

5. Review of Projects Proposed for Submission by TRANSPAC Jurisdictions in response to the STIP Call for Projects

Attachments:

- CCTA Staff report on the State Transportation Improvement Program (STIP) Call for Projects;
- City of Pleasant Hill STIP project information: Contra Costa Boulevard Corridor Enhancement Project, Phase 3;
- Contra Costa County Kirker Pass Road Northbound Truck Climbing Lane project information
- Walnut Creek BART TOD Intermodal Project



CONTRA COSTA
**transportation
 authority**

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June 15, 2011

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CALL FOR PROJECTS

2012 STATE TRANSPORTATION IMPROVEMENT PROGRAM

Dear Project Sponsor:

The Contra Costa Transportation Authority (Authority) invites you to submit applications for the 2012 State Transportation Improvement Program (STIP). The 2012 STIP will cover the 5-year period from FY 2012-13 through FY 2016-17. There is at least \$27 million available for programming, in addition to any new Contra Costa share in the 2012 STIP.

Consistent with Authority policy, \$18 million has been pre-committed to the extension of BART to east Contra Costa County – eBART (\$13 million) and I-80/San Pablo Dam Road interchange reconstruction projects (\$5 million), leaving approximately \$9 million, in addition to any new 2012 STIP share, available for programming on projects in west, southwest and central parts of the county. Projects in east Contra Costa County are not eligible to compete for this STIP cycle.

The new STIP funds are likely to be available in FY 2015-16 and FY 2016-17. The STIP funds can be used to fund one or more phases of a capital project (e.g. environmental clearance, design, right-of-way, and/or construction).

CCTA Contact

Project applications relating to this call for projects should be submitted to the address shown below. For inquiries, call (925) 256-4740; or by email: aabuamara@ccta.net.

Amin AbuAmara, Associate Engineer
 Contra Costa Transportation Authority
 2999 Oak Road, Suite 100
 Walnut Creek, CA 94597

Project sponsors must submit two copies of their applications **no later than 2:00 p.m., July 13, 2011.**

Project Screening

Projects will be screened based on the following criteria:

2999 Oak Road
 Suite 100
 Walnut Creek
 CA 94597
 PHONE: 925.256.4700
 FAX: 925.256.4701
www.ccta.net

1. Project must be consistent with adopted Regional Transportation Plan (RTP).
2. Local projects must be in a Congestion Management Plan (CMP).
3. Candidate projects must submit a draft PSR or PSR-equivalent along with the application by July 13, 2011. Final PSRs should be submitted to CCTA no later than September 28, 2011.
4. Funds must be programmed for the phase(s) requesting STIP funding within the period between FY2015-16 and FY2016-17.
5. Project/project phases must be fully funded with requested STIP funds and other committed fund sources.
6. Requested STIP funds must be for Capital Improvements and at least \$1 million.
7. Letters of concurrence from the RTPCs should be submitted by July 13, 2011.
8. Roadway projects must be on a route of regional significance.
9. Since STIP funds are federalized, project sponsors must be willing to go through Caltrans Local Assistance for the complete federal process.
10. Projects that are operational in nature must show a strategy for Operations and Maintenance funds for the life of the project.

Project Scoring

Transit and roadway projects will be evaluated separately using the following scoring criteria:

<u>Criteria</u>	<u>Points</u>
Safety/System Productivity	25 max
Congestion Relief	25 max
Strategic Expansion	15 max
Helping Meet SB 375 Goals	10 max
Other Secured Funds	5 max
<u>Measure C/J Project</u>	<u>20 max</u>
TOTAL Points	100 maximum

More information on the scoring criteria can be found at www.ccta.net.

Process Timeline


The 2012 STIP Timeline is as follows:

June 15	Authority issues the "Call for Projects"
July 13	Applications and draft Project Study Reports (PSRs) or PSR equivalents are due to the Authority
July 14-August 4	STIP Subcommittee reviews and scores applications, and develops a draft project list

August 10	California Transportation Commission (CTC) adopts STIP fund estimate
August 11	Letters of concurrence by the responsible Regional Transportation Planning Committee are due to the Authority
August 18	Technical Coordinating Committee reviews scoring, draft project list, and based on fund estimate, recommends final project list
September 1	Administration and Projects Committee refines and approves final project list
September 21	Authority board approves final project list
October 11	Final Project Programming Request (PPR), final project listing and performance measure analyses, <u>final PSRs or PSR equivalents</u> , <u>resolutions of local support</u> , and <u>certifications of assurances</u> are due to Authority
October 14	Authority submits to MTC final project list, identifies projects requiring project-level performance analysis, and submits Complete Streets Checklists
October 24	Final Complete Applications Due to MTC
November 7	MTC circulates draft RTIP for public review
November 16	MTC scheduled approval of 2012 Regional Transportation Improvement Program (RTIP).
December 15	2012 RTIP due to CTC
February 2012	CTC 2012 STIP Hearing
April 2012	CTC adopts 2012 STIP

Project applications are attached and are also available in electronic format at <http://www.ccta.net>. If you have any questions please call Amin AbuAmara at (925) 256-4740. We look forward to receiving your application.

Sincerely,


 Randell H. Iwasaki
 Executive Director

Attachments - Roadway Application
 - Transit/Intermodal Application

Project Name: Contra Costa Boulevard Corridor Enhancement Project (Phase 3)

Project Limit: Contra Costa Boulevard, from Chilpancingo Parkway to Viking Drive, from Taylor Boulevard to Beth Drive, and from Gregory Lane to Boyd Road.

Project: The purpose of the proposed project is to improve the traffic circulation, manage existing traffic congestion, and improve the safety and access for vehicles, bicycles, pedestrians, and transit along the Contra Costa Boulevard Corridor, from Chilpancingo Parkway to Viking Drive, from Taylor Boulevard to Beth Drive, and from Gregory Lane to Boyd Road. The project will also construct minor ADA and pedestrian enhancements at various intersections between Beth Drive and Gregory Lane.

Project Scope: The project scope consists of intersection geometry improvements (adding a second northbound left turn lane at Golf Club Road intersection and removing existing right turn/merge lane at Golf Club Road, Viking Drive, and Ellinwood Drive intersections), replacing the existing traffic signal at Golf Club Road, Viking Drive, Ellinwood Drive, and Beth Drive, and install ADA and video detection upgrades at Vivian Drive, Woodsworth Lane, Crescent Drive, Monument Boulevard, and Boyd Road. The existing pavement within the project limit will be rehabilitated, and a new Class II bike lane will be striped along both sides of Contra Costa Boulevard between Chilpancingo Parkway and Viking Drive, and between Taylor Boulevard and Beth Drive. A signed Class III bike route will be implemented between Beth Drive and Boyd Road. A new 5-foot concrete sidewalk will be installed along the west side of Contra Costa Boulevard between Ellinwood Drive and Beth Drive, and a new in-pavement flashing system/beacon will be installed at the Doris Drive intersection. Lastly, transit stop enhancements will be evaluated throughout the corridor (e.g. shelters, benches, trash bins, bus turn outs), including possible relocation of existing bus stops to reduce potential for mid-block jaywalking.

Financial Plan:

Total Project Cost: \$7,925,000

Secured Funding: \$1,183,000 in HSIP, \$1,145,000 in Measure J, \$617,000 in local funds

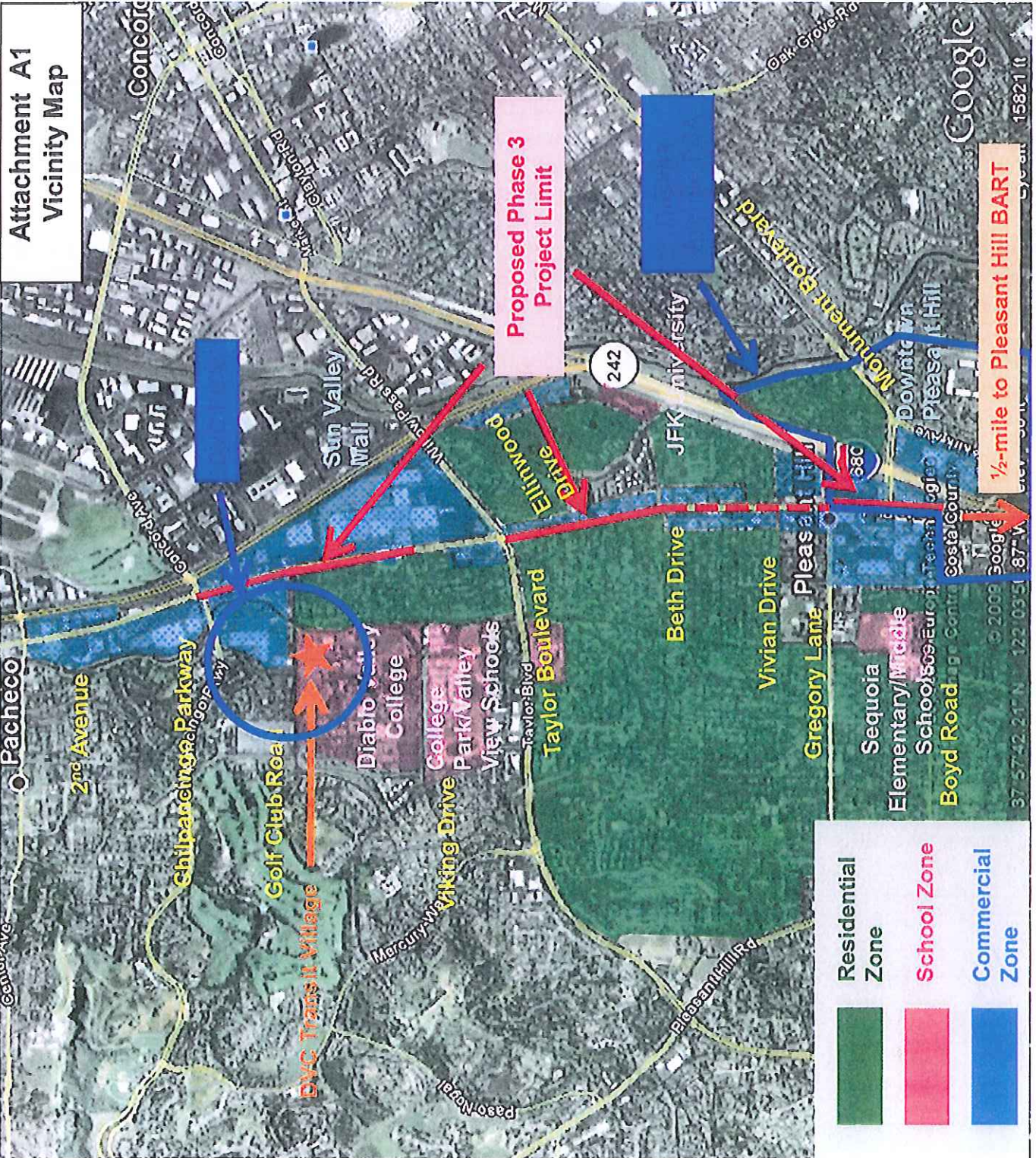
STIP Request: \$4,980,000

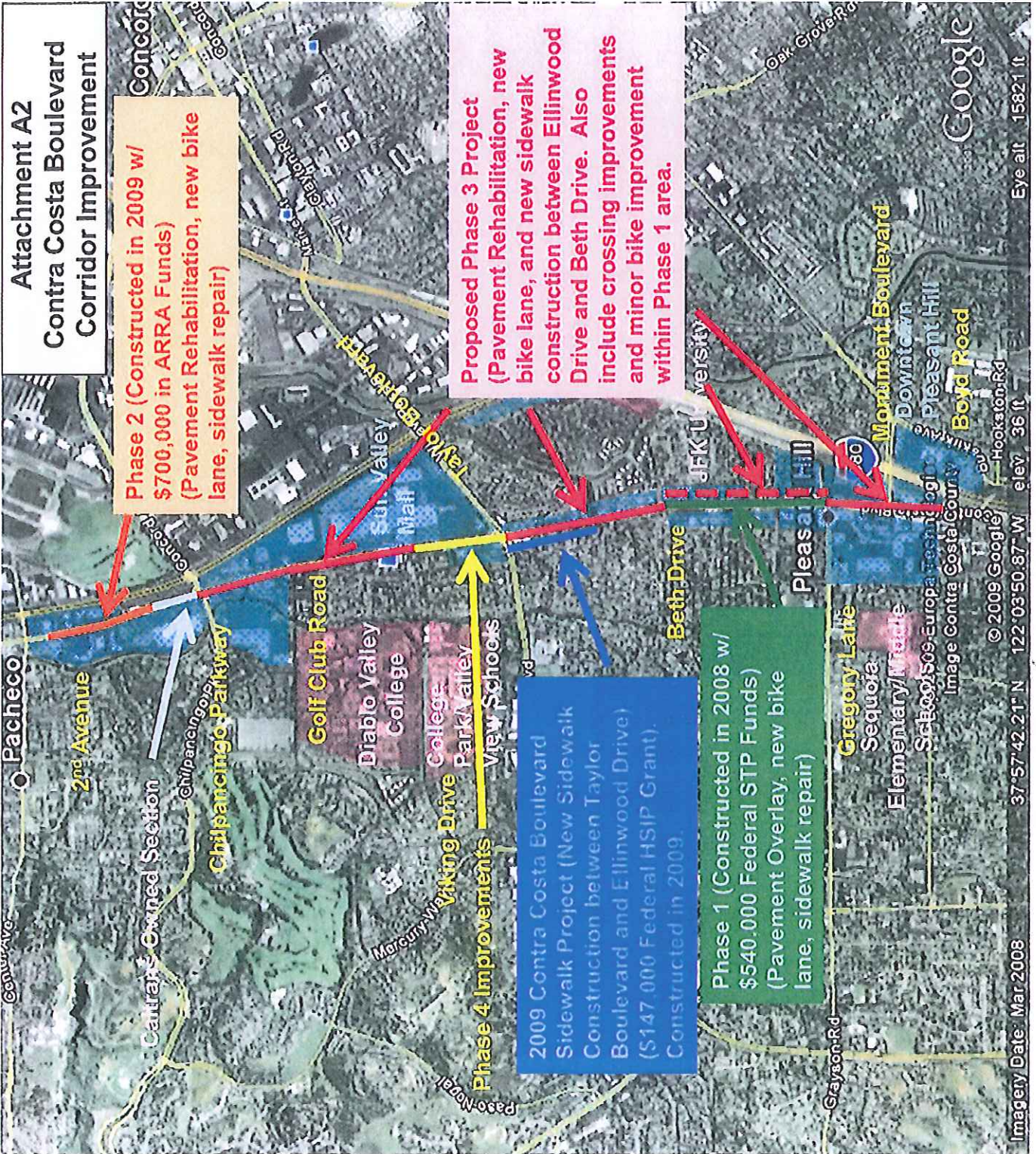
Project Schedule:

Design - July 2015 to March 2016

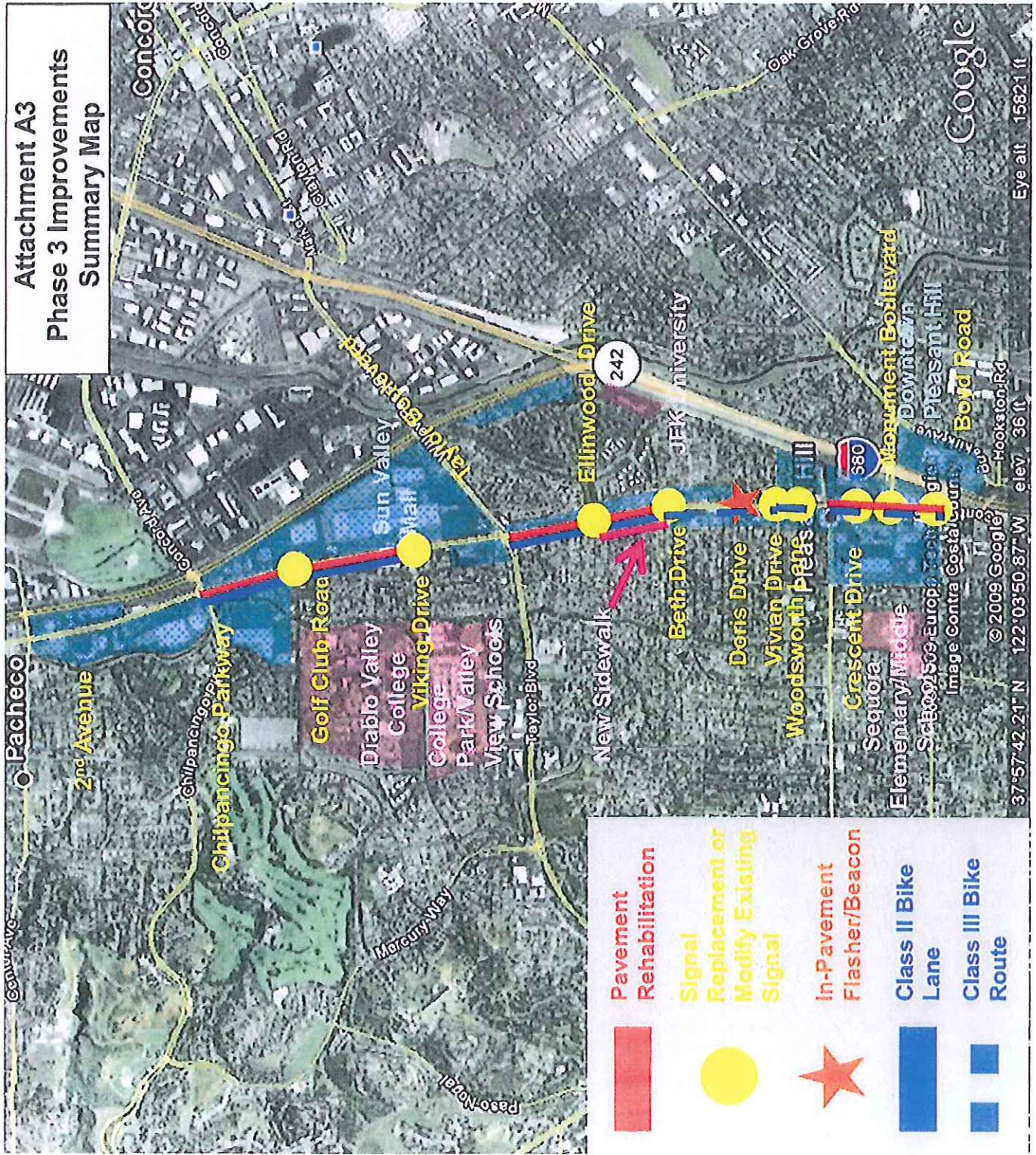
Environmental - July 2014 to June 2015

Construction - May 2016 to November 2016





**Attachment A3
Phase 3 Improvements
Summary Map**



- Pavement Rehabilitation
- Signal
- Replacement or Modify Existing Signal
- In-Pavement Flasher/Beacon
- Class II Bike Lane
- Class III Bike Route

Eye alt 15821 ft

© 2009 Google
Image Control
37°57'42.21" N 122°03'50.87" W elev 36 ft

Google

DRAFT - 2012 STIP APPLICATION ROADWAY PROJECTS

1. Project Title: Kirker Pass Road Northbound Truck Climbing Lane

2. Project Purpose:

Describe the existing problem

Kirker Pass Road is a rural arterial that facilitates the movement of interregional traffic between Central and East Contra Costa County. In particular, the road is heavily used by trucks that are fully loaded with quarried material from the neighboring city of Clayton and Concord, over the Meridian Hills to areas of burgeoning development in East County.

Sustained grades steeper than 8% prevent trucks from matching the speed of other vehicles on the climbing sections of the road. When combined with the high volume of passenger cars that use this road as an alternative to the heavily congested State Route 4 (SR4) connecting Central and East County, the slow truck climbing traffic contributes to significant congestion during peak service hours. In addition, the steep, sustained grades cause high speed differentials between heavy and light vehicle types which, creates the need for safety improvements for motorists attempting to pass.

The road, despite its steep grade and 3-foot shoulders, is also used by commuter and recreational bicyclists because it provides a direct route between the most populous areas of Central and East County. As such, Kirker Pass Road has been identified on the Contra Costa Transportation Authority (CCTA) Countywide Bike Plan as a Class II bike lane candidate in order to provide the physical separation and lane width needed for bicyclist safety and also to encourage the use of alternative interregional transportation modes.

3. Project Scope and Description:

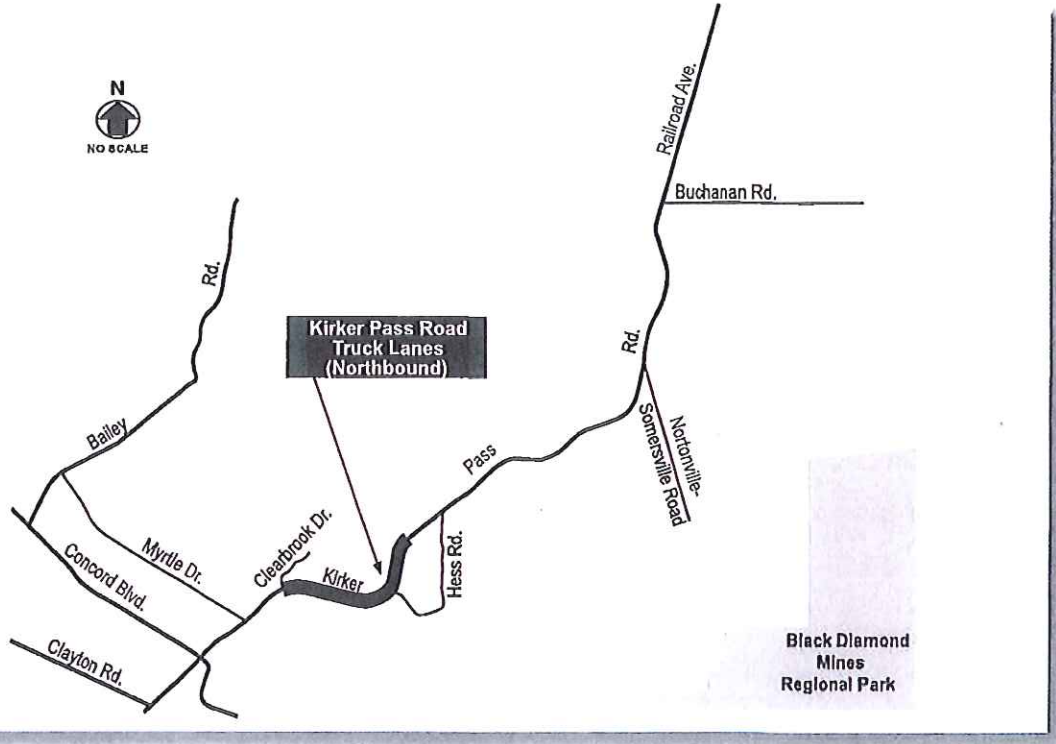
Include a description of the project limits

Kirker Pass Road provides vehicular access through the Meridian Hills between Central and East Contra Costa County. The mountainous terrain features a number of sustained grades greater than 8% over segments greater than 1,000 feet in length.

This project intends to reduce congestion and improve the safety of a Route of Regional Significance by adding a northbound truck climbing lane from Clearbrook Drive in the City of Concord to a point 1,000 feet



Kirker Pass Road Truck Lanes (Northbound)



Project Number

24004

Project Sponsor

Contra Costa County

Project Type

Transit

Highway

Local Streets

 Major Arterial

Bike/Pedestrian

Other

Project Scope

Add truck climbing lane in the northbound direction along Kirker Pass Road from Clearbrook Drive in the City of Concord to approximately 1,000 feet east of the eastern intersection with Hess Road in unincorporated Contra Costa County.

Funding Sources (\$ in million)

Total	7.5
Measure J Transportation Sales Tax ¹	5.6
Other (TBD)	1.9

¹Measure J funds shown in escalated dollars. Actual commitment is in 2004 dollars as shown in Appendix A.

Kirker Pass Road Truck Lanes (Northbound) *(cont.)*

Need/Purpose

Trucks can not match the speed of other vehicles on the climbing sections. This causes the other vehicles to slow to the truck speed.

Possible Segmentation

N/A

Issues

None.

Project Opposition/Support

No known opposition.

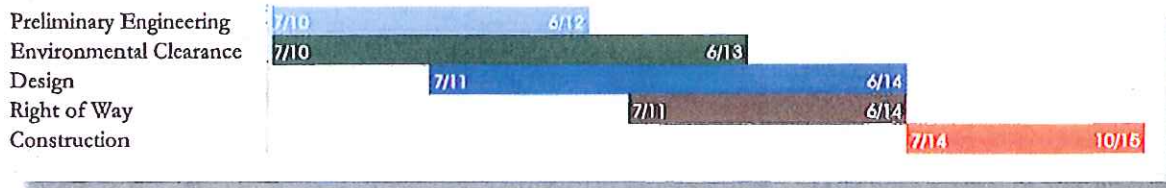
Current Status

Preliminary Engineering is underway.

Project Location



Project Schedule



Walnut Creek BART TOD Intermodal Project

Project Purpose: The purpose of the Walnut Creek BART TOD Intermodal Project is to provide key public amenities within a mixed use transit-oriented development on the 16 acre Walnut Creek BART station. The transit village will maximize the proximity of both regional and local transit systems as well as bicycle and pedestrian connections within Walnut Creek and the surrounding community. This new transit village will completely redesign the sterile surface parking lots that surround the Walnut Creek BART station into a community that will include approximately 600 market rate apartments, 20,000 square feet of commercial space, replacement of existing surface BART parking, a new BART police substation, a new, expanded bus intermodal zone, a new kiss and ride area and upgraded and expanded bicycle facilities. The village is designed to encourage walking and bicycling by having attractive pathways (called paseos) that will provide connections within the village as well as to downtown Walnut Creek, the Iron Horse Trail and other neighborhoods and destinations in the surrounding area. The purpose of this project is to provide specific public amenities that will support transit, walking and bicycling to and from the village as well as help to create an inviting environment for both residents and visitors.

Project Description: The scope of the project is to construct the public access components of the transit village, specifically the intermodal bus facility, the transit customer service station, a BART police substation, bicycle facilities and public access paths and plazas. These amenities are part of a larger project that includes a six-story, 887 space parking garage. The construction of these public amenities along with the garage enables the project sponsors and BART to develop the remaining BART station property into a vibrant transit village.

Estimated total cost \$8.85 million

STIP request: \$5.0 million

Measure J request: \$3.85 million

