines Options 1 and 2a. In it, the RTPC shares of the additional SRTS funding would be added to funding for the projects that were already selected for OBAG 2 SRTS funding. A potential allocation of the \$822,000 in funds is shown in the Option 2b table. In both the Central and East subregions, only one project was allocated SRTS funding; those projects would get the full share of the subregion's funds. The SRTS funding in both the West and

Southwest regions was allocated to two projects. The Option 3 table shows the Southwest potential share of funding split 50/50 between the two Southwest projects. In West County, however, the maximum amount of additional funding that can be allocated to one of the projects — Lincoln Elementary SRTS Pedestrian Enhancements — is \$63,000 without the local match dropping below the 11.47 percent requirement.

**Pros** Option 2b would not add any new projects, thus meeting one of the Authority's goals, it would be consistent with previous approach of allocating funding among the RTPCs, and — like Option 2a — would reduce the amount of funding that local agencies must contribute.

**Cons** The increase in fund allocations would not be tied to an agency's current local contribution, the cost of the project itself, or to budgetary issues, thereby somewhat arbitrarily rewarding sponsors with a windfall.

### **Option 3**

**Use the funding on a SRTS project that didn't receive funding through OBAG 2.** In Option 3, the \$822,000 in funding would go to a SRTS project that applied for, but did not receive, funding during the initial OBAG 2 round. Three of the 11 projects that applied for SRTS funding did not receive any funding:

1. Empire Avenue at Amber Lane Traffic Signal (Brentwood) – \$366,000 requested;
2. Arlington Boulevard Pedestrian Safety Improvements, Phase 1, (El Cerrito) – \$345,000 requested; and
3. Safe Routes to Orchard Park Elementary School (Oakley) – \$1,22, million requested.

The remaining eight received either SRTS or Measure J TLC funds. In this option, the additional SRTS funding would be allocated to one or more of these projects.

**Pros** Option 3 would expand the number of SRTS projects funded through OBAG 2 and the facilities provided to create safe routes to walk or bicycle to school.

**Cons** This option would add a new project and thus another project that must go through the local assistance process. The funding available doesn't fit neatly with

the funding needed to make the projects whole; staff may need to work with sponsors to adjust project scopes, though this is often done.

**Option 2a: Add funding to projects already in the TIP**

	<i>SRTS</i>	<i>Other OBAG</i>	<i>Measure J</i>	<i>Local</i>	<i>Total</i>	<i>Current Match</i>		<i>Minimum Match</i>	<i>Potential Add</i>
Willow Pass Repaving and 6th Street SRTS	1,077,000	4,183,000	120,000	1,137,000	6,517,000	1,257,000	19.3%	747,000	510,000
Moraga Way and Canyon/Camino Pablo Improvements	607,000	596,000	603,000	822,000	2,628,000	1,425,000	54.2%	301,000	1,124,000
L Street Pathway to Transit	1,223,000			1,777,000	3,000,000	1,777,000	59.2%	344,000	1,433,000
Lincoln Elementary SRTS Pedestrian Enhancements	320,000		63,000	50,000	433,000	113,000	26.1%	50,000	63,000
San Ramon Valley Street Smarts	300,000			102,000	402,000	102,000	25.4%	46,000	56,000
West County Walk and Bike Leaders	561,000			561,000	1,122,000	561,000	50.0%	129,000	432,000
	4,088,000	4,779,000	786,000	4,449,000	14,102,000	5,235,000		1,617,000	3,618,000



### Option 2b: Add regional share of funding to projects already in the TIP

	Current SRTS Amount	Regional SRTS Shares				Potential SRTS Funds	Total Potential SRTS Funds
		West	Central	East	Southwest		
Willow Pass Repaving and 6th Street SRTS	1,077,000		217,000			217,000	1,294,000
Moraga Way and Canyon/Camino Pablo Improvements	607,000				91,000	91,000	698,000
L Street Pathway to Transit	1,223,000			246,000		246,000	1,469,000
Lincoln Elementary SRTS Pedestrian Enhancements	320,000	63,000				63,000 *	383,000
San Ramon Valley Street Smarts	300,000				91,000	91,000	391,000
West County Walk and Bike Leaders	561,000	114,000				114,000	675,000
	4,088,000	177,000	217,000	246,000	182,000	822,000	4,910,000

\* This is the maximum additional SRTS funding that can be added while still meeting the 11.47 percent match requirement