

TRANSPAC TAC MEETING NOTICE AND AGENDA

THURSDAY, MAY 24, 2018

9:00 A.M. to 11:00 A.M.

**In the LARGE COMMUNITY ROOM at City of Pleasant Hill City Hall
100 GREGORY LANE
PLEASANT HILL**

1. Minutes of the April 26, 2018 Meeting

ACTION RECOMMENDATION: Approve Minutes

Attachment: TAC minutes from the April 26, 2018 meeting.

2. Interstate 680 / State Route 4 Interchange Improvement, State Route 4 Widening, Phase 3 Project Status. Contra Costa Transportation Authority staff will provide an update on the project.

Attachment: CCTA Quarterly Project Status Report: Interstate 680/State Route 4 Interchange Improvement: State Route 4 Widening, Phase 3 (# 6001), April to June 2018

3. Draft Monument Boulevard / I-680 Bicycle and Pedestrian Improvements Feasibility Study Scope of Work. The TRANSPAC Board approved the I-680 / Monument Boulevard Bicycle and Pedestrian Improvement Project area to be studied with the \$220,000 of funding included in the TRANSPAC budget project reserve (November 2017). The funds are proposed to perform a feasibility study to identify specific improvements in this area with the effort resulting in material to support future funding requests. The approximate limits of the area to be examined are proposed to be between Contra Costa Boulevard and Mohr Lane/Iron Horse Trail. This area, a gap in the current Countywide Bike Plan, would provide for an improved east-west connection across I-680, and would directly benefit residential areas and schools as well as an identified Community of Concern (MTC) area. The study is envisioned to detail improved bicycle and pedestrian related improvements in the study area and identify scope, cost, and delivery strategy information that could be used to pursue additional project funding. The attached draft scope of work for review is based on the recent study completed for the I-680 / Treat Boulevard Bicycle and Pedestrian Improvements Project. The available funding should be sufficient to deliver this scope. A project of this type is proposed to include tasks such as identifying feasible improvements, traffic modeling, simulations, and a comprehensive outreach effort with stakeholders.

The TRANSPAC TAC is requested to review and comment on the draft scope of work. Staff proposes to return with a final draft for the TRANSPAC TAC to consider in June.

Attachment: Draft Monument Boulevard / I-680 Bicycle and Pedestrian Improvements Feasibility Study Scope of Work

4. **TRANSPAC Central County Action Plan / Subregional Transportation Mitigation Program.** Through the Central County Action Plan for Routes of Regional Significance (Action Plan), TRANSPAC has implemented a Subregional Transportation Mitigation Program (STMP) to generate funding for project mitigations from private developers whose projects are found to increase traffic on Routes of Regional Significance. Staff will review the STMP that is included in Chapter 5 of the Central County Action Plan. The STMP details the process for consideration of, and mitigation if required, for proposed development.

Attachment: Chapter 5 of the Central County Action Plan for Routes of Regional Significance (September 20, 2017)

- o The complete document is available on the TRANSPAC website ([Central County Action Plan for Routes of Regional Significance \(September 20, 2017\)](#))

5. **Grant Funding Opportunities.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities.

Attachment: CCTA Local Agency Funding Opportunities Summary – Updated May 4, 2018

6. **Committee Updates:**

- a. Technical Coordinating Committee (TCC): The May 17, 2018 meeting was cancelled.
- b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): The next meeting is May 28, 2018.
- c. Paratransit Coordinating Council (PCC): The next meeting is May 21, 2018.

7. **Future Agenda Items:**

- **The Contra Costa Transportation Authority's Meeting Schedule** for April 2018 to July 2018 may be downloaded at:
http://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=397&meta_id=36212

8. **Next Meeting: June 28, 2018**

TRANSPAC Technical Advisory Commission (TAC) Meeting Summary Minutes

MEETING DATE:	April 26, 2018
MEMBERS PRESENT:	G. Aileen Hernandez, BART; Ruby Horta, County Connection; Abhishek Parikh, Concord; Robert Sarmiento, Contra Costa County; and Andy Smith, Walnut Creek
STAFF:	Matt Todd, TRANSPAC Managing Director; and Anita Tucci-Smith, TRANSPAC Clerk
GUESTS/PRESENTERS:	Wahid Amiri, Project Manager, Planning, Development & Construction, BART; Brad Beck, Senior Transportation Planner, Contra Costa Transportation Authority (CCTA); and Leslie Young, Golden Rain Foundation
MINUTES PREPARED BY:	Anita Tucci-Smith

The meeting convened at 9:00 A.M.

The next item was taken out of agenda order.

- 5. BART Station Access During Construction.** The Walnut Creek and Concord BART stations both have ongoing construction activity that impacts access. BART staff provided an update at the December 2017 TRANSPAC Board meeting. BART staff will provide an update on the two projects.

Wahid Amiri reported on the ongoing improvements at the Concord BART station and advised that the north plaza had been opened up to public use a month ago, with new lights, seating, and the new plaza area, among other improvements. Construction was underway for Phase 2 on the south side with substantial completion expected by the beginning of June. Sidewalk construction, raised crosswalk for pedestrian safety, and new LED light poles with the city banner had been positioned in front of the fare gates, and there had been a lot of positive feedback. He hoped to have that area opened by mid-June. When asked, he pointed out the location of the bike lockers in the Phase 1 area close to Clayton Road. In the future a modular bike facility would be provided through the Concord Modernization Project. He also explained in response to comments about traffic backups at the pickup/drop-off at Oakland Avenue, that all those services had been relocated to the north plaza where there was sufficient space. The entire sidewalk would be improved and brought up to current ADA standards, and when the work was complete the temporary pickup/drop-off area would be returned to its prior function. While the changes had been noticed to the public, BART staff had been at the site to make the transitions as smooth as possible.

Abhishek Parikh noted that there seemed to be some bike/pedestrian improvement overlap between BART and the City of Concord, and he asked Mr. Amiri to work with the City of Concord to address those concerns, particularly the complaints from Bike Concord related to safety issues and not being able to access sidewalks.

Aileen Hernandez provided a summary of the other projects taking place in Central Contra Costa County and noted she had previously provided an update on a comprehensive wayfinding system for Central County BART stations. She reported that the Pleasant Hill bike station had been completed and was operational, with a total of 527 spaces installed. A total of 24 BikeLink lockers had been moved from the Pleasant Hill station to the Concord station, with the idea of having an early stage of bike improvements at Concord given that the additional bike parking improvements would be done as part of the Concord Modernization Project.

As to how the bike facilities were being used at Pleasant Hill, Brad Beck noted that the lockers appeared to be pretty full. Given that the bike station was not clearly identified, he suggested a BART logo or some method to identify the public BART bike station facility.

Robert Sarmiento asked if there was signage in the station to lead to the bike station, and Ms. Hernandez did not know but would mention the concerns to Steve Beroldo at BART.

TAC members requested more details and an update on the bike facilities in Central County with respect to times of operation, services available, and the number of users. On the comment that Concord planning was looking at a bike share pilot, Ms. Hernandez explained that BART was working on an agreement with Lime Bike, and a discussion of the concerns for bikes being “dumped” was noted, particularly as it had become a major issue for the County at the Contra Costa Centre.

Ms. Hernandez identified and described the three proposed phases of improvements at the Walnut Creek BART station with Phase 1 being the new garage construction, Phase 2 the north parking lot construction, and Phase 3 the east parking lot construction.

Andy Smith noted there had been a complaint of not being able to get out of the Walnut Creek BART station in the evening because people were stopping to drop off and pick up in undesignated areas.

Ms. Hernandez advised that she would provide an update in the next quarter.

Matt Todd noted the few TAC members currently available and commented that there was nothing in the Bylaws related to a quorum of the TAC. Given the upcoming discussion and review of the Line 20a applications, he advised that he would proceed with the agenda and inform the TRANSPAC Board there were fewer people than normal at this meeting.

1. Minutes of the March 22, 2018 Meeting

The minutes were approved by consensus.

2. **Draft Measure J Line 20a Program of Projects (2018/2019 - 2019/2020).** The Measure J Expenditure Plan includes program 15: Transportation for Seniors & People With Disabilities. The name generally self-describes the activities that the program funds. There is an additional program in Measure J, 20a: Additional Transportation Services for Seniors and People & Disabilities, which provides the TRANSPAC area an additional 0.5% (or about \$440,000 per year) for these types of services. TRANSPAC is responsible for recommendations on how the Line 20a funds are to be used. TRANSPAC approved a two-year program of projects in 2016 for the FY 2016/2017 and FY 2017/2018 period. Six sponsors have submitted a total of eight funding requests totaling about \$878,000 for the two-year period. A summary of the funding requests is included in the attached material. The TRANSPAC TAC reviewed the program and recommended a Draft Measure J Line 20a Program. The TRANSPAC Board reviewed and released the program for comment. Discussion at the TRANSPAC Board meeting focused on the Golden Rain Foundation On Demand Micro Transit application request and how the requests matched with the new funds available to be projected and the identified reserve balance. The TRANSPAC Board requested the Golden Rain Foundation provide additional information to the TAC. The programming schedule calls for the approval of a final program in May 2018.

Mr. Todd stated that the issue had previously been discussed by the TAC and the Board of Directors for the eight requests for Line 20a funds for 2018/2019 and 2019/2020. Six applicants had submitted the eight requests; six for operations and two for capital, and the eight requests were within the fund estimate for the next two years.

Mr. Todd highlighted new information that had been presented from Mobility Matters, which had provided a report on their first quarter of operation, where almost 200 rides a month had been identified for the TRANSPAC area, with 370 rides overall for the entire county (compared to 121 and 265 for the 2017 year). The Golden Rain Foundation had also provided new information along with a copy of its 2018 budget. He noted the project had previously been discussed by the TAC and the Board and Leslie Young was available to respond. He added that each unit in Rossmoor was paying into transit whether or not it was used. The Golden Rain Foundation's proposed software program was intended to roll multiple components of its services together with a flex demand type of service.

Leslie Young pointed out that the majority of those living in Central County thought that Rossmoor, as a gated community was an affluent community, which was not the case. It was the only affordable housing in the Walnut Creek community, and the amenities offered for transportation services helped residents get to the store, medical appointments, and fitness, among other needed services. She described the specific improvements that the Golden Rain Foundation's proposal would offer and where extra buses would be provided.

In response to Mr. Parikh who referred to the Golden Rain Foundation's overall budget and a reduction in the budget for transportation, Ms. Young explained that she had not been involved in the Foundation's overall budget, only its transportation budget.

Mr. Parikh continued to be concerned that the Golden Rain Foundation's transportation budget had been reduced while there were multiple instances of increases in other budget line items, and the Foundation was looking to the TRANSPAC allocation to fund its services. Since the Line 20a funding was for specific users, he suggested the Foundation's proposal did not qualify for Line 20a funding.

Andy Smith expressed his understanding of the situation from Jeff Matheson, Director of Resident Services, Golden Rain Foundation, that the green line would be kept as is and the white line and dial-a-bus paratransit would use the scheduling provided by the pilot program scheduling software to take a lot of the paratransit riders and put them on to the white line, a flexible route service, which would result in a significant cost reduction, and which was how they would be able to pay for the maintenance of the scheduling software. He noted that if the services weren't being provided by the Golden Rain Foundation, other public funds and services would have to be used to provide them.

Mr. Todd clarified that the services proposed by the Golden Rain Foundation were 20a compliant, and suggested there was a maintenance of effort issue. He clarified that the TRANSPAC Board had released the draft 20a program and that much of the Board's discussion had focused on the Golden Rain Foundation application, and the TAC had been requested to make a recommendation for the final program.

The TAC discussed a number of ways to address Mr. Parikh's concerns by reducing the Golden Rain Foundation's monetary request by the previous amount now not covered by the Foundation or by the average of the increase from all other of the Foundation's services. Mr. Todd noted that a maintenance of effort was not one of the requirements in the current process and had not been reviewed for the other applicants. In fact, prior to this year's call for projects, the overall budget information from each applicant had not been requested in the project applications.

Most TAC members suggested that the situation be identified for the Board's information but that any new regulations not previously required should be considered as a future requirement, particularly since the other Line 20a applicants had not been held to the same standard.

By consensus, the TAC recommended approval of the revised Measure J Line 20a Program for 2018/2019 – 2019/2020 that included all eight project application requests, but raised the concern of how to deal with the maintenance of effort issue and the efficacy of the programs as a whole, and whether there were other sources of funding.

3. **Review Draft of the 2018 Countywide Bicycle and Pedestrian Plan.** The Contra Costa Transportation Authority (CCTA) has released the draft 2018 Countywide Bicycle and Pedestrian Plan (CBPP) for public and agency review. The Draft 2018 CBPP reflects the many changes that have occurred since the last plan in 2009. Over those last nine years, new best practices for supporting walking and bicycling have been developed, local agencies have implemented new active transportation plans, and new funding sources for active transportation have been created. The CBPP outlines the Authority's proposed strategies, priorities and actions needed to support and encourage walking and bicycling in Contra Costa. The CCTA is requesting formal comments on the CBPP by May 25, 2018. The CCTA staff will provide additional information on this item at the meeting.

Brad Beck presented the public review draft of the Countywide Bicycle and Pedestrian Plan and noted that the plan included information from the interactive web map and webinar and the most frequent comments, which were primarily positive, although there were some negative comments. Comments related to improvements in downtown Walnut Creek, and setting priorities for funding and attempting to find funding. When asked, he stated the comments were primarily from inside Contra Costa County, although there were some from out of the county and even out of the state.

Mr. Beck stated the basic structure of the plan was the same as 2003 and 2009, with key updates, and included information on future growth and identified areas of higher densities both residential and employment, and a higher mix of uses, especially a mix of jobs and retail and housing and retail, Priority Development Areas (PDAs), near schools and near bus transit, and pedestrian collision areas. Two appendices updated Best Practices; one for pedestrians and one for bicycles, and there were a number of different potential improvements. He commented that the idea of level of traffic was fairly new.

Mr. Beck identified the key themes from the public outreach to improve pedestrian crossings and add separated bikeways, close gaps, education for all road users to improve safety and enforce "Rules of the Road," add bike parking, reduce traffic speeds, and improve Safe Routes-to-School and -to-Transit. He explained that \$1.4 billion of strictly bicycle and pedestrian improvements had been identified through the plan, and only \$172 million had been committed for funding in the long range projection of revenues, leaving a substantial shortfall.

The plan was currently in the middle of public review, and Mr. Beck sought comments by May 25, 2018, along with any suggestions or changes to where the pedestrian priority areas were, which routes should be on the County Bikeway Network, and areas of low stress, with the hopeful adoption of the plan by July. The plan was available online at keepcontracostamoving.net

Mr. Sarmiento advised that the county would have comments.

4. **Draft TRANSPAC Budget and Workplan for 2018/2019.** The TRANSPAC Joint Exercise of Powers Agreement (JPA) specifies that TRANSPAC shall adopt a budget that includes operational expenses and the proportional amount each agency will be required to pay. The TRANSPAC Board reviewed the Draft FY 2018/2019 TRANSPAC budget and workplan material on April 12, 2018. The material will be brought back to the TRANSPAC Board for final approval at a future meeting prior to the start of the next fiscal year.

Mr. Todd presented the TRANSPAC Budget and Workplan for 2018/19, and reported that the same material had been presented to the TRANSPAC Board. He highlighted the information that had been presented to the Board, identified the method of assigning allocations to each jurisdiction, and highlighted the activities in the proposed Workplan. Those activities included a proposed joint meeting with the TRANSPAC Committee with a primary focus being the Reuse Project (former Concord Naval Weapons Station), and getting more information on GoMentum, with potentially a tour. He also presented a summary of the two Service Contracts for Gray Bowen Scott and Anita L. Tucci-Smith, LLC for renewal. The Budget and Workplan would be presented to the Board for final approval in May or June, with a clarification requested by the Board of whether the City of Pleasant Hill had an escalation of its charge, and a clarification of whether there was any CalPERS unfunded liability with respect to former 511 Contra Costa employees.

There were no comments from the TAC.

6. **Grant Funding Opportunities.**

Grant funding opportunities were noted.

7. **Committee Updates:**

There were no committee updates.

8. **Future Agenda Items:**

Mr. Todd referred to another upcoming CEC Energy Grant application and some SB1 competitive pots of funding where I-680/SR4 was included on the recommended funding list. He explained that Hisham Noeimi would provide an update next month.

Ruby Horta reported that the County Connection Board of Directors had approved a fare and service proposal, which would move forward to public comments.

9. **Adjournment**

The meeting adjourned at 10:55 A.M. to the next meeting scheduled for Thursday, May 24, 2018.

Project	Interstate 680/State Route 4 Interchange Improvement: State Route 4 Widening, Phase 3 (# 6001)
Sponsor	Contra Costa Transportation Authority
Subregion	Central County

Scope

Construct three-level interchange, as follows:

- Phase 1 – NB I-680 to WB SR 4 connector.
- Phase 2 – EB SR 4 to SB I-680 connector.
- Phase 3 – SR 4 widening: Morello Avenue to SR 242 and replacement of Grayson Bridge.
- Phase 4 – SB I-680 to EB SR 4 connector.
- Phase 5 – WB SR 4 to NB I-680 connector.

Due to a funding shortfall, Phase 3 will be constructed first. The remaining phases will be constructed as funding becomes available.

Status

- All phases were environmentally cleared in November 2008. Phase 3 environmental revalidation was completed in December 2015.
- Phase 3 design is complete. Currently, preparing bid package to advertise the project for construction.
- Caltrans is leading the utility coordination efforts with Kinder Morgan, Phillips 66, and Contra Costa Water District (CCWD). Relocation work will begin in June and expected to finish in October 2018.

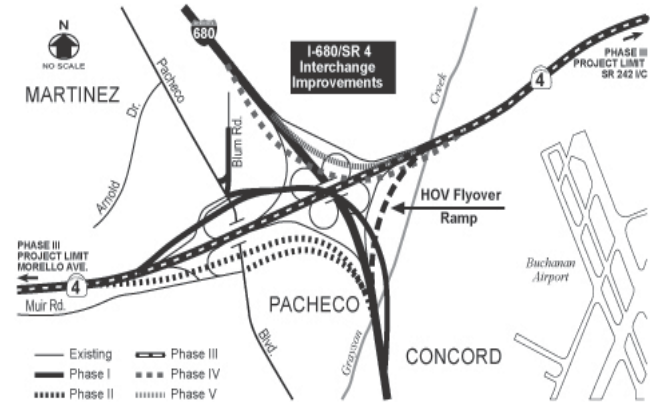
Issues/Areas of Concern

- Funding has not yet been secured for future phases.

Update from Previous Quarterly Report

- Regulatory agencies agreed on the mitigation plan site and permits were issued. ACOE received National Marine Fisheries Service agency clearance of the project which allowed Flood Control District to issue 408 permit to relocate the utilities.
- Utility relocation contracts were advertised for construction in May. Bids were received, and contracts will be awarded in June.
- Caltrans approved final design plans and Right-of-Way (ROW) Certification on April 19, 2018.
- A need for temporary construction easement and permanent footing easement at Solano Creek requires an eminent domain process. Process was initiated. However, a work around ROW certification was issued by Caltrans in March 2018. Project still needs a full ROW certification, expected in October 2018 to allow contractor to work around Solano Creek.
- CTC approved the programming of \$33.5 in competitive SB1 Local Partnership Program (LPP) funds. Project cost and funding have been updated based on latest information.

Location



Schedule

	Phase 3	Other Phases
Planning	Complete	Complete
Environmental Clearance	Complete	Complete
Design	2013-2018	TBD
Right of Way and Utilities	2014-2018	TBD
Construction	2018-2021	TBD
Post Construction	2020-2021	TBD

Estimated Cost by Project Phase (\$ 000s)

	Amount	
	Phase 3	Other Phases
Project Management	\$1,700	—
Planning	600	—
Environmental Clearance	2,800	\$900
Design	9,779	32,400
Right of Way and Utilities	19,690	10,900
Construction	90,626	270,400
Construction Management	11,000	32,400
Total	\$136,195	\$347,000

Funding by Source (\$ 000s)

	Amount	
	Phase 3	Other Phases
Measure J	\$35,000	—
Measure C	17,300	—
STIP-RIP	23,900	—
SHOPP	21,596	—
LPP (formula)	4,799	—
LPP (competitive)	33,600	\$347,000
Total	\$136,195	\$347,000

Project Interstate 680/State Route 4 Interchange Improvement: State Route 4 Widening, Phase 3 (# 6001) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (4/30/2018)	Estimate at Completion	Percent Billed	Percent Physically Complete
372	6	12/31/2018	WMH Corporation	Design	\$10,015,789	\$9,524,132	\$10,015,789	95%	96.5%
398	1	6/30/2020	Contra Costa Flood Control	Hydraulic Evaluation and Permitting	\$61,025	\$55,246	\$61,025	90%	61%
473	—	12/31/2021	The Hanna Group	Construction Management	\$9,414,978	\$146,522	\$9,414,978	1.5%	0%
493	—	12/31/2018	Elsie Gridley Mitigation Bank	Sale of Vernal Pool Establishment Credits	\$606,150	\$0	\$606,150	0%	0%
494	—	12/31/2018	Elsie Gridley Mitigation Bank	Reservation of Vernal Pool Establishment Credits	\$450,000	\$0	\$450,000	0%	0%

Monument Boulevard / I-680 Bicycle and Pedestrian Improvements

Feasibility Study

Improving the bicycle and pedestrian connections on the Monument Boulevard Corridor across I-680, including considering the connections between the Iron Horse Trail and Contra Costa Boulevard, and the access for the multiple user types.

Task 1: Project Initiation and Data Collection

A. REVIEW SCOPE, SCHEDULE AND BUDGET, AND INITIATE PROJECT

Consultant shall hold a kick-off meeting with Staff and others, as determined by the Staff, to:

- Review scope of services
- Confirm study area
- Review project schedule
- Establish communication channels with other key stakeholders
- Identify available data and published materials
- Identify applicable design and planning standards
- Identify State and Federal required elements

If any changes to the Monument Boulevard / I-680 Bicycle and Pedestrian Improvements Feasibility Study (Study) are necessary following the kick-off meeting, Consultant and the Staff will consider amending this Study. Consultant shall continue to meet with Staff on a monthly basis, in person or by conference call, to review progress and keep Staff involved in the Development of the Study.

B. REVIEW AVAILABLE DATA/MAPPING/ANALYSIS

Consultant shall collect and review plans, studies, maps, and reports that are relevant to the development of the Study.

C. PREPARE BASE MAPS

Using the collected project data (see Section I.B., above), Consultant shall create project base maps in GIS and Adobe Illustrator. Consultant shall send base maps to Staff for one round of staff review. After receiving comments following Staff review, Consultant shall prepare final base maps based on latest mapping styles that are optimized for user accessibility, such as color vision impairment, and designed to convey information in an easy-to-understand format.

Task 1 Deliverables

- Kick-Off meeting agenda; presentation materials and meeting notes
- Revised scope (if applicable) and schedule
- Final base maps in Illustrator format

Task 2: Walking and Bicycling Tour and Documentation of Existing Conditions

A. WALKING AND BICYCLING TOURS

The objectives of the walking and bicycling tours will be determined through discussions with the Staff and/or Technical Advisory Committee (TAC). Objectives may include:

During the tour, Consultant shall familiarize Staff, TAC and local community with the existing conditions using mobility aids or artificial impairment devices. Consultant will schedule tour based on Staff's availability.

Consultant shall schedule the first tour based on Staff's availability early in the planning process. Consultant shall schedule the second tour later in the process after the preferred alignments have been tentatively identified (to promote the draft study recommendations).

Consultant shall prepare memorandum that highlights discussion from the tours recorded through notes, map graphics and digital photos. Consultant shall include the memorandum as part of the Draft Study prepared under task 5A.

B. STUDY AREA ANALYSIS

Consultant shall conduct an in-depth site visit to the Study area, which will include the collection of geo-tagged photos, field measurements, and the identification of existing impediments to pedestrian and bicycle travel. Consultant shall conduct a meeting with Staff, Caltrans, City of Pleasant Hill, and City of Concord staff to review the Project's opportunities and constraints and discuss design assumptions that will direct the development of concept design alternatives.

C. TRANSPORTATION ANALYSIS

Consultant shall conduct two-hour AM and PM peak-period turning movement counts using video equipment at the a set of TBD intersections.

Consultant shall conduct video traffic counts that will include pedestrians and bicycles. Based on Staff/stakeholder provided traffic signal timing data for each of the identified traffic signals, a peak hour Synchro analysis will be performed for each of the above intersections. The data obtained from the analysis will be used to construct a traffic model. Consultant shall convert the Synchro data output into a SimTraffic visual simulation model that will animate lane changes and impacts that may exist. Consultant will document vehicle origin and destination movements to simulate the actual conditions.

Consultant shall prepare a HCM 2010 compatible multi-modal level of service (MMLOS) base model using ARTPLAN. The MMLOS outputs will be assessed against existing conditions to confirm applicability to the study segment; if appropriate then MMLOS may be used in the evaluation of alternatives (Task 3).

Consultant shall provide a technical memorandum of traffic count data and a summary with: graphics; written descriptions of lane configurations along the corridor; predominant vehicular paths of travel descriptions based upon traffic counts and observations; and electronic Synchro files and electronic SimTraffic data files.

D. LAND USE AND URBAN DESIGN ANALYSIS

Consultant shall complete a land use and urban design analysis. The land use and urban design analysis will consider the character of the built environment and how pedestrians and bicyclists interact with the adjacent land uses. Consultant shall review relevant documents, plans, and studies, including the Pleasant Hill City Wide Design Guidelines (2008) and [City Concord equivalent], to identify urban design guidelines and objectives applicable to the study area, and which may inform the development of the design concepts.

E. USER ANALYSIS

Consultant shall collect user video data from one weekday and one weekend peak-period survey using National Bicycle and Pedestrian Documentation Project methods. These observations will help determine existing travel desire lines, user behaviors, and characteristics such as age and gender.

Consultant shall collect and analyze five years of crash data from SWITRS, to assess if there are any indicative trends, such as crash movement type, time of day, age involved, cause, or location.

F. TECHNICAL ADVISORY COMMITTEE MEETING #1

Consultant shall attend meeting 1 of 3 with the TAC. TAC shall consist of staff, as determined by the Staff, from Staff, City of Pleasant Hill, City of Concord and Caltrans. TAC may include, but not be limited to, representatives from: Bike Concord, TRANSPAC Board member representatives, local agency Chambers of Commerce, East Bay Bicycle Coalition, EBRPD, and other community groups and organizations as determined by the TAC. The purpose of this meeting will be to discuss the deliverables provided in Tasks 2A through 2E.

G. DRAFT MEMORANDUM ON EXISTING CONDITIONS

Consultant shall prepare a draft memorandum on existing conditions of the Study Area, including a review of the physical limitations and opportunities, including but not limited to, traffic, right-of-way, surface, land use and urban design, and factors that influence the safety and experience for all modes of travel. The existing conditions will include observations from the walking and bicycling tour and the TAC meeting. Consultant shall prepare an existing conditions summary pertaining to traffic conditions and traffic engineering considerations. Traffic operations on the corridor will be conducted using volume threshold LOS analysis. Recommended improvements will be based on the analysis results.

Task 2 Deliverables

- Materials and Presentations for the TAC Meeting #1
- TAC Meeting #1 Summary
- Existing Conditions Draft Memorandum
- Traffic Technical Memorandum and electronic Synchro files and SimTraffic data files

Task 3: Prepare Preliminary Transportation and Streetscape Improvements

A. PREPARE ALTERNATIVE IMPROVEMENT PLANS

Consultant shall develop three (3) multi-modal design concepts of the Study Area, which includes concepts for the three focus areas. Consultant's design concepts shall consider existing walking and bicycling patterns, available right-of-way, crossing options, and existing and planned improvements within the Study Area to evaluate the functionality and feasibility of each concept. The concepts will be designed to enhance the walking and bicycling experience in the Study Area and access to key nearby destinations. Consultant shall prepare the initial three design concepts as plan view graphics for early feedback from Staff before developing them as photo simulation renderings.

Each concept will include a corridor-wide plan, plus a close-up view of the three focus areas for enhanced detail. Consultant shall attend up to two meetings with the Staff and stakeholder agency staff to work through traffic operations along the study corridor, as directed by the Staff.

B. TAC MEETING #2

Consultant shall attend meeting 2 of 3 with the TAC. The purpose of this meeting will be to solicit feedback from the TAC on the three concept alternatives. These alternatives will be based on input from TAC Meeting #1, the walking and bicycle tours, and informed by technical and environmental studies.

C. COMMUNITY WORKSHOP #1

Consultant shall work with Staff to organize Community Workshop #1. The purpose of this first workshop will be to present the existing conditions analysis and obtain feedback on the initial improvement plans. The TAC will be invited to all community workshops. Consultant shall provide all logistics including invitation flyers, sign-in sheets, name tags, comment cards, large format graphics, presentations, meeting facilitation with recording of key words from the discussions on flip charts or live on the projection screen, and summary notes, for the Community Workshop. Staff will help identify or provide a suitable venue for the workshop.

Consultant shall:

- Develop an online visual preference survey or text-based survey to be launched concurrent with this workshop, providing a lengthier timeframe and more accessible format for public comments.
- Produce and distribute posters at key locations, advertising the Study and survey.
- Develop and maintain, at least weekly, a user-friendly webpage for submission of public comment and to help inform the public on the rationale for the Study, alternatives, and timeframes.

D. REFINE ALTERNATIVE IMPROVEMENT PLANS

Consultant shall revise the three alternatives based on feedback from the Staff, the TAC, and the first community meeting.

Task 3 Deliverables

- Materials and Presentations for the TAC Meeting #2 and Community Workshop #1

- Three (3) draft corridor design concepts, including one for each focus area
- Concept Design Alternatives TAC Meeting #2 summary
- Concept Design Alternatives Public Workshop #1 summary
- Three (3) final corridor design concepts, including one for each focus area
- Nine photo simulation renderings (three (3) photo simulations of each of three (3) concept design alternatives}
- Two (2) Traffic Operations Technical Meetings with Staff and agency staff

Task 4: Prepare Feasibility Study and Improvements Evaluation

A. DEVELOP FEASIBILITY STUDY/EVALUATION CRITERIA

Consultant shall identify and evaluate feasibility of implementation, including full life cycle costs, planning-level construction cost estimates, grant funding opportunities, and management maintenance responsibilities and cost estimates. In order to facilitate a systematic evaluation of the Study concept designs, Consultant shall prepare an evaluation matrix with a set of criteria agreed on by the Staff that may include:

- Conformance with existing plans and standards
- Safety
- Environmental impact
- Security
- Utility and drainage impacts
- Right-of-way needs
- Traffic and structural impacts
- Cost
- Impact on adjacent land uses
- Usage (appeal to different user groups)

B. PREPARE FEASIBILITY STUDY AND EVALUATION

Once the TAC has selected alternatives for the proposed improvements, Consultant shall develop a traffic forecast for the Study Area using a horizon year of 25 years and a forecast annual growth percentage obtained from the Staff. The growth in traffic will be proportioned to the turning movement activities. Consultant shall analyze the following scenarios: alternative plus forecast volumes for up to three different configurations for the corridor. This effort will involve modifying the Synchro model developed in Task 2.C to reflect alternative volumes, proposed configurations and optimized signal timing. The Synchro models will be converted to SimTraffic for more detailed analysis, and the results summarized in a Technical Memorandum.

Consultant shall use the evaluation criteria to inform the feasibility of the proposed Study design concepts. Weights for each criterion will be assigned by the TAC members using a simple pairwise comparison method to ensure a robust, transparent evaluation process. The overall evaluation results will be summarized and recommendations will be made for the preferred alternative based upon scores for the identified criteria, and submitted to Staff for one round of review.

C. TAC MEETING #3

Consultant shall attend meeting 3 of 3 (final meeting) with the TAC. At this third TAC meeting, Consultant shall solicit feedback from the committee on the feasibility study and final Study design concepts. Consultant shall work with Staff to structure the presentation to meet the goals of the third TAC meeting.

Task 4 Deliverables

- Traffic Analysis Technical Memorandum, Synchro and SimTraffic data files
- Alternatives Evaluation Memorandum with recommendations for the preferred alternative
- Materials and Presentations for the TAC Meeting #3
- TAC Meeting #3 summary

Task 5: Prepare Draft Study

A. PREPARE DRAFT STUDY

Consultant shall prepare an administrative draft Study for the Staff, which shall include the following topics:

- Introduction
- Project area opportunities and constraints analysis
- Concept design alternatives with renderings
- Cost estimates
- Concept design alternatives evaluation matrix
- Final design alternative

Consultant shall submit the draft Study to Staff and TAC for review.

B. DEVELOP FINAL CONSTRUCTION AND MAINTENANCE COST ESTIMATES

Consultant shall prepare planning-level cost estimates for the design, permitting, construction and maintenance of the draft Study concept based on recent bicycle and pedestrian projects and other projects with similar attributes in the area. The Consultant shall submit the construction and maintenance cost estimates to Staff and TAC for review.

Task 5 Deliverables

- Draft Study Document
- Final design, permitting, construction and maintenance cost estimates

Task 6: Public Review of Draft Study

A. PUBLIC POSTING OF STUDY MATERIALS

Consultant shall produce a poster for distribution by Staff in the Study area. The poster shall direct road users to the Study webpage (hosted by the Consultant) and to Community Workshop #2. Consultant also shall distribute the poster at other key locations, such as nearby residential developments, bicycle shops, and the Chamber of Commerce, as determined by the Consultant. The TAC members will be asked to suggest additional locations.

B. COMMUNITY WORKSHOP #2

Consultant shall hold a second community-wide workshop subsequent to the public posting of the draft Study materials, to review and comment on the revised concept Study. The final concept Study will be based on input from the TAC Meeting #3, Staff and TAC feedback, and Community Workshops.

Task 6 Deliverables

- Draft Study materials for public viewing
- Poster (draft and final) advertising the Study and opportunities to provide input
- Materials and Presentations for Community Workshop #2
- Community Workshop #2 summary

Task 7: Prepare Final Study

A. PREPARE FINAL DRAFT OF STUDY

Consultant shall revise the draft Study and prepare a final draft Study based on Task 6, which shall include:

- Executive Summary
- Introduction
- Existing Conditions
- Project area opportunities and constraints analysis
- Concept design alternatives with renderings
- Final concept Study
- Cost estimates
- Public and TAC input
- Appendices including the Traffic Analysis Technical Memorandum and the Alternatives Evaluation Memorandum

Staff will consolidate all Staff and TAC review comments and provide them to Consultant as one internally consistent set of comments. Consultant shall complete a feedback log for responses.

B. FINAL STAFF REVIEW

The final draft Study shall be submitted to Staff for one round of review. The Staff will provide feedback from Staff and agencies to the Consultant as a consolidated, internally consistent set of comments.

C. PREPARE FINAL STUDY DOCUMENT

Based on feedback from the Staff, Consultant shall revise the final draft Study and prepare a final Study document. The final Study will be submitted to Staff for review before it is presented to the public.

D. FINAL PRESENTATION MATERIALS

Consultant shall assist Staff with presenting the results of the final Study at up to two public meetings, which shall be determined by Staff.

Task 7 Deliverables

- Revised concept design renderings (PDFs and PowerPoint)
- Final Draft of Study
- Final Study Document
- Source files of all documents submitted to the Staff (text, AutoCAD, spreadsheets, photos)

DRAFT

5. FINANCIAL OUTLOOK

On an ongoing basis, TRANSPAC makes every possible effort to identify its major capital investment priorities for inclusion in local, regional, state, and federal funding plans. TRANSPAC provides input to the Authority on the development of financial strategies that, if successful, result in the allocation of funds toward projects in Central County. In addition, TRANSPAC has implemented a Subregional Transportation Mitigation Program (STMP) to generate funding for project mitigations from private developers whose projects are found to increase traffic on Routes of Regional Significance (Regional Routes).

This Action Plan is not financially constrained; it includes both funded and unfunded projects. The Central County projects listed in Table 5-1 (pages 45-50) have a lead agency, a projected cost estimate and secured funding as well as possible funding sources. This list comprises more than just projects for Routes of Regional Significance. These projects qualify for inclusion in the Authority's Comprehensive Transportation Project List, part of the 2014 CTP Update.

5.1 TRANSPAC Subregional Transportation Mitigation Program (STMP)

TRANSPAC has adopted a Subregional Transportation Mitigation Program (STMP) to ensure that new development pays to mitigate its impacts, as required by Measure J. The TRANSPAC STMP was included in the 2009 Central County Action Plan based on the TRANSPAC Regional Transportation Mitigation Program (RTMP), which was adopted by TRANSPAC and its member jurisdictions in 1996.

The STMP is modeled after the approach used for Oakhurst development in Clayton in the early 1990s. The Oakhurst project, with 1,480 units, generated \$1.1 million in transportation fee revenues. An origin-and-destination study determined the percentage of westbound peak-hour Ygnacio Valley Road through-trips at Civic Drive attributable to Clayton, and this percentage formed the basis cost of the transportation mitigations.

Under the TRANSPAC STMP, the impacts of any new development are determined through the CEQA environmental assessment process, and project-specific mitigations are developed based on the environmental assessment. While the STMP is predicated on a project basis and, as a result, calculated differently from the per-unit and per-commercial-square-foot fee programs used by other Contra Costa RTPCs, the combination of regional and local fees generally aligns in the aggregate with the fee programs in the other RTPC areas, especially fee charges in the Tri-Valley area, which has slightly lower commercial fees than the TRANSPAC area.

Agreements negotiated by TRANSPAC jurisdictions with jurisdictions in other RTPCs have also required similar traffic mitigation. For example, in March 2006, the cities of Concord and Pittsburg negotiated fee agreements for the Vista Del Mar (formally known as Alves Ranch) and Bailey Road Estates projects. In addition to paying the standard East County local and regional fees, the Vista Del Mar and Bailey Estates developer will also pay additional fair-share traffic mitigation to the City of Concord.

5.2 Local Fees

Prior to the passage of Measure C in 1988, each of the six Central County jurisdictions had established fees for local transportation improvements; some local fee programs preceded Measure C by as much as eight years.

Since the passage of Measure C and the adoption of the TRANSPAC RTMP, the six Central County jurisdictions have used both the RTMP/STMP and their local fee programs to address regional and local transportation needs. Examples of local fee programs are provided below.

Table 5-1: TRANSPAC - Example Traffic Impact Fees

Single Family Dwelling	Concord	Walnut Creek
Regional	\$268	\$0*
Local		\$2,639
Off-Site Street Improvement Program Fee (OSIP)****	\$3,251	n/a
TVTD2	n/a	n/a
Total Traffic Impact Fee Per Dwelling	\$3,519	\$2,639
Retail Building 50k SF		
Regional	\$0*	\$0*
Local		\$275,000
Off-Site Street Improvement Program Fee (OSIP)****	\$440,500	n/a
TVTD2	n/a	n/a
Total Traffic Impact Fee	\$440,500	\$275,000
Per Commercial Square Foot	\$8.81/sq ft	\$5.50/sq ft

Information compiled from local jurisdictions

* No examples exist

5.2.1 TRANSPAC Subregional Transportation Mitigation Program (STMP)

This Program is intended to fulfill the requirement for a Subregional Transportation Mitigation Program (STMP) established by the Contra Costa Transportation Authority as part of each jurisdiction's compliance with the Measure J Growth Management Program. STMP requirements are applicable to jurisdictions with statutory land use authority in the Central Contra Costa TRANSPAC area.

This program creates a requirement for an interjurisdictional agreement(s) to mitigate traffic impacts of net new peak hour vehicle trips should a proposed development meet or exceed the established interregional net new peak hour vehicle trip threshold for Routes of Regional Significance and that result in significant cumulative traffic impacts on such Routes. As provided under CEQA, an impacted jurisdiction may request an analysis of and mitigation from a proposed development outside that jurisdiction even if the established thresholds in the STMP may not have been met.

1. While the standard for project notifications to TRANSPAC and other RTPCs remains at 100 net new peak hour vehicle trips, the STMP is geared to an assessment of the cumulative impacts of net new peak hour vehicle trips and net new peak hour interregional vehicle trips on Routes of Regional Significance. Nexus and rough proportionality requirements are to be individually addressed as part of the proposed development's environmental assessment under the California Environmental Quality Act, (CEQA) as amended. For the purposes of the STMP, "interregional trip" is defined as any trip with origin or destination outside of the "home" jurisdiction in which the development is located.
2. The STMP requires the execution of an interjurisdictional agreement(s) to mitigate the cumulative impacts of development generating peak hour and interregional vehicle trips at or above the thresholds established in paragraph 3 for the development and for Routes of Regional Significance (Note: a jurisdiction may voluntarily choose to address impacts of interregional trips on roads other than Routes of Regional Significance).
3. STMP requirements are to be followed if it is first determined that a development project generates 500 or more net new peak hour vehicle trips and subsequently is determined to generate 100 or more interregional net new vehicle trips in any peak hour on a Route of Regional Significance as defined in the Central County Action Plan and/or the Comprehensive Countywide Transportation Plan. Jurisdictions are to execute a mitigation agreement(s) with all impacted TRANSPAC jurisdictions.

Interjurisdictional agreements are strongly encouraged to be executed to address impacts on TRANSPAC jurisdictions by outside jurisdictions.

TRANSPAC jurisdictions also expect to execute such agreements with jurisdictions impacted by TRANSPAC area projects as well.

For the purpose of determining if the above thresholds are met (i.e. 500 net new peak hour project vehicle trips and 100 net new interregional peak hour vehicle trips) and assessing cumulative traffic impacts on Routes of Regional Significance, a cumulative trip analysis must be completed as part of the CEQA assessment. This cumulative analysis is to review incremental trips (net new peak hour vehicle trips) not only generated by the proposed development, but also trips from "related past, present, and reasonably probable future projects" as defined by CEQA. If such cumulative analysis meets the trip thresholds and results in significant cumulative traffic impacts, the proposed development is responsible for mitigating its proportionate share of the impacts via an interjurisdictional agreement(s). Cumulative impacts are generally defined as a) existing traffic counts plus b) approved projects which have not yet been constructed or operated plus c) pending projects under review and consideration for approval by the proper agency(ies) plus d) any anticipated projects for which environmental review (e.g. Negative Declaration, Mitigated Negative Declaration or Environmental Impact Report/Study) has been completed.

4. The required CEQA environmental assessment for a development project is to be used to determine if cumulative impacts on Routes of Regional Significance need to be mitigated.
 - A. If a development project meets or exceeds the thresholds established in Section 3 above and the environmental assessment can be accomplished by a Negative or Mitigated Negative Declaration, the jurisdiction will undertake a focused traffic study to determine if the requirements of the STMP apply. The traffic study will assess cumulative traffic impacts on Routes of Regional Significance beyond the home jurisdiction.
 - B. Should the requirements apply, the interjurisdictional agreement(s) on mitigation measures, actions and/or fees would require the voluntary consent and sponsorship of the project applicant. (Note: if such voluntary consent is not achieved, CEQA requires that an EIR be prepared, see Section 4B.) The agreement(s) will be developed in cooperation with affected jurisdictions and are to include the identification, implementation and monitoring mechanism(s) for mitigation of impacts (e.g. Central County Action Plan and Countywide Comprehensive Transportation Plan mitigation measures, actions, payment of fees, etc.)
 - C. If a development project meets or exceeds the thresholds and the environmental assessment requires the preparation of an Environmental Impact Report (EIR), the EIR will include an analysis of cumulative traffic

impacts outside the home jurisdiction to determine if the requirements of the STMP apply. Should the requirements apply, an interjurisdictional agreement(s) establishing the developer responsibility to mitigate project impacts (e. g. Central County Action Plan and Countywide Comprehensive Transportation Plan mitigation measures, actions, payment of fees, etc.) is required. The agreement(s) will be developed in cooperation with the affected jurisdictions and include the identification, implementation and monitoring mechanism(s) for mitigation requirements. Early consultation with affected jurisdictions is suggested.

- D. If a development project does not exceed the thresholds as determined under the cumulative analysis) and the required CEQA assessment is accomplished through a Categorical Exemption, Negative or Mitigated Negative Declaration, the jurisdiction is not required to develop an interjurisdictional agreement(s). Such development projects are likely to be small infill projects which are to be encouraged to promote jobs/housing balance, increased services and sustainability.
 - E. It is also possible that after a traffic analysis has been completed under 4A or 4B above, the participating jurisdictions may determine that no significant cumulative traffic impacts are expected to occur on Routes of Regional Significance. Similarly, it may be determined that the development does not create or increase congestion on a Route of Regional Significance and/or that the traffic increase is insignificant relative to the existing traffic volumes and/or capacity of the Route, and, as a result, does not warrant the development/execution of an interjurisdictional agreement. Under such circumstances, the parties may determine, and should document, that an interjurisdictional agreement is not necessary.
5. TRANSPAC may amend the STMP with the approval of its member jurisdictions at any time.

CCTA Local Agency Funding Opportunities Summary - Updated 5/4/18

Upcoming Funding Opportunities

Funding Program	Fund Source	Application Deadlines	Program and Contact Info
California State Coastal Conservancy's Climate Ready Program	S	<ul style="list-style-type: none"> July 2, 2018 	<p>The program will fund projects that use nature-based solutions to adapt to impacts of climate change. The program seeks to encourage local governments and non-governmental organizations to take action to prepare for a changing climate by advancing planning and implementation of projects that lessen the impacts of climate change, especially within disadvantaged communities. \$3.8 million is available with no set minimum or maximum grant amounts, but the Conservancy anticipates funding 5-10 projects. Sample projects include Sea Level Rise Adaptation Planning, Natural Infrastructure, Rangeland and Agricultural Adaptation, Carbon Sequestration, and Urban Greening.</p> <p>http://scc.ca.gov/climate-change/climate-ready-program/</p>
USDOT's Better Utilizing Investments to Leverage Development (BUILD)	F	<ul style="list-style-type: none"> July 19, 2018 	<p>BUILD replaces the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grant program. The Consolidated Appropriations Act of 2018 made available \$1.5 billion for National Infrastructure Investments, through 9/30/20. For this round of BUILD Transportation grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State. Minimum grant size of \$5 million with 20% local match required. At least 30 percent of funds must be awarded to projects located in rural areas. Funds must be obligated no later than 9/30/2020 and expended no later than 9/30/25.</p> <p>https://www.transportation.gov/BUILDgrants</p>
2019 ATP Cycle 4 (TBA)	S, F	<ul style="list-style-type: none"> July 31, 2018 	<p>Call for Projects: 5/17/18. Funding Years: FY20 to FY23. Senate Bill 1 (SB1) sets aside \$100/year from the Road Maintenance and Rehabilitation Account, along with funds from Transportation Alternative Program, \$21M of federal HSIP and State Highway Account. In total, approximately \$217M will be available in the statewide component and about \$38M in MTC's regional component.</p> <p>http://www.catc.ca.gov/programs/ATP.htm https://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation Bay Area Regional Application Workshops - Registration is required: https://mtc.ca.gov/sites/default/files/Preparing_for_ATP_Cycle_4.pdf</p>

			Central Bay Workshop at MTC: Monday, June 4, 2018; 1:30 pm – 3:30 pm State Application Webinar: Monday, May 21, 2018, 9:30 am to 12:30 pm http://caatpresources.org/index.cfm?pid=1285
Highway Safety Improvement Program (HSIP) Cycle 9	F	<ul style="list-style-type: none"> August 31, 2018 	<p>\$140M to \$160M available, maximum \$10M per agency. At least 75% of the HSIP funds will be used for Benefit Cost Ratio (BCR) applications. A minimum BCR of 3.5 for common BCR application and 2.5 for High Friction Surface Treatment are required to apply. Application webinar will be held on 5/16 at 10-11 am. Application and registration to the webinar can be found:</p> <p>http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_nowHSIP.htm</p>