



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING AGENDA

Monday, March 6, 2017
3:00 p.m.

NOTE NEW LOCATION

City of Orinda
22 Orinda Way, Orinda, CA 94563

SWAT Member Andersen will participate via telephone at the following address:
CALAPRS General Assembly Conference
Monterey Marriott
San Carlos Ballroom
350 Calle Principal
Monterey, CA 93940

Any document provided to a majority of the members of the Southwest Area Transportation Committee (SWAT) regarding any item on this agenda will be made available for public inspection at the meeting and at the San Ramon Permit Center, 2401 Crow Canyon Road, San Ramon, CA during normal business hours.

1. CONVENE MEETING/SELF INTRODUCTIONS

2. PUBLIC COMMENT:

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. *(Please complete a speaker card in advance of the meeting and hand it to a member of the staff)*

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

5. CONSENT CALENDAR

5.A Approval of Minutes: SWAT Minutes of February 6, 2017

End of Consent Calendar

6. REGULAR AGENDA ITEMS

6.A Review and Approve Request to Reprogram \$1.3 million BART Measure J Funds from Access Improvements at Orinda and Lafayette Stations (Project # 10003-01) to Lafayette Station Site Improvements (Project #10003-07). *(Attachment – Action Required)*

6.B One Bay Area Grant (OBAG) 2 Status Update (*Attachment - Information only*)

6.C City of San Ramon Update on Funding Allocation for One Bay Area Grant (OBAG) 2 Program (*Attachment –Information only*)

7. WRITTEN COMMUNICATIONS (*Attachments – Action as determined necessary*)

- SWAT Meeting Summary - February 6, 2017
- TRANSPAC Meeting Summary - February 9, 2017
- Contra Costa Transportation Authority Meeting Summary - February 15, 2017

8. DISCUSSION: Next Agenda

9. ADJOURNMENT to Monday, April 3, 2017 3:00 p.m. at City of Orinda

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings. Please contact Lisa Bobadilla at least 48 hours before the meeting at (925) 973-2651 or lbobadilla@sanramon.ca.gov.

Staff Contact: Lisa Bobadilla, SWAT Administrative Staff
Phone: (925) 973-2651 / E-Mail: lbobadilla@sanramon.ca.gov.

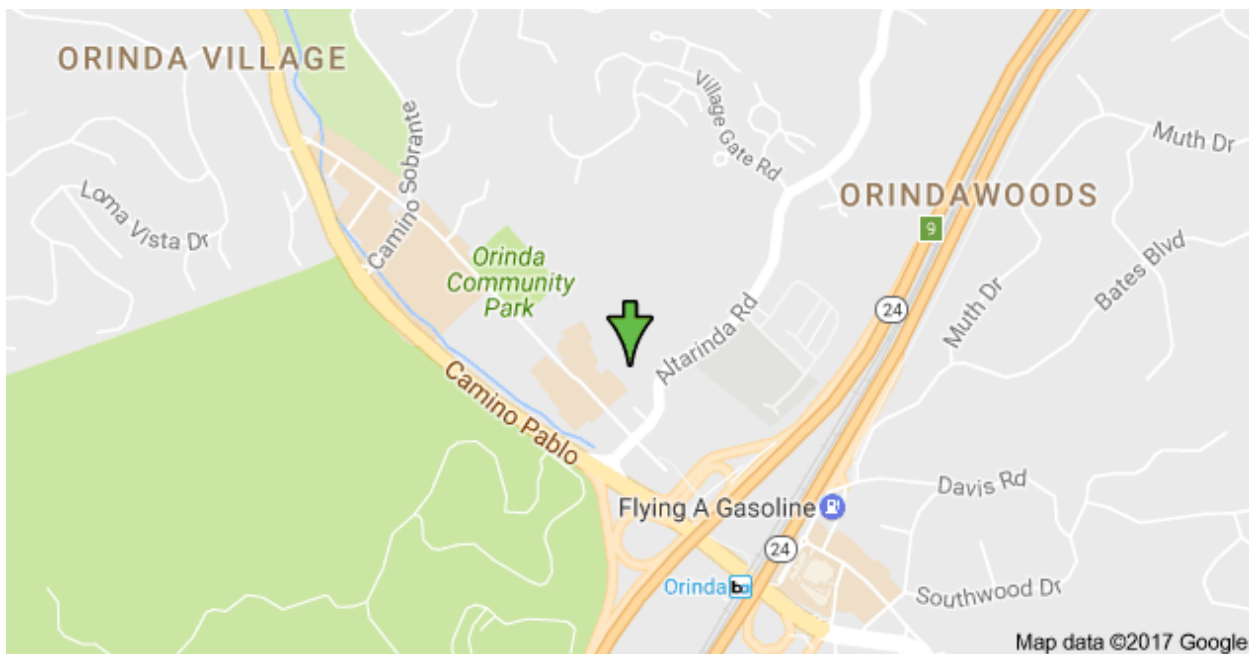
Agendas, minutes and other information regarding this committee can be found at: www.CCTA-SWAT.net

SOUTHWEST AREA TRANSPORTATION COMMITTEE

NEW MEETING LOCATION

MAP

CITY OF ORINDA OFFICES, 22 ORINDA WAY, ORINDA, 94563
SARGE LITTLEHALE COMMUNITY ROOM



AGENDA ITEM 5.A



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

SUMMARY MINUTES
February 6, 2017 – 3:00 p.m.
City of Orinda Office
22 Orinda Way
Orinda, California

Committee members present: Amy Worth, City of Orinda (Chair); Dave Trotter, Town of Moraga (Vice Chair – via telephone); Don Tatzin, City of Lafayette; Karen Stepper, Town of Danville; Candace Andersen; Contra Costa County; Dave Hudson, City of San Ramon.

Staff members present: Lisa Bobadilla, City of San Ramon; Andy Dillard, Town of Danville; Larry Theis, City of Orinda; Ellen Clark, Town of Moraga; Darlene Amaral, City of San Ramon; James Hinkamp, City of Lafayette; Robert Sarmiento, Contra Costa County.

Others present: Martin Engelmann, CCTA; Jeanette Fritzky, Moraga Town Council; Nikki Foletta, BART.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Worth at 3:06 p.m.
2. **PUBLIC COMMENT**
3. **BOARD MEMBER COMMENT**
4. **ADMINISTRATIVE ITEMS**
5. **CONSENT CALENDAR:**

5.A Approval of Minutes: SWAT Minutes of January 9, 2017

ACTION: APPROVED – Tatzin/Stepper/unanimous

End of Consent Calendar

6. **REGULAR AGENDA ITEMS:**

6.A Appoint the SWAT Lamorinda Representative and Alternate Representative to the Contra Costa Transportation Authority

Lisa Bobadilla presented this item. SWAT appointed Moraga representative, Dave Trotter as the SWAT Lamorinda representative to the Contra Costa Transportation Authority for a two-year term beginning February 2017 through January 31, 2019.

ACTION: APPROVED – Tatzin/Stepper/unanimous

SWAT deferred appointment of the Lamorinda alternate Representative to the Contra Costa Transportation Authority to the March 6, 2017 SWAT meeting.

6.B Review and Approve City of San Ramon Request to Reprogram Measure J Strategic Plan Funds from the I-680 Carpool Lane Gap Closure/Transit Corridor Improvements to the “Major Arterials Southwest Category.”

Lisa Bobadilla presented this item. Ms. Bobadilla explained that the request is to allocate funding from Measure J I-680 Carpool Lane Gap Closure/Transit Corridor Improvement Project category rather than the Major Arterials Category. SWAT approved the City of San Ramon request for a Strategic Plan amendment to program \$300,000 for the I-680/Bollinger Canyon Road Interchange Operations Analysis Study.

ACTION: APPROVED – Tatzin/Stepper/unanimous

6.C One Bay Area Grant (OBAG) 2 Status Update

Martin Engelmann presented this item. On September 23, 2016, the CCTA released its coordinated Call for Projects for funding available through three programs:

- One Bay Area Grant (OBAG 2)
- Measure J Transportation for Livable Communities (TLC)
- Measure J Pedestrian, Bicycle, and Trail Facilities (PBTF)

Project applications were due December 9, 2016. A total of 111 applications have been received. The initial review and ranking of projects will be done by three (3) separate groups. A group of local Contra Costa staff will review applications for OBAG 2 funding, while applications for the Measure J TLC program will be reviewed by the Regional Transportation Planning Committees (RTPCs). The Countywide Bicycle and Pedestrian Advisory Committee (CBPAC), which also oversees the development and update of the Countywide Bicycle and Pedestrian Plan, will review applications for the PBTF program.

Mr. Engelmann stated that the funding availability for all three programs is as follows:

Program	Funding
One Bay Area Grant (OBAG 2)	\$ 56,136,000
Measure J TLC	\$ 27,736,000
Measure J PBTF*	\$ 7,599,000
TOTAL:	\$ 91,471,000

*Another \$3.6 million in PBTF funds is available to the East Bay Regional Parks District through FY 2022 for the maintenance and improvement of paved Regional trails.

Mr. Engelmann informed the Committee that the initial review and ranking of projects has started and will continue to take place over the course of the next three months, with final approval by CCTA on June 21, 2017.

The timeline includes:

- Review applications among various committees - March/April
- Regional Transportation Planning Committees submit recommendations – April/May
- Authority Committees review and approve - June

7. **WRITTEN COMMUNICATIONS:** The following written communication items were made available:

- WCCTAC Board Meeting Summary - December 9, 2016;
- SWAT Meeting Summary - January 9, 2017;
- Contra Costa Transportation Authority Meeting Summary - January 18, 2017;
- Town of Moraga Public Hearing, Special Planning Commission, January 30, 2017;
- Town of Moraga Public Hearing, Special Planning Commission, Cancellation Notice, January 30, 2017.

ACTION: None

8. **DISCUSSION:** Next agenda

9. **ADJOURNMENT:** to Monday, March 6, 2017 at 3:00 p.m., The City of Orinda, Sarge Littlehale Community Room, City Hall

ACTION: Meeting adjourned by Chair Worth at 3:33 p.m.

Staff Contact:

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P (925) 973-2651
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Alternate Staff Contact:

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City of San Ramon
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AGENDA ITEM 6.A



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

DATE: March 6, 2017

TO: SWAT

FROM: Nicole Foletta
Principal Planner
San Francisco Bay Area Rapid Transit District

SUBJECT: Request to Re-Program \$1.3 million BART Measure J funds from Access Improvements at Orinda and Lafayette Stations (Project #10003-01) to Lafayette Station Site Improvements (Project #10003-07).

BACKGROUND

In 2004, Contra Costa voters approved Measure J, which continued the Contra Costa half-cent sales tax measure to 2035. The Measure J Expenditure Plan included a project category titled *BART Parking, Access and Other Improvements*. A portion of this funding was programed to the Southwest County region under the project *Access Improvements at Orinda and Lafayette BART Stations* (Project #10003-01) and is intended to be used to improve pedestrian, bicycle, transit and carsharing opportunities at the Orinda and Lafayette BART stations. In addition, the project may be used for station capacity and safety improvements. As specific projects are defined, a new project title, description and project number are created, and project funds are re-programmed from Project #10003-01 to the new project. This change requires an amendment to the Measure J Strategic Plan.

BART is proposing a new project titled *Lafayette Station Site Improvements Project*, with Project #10003-07. The proposed project consists of intermodal improvements in the two lower parking lots on the north side of the Lafayette BART Station. The improvements will substantially enhance station accessibility, vehicular access and pedestrian circulation and safety. Improvements include new pavement, new sidewalks with ADA curb ramps, new parking lot lighting and emergency call box, restriping of parking stalls, reconfiguration of vehicle pick-up/drop-off area, new bus stops, new landscaping and irrigation, and new wayfinding signs.

The total cost for the project is estimated at \$7.38 million. BART would provide \$3.84 million, \$2.24 million would be provided by a Proposition 84 grant, and \$1.3 million would be provided by BART Measure J funds. Preliminary planning studies, design, and environmental clearance are complete. Construction is expected to begin in April 2017.

DISCUSSION

This request to reprogram \$1.3 million from BART Measure J Project #10003-01 to Project #10003-07 will be brought to the SWAT Board on March 6, 2017. A re-programming and appropriation request will be made to CCTA's Administration and Projects Committee (APC) on March 2, 2017 with pending approval of the SWAT Board for reprogramming of the funds. Pending approval of both SWAT and APC, the re-programing and appropriation request will be made to the CCTA Board on March 15, 2017.

BART's reasons for fast tracking this appropriation request are twofold. First, BART would like to request appropriation approval of the funds from the CCTA Board at its March 15th meeting in order to enable award of the construction contract in April, before the Proposition 84 funds expire. BART also would like to award and complete construction of the project before January 2018 due to weather and temperature concerns.

RECOMMENDATION

Consider the request from BART to re-program \$1.3 million from *Access Improvements at Orinda and Lafayette Stations* (Project #10003-01) to *Lafayette Station Site Improvements* (Project #10003-07):

ATTACHMENTS:

A - Lafayette Station Site Improvements Project - Scope, Schedule, Budget

Staff Contact:

Nicole Foletta, San Francisco Bay Area Rapid Transit District
Phone: (510) 874-7346
Email: nfolett@bart.gov

APPENDIX A

Lafayette Station Site Improvements Project

Scope:

The scope of the project is to construct intermodal improvements in the two lower parking lots on the north side of the Lafayette BART Station. The improvements will consist of new pavement, new sidewalks with ADA curb ramps, new parking lot lighting and emergency call box, restriping of parking stalls, reconfiguration of vehicle pick-up/drop-off area, new bus stops, new landscaping and irrigation, and new wayfinding signs.

Schedule:

Preliminary planning studies, design, and environmental clearance are complete. Construction is expected to begin in April 2017. The project schedule is summarized in the following table:

Planning and Design	Completed in 2016
Environmental Clearance	Completed in 2015
Construction	Summer/Fall 2017
Landscaping	Summer/Fall 2017

Budget:

The total cost for the project is estimated at \$7,380,000. Design components cost \$630,000 while construction components cost \$6,750,000. The funding sources are summarized in the following table:

Source	Design	Construction	TOTAL
BART Funds	\$464,000	\$3,376,000	\$3,840,000
Measure J - BART		\$1,300,000	\$1,300,000
Prop 84 Grant	\$166,000	\$2,074,000	\$2,240,000
TOTAL	\$630,000	\$6,750,000	\$7,380,000



AGENDA ITEM 6.B



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

DATE: March 6, 2017

TO: Southwest Area Transportation Committee (SWAT)

FROM: SWAT Technical Advisory Committee (TAC)
By: Lisa Bobadilla, SWAT Administrator

SUBJECT: Status Update One Bay Area Grant (OBAG) 2 Program

BACKGROUND

The Metropolitan Transportation Commission (MTC) is responsible for establishing the procedures for allocating expected federal funding for transportation purposes. In Contra Costa County, the Contra Costa Transportation Authority (CCTA) is responsible for establishing procedures for allocating expected transportation sales tax revenues generated by Measure J.

In November 2015, MTC adopted Resolution No. 4202 that established the "project selection criteria and programming policy for the second round of the One Bay Area Grant Program (OBAG 2) covering Fiscal Years (FYs) 2017-18 through FY 2021-22." Through the OBAG 2 program, Contra Costa will receive a substantial amount of federal funding that CCTA must program in compliance with set criteria and policies. Simultaneously, the CCTA is considering the next call for projects for Measure J Program 12, Transportation for Livable Communities (TLC) and Program 13, Pedestrian, Bicycle, and Trail Facilities (PBTFs).

Because the three funding programs have overlapping purposes, CCTA issued one coordinated "Call for Projects." By coordinating the call for projects, CCTA hoped to minimize the time required for project sponsors to apply and take advantage of potential synergies among the diverse programs, including using Measure J funding to serve as the required local match for any federal funding assigned to a project.

While the three programs have overlapping purposes, they are not identical. Each program has somewhat different requirements, processes, and time frames that present challenges. A brief description of the programs is provided:

One Bay Area Grant (OBAG 2) Program – The purpose of the OBAG 2 program is to integrate the region’s federal transportation programs with California’s climate statutes and the Sustainable Communities Strategy (SCS), and to implement the goals and objectives of the Regional Transportation Plan (RTP). These goals are reflected in the structure of the OBAG program and the factors that Congestion Management Agency's (CMAs) must consider when selecting projects for funding. The Transportation Authority must adhere to MTC’s Resolution 4202 when selecting projects for OBAG 2 funding. Factors include:

1. Projects located in “high impact project areas”, including:
 - a. Priority Development Areas (PDAs) either taking on or having experienced significant housing growth;
 - b. Dense job centers near transit and housing, especially those with reduced parking standards and Transportation Demand Management (TDM) programs; and
 - c. Areas providing transportation choices to all incomes, and within quality transit service
2. Projects located in Communities of Concern (COC);
3. Investments that are consistent with the Air District’s Planning Healthy Places;
4. PDA’s that overlap, or are co-located with area near freight transport or where people are exposed to toxic air contaminants.

Measure J Transportation for Livable Communities (TLC) Program – Measure J sets aside five percent transportation sales tax revenues for the Contra Costa TLC program, with an additional 0.4 percent for TLC projects in West County. The TLC Program is intended to support local efforts to achieve more compact, mixed-use development that is pedestrian-friendly or linked into the overall transit system. The program funds projects that either:

1. Facilities, support and/or catalyze developments, especially affordable housing, transit-oriented, mixed-use development, or
2. Encourage the use of alternatives to the single occupant vehicle and promote walking, bicycling and/or transit usage.

Measure J Pedestrian, Bicycle and Trail Facilities (PBTF) Program – Measure J allocated one and one half percent of revenues received to the PBTF program for the construction of pedestrian and bicycle facilities including regional trails throughout Contra Costa. Two-thirds of those funds must be used to complete projects in the Countywide Bicycle and Pedestrian Plan.

DISCUSSION

On September 23, 2016, the CCTA released its coordinated Call for Projects for funding available through three programs:

1. One Bay Area Grant (OBAG 2)
2. Measure J Transportation for Livable Communities (TLC)
3. Measure J Pedestrian, Bicycle, and Trail Facilities (PBTF)

Given the requirements of the programs, the initial review and ranking of projects will be done by three (3) separate groups. A group of local Contra Costa staff will review applications for OBAG 2 funding, while applications for the Measure J TLC program will be reviewed by the Regional Transportation Planning Committees (RTPCs). The Countywide Bicycle and Pedestrian Advisory Committee (CBPAC), which also oversees the development and update of the Countywide Bicycle and Pedestrian Plan, will review applications for the PBTF program. The funding availability for all three programs is as follows:

Program	Funding
One Bay Area Grant (OBAG 2)	\$ 56,136,000
Measure J TLC	\$ 27,736,000
Measure J PBTF*	\$ 7,599,000
TOTAL:	\$ 91,471,000

*Another \$3.6 million in PBTF funds is available to the East Bay Regional Parks District through FY 2022 for the maintenance and improvement of paved Regional trails.

The initial review and ranking of projects have started and will continue to take place over the course of the next three months, with final approval by CCTA on June 21, 2017.

On February 28, 2017, the Authority released a memo to the Regional Transportation Planning Committee's presenting the results for one source of funding the OBAG 2 Competitive program funding. The memo is attached.

NEXT STEPS

1. Review and approve SWAT OBAG 2, TLC, and SRTS project applications and funding plan; and
2. Forward recommended project applications and funding plan to Contra Costa Transportation Authority.

ATTACHMENT:

1. Contra Costa Transportation Authority - Memo - Initial Ranking
OBAG 2 Competitive Funding

Staff Contact:

Lisa Bobadilla, SWAT Administrator

Phone: (925) 973-2651

Email: lbobadilla@sanramon.ca.gov

Web: www.CCTA-SWAT.net



MEMORANDUM

Date February 28, 2017

To RTPC Technical Advisory Committees

From Brad Beck

RE Initial Scoring of Competitive OBAG 2 Applications

During March, the RTPC TACs will be reviewing projects submitted through the Coordinated Call for Projects. This memo presents the results for one component of that “call”, the OBAG 2 Competitive program funding.

In response to the Coordinated Call for Projects, the Authority received 16 applications for funding through the Competitive OBAG program. This program, funded through the federal Congestion Mitigation-Air Quality (CMAQ) program, is intended to support Transportation for Livable Communities and bicycle and pedestrian projects that support infill development, vibrant communities and alternatives to the single-occupant vehicles. About \$17.9 million is available to projects in Contra Costa through the Competitive OBAG program.

The applications were reviewed by Authority staff and the OBAG / Measure J Working Group, a committee of local staff. The Working Group is made up of:

- Ahmed Abu-Aly, Antioch
- Lisa Bobadilla, San Ramon
- Nikki Foletta, BART
- Leah Greenblat, WCCTAC
- Mary Halle, Contra Costa County

- Eric Hu, Pleasant Hill
- Nathan Landau, AC Transit
- Yvetteh Ortiz, El Cerrito

Authority staff reviewed half of the 20 criteria and the Working Group reviewed the other half. The OBAG Working Group met on February 22, 2017 to review the scoring and agree on the initial ranking of the project applications. The Working Group discussed the proposed projects and how well each meets the established criteria. Following this discussion, the Working Group made some adjustments in the scoring to develop the following first round of recommendations.

The first table lists the project applications, shown in order of their scores. The second set of tables show the project scoring by subregion; the Authority earlier agreed to fund the highest-scoring project in each subregion applying for Competitive OBAG funds, assuming it meets all of the other OBAG criteria. The final table lists the recommended funding priorities, with the four highest-scoring projects from each subregion listed first.

Next Steps

The recommended project funding outlined in this memo is the first step in the process of developing the funding plan for the Coordinated Call for Projects. The RTPCs have the responsibility for recommending projects for funding through the TLC program (Measure J Program 12) and the OBAG Safe Routes to School program. The Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) has the responsibility for recommending projects for funding through the Pedestrian, Bicycle and Trail Facilities (PBTF) program (Measure J Program 13). In addition, we will forward the Competitive OBAG scoring to project sponsors for their review and response which could result in some adjustments in scoring of the applications for Competitive OBAG funding.

Once Authority staff has these recommendations and comments, we will develop a proposed funding plan. Depending on the recommendations from the RTPCs and CBPAC and on the responses from project sponsors to the initial scoring, we may recommend funding some of the following projects using these other funding sources instead.

We will review and revise the draft funding program with the OBAG Working Group before sending it to the TCC, Planning Committee and Authority for approval. This review is expected in May and June.

Initial Project Scoring

<i>ID</i>	<i>Project</i>	<i>Sponsor</i>	<i>Score</i>
CCP-52	El Cerrito del Norte TOD Complete Streets Improvement	El Cerrito	80.8
CCP-43	BART Pedestrian Bicycle Connectivity Project	Pittsburg	79.8
CCP-21	Monument Boulevard Class I Path	Concord	75.0
CCP-42	Bailey Road Complete Streets Project	Contra Costa County	74.8
CCP-04	Olympic Corridor Improvement - Bike Ped Facilities	Walnut Creek	72.3
CCP-57	Iron Horse Trail/Bollinger Canyon Rd Bike Ped Overcrossing	San Ramon	68.3
CCP-48	Contra Costa Blvd Improvement Project (Viking Dr. to Harriett Dr.)	Pleasant Hill	67.3
CCP-55	Harbour Way & 16th Street Complete Streets Project	Richmond	64.0
CCP-60	Lafayette Town Center Pathway & BART Bike Station	Lafayette & BART	63.6
CCP-45	Camino Pablo Bicycle Route Corridor Improvements	Orinda	61.7
CCP-31	Willow/Palm Ave Pedestrian Walkway	Hercules	61.2
CCP-25	SF Bay Trail - Pinole Shores to Bayfront Park, Construction	EBRPD	60.7
CCP-59	L Street Pathway to Transit-Bike Ped Improvement	Antioch	55.8
CCP-73	Ward Street Area Ped and Streetscape Project	Martinez	53.7
CCP-63	Pittsburg/BayPoint Station Access Improvement	BART	53.2
CCP-22	Oakley MultiModal Parking Lots Project	Oakley	52.2

Project Scoring by Subregion

WEST COUNTY

<i>ID</i>	<i>Project Name</i>	<i>Sponsor</i>	<i>Score</i>	<i>Ranking</i>
CCP-52	El Cerrito del Norte TOD Complete Streets Improvement	El Cerrito	80.8	1
CCP-55	Harbour Way & 16th Street Complete Streets Project	Richmond	64.0	8
CCP-25	SF Bay Trail - Pinole Shores to Bayfront Park, Construction	EBRPD	60.7	12
CCP-31	Willow/Palm Ave Pedestrian Walkway	Hercules	61.2	11

CENTRAL COUNTY

<i>ID</i>	<i>Project Name</i>	<i>Sponsor</i>	<i>Score</i>	<i>Ranking</i>
CCP-21	Monument Boulevard Class I Path	Concord	75.0	3
CCP-04	Olympic Corridor Improvement - Bike Ped Facilities	Walnut Creek	72.3	5
CCP-48	Contra Costa Blvd Improvement Project (Viking Dr to Harriett Dr)	Pleasant Hill	67.3	7
CCP-73	Ward Street Area Ped and Streetscape Project	Martinez	53.7	14

EAST COUNTY

<i>ID</i>	<i>Project Name</i>	<i>Sponsor</i>	<i>Score</i>	<i>Ranking</i>
CCP-43	BART Pedestrian Bicycle Connectivity Project	Pittsburg	79.8	2
CCP-42	Bailey Road Complete Streets Project	Contra Costa County	74.8	4
CCP-59	L Street Pathway to Transit-Bike Ped Improvement	Antioch	55.8	13
CCP-63	Pittsburg/BayPoint Station Access Improvement	BART	53.2	15
CCP-22	Oakley MultiModal Parking Lots Project	Oakley	52.2	16

SOUTHWEST COUNTY

<i>ID</i>	<i>Project Name</i>	<i>Sponsor</i>	<i>Score</i>	<i>Ranking</i>
CCP-57	Iron Horse Trail/Bollinger Canyon Rd Bike Ped Overcrossing	San Ramon	68.3	6
CCP-60	Lafayette Town Center Pathway & BART Bike Station	Lafayette & BART	63.6	9
CCP-45	Camino Pablo Bicycle Route Corridor Improvements	Orinda	61.7	10

Initial Project Funding Recommendations

The table on the following page lists the project applications in priority order, with the highest-scoring projects in each of the four subregions listed first. About \$17.9 million in funding is available through the Competitive OBAG program which means that only those top four projects can be fully funded; the fifth-ranked project — Bailey Road Compete Streets — would only receive \$680,000 of the \$3.8 million requested.

As noted above, these initial project funding recommendations could be adjusted in response to the recommendations from the RTPCs on TLC and SRTS funding and from the CBPAC on the PBTF funding. Some projects may depend on receiving funding from the Measure J TLC and/or PBTF programs. If they do not receive funding from those programs, they may no longer be fully-funded and, thus, no longer eligible for the Competitive OBAG funds. Others may receive TLC or PBTF funding, and may no longer need all of the requested Competitive OBAG funds. In either instance, additional Competitive OBAG funding may be available to fully fund the Bailey Road or other projects.

Since sponsors must show that the project is fully funded to receive any OBAG funds, not receiving funding from those other programs may mean that the sponsors will not be able to receive Competitive OBAG funding.

RECOMMENDED FUNDING PRIORITIES

ID	Project Name	Sponsor	Region	Score	Ranking	Request	Cumulative
CCP-52	El Cerrito del Norte TOD Complete Streets Improvement	El Cerrito	West	80.8	1	\$4,500	\$4,500
CCP-43	BART Pedestrian Bicycle Connectivity Project	Pittsburg	East	79.8	2	\$3,870	\$8,370
CCP-21	Monument Boulevard Class I Path	Concord	Central	75.0	3	\$4,368	\$12,738
CCP-57	Iron Horse Trail/Bollinger Canyon Rd Bike Ped Overcrossing	San Ramon	Southwest	68.3	6	\$4,500	\$17,238
CCP-42	Bailey Road Complete Streets Project	Contra Costa County	East	74.8	4	\$3,835	\$21,073
CCP-04	Olympic Corridor Improvement - Bike Ped Facilities	Walnut Creek	Central	72.3	5	\$3,894	\$24,967
CCP-48	Contra Costa Blvd Improvement Project (Viking Dr to Harriett Dr)	Pleasant Hill	Central	67.3	7	\$4,500	\$29,467
CCP-55	Harbour Way & 16th Street Complete Streets Project	Richmond	West	64.0	8	\$3,935	\$33,402
CCP-60	Lafayette Town Center Pathway & BART Bike Station	Lafayette & BART	Southwest	63.6	9	\$1,979	\$35,381
CCP-45	Camino Pablo Bicycle Route Corridor Improvements	Orinda	Southwest	61.7	10	\$484	\$35,865
CCP-31	Willow/Palm Ave Pedestrian Walkway	Hercules	West	61.2	11	\$1,058	\$36,923
CCP-25	SF Bay Trail - Pinole Shores to Bayfront Park, Construction	EBRPD	West	60.7	12	\$1,000	\$37,923
CCP-59	L Street Pathway to Transit-Bike Ped Improvement	Antioch	East	55.8	13	\$2,092	\$40,015
CCP-73	Ward Street Area Ped and Streetscape Project	Martinez	Central	53.7	14	\$1,897	\$41,912
CCP-63	Pittsburg/BayPoint Station Access Improvement	BART	East	53.2	15	\$4,500	\$46,412
CCP-22	Oakley MultiModal Parking Lots Project	Oakley	East	52.2	16	\$4,350	\$50,762

AGENDA ITEM 6.C



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

DATE: March 6, 2017

TO: Southwest Area Transportation Committee (SWAT)

FROM: Lisa Bobadilla, Transportation Division Manager
Public Works Department
City of San Ramon

SUBJECT: City of San Ramon Update on Funding Allocation for One Bay Area Grant (OBAG) 2 Program

BACKGROUND

In September 2016, the Contra Costa Transportation Authority (CCTA) released a Coordinated Call for Projects for the second cycle of the One Bay Area Grant (OBAG 2), Measure J Transportation for Livable Communities (TLC), and Pedestrian, Bicycle, and Trail Facilities (PBTF) Programs, with applications due on December 9, 2016.

Given the requirements of the programs, the review and ranking of projects will be done by three (3) separate groups. A group of local Contra Costa staff will review applications for OBAG 2 funding, while applications for the Measure J TLC program will be reviewed by the Regional Transportation Planning Committees (RTPCs). The Countywide Bicycle and Pedestrian Advisory Committee (CBPAC), which also oversees the development and update of the Countywide Bicycle and Pedestrian Plan, will review applications for the PBTF program.

DISCUSSION

When the Coordinated Call for Projects was released, the City of San Ramon contemplated submitting a number of grant requests to fund multiple projects including:

- Iron Horse Trail Bicycle/Pedestrian Overcrossing at Bollinger Canyon Road
- Green Bike Lane Infrastructure
- Transit Signal Optimization
- Transit Center Improvements such as new a Marquee with Real Time Transit information
- San Ramon Valley Bike Share Program

However, given the limited amount of funding Countywide, the competitive nature of the funding programs, and more importantly the desire to fund the last and final phase of the San Ramon Iron Horse Trail Bicycle/Pedestrian Overcrossing Project (final design/construction), San Ramon elected to focus on one priority project - Iron Horse Trail Bicycle/Pedestrian Overcrossing at Bollinger Canyon Road.

Furthermore, given that the City has completed and approved the Iron Horse Trail Bike/Pedestrian Feasibility Study (2009) in concert with Contra Costa County, East Bay Regional Park District and the Town of Danville, completed a 18-month comprehensive community engagement/outreach program, adopted the Iron Horse Trail Conceptual Bridge Design Report in 2015, and that the Environmental Analysis is underway and is expected to be finalized January 2018, it is in the City's best interest to seek full funding for the final design/construction for the Iron Horse Trail - Bollinger Canyon Road Bike/Pedestrian Overcrossing.

Finally, with San Ramon City Center opening in 2018, and Bollinger Canyon Road widening on the horizon, the volume of pedestrian and bicycle usage along the Trail, particularly at Bollinger Canyon Road, is expected to increase significantly. It's critical that the City take the lead to ensure that the infrastructure is in place to accommodate the expected growth in the area, and eliminate vehicle, pedestrian and bicyclist conflicts at the Bollinger Canyon Road/Iron Horse Trail intersection.

San Ramon's Grant Application/Funding Plan

Funding Source	Amount
OBAG 2 Competitive Funding (Federal Funding)	\$ 4.5M
Measure J - Pedestrian/Bike Trail Funding (PBTF)	\$ 1.0M
Measure J - Transportation for Livable Communities (TLC)	\$ 6.5M
City of San Ramon General Fund (approved 2.14.17)	\$ 2.0M
Total:	\$ 14.0M

On February 14, 2017, the San Ramon City Council adopted Resolution No. 2017-017 allocating \$2.M in General Funds to the San Ramon Iron Horse Trail - Bollinger Canyon Road Bike/Pedestrian Overcrossing Project (CIP 5530).

The intent of the San Ramon City Council's action is to strengthen San Ramon's chances of receiving competitive federal funds. Furthermore, it demonstrates the City's commitment to the project and strong desire to advance the next phases of the project, final design and construction.

OBAG 2 Competitive Funding

The Authority OBAG 2 Technical Working Group has met and the project rankings have been released. The San Ramon Iron Horse Trail Bike/Pedestrian Overcrossing Project has ranked 7th Countywide and 1st within the SWAT region.

The Authority policy is to award Competitive Funding to the highest ranked project in the sub-region. As the number one ranked project in SWAT, the City is eligible for the \$4.5M; however, the City's project also requires TLC funding in the amount of \$6.5M and PBTF funding in the amount of \$1M.

At this time, the SWAT TLC allocation is \$6.6M. The City is in need of the SWAT TLC funding the amount of \$6.5M. The City Council acknowledges that the request for \$6.5M in TLC funds would leave very little funding left for the SWAT cities in this funding cycle. As a compromise, if the SWAT Cities/Towns choose to defer the current TLC funding cycle, San Ramon will defer future OBAG, TLC and PBTF request to the SWAT cities/towns for the next two funding cycles. Furthermore, competition within the SWAT region and countywide would be reduced with San Ramon not participating in the grant funding applications.

Therefore, the City of San Ramon respectfully requests that the SWAT Cities/Towns consider deferring the SWAT TLC funding for the current cycle, thereby granting San Ramon the TLC funding in an amount of \$6.5M. In return, San Ramon will defer future funding request from OBAG, TLC, and PBTF for the next two funding cycles.

RECOMMENDATION

Consider the request from the City of San Ramon to defer SWAT TLC funding for FY FY 2017 – 2021 in the amount of \$6.5M. In return, San Ramon will defer future funding request from OBAG, TLC, and PBTF for the next two funding cycles.

ATTACHMENTS:

1. Executive Summary – San Ramon Conceptual Bridge Design Report Iron Horse Trail Overcrossings at Bollinger Canyon Road and Crow Canyon Road.
2. Map of San Ramon’s Priority Development Area.
3. Iron Horse Trail – Bollinger Canyon Road Bike/Pedestrian Overcrossing Bridge Rendering.

Staff Contact:

Lisa Bobadilla, City of San Ramon
Phone: (925) 973-2651
Email: lbobadilla@sanramon.ca.gov



San Ramon Conceptual Bridge Design Report Iron Horse Trail Overcrossings Bollinger Canyon Road and Crow Canyon Road



FINAL SELECTED CONCEPTUAL BRIDGE DESIGN REPORT

at Bollinger Canyon Road and Crow Canyon Road

Bollinger Canyon Road

prepared for



prepared by

**BIGGS CARDOSA
ASSOCIATES INC**
STRUCTURAL ENGINEERS



TEAM
28

Prepared for:

City of San Ramon

2401 Crow Canyon Road
San Ramon, CA 94583

City Council

Mayor Bill Clarkson
Vice Mayor Scott Perkins
Dave Hudson
Harry Sachs
Phil O’Loane

City Manager

Greg Rogers

City of San Ramon Staff

Phil Wong, Community Development Director
Lisa Bobadilla, Transportation Division Manager
Brian Bornstein, City Engineer
Theresa Peterson, Associate Engineer

Project Development Team

Carrie Ricci, Contra Costa County
Jim Townsend, East Bay Regional Park District
Chris Truebridge, Sunset Development
Chris Weeks, Sunset Development



Table of Contents

Executive Summary	5
On-Line Survey and Community Outreach Results	8
Project Overview, Location, Description and Approach	10
Project Overview (Planning Process, Funding, Project Development Team)	
The Iron Horse Trail	
Bollinger Canyon Road	
Crow Canyon Road	
Common Features and Requirements	14
Bridge Alignments and Geometry	Lighting
Approaches	Maintenance
Vertical Clearance	Falsework
Tread Width	Foundation
Guardrails	Aesthetics
Bridge Design including Wind and	Environmental Issues and Clearance
Seismic Design	License Agreement
Drainage	Right of Entry Permit
Screening	Access Permit
Embankments	Maintenance Agreement
Preliminary Bridge Alternative Concepts and Probable Cost Estimates	18
Data Collection and Background Mapping	
Cable-Stayed Bridge Type	
Tied Arch Bridge Type	
Probable Cost Estimates	36
Preferred Bridge Type and Preliminary Estimate of Probable Costs	40
Preferred Structures Summary	48
Funding and Next Steps	49
Attachments	50
• Project Development Team (PDT) Meeting Minutes and Agendas	
• Technical Memo, Design Charrette Process & Community Feedback -Iron Horse Regional Trail Overcrossings at Bollinger Canyon Road and Crow Canyon Road San Ramon, CA, dated June 2014 and Revised April 2015	
• San Ramon City Council Meeting October 28, 2014 – Staff Report and Meeting Presentation	
• San Ramon City Council Meeting April 28, 2015 – Staff Report and Meeting Presentation	
• San Ramon City Council Meeting July 14, 2015 – Staff Report and Meeting Presentation	
• Summary of Details Presented on Bridge Alternatives at July 14, 2015 Council Meeting	
• San Ramon City Council Meeting July 28, 2015 – Staff Report and Attachments	
• Media Alerts	
• On-Line Survey	
• Resolution No. 2015-082 – Accepting Final Report for Community Engagement/Outreach Component of the Iron Horse Trail Bicycle/Pedestrian Overcrossing Project; and Reaffirming Conceptual Designs for Bicycle/Pedestrian Overcrossings at Bollinger Canyon Road and Crow Canyon Road (CIP 5530 and 5531)	
• Background Mapping	

Executive Summary

This document provides a recommendation for transportation investments along the Iron Horse Trail, at Bollinger Canyon Road and Crow Canyon Road in San Ramon. Those investments will facilitate the increasing demands of bicycle and pedestrian travel along the regional trail and will address the growing congestion along two Regional Routes of Significance.

The Report is a continuation of planning efforts for the Iron Horse Trail. The purpose of the project is to:

1. Improve safety by eliminating conflicts between pedestrians, bicyclists and motorists;
2. Improve motor vehicle circulation by removing the at-grade crossings;
3. Reduce and eliminate unsafe crossing maneuvers by pedestrians and bicyclists;
4. Enhance safety by providing an environment that encourages walking and bicycling along the Iron Horse Regional Trail; and
5. Increase trail usage by improving the connectivity at the Bollinger Canyon Road and Crow Canyon Road crossings.

In 2009, San Ramon approved the San Ramon Valley Bicycle Pedestrian Corridor Concept Plan, which studied the feasibility of integrating a series of proposed bicycle/pedestrian overcrossings along the Iron Horse Trail with adjacent transit and pedestrians oriented land use plans. The Plan evaluated the feasibility of constructing overcrossings to improve access and safety for bicyclists and pedestrians along the Iron Horse Trail and to create a pedestrian-friendly environment at major arterial crossings. The Corridor Concept Plan was funded with Transportation Planning Land Use (T-PLUS) funds administered through the Contra Costa Transportation Authority (CCTA). Subsequently, the CCTA entered into an agreement with the City of San Ramon to oversee the expenditure of funds and oversight for the Study. The Study was a collaborative effort among the City of San Ramon, Town of Danville, Contra Costa County and East Bay Regional Park District. Callendar Associates was selected to lead the Consultant Team effort of the feasibility study.

In 2012, San Ramon secured the appropriation of \$620,000 in Contra Costa Measure J Transportation for Livable Communities (CC-TLC) funding to initiate and complete the San Ramon Iron Horse Trail Bicycle/Pedestrian Overcrossing Project (Community Engagement/Preliminary Design). In 2004, voters of Contra Costa County approved Measure J, a ½-cent transportation sales tax program. Measure J includes Capital Improvement Projects and Countywide Capital and Maintenance Programs. Program Number 12 is titled - Transportation for Livable Communities (CC-TLC). In the Expenditure Plan - CC-TLC program description is as follows:

The CC-TLC Program is intended to support local efforts to achieve more compact, mixed-use development, and development that is pedestrian-friendly or linked into the overall transit system. The program will fund specific transportation projects that: (a) facilitate, support and/or catalyze development, especially affordable housing, transit-oriented or mixed use development, or (b) encourage the use of alternatives to the single occupant vehicle and promote walking, bicycling and/or transit usage. Typical investments include pedestrian, bicycle and streetscape facilities, traffic calming and transit access improvements. Both planning grants and specific transportation capital projects may receive funding under this program.

Jurisdictions will be eligible for projects that meet the eligibility criteria only if they are in compliance with the Growth Management Program at the time a grant is approved for funding allocation by the Authority. Eligible projects will be recommended to the Authority by each sub region based on a three- or five-year funding cycle, at the option of the Regional Transportation Planning Committee. Subregional programming targets will be based on the relative population share of the each in 2009, and adjusted every five years thereafter. Criteria are to include flexibility so that urban, suburban, and rural communities can be eligible.

With the completion of Phase One (Corridor Concept Plan) in 2009, Phase Two focused extensively on soliciting input and feedback from the community. Following the release of an Request for Proposals, and interviewing Consultant Teams, on November 12, 2013, City Council approved Resolution No. 2013-102 – authorizing the Mayor to Execute a Contract between the City of San Ramon and Biggs Cardosa Associates,

Inc. to implement the Community Engagement/Outreach and Preliminary Design for the Iron Horse Trail Overcrossing at Bollinger Canyon Road and Crow Canyon Road.

The Consultant Team, led by Biggs Cardosa Associates, included HNTB Corporation, BKF Engineers, and Alta Planning who led the Community Outreach component. The primary objectives of the Study, included:

- Establish Project Development Team (PDT)
- Initiate Site Evaluation
- Develop and Implement Public Outreach Campaign
- Implement Community Design Charrettes
- Implement Website/Online Survey/Social Media
- Solicit input from City Committees/Commissions/Stakeholders; and
- Develop Design Alternatives and Probable Costs

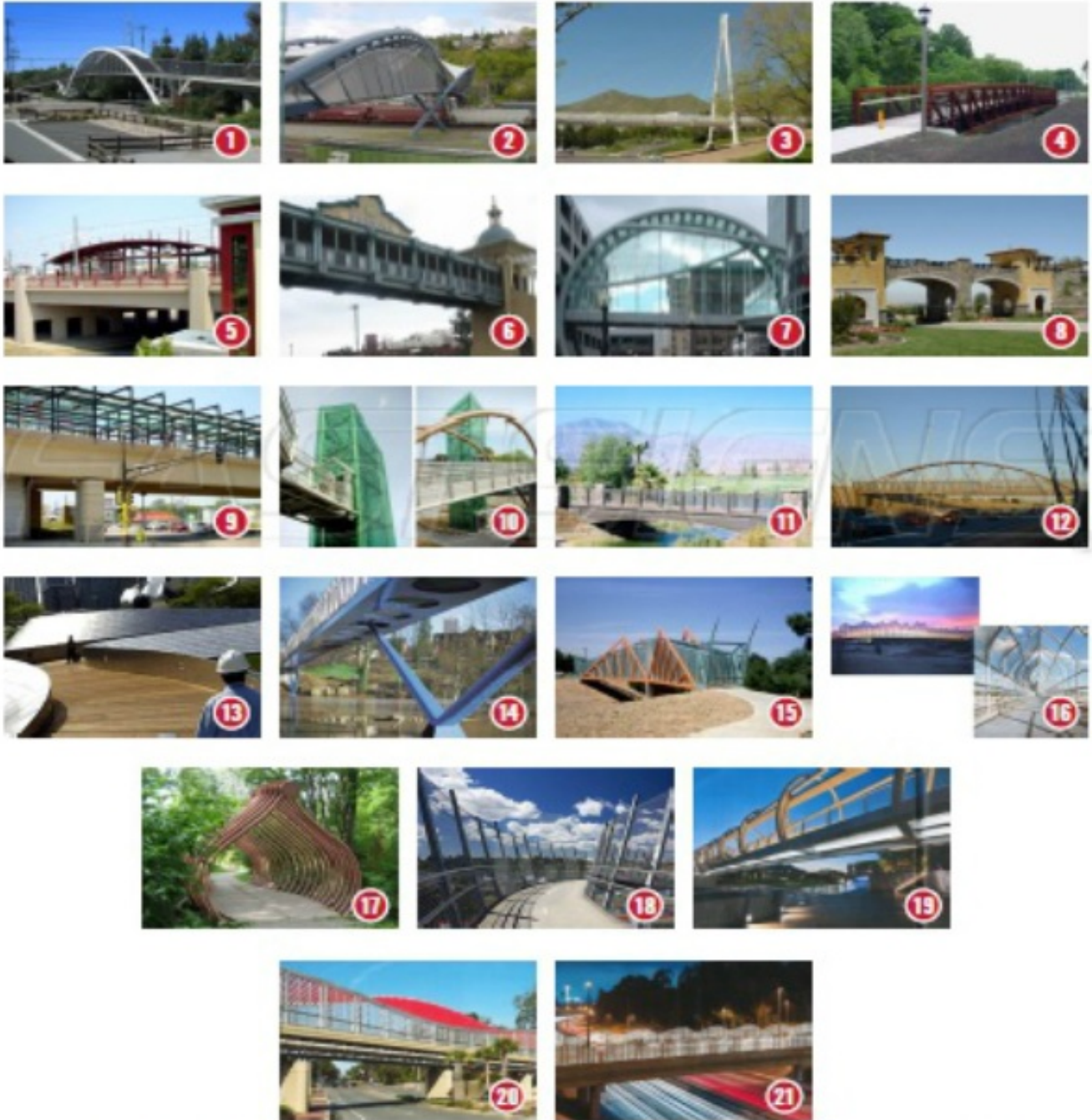
The Community Outreach component of this project was extensive and included:

1. Implemented the City of San Ramon on-line Open Government Survey – residents and the community at-large had an opportunity to provide comments and feedback on the architecture of 21 bridge concepts. The on-line survey was available Thursday, October 30 through Wednesday, December 31, 2014; then again from January 28, 2015 through April 7, 2015;
2. Attended three San Ramon Farmers Market;
3. Installed signage along the Iron Horse Trail directing the public to online survey to provide comment/feedback;
4. Presented at Mayor’s Breakfast – January 30, 2015;
5. Presented to San Ramon Planning Commission - February 2, 2015;
6. Solicited input from East Bay Regional Park District – February 6, 2015;
7. Presented to San Ramon Open Space Advisory Committee – February 9, 2015;
8. Presented to San Ramon Parks Commission – February 11, 2015;
9. Presented to San Ramon Economic Development Advisory Committee February 11, 2015;
10. Presented to San Ramon Teen Council – February 17, 2015;
11. Presented to San Ramon Transportation Advisory Committee – February 19, 2015;
12. Presented to San Ramon Valley Unified School District Liaison Committee - February 20, 2015;
13. Presented to Contra Costa County Board of Supervisors Water, Infrastructure and Transportation Sub-Committee – March 2, 2015;
14. Presented to San Ramon Architectural Review Board – March 12, 2015;
15. Presented to San Ramon Transportation Demand Management Advisory Committee – March 16, 2015;
16. Presented to San Ramon Arts Advisory Committee – March 18, 2015;
17. Presented to San Ramon Senior Advisory Committee – April 6, 2015;
18. Presented to Sunset Development – April 27, 2015; and
19. Presented to San Ramon Chamber of Commerce – June 23, 2015.

In addition to presentations, a “Poster Board” with all 21 bridge renderings was created. The Poster Board was displayed at the San Ramon Chamber of Commerce Business Expo and at the following city facilities:

1. Chamber of Commerce Business Expo – March 19, 2015;
2. Government 101 Planning/Community Development Presentation – March 23, 2015;
3. Community Center- March 24 through March 27, 2015;
4. City Hall – March 30 through April 1, 2015;
5. Dougherty Station Community Center – April 1 through April 3, 2015; and
6. Permit Center – April 3 through April 6, 2015.

SAN RAMON IRON HORSE TRAIL BICYCLE/PEDESTRIAN OVERCROSSINGS BRIDGE DESIGNS



**Vote For Your Favorite Bridge Design For
Bollinger Canyon Rd. & Crow Canyon Rd.**

Poster Board used for Community Outreach Activities – community members could vote on favorite bridge design at City Facilities.

On-Line Survey and Community Outreach Results

San Ramon Open Government

Bollinger Canyon Road Results

Number of Responses

1,117	Viewed On-Line Survey
366	Responded
181	Responded and Registered
185	Responded – Did Not Register*

Crow Canyon Road Results

Number of Responses

565	Viewed On-Line Survey
151	Responded
91	Responded and Registered
60	Responded – Did Not Register*

1,682 Total Viewed On-Line Survey

San Ramon Open Government (On-Line Survey), Design Charrettes, and Poster Board

Total Number of Responses

517	Responded to On-Line Survey
23	Attended Two Community Design Charrettes
119	Commented on Iron Horse Trail Info Board

659 Total Responses

*Viewed online survey and responded; however did not leave contact information.

Bollinger Canyon Road Top 3 Choices and Comments

- Overcrossing should complement new City Center;
- Simple, modern, clean lines; and
- Open look and feel that preserves open views to hills.

#2



#1



#3



Bollinger Canyon Road Top 3 Bridge Designs

Crow Canyon Road Top 3 Choices and Comments

- Minimal treatment;
- Simple, safe overcrossing; and
- Warm stone and other natural elements preferred.

#1



#2



#3



Crow Canyon Road Top 3 Bridge Designs



Iron Horse Trail Surrounding Land Use Map	
	Iron Horse Trail
	City Center: Plaza District, Housing, Business Park
	Existing Transit Center Planned Regional Transit Center
	Iron Horse Middle School, Montevideo Elementary School
	Public Library Community Center Central Park
	Chevron Corporate Headquarters
	San Ramon City Hall
	Bishop Ranch Business Park
	Shops at Bishop Ranch Shops at Marketplace

Bollinger Canyon Bridge – Option 1



Bollinger Canyon Road/Option 1 – Cable-Stayed – Single Mast Main Tower/South – looking east

IRON HORSE TRAIL

Bicycle / Pedestrian Overcrossings Conceptual Design



Bollinger Canyon Bridge – Option 1



Bollinger Canyon Road/Option 1 – Cable-Stayed – Single Mast Main Tower/South – looking west

IRON HORSE TRAIL

Bicycle / Pedestrian Overcrossings Conceptual Design



38

Bollinger Canyon Bridge – Option 1-A



Bollinger Canyon Road/Option 1-A – Cable-Stayed – A-Frame Main Tower/South – looking east

IRON HORSE TRAIL

Bicycle / Pedestrian Overcrossings Conceptual Design



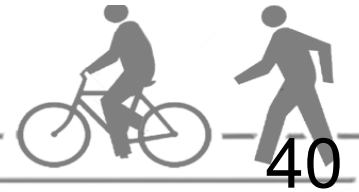
Bollinger Canyon Bridge – Option 1-A



Bollinger Canyon Road/Option 1-A – Cable-Stayed – A-Frame Main Tower/South – looking west

IRON HORSE TRAIL

Bicycle / Pedestrian Overcrossings Conceptual Design



AGENDA ITEM 7



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

February 8, 2017

Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: SWAT Meeting Summary Report for February 2017

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met on Monday, February 6, 2017. The following is a summary of the meeting and action items:

1. **Elected Dave Trotter (Town of Moraga) as the SWAT Lamorinda representative to the Contra Costa Transportation Authority for a two-year term (February 6, 2017 to January 31, 2019).**
2. **Approved the City of San Ramon request for a Strategic Plan amendment to program \$300,000 in I-680 funding category in Measure J from the I-680 corridor reserves in Southwest County to I-680/Bollinger Canyon Road Interchange Operations Analysis Study (new project).**

Please contact me at (925) 973-2651, or email at lbobadilla@sanramon.ca.gov, if you should have any questions.

All the best,

A handwritten signature in cursive script, appearing to read "Lisa", written in black ink.

Lisa Bobadilla
SWAT Administrator

Cc: Hisham Noeimi, CCTA; SWAT; SWAT TAC; Anita Tucci-Smith, TRANSPAC; John Nemeth, WCCTAC; Jamar Stamps, TRANSPLAN

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
5904 Herriman Drive,
Clayton, CA 94517-1328
(925) 673-1740

February 10, 2017

Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Re: Status Letter for TRANSPAC Meeting – February 9, 2017

Dear Mr. Iwasaki:

At its regular meeting on February 9, 2017, the TRANSPAC Board of Directors took the following actions that may be of interest to the Transportation Authority:

1. Appointed Sue Noack as TRANSPAC Alternate Representative to the CCTA.
2. Appointed Tim Tucker to be the TRANSPAC primary representative to the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) to serve the remainder of Jeremy Lochirco's term, with Andy Smith to serve as the alternate for the term expiring December 31, 2017.
3. Appointed Andy Smith to serve the remainder of Jeremy Lochirco's term on the Technical Coordinating Committee (TCC) expiring on March 31, 2017, and appointed Eric Hu, Andy Smith, and Tim Tucker to serve for the next term of the TCC expiring on March 31, 2019.
4. Reviewed projects submitted for the CCTA Coordinated Call for Projects.
5. Recommended CCTA Board Approval to Reprogram \$3.85 million from Measure J Line 10001-02 for the Walnut Creek BART TOD Public Access Improvements Project.
6. Received Presentation from Susan Miller, CCTA Director Projects, on Interstate 680/State Route 4 Interchange Improvement, State Route 4 Widening, Phase 3 (CCTA Project 6001).
7. Received an update on the proposed work to update the Subregional Action Plan in 2017.
8. Received Quarterly Financial Reports.

TRANSPAC hopes that this information is useful to you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matt Todd".

Matthew Todd
TRANSPAC Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
Jamar I. Stamps, TRANSPLAN; Doug Hardcastle, Chair, TRANSPLAN
Lisa Bobadilla, SWAT; Don Tatzin, Chair, SWAT
John Nemeth, WCCTAC; Janet Abelson, Chair, WCCTAC
Tarienne Grover, CCTA
June Catalano, Diane Bentley (City of Pleasant Hill)



CONTRA COSTA
transportation
authority

COMMISSIONERS

Tom Butt,
Chair

Federal Glover
Vice Chair

Janet Abelson

Newell Americh

Loella Haskew

David Hudson

Karen Mitchoff

Julie Pierce

Kevin Romick

Robert Taylor

Dave Trotter

Randell H. Iwasaki,
Executive Director

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

MEMORANDUM

To: Matt Todd, TRANSPAC
Lisa Bobadilla, SWAT
Jamar Stamps, TRANSPLAN, TVTC
John Nemeth, WCCTAC
Ellen Clark, LPMC

From: *MB for:*
Randell H. Iwasaki, Executive Director

Date: February 27, 2017

Re: Item of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its February 15, 2017 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

- 1. Regional Measure 3 (RM3) – Candidate Projects for Submittal to the Metropolitan Transportation Commission (MTC).** MTC is considering a regional bridge toll increase on the seven state-owned bridges in the Bay Area. RM3 is expected to raise tolls by \$1 to \$3. It is anticipated that MTC will seek legislative approval in the next few months to place RM3 on the ballot in 2018. In preparation, Authority staff has prepared a list of projects in Contra Costa for potential funding by RM3. Staff seeks approval of Contra Costa's proposed RM3 project list for submittal to MTC. *The Authority Board approved Contra Costa's proposed RM3 project list for submittal to MTC. The list of projects is attached to this memorandum.*

Attachment C: Proposed RM3 Project List for Submittal to MTC

No	Project Name	Description	Cost in PBA2040 (millions)	Funding Available (millions)	Funding Needed [RM3 Request] (millions)	MTC Draft Principles							Sources of Available Funds (millions)
						Bridge Nexus	Regional Prosperity	Sustain- ability	State of Good Repair	Demand Management	Freight	Resiliency	
1	I-680/State Route 4 Interchange Improvements – Phases 1, 2, and 3	Project will improve interchange in phases as follows: Phase 1: Freeway to Freeway connectors for NB I-680 to WB SR-4 Phase 2: EB SR-4 to SB I-680 connector and improvements to the SR-4 interchange at Pacheco Boulevard. Phase 3: Widen SR-4 between Morello Avenue in Martinez and SR-242 in Concord, and replace Grayson Creek Bridge	\$292	\$57	\$235	x	x		x		x		STIP: 5.1 Measure C: 17.3, Measure J: 35.0
2	I-80/San Pablo Dam Road (SPDR) Interchange Improvements – Phase 2	Replace SPDR Interchange at I-80 and modify McBryde Avenue and SPDR ramps. Includes provisions for bicyclists and pedestrians on San Pablo Dam Road.	\$80	\$16	\$64	x	x		x		x		STMP: 6.4, STIP: 9.2
3	SR-4 Integrated Corridor Management (ICM)	SR-4 from I-80 to SR-160: project includes adaptive ramp metering, advanced traveler information, arterial management system, freeway management system, and connected vehicle applications	\$15	\$0	\$15	x	x			x			
4	SR-4 Operational Improvements - Initial Phase	Various operational improvements along SR-4 between I-680 and Bailey Road, including additions of mixed flow lanes, High Occupancy Vehicles (HOV) lanes and auxiliary lanes.	\$144	\$5	\$139	x	x						Measure J
5	I-680 Forward*	Implementation of seven strategies for I-680 including improving efficiency of bus service (e.g. increased service, bus on shoulders, expanded park and ride lots), providing first/last mile connections, innovative operational strategies (e.g. ramp metering, decision support system, integrated corridor management), cooling hot spots (e.g. addition of auxiliary lanes), completing carpool/express lanes, and preparing corridor for Connected Vehicles/Automated Vehicles.	\$233	\$23	\$210	x	x	x		x	x		Measure J I- 680 Reserve
6	Vasco-Byron Highway Connector	Replace/upgrade existing Armstrong Road. Add new road segments west of Armstrong Road to Vasco Road and east of Armstrong Road to Byron Highway. <i>(\$40 million was included in PBA 2040)</i>	\$87	\$0	\$87	x	x				x		
7	West Contra Costa High Capacity Transit	Study is underway to evaluate options for major transit investments along I-80 corridor in Contra Costa. Conceptual alternatives currently being evaluated include express bus on I-80, arterial-based bus rapid transit (BRT) on San Pablo Avenue and 23rd Street, short- and mid-term improvements on UPRR commuter rail, and a BART extension from Richmond. Funding request is for project development. Cost estimates being developed but initial review shows a range from \$179 million to \$4.1 billion. Cost shown is for least expensive alternative. <i>(\$15 million was included in PBA 2040 for project development)</i>	\$179	\$0	\$179	x	x	x					

No	Project Name	Description	Cost in PBA2040 (millions)	Funding Available (millions)	Funding Needed [RM3 Request] (millions)	MTC Draft Principles							Sources of Available Funds (millions)
						Bridge Nexus	Regional Prosperity	Sustain- ability	State of Good Repair	Demand Management	Freight	Resiliency	
8	Hercules Intermodal Transit Center	Remaining phases includes track and signal work, fuel and optic lines relocations, transit loop, promenade and civil plaza, landside improvements, bay trail segments.	\$97	\$21	\$76	x	x	x			x		Measure J (various): 8.8, Local: 5.1, STIP: 3.9, OBAG: 2.6, Earmark: 0.7
9	Brentwood Transit Center	Develop a transit center in the City of Brentwood. <i>(\$12 million included in draft PBA 2040)</i>	\$52	\$0	\$52	x	x	x					
10	Ferry Operations and Landside Improvements	Provide funding for ferry operations and landside improvements in Contra Costa.	\$123	\$53	\$70	x	x	x				x	Measure J
11	Pedestrian and Bicycle Projects	Various pedestrian and bicycle improvements aimed to provide access to transit and improve regional trails along bridge corridors as well as improvements to facilitate transit oriented developments	\$162	\$0	\$162	x	x	x					
12	Innovative Transportation Technologies	Deploy new technologies to improve traffic conditions along bridge corridors and prepare for Autonomous Vehicle/Connected Vehicles	\$53	\$0	\$53	x	x			x	x		
Subtotal			\$1,517	\$175	\$1,342								

*Combines following projects in PBA: I-680 Northbound Managed Lane Completion through 680/24 and Operational Improvements between N. Main and Treat Blvd, I-680 Transit Improvements including Express Bus Service, ITS components, and Park & Ride Lots, and I-680 Northbound HOV lane extension between N. Main and SR-242.

Proposed RM3 Project List for Submittal to MTC

No	Project Name	Description	Cost (millions)	Funding Available (millions)	Funding Needed [RM3 Request] (millions)	MTC Draft Principles							Sources of Available Funds (millions)
						Bridge Nexus	Regional Prosperity	Sustain- ability	State of Good Repair	Demand Management	Freight	Resiliency	
1	I-680/State Route 4 Interchange Improvements – Phases 1, 2, and 3	Project will improve interchange in phases as follows: Phase 1: Freeway to Freeway connectors for NB I-680 to WB SR-4 Phase 2: EB SR-4 to SB I-680 connector and improvements to the SR-4 interchange at Pacheco Boulevard. Phase 3: Widen SR-4 between Morello Avenue in Martinez and SR-242 in Concord, and replace Grayson Creek Bridge	\$292	\$57	\$235	x	x		x		x		STIP: 5.1 Measure C: 17.3, Measure J: 35.0
2	I-80/San Pablo Dam Road (SPDR) Interchange Improvements – Phase 2	Replace SPDR Interchange at I-80 and modify McBryde Avenue and SPDR ramps. Includes provisions for bicyclists and pedestrians on San Pablo Dam Road.	\$80	\$16	\$64	x	x		x		x		STMP: 6.4, STIP: 9.2
3	SR-4 Integrated Corridor Management (ICM)	SR-4 from I-80 to SR-160: project includes adaptive ramp metering, advanced traveler information, arterial management system, freeway management system, and connected vehicle applications	\$15	\$0	\$15	x	x			x			
4	SR-4 Operational Improvements - Initial Phase	Various operational improvements along SR-4 between I-680 and Bailey Road, including additions of mixed flow lanes, High Occupancy Vehicles (HOV) lanes and auxiliary lanes.	\$144	\$5	\$139	x	x						Measure J
5	I-680 Forward*	Implementation of seven strategies for I-680 including improving efficiency of bus service (e.g. increased service, bus on shoulders, expanded park and ride lots), providing first/last mile connections, innovative operational strategies (e.g. ramp metering, decision support system, integrated corridor management), cooling hot spots (e.g. addition of auxiliary lanes), completing carpool/express lanes, and preparing corridor for Connected Vehicles/Automated Vehicles.	\$233	\$23	\$210	x	x	x		x	x		Measure J I- 680 Reserve
6	Vasco-Byron Highway Connector	Replace/upgrade existing Armstrong Road. Add new road segments west of Armstrong Road to Vasco Road and east of Armstrong Road to Byron Highway.	\$87	\$0	\$87	x	x				x		
7	West Contra Costa High Capacity Transit	Study is underway to evaluate options for major transit investments along I-80 corridor in Contra Costa. Conceptual alternatives currently being evaluated include express bus on I-80, arterial-based bus rapid transit (BRT) on San Pablo Avenue and 23rd Street, short- and mid-term improvements on UPRR commuter rail, and a BART extension from Richmond. Funding request is for project development. Cost estimates being developed but initial review shows a range from \$179 million to \$4.1 billion. Cost reflects the implementation of BRT and Express Bus on I-80 alternatives.	\$424	\$0	\$424	x	x	x			x		

No	Project Name	Description	Cost (millions)	Funding Available (millions)	Funding Needed [RM3 Request] (millions)	MTC Draft Principles							Sources of Available Funds (millions)
						Bridge Nexus	Regional Prosperity	Sustain- ability	State of Good Repair	Demand Management	Freight	Resiliency	
8	Hercules Intermodal Transit Center	Remaining phases includes track and signal work, fuel and optic lines relocations, transit loop, promenade and civil plaza, landside improvements, bay trail segments.	\$97	\$21	\$76	x	x	x			x		Measure J (various): 8.8, Local: 5.1, STIP: 3.9, OBAG: 2.6, Earmark: 0.7
9	Brentwood Transit Center	Develop a transit center in the City of Brentwood.	\$52	\$0	\$52	x	x	x					
10	Ferry Operations and Landside Improvements	Provide funding for ferry operations and landside improvements in Contra Costa.	\$123	\$53	\$70	x	x	x				x	Measure J
11	Pedestrian and Bicycle Projects	Various pedestrian and bicycle improvements aimed to provide access to transit and improve regional trails along bridge corridors as well as improvements to facilitate transit oriented developments	\$162	\$0	\$162	x	x	x					
12	Innovative Transportation Technologies	Deploy new technologies to improve traffic conditions along bridge corridors and prepare for Autonomous Vehicle/Connected Vehicles	\$53	\$0	\$53	x	x			x	x		
13	BART Fleet Expansion	Contra Costa contribution to BART's proposed fleet expansion	\$300	\$0	\$300	x	x	x				x	
14	Richmond San Rafael Bridge Congestion Relief in the WB direction	Project aims to reduce congestion in the AM peak in the westbound direction at the toll plaza.	\$50	\$0	\$50	x	x						
Subtotal			\$2,112	\$175	\$1,937								

*Combines following projects in PBA: I-680 Northbound Managed Lane Completion through 680/24 and Operational Improvements between N. Main and Treat Blvd, I-680 Transit Improvements including Express Bus Service, ITS components, and Park & Ride Lots, and I-680 Northbound HOV lane extension between N. Main and SR-242.