

Consent Agenda

3. Approval of November 10, 2011 Minutes - Attached

4. 511 Contra Costa TFCA Funding Request

Attachment:

- FY 2012/13 TRANSPAC/TRANSPLAN 511 Contra Costa work plan

- MEETING DATE:** November 10, 2011
- ELECTED OFFICIALS PRESENT:** Julie Pierce (Vice Chair), Clayton; Mark Ross, Martinez; Karen Mitchoff, Contra Costa County; David Durant, Pleasant Hill; Ron Leone, Concord
- PLANNING COMMISSIONERS PRESENT:** Bob Armstrong, Clayton; Diana Vavrek, Pleasant Hill; John Mercurio, Concord
- STAFF PRESENT:** Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Eric Hu, Pleasant Hill; Martin Engelmann, Matt Kelly, CCTA; John Cunningham, Contra Costa County; Lynn Overcashier, Corinne Dutra-Roberts, 511 Contra Costa; Barbara Neustadter, TRANSPAC
- GUEST PRESENTERS:** Tom Biggs, Atkins North America; Lee Taubeneck, Eric Alm, Zachary Chop, Caltrans

TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion or other indication that action will be taken is included on the agenda or attachments thereto.

Vice Chair Pierce convened the meeting at 9:16 a.m.

1. **Pledge of Allegiance/Self introductions - Completed**
2. **Public Comment:** Bob Armstrong commented on his spouse's commuting observations, noting that infractions such as talking on cell phones while driving, improperly using HOV lanes, and driving with expired license plate tags are still rampant. He noted that these violations represent a loss of revenue.

3. CONSENT AGENDA

Approval of September 8, 2011 Minutes

Approval of Revised and Restated Administrative Services Agreement between Pleasant Hill and TRANSPAC on behalf of TRANSPAC/TRANSPLAN TDM Program, doing business as 511 Contra Costa

End Consent Agenda

ACTION: Approved Consent items. Mitchoff/Ross/Unanimous

4. **SR 242 Corridor Plan Review presented by Lee Taubeneck, Deputy District Director for Transportation Planning and Local Assistance, and Erik Alm, AICP, District Branch Chief, System Planning East Office of System Planning, Caltrans District 4**

3-2 Mr. Alm commented on Bob Armstrong's opening remarks, noting that the California Highway Patrol has a Distracted Drivers campaign that allows citizens to report such behavior. Mr. Alm acknowledged the work of Caltrans staff member Zachary Chop who developed the report for this presentation. He noted that Mr. Chop is a resident of the City of Concord.

The SR 242 Corridor Plan is one of Caltrans' System Planning documents that represents the long-range planning vision, or corridor concept. Caltrans has worked with CCTA, TRANSPAC, Concord, and the County over eight months to develop the final draft.

Mr. Alm provided an overview of the SR 242 Corridor Plan, including key corridor issues and the planned projects that will improve operational efficiency. The TRANSPAC TAC and TCC have recommended that CCTA accept the findings of this document. The SR 242 Corridor Plan will be forwarded to the CCTA Board for approval. After being signed by the Caltrans Director, the Corridor Plan will be put on the District 4 planning website.

Bob Armstrong questioned why BART was listed as a viable highway alternative for SR 242, and suggested that since BART was already at full capacity, it shouldn't be mentioned in the report. Mr. Alm said BART is an important component in the travel network and is a partner agency that Caltrans works with to encourage alternative travel modes. Member Pierce added that without BART, SR 242 wouldn't be operating as well as it does now. Member Mitchoff noted that BART would need to build capacity in anticipation of the eBART extension. Member Pierce and Martin Engelmann described BART's efforts to implement capacity improvements that will help relieve an increased number of riders from eBART.

Ron Leone commented on the major back up area where SR 242 flows south into I-680, and asked if any studies were planned to improve it. Mr. Alm responded that the investment priority now is HOV lane improvements on SR 4 and 680. Mr. Taubeneck added that the I-680 Gap Closure with buildout of HOV lanes should relieve some of the southbound congestion.

Ms. Neustadter noted that the TAC will have its second discussion on ramp metering next week and will return to TRANSPAC in December with a full presentation. Susan Miller, with CCTA, will also be here in December to discuss the status of the southbound HOV lanes.

ACTION: Received report, with thanks to Lee Taubeneck, Deputy District Director for Transportation Planning and Local Assistance, and Erik Alm, AICP, District Branch Chief, System Planning East Office of System Planning and Zachary Chop, Caltrans District 4. Mitchoff/Ross/Unanimous

5. Review/Discussion of the SR-4 Integrated Corridor Analysis (ICA) with Tom Biggs, Atkins, North America, Inc. and TRANSPAC TAC members

Barbara Neustadter prefaced the discussion by noting that after closer review, the TAC reversed its previous recommendation for re-phasing the I-680/4 interchange project. Martin Engelmann introduced Tom Biggs of Atkins North America, and commended both Mr. Biggs and his associate Mohan Garakhalli for all their work and attention to detail on this analysis. Mr. Biggs expressed his appreciation for Ray Kuzbari's collaboration in this effort.

Mr. Biggs gave a PowerPoint presentation that highlighted the results of the SR-4 Integrated Corridor Analysis. The scope of the study included identifying options for the introduction of an extension of the eastbound HOV lane. He discussed the four alternatives that were initially evaluated as well as the baseline scenario. Because the study indicated that each of the four options had the potential to create

bottlenecks and queues elsewhere when the HOV lane was introduced, these four options were not³⁻³ recommended. The study looked at improvements that would address and eliminate the bottleneck issue west of San Marco Boulevard, which was resolved in Scenario 5. Scenario 5 is an approximate four-mile eastbound extension of the mixed flow lane from SR 242 to San Marco. However, this option has a significant cost component and will need to be considered in more detail. The study concluded that Scenario 5 would eliminate the bottleneck with or without development of the Concord Naval Weapons Station (CNWS).

Mr. Armstrong asked about the cost differential between Scenario 5 and the other four. Mr. Biggs answered that the high cost was not attributed to right-of-way acquisition, but because of some significant construction issues. Mr. Engelmann added that the entire Willow Pass Grade is shifting, and stabilization earth movement would likely be needed during project construction.

A number of questions were asked following the presentation. John Cunningham recalled that alternatives to baseline improvements had been included in the study's scope of work, and asked if those recommendations will be seen in future phases of the ICA study. Mr. Biggs answered that the SR-4 Corridor Analysis was a focused study, while the scope of the integrated study is much broader and looks at arterial and transit improvements and service objectives.

Ron Leone commented that the findings were surprising that with or without the proposed CNWS build-out, these improvements would still be required. Mr. Biggs noted that the study's conclusions were based on extensive review of the Environmental Documents done for the CNWS project.

Member Ross asked if a possible solution for short stretches could be to decrease lane size and to use available space on the shoulders. Mr. Biggs answered that it is possible to consider such design exceptions as the project moves forward. Design exceptions are not preferred alternatives but can be explored. Among factors to be considered are cost, environmental impacts and attainment for air quality, which is problematic when adding mixed flow lanes. Member Pierce added that stopping bottlenecks would help the attainment.

Mr. Kuzbari thanked Mr. Biggs, and said that the TAC agreed with Atkins and the study findings. Mr. Kuzbari said that from the Central County perspective, and especially Concord, the problem on this segment of Highway 4 from 242 to Willow Pass Road is not because of the traffic volumes but is because of a design problem of two freeways merging with six lanes converging into three lanes available to accept traffic to the east of Port Chicago Highway. Eastbound improvements in Phase 3 of the I-680/SR4 Interchange project would add a seventh incoming lane. The TAC recognizes that Scenario 5 is an expensive project, but it will fix the deficiency problem through the Concord area and make it possible for the eastbound lane on the Phase 3 interchange project to work. The TAC is asking TRANSPAC to accept Scenario 5 and to support working with the stakeholders to get this project in the Countywide Comprehensive Transportation Plan (CCTP). In addition, TAC is asking TRANSPAC to accept the TAC's recommendation to not move Phase 3 ahead of Phases 1 and 2.

For clarification, Mr. Engelmann called attention to the difference between the five Scenarios in this study and the five Phases of the I-680/4 interchange project. He noted that the I-680/4 interchange project will have an effect on the scenarios because Phases 1 and 4 will eliminate the eastbound and westbound weaves on Highway 4. The goal today is to ask the Authority to put Scenario 5 "on the map" for the CCTP.

3-4

Concern was expressed about potential negative impact that approval of Scenario 5 might have on the I-680/SR 4 Interchange project. Modeling done for Scenario 5 contemplated the completion of I-680/4 interchange in the analysis. Approval of Scenario 5 would not put it ahead of the interchange project.

Member Pierce said that this is the concept that TRANSPAC wants get implemented as expeditiously and economically as possible to facilitate movement of traffic, and design exceptions may need to be looked at. Member Pierce made a motion to accept Scenario 5 and request that staff articulate TRANSPAC's request to the Authority, including a clause that stipulates exploring all options to get it done sooner/quicker.

Member Mitchoff said that this Scenario is approved in concept so that it gets on the list, but there needs to be further information on costs and phases for the project.

ACTION: Establish Scenario 5 from the Atkins Integrated Corridor Analysis (ICA) as a project in the Central County SR 4 corridor (see attached diagram); request CCTA to: a) develop a cost estimate for the project and b) add the project to the CCTA Comprehensive Transportation Project List and Countywide Transportation Plan; coordinate project planning and implementation with the I-680/SR 4 Interchange project. Pierce/Ross/Unanimous

6. Review of the Draft 2011 Congestion Management Plan (CMP) Update presented by Matt Kelly, CCTA Planning staff

Matt Kelly provided an overview of CMP update process. In 2009, most of the sections of the CMP were updated to reflect the recently-approved RTP (T-2030), Action Plan updates and the beginning Measure J. The 2011 CMP update focuses on technical updates and on the Capital Improvement Program. The draft 2011 CMP was released to RTPCs for comment in July, and CCTA received comment letters from the cities of Concord and Walnut Creek. MTC staff has determined that the CMP is in compliance pending certain changes. Authority staff has prepared responses to MTC and has made appropriate updates to the chapters and appendices. The CMP was presented to the Planning Committee last Wednesday and will go to the Authority Board on the 16th. Any comments from TRANSPAC will be included in the report to the Board and incorporated into the final document to MTC.

ACTION: Information on the Draft 2011 CMP Update received

7. CCTA Call for projects for the Measure J Contra Costa-Transportation for Livable Communities (CC-TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) programs

Ms. Neustadter said that in addition to the projects approved last June in advance of CCTA's Call for Projects, two projects sponsored by Contra Costa County have been submitted. These projects cross RTPC and jurisdictional boundaries and are in an area of significant interest to TRANSPAC. This is an opportunity for TRANSPAC jurisdictions to comment on the proposals before applications are submitted.

A. Presentation by John Cunningham, Senior Transportation Planner, Contra Costa County Department of Conservation and Development on two planning proposals located in both the SWAT (Lamorinda) and TRANSPAC areas.

John Cunningham began the presentation with a discussion of the Olympic Corridor Trail Connector Study. He noted that this planning study that will identify the projects to be constructed. When the planning study is done, the County intends to fund some of the construction projects out of its portion.

The Olympic Corridor Project spans two different RTPCs and three jurisdictions. The project will improve³⁻⁵ the quality and consistency of bicycle facilities and connections in this corridor.

In response to Member Ross's question about the cost, Mr. Cunningham said the cost for the study would be from \$200,000 to \$250,000. The study will look at alignment as well as improvements on all the different routes. While construction costs for the capital improvements are not known, the improvements will be done in a phased approach.

Ms. Neustadter said that Central County had \$5.742 million available for projects. In June, TRANSPAC approved \$600,000 for three projects in Martinez and Pleasant Hill, and the balance remaining is about \$5.1 million for these projects and any other projects that are submitted.

Mr. Cunningham then discussed the I-680/Treat Boulevard Bicycle and Pedestrian Improvement Plan. The planning study will be used to develop projects to and improve comfort, safety, mobility and accommodation of pedestrian/bicycle facilities in the area around the Pleasant Hill BART station. With new residential and retail development, improved facilities will accommodate the increased demand for travel in this area. In response to a question of how long it will take for the studies to be completed, Mr. Cunningham answered it would be about a year.

ACTION: By consensus, approved support for the development of these planning proposals which will be fully reviewed as part of the CCTA application evaluation process.

8. Reports on CCTA activities. TRANSPAC and CCTA Representatives are requested to report on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and CCTA meetings (Members Pierce and Durant) Updated October 5, 2011 Planning Committee report for the October 19 CCTA meeting "Approval of the Proposed Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) Bylaws" comments from the original October 5, 2011 Planning Committee agenda are attached); Items approved by the Authority on September 21, 2011 for Circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest; September 21 CCTA Executive Director's Report; July 20 CCTA meeting minutes were circulated with the packet.

a. Administration and Projects Committee (APC) meeting

Member Pierce reported that the APC pulled the consent item concerning an Administrative Code revision that would allow the Ex-Officio Bus Operator Representative to be a non-elected official; it will go back to APC in December. The APC discussed how to spend the remaining Measure C funds (a copy of the 2011 Measure C Strategic Plan staff report was handed out) and recommended using it for the I-680 auxiliary lanes in south county and for additional work on the I-680/SR 4 interchange. The balance will be held in a contingency reserve. The APC received a status update on the Caldecott Fourth Bore project and breakthrough is expected this month. The APC received a favorable report on the Authority's investment portfolio. Approval was given to enter into a Memorandum of Understanding with the SR4 Bypass Authority concerning responsibilities in the management of some projects and the transitional roles that the Authority will assume. The MOUs stipulate that any cost overruns are the responsibility of East County. Member Pierce said TRANSPAC will need to review the East County agreement concerning deferral of STIP funds.

b. Planning Committee (PC) meeting

Member Durant did not attend the meeting, and Member Mitchoff reported that actions taken by the PC were included in the packet. Mr. Engelmann added that PC approved an RFP to hire a

- 3-6 consultant with \$325,000 of Federal funds to develop a real-time Ridesharing Pilot project that will enable formation of carpools through smartphone apps.

ACTION: Information accepted

9. **SB 375/SCS Report by Martin Engelmann, CCTA Deputy Executive Director, Planning. This item also includes the CCTA Planning Committee staff report on the "Review and Discussion of Future Planning Activities"**

Mr. Engelmann reported that work is continuing on the three alternatives released by MTC. He also reported that MTC has recently revised Contra Costa's funding share estimate for the Regional Transportation Plan based on the assumption of a six-year extension of Measure J and associated sales tax revenues. Next week the Technical Coordinating Committee (TCC) will be asked to move projects from the "Vision" to the "Financially Constrained" list. Individual RTPC review is not possible due to time constraints, but it is expected that local staff and RTPC managers will attend the TCC meeting.

ACTION: Information received

10. **511 Contra Costa and TRANSPAC Staff Reports**

511 Contra Costa Report on Peace on the Streets: Ride On!

Lynn Overcashier reported on the spring implementation of the pilot bicycle/pedestrian safety program. In Brentwood, Bob Taylor was a guest at the program conducted last week. Steve Kersevan was the key speaker at Parent Education night, where he talked about benefits of the new traffic signal near the schools that 511 Contra Costa was instrumental in getting installed. Ms. Overcashier thanked Mark Ross and David Durant for their participation in the events at their local schools. She also thanked TAC members Eric Hu and Tim Tucker for their assistance. Site improvements have been done in the parking lot at Martinez Junior High to increase visibility and safety. Improvements to Diablo Valley Middle School are being reconfigured and will be done later. 511 Contra Costa is working on the E-76 (a federal authorization to establish the reimbursement date for a phase of work, e.g., engineering, construction, etc.). Corinne Dutra-Roberts is working with Pleasant Hill staff on Caltrans Local Assistance.

ACTION: Report accepted

11. **TAC Reports by Jurisdiction – none given**

12. **Correspondence/Copies/Newsclips/Information**

Ms. Neustadter commented on the article "Rebalancing Bay Area Transportation" and noted Bob Armstrong's response. She also pointed out MTC Chair Tissier's letter on the proposed relocation of MTC.

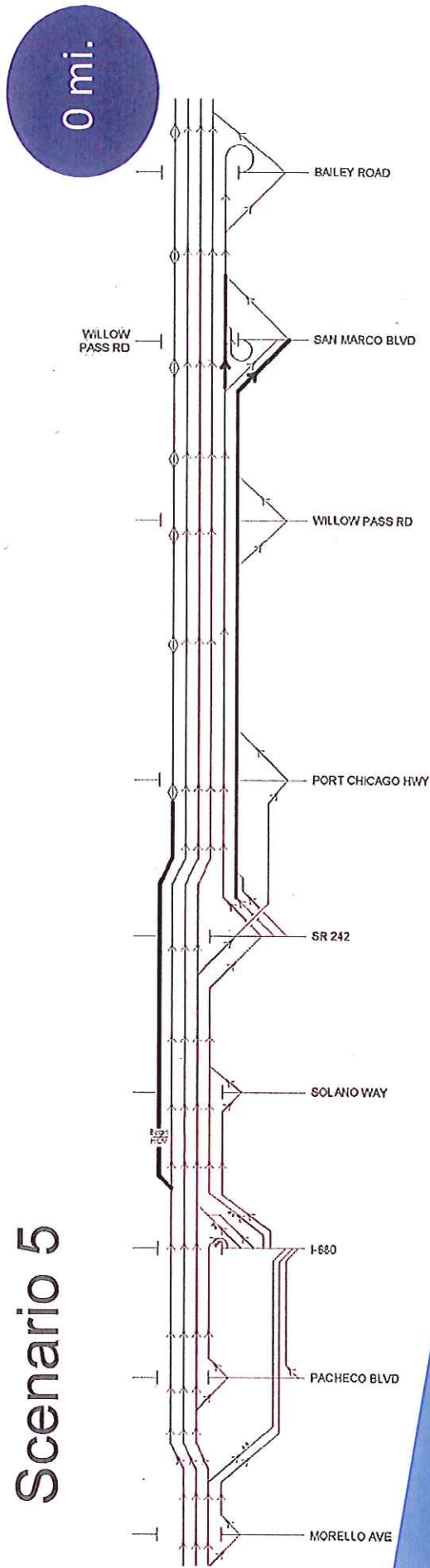
ACTION: Information accepted

13. **For the Good of the Order – Member Mitchoff announced that Member Pierce had been elected Vice President of ABAG and will take office in January 2012.**

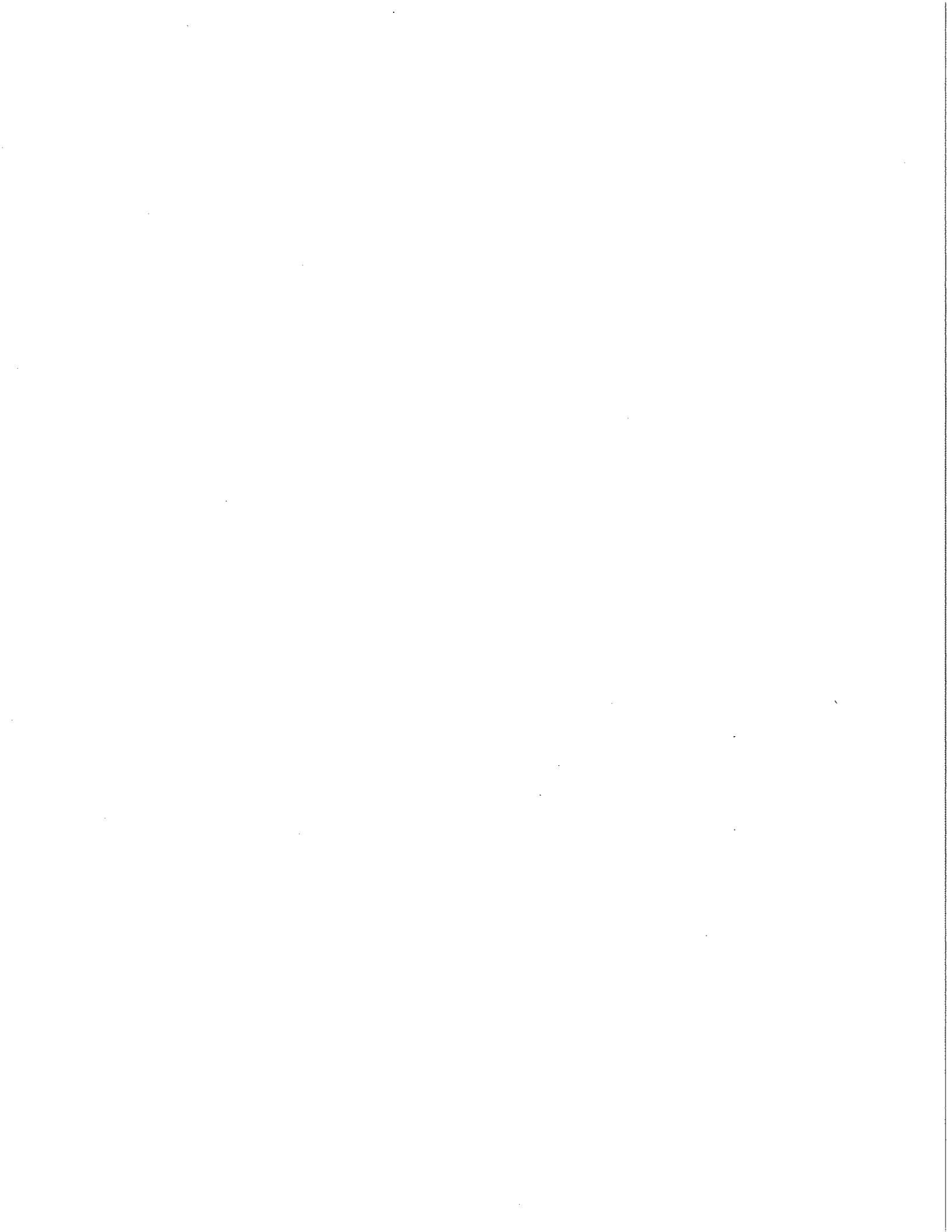
14. **Adjournment:** The meeting was adjourned at 11:22 a.m. The next meeting is scheduled for December 8, 2011 at 9 a.m. in the Community Room at Pleasant Hill City Hall.

Improvements to San Marco Boulevard

Scenario 5



- ▶ Scenario 5 developed to address the bottleneck west of San Marco Boulevard and eliminate back up to SR-242
- ▶ Scenario 5 will result in elimination of the bottleneck with and without CWNS volumes



TO: TRANSPAC TAC

FROM: Lynn Overcashier, 511 Contra Costa Program Manager

DATE: November 17, 2011

SUBJECT: Request Authorization for the 511 Contra Costa - TRANSPAC/TRANSPLAN TDM Program Manager to Submit Grant Applications to: CCTA for FY 2012/2013 Measure J Commute Alternative Funds; to the Bay Area Air Quality Management District for FY 2012/2013 Transportation Fund for Clean Air (TFCA) Funds; to MTC for CMAQ (Employer Outreach) Funds; to Execute the Required Grant Contracts; and to Enter into Cooperative Agreements with the Respective Funding Agencies

The Central/East County 511 Contra Costa staff implements programs and projects which fulfill each jurisdiction's Transportation Demand Management ordinance, Growth Management Program and Action Plan requirements under Measure J. With legislation (AB 32 and SB 375) requiring greenhouse gas emission (GHG) reductions, the 511 Contra Costa programs have a proven success record with the Bay Area Air Quality Management District and the Metropolitan Transportation Commission in reducing vehicle miles traveled (VMT) and GHG emissions.

The Workplan for FY 2012/13 includes trip reduction and emissions reduction projects and programs which focus on outreach to residents, students and commuters in Contra Costa. The program elements are refined and changed each year to ensure the maximum cost effectiveness, as determined by the Bay Area Air Quality Management District (BAAQMD), the Metropolitan Transportation Commission (MTC) and CCTA.

Program elements include:

- Action Plan Implementation - Both the TRANSPAC and TRANSPLAN Action Plans include actions and programs which are implemented by the Central/East County 511 Contra Costa Program. Staff will also be working with local jurisdictions in developing Transportation Demand Management strategies as part of the Sustainable Communities Strategies through SB 375.
- Safe Routes to Schools (SR2S) Programs and Projects - Staff will work with local jurisdictions, school administrators, parents, PTAs, police departments and others to expand the SR2S programs to elementary, middle and high schools throughout East County over the next three years. Program elements include: SchoolPool carpool ridematching; SchoolPool transit ticket program; Bicycle/pedestrian education and encouragement; Bicycle/pedestrian assemblies; Challenge Days to promote bicycling, walking, carpooling and transit ridership to schools; school site assessments and minor site access safety programs.
- Employer Outreach – These services assist employers in Central and East County in

ways to help retain businesses and promote economic development. Services include elements which reduce SOV commuting to worksites, including: distribution and analysis of transportation surveys; telework; promoting car-sharing programs; clean fuel infrastructure; transportation/health fairs; support for shuttle operations; customized ridematch assistance; pre-tax transit benefit education; bicycle parking infrastructure. The comprehensive trip reduction program will encourage participants to pledge to use commute alternatives. Staff will also continue to work with transit agencies on special promotions.

- Electric Charging Program provides funds to jurisdictions for electric charging stations, lease of electric plug-in vehicles to promote the use of this technology. Staff is working to expand the network of charging stations in Contra Costa County to keep pace with the growing demand.
- COMMUNITY OUTREACH PROGRAM – Staff will be working with local jurisdictions to distribute more “green” transportation information and program elements through city newsletters, libraries and other city events to inform residents of ways to reduce VMT and GHG emissions.
- BICYCLE/SKATEBOARD INFRASTRUCTURE - Staff works with the RTPC TACs to develop bicycle/pedestrian projects and assist in project delivery of bicycle/pedestrian gap closure projects. Bicycle lockers and racks will be installed at locations prohibited by the BAAQMD. Skateboard racks will be installed per recommendations by the local city/county staff and local schools.
- WEBSITE DEVELOPMENT AND MAINTENANCE - The 511CC website is a comprehensive one-stop location for Bay Area transportation information with an emphasis on Contra Costa transportation. 511 CC is also host to the TRANSPAC and TRANSPAN websites (www.transpac.us and www.transplan.us, in addition to the www.511contracosta.org site.
- STAFF LIAISON ACTIVITIES- Staff participates in many local and regional meetings to ensure coordination, promotion and funding for TDM activities through CCTA committees, MTC, BAAQMD, ACT, League of California Cities’ Transportation Policy Committee and its Climate Change Task Force, TRB’s TDM Committee, TDM Institute, SR2S National Organization, Association for Commuter Transportation, APTA and other organizations and agencies.
- TFCA AND MTC APPLICATION DEVELOPMENT, SUBMITTAL AND FUNDING AGREEMENTS- BAAQMD policy prohibits expenditure of TFCA funds for costs associated with drafting TFCA applications; assisting other agencies with TFCA applications; coordinating the submittals through the RTPC, CCTA and BAAQMD, and other program development activities.

Funding is expected to be approximately the same as in FY 2011/12. Available fund allocations are currently unknown, however pending notification from the BAAQMD and CCTA funds are estimated to be approximately \$650,000 TFCA, \$39,900 MTC CMAQ, and \$300,000+/- Measure J Commute Alternative funds.