



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

****Special Meeting**** November 7,
2017

**1:00 P.M. or after Veteran's Day
Celebration & Lunch**

651 Pine Street, Room 101, Martinez

Supervisor Diane Burgis, Chair
Supervisor Karen Mitchoff, Vice Chair

Agenda Items:

Items may be taken out of order based on the business of the day and preference of the Committee

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).
3. RECEIVE update on the proposed Marsh Creek Corridor Multi-Use Trail Study, and DIRECT Staff as appropriate. (John Cunningham, DCD) Page 3
4. Adjourn to the next regular Transportation, Water and Infrastructure meeting scheduled for Monday, December 11, 2017, at 9:00 a.m.

The Transportation, Water & Infrastructure Committee (TWIC) will provide reasonable accommodations for persons with disabilities planning to attend TWIC meetings. Contact the staff person listed below at least 72 hours before the meeting.

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the TWIC less than 96 hours prior to that meeting are available for public inspection at the County Department of Conservation and Development, 30 Muir Road, Martinez during normal business hours.

Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.

For Additional Information Contact:

John Cunningham, Committee Staff
Phone (925) 674-7833, Fax (925) 674-7250
john.cunningham@dcd.cccounty.us

Glossary of Acronyms, Abbreviations, and other Terms (in alphabetical order): Contra Costa County has a policy of making limited use of acronyms, abbreviations, and industry-specific language in meetings of its Board of Supervisors and Committees. Following is a list of commonly used abbreviations that may appear in presentations and written materials at meetings of the Transportation, Water and Infrastructure Committee:

AB Assembly Bill	HOT High-Occupancy/Toll
ABAG Association of Bay Area Governments	HOV High-Occupancy-Vehicle
ACA Assembly Constitutional Amendment	HSD Contra Costa County Health Services Department
ADA Americans with Disabilities Act of 1990	HUD United States Department of Housing and Urban Development
ALUC Airport Land Use Commission	IPM Integrated Pest Management
AOB Area of Benefit	ISO Industrial Safety Ordinance
BAAQMD Bay Area Air Quality Management District	JPA/JEPA Joint (Exercise of) Powers Authority or Agreement
BART Bay Area Rapid Transit District	Lamorinda Lafayette-Moraga-Orinda Area
BATA Bay Area Toll Authority	LAFCo Local Agency Formation Commission
BCDC Bay Conservation & Development Commission	LCC League of California Cities
BDCP Bay-Delta Conservation Plan	LTMS Long-Term Management Strategy
BGO Better Government Ordinance (Contra Costa County)	MAC Municipal Advisory Council
BOS Board of Supervisors	MAF Million Acre Feet (of water)
CALTRANS California Department of Transportation	MBE Minority Business Enterprise
CalWIN California Works Information Network	MOA Memorandum of Agreement
CalWORKS California Work Opportunity and Responsibility to Kids	MOE Maintenance of Effort
CAER Community Awareness Emergency Response	MOU Memorandum of Understanding
CAO County Administrative Officer or Office	MTC Metropolitan Transportation Commission
CCTA Contra Costa Transportation Authority	NACo National Association of Counties
CCWD Contra Costa Water District	NEPA National Environmental Protection Act
CDBG Community Development Block Grant	OES-EOC Office of Emergency Services-Emergency Operations Center
CEQA California Environmental Quality Act	PDA Priority Development Area
CFS Cubic Feet per Second (of water)	PWD Contra Costa County Public Works Department
CPI Consumer Price Index	RCRC Regional Council of Rural Counties
CSA County Service Area	RDA Redevelopment Agency or Area
CSAC California State Association of Counties	RFI Request For Information
CTC California Transportation Commission	RFP Request For Proposals
DCC Delta Counties Coalition	RFQ Request For Qualifications
DCD Contra Costa County Dept. of Conservation & Development	SB Senate Bill
DPC Delta Protection Commission	SBE Small Business Enterprise
DSC Delta Stewardship Council	SR2S Safe Routes to Schools
DWR California Department of Water Resources	STIP State Transportation Improvement Program
EBMUD East Bay Municipal Utility District	SWAT Southwest Area Transportation Committee
EIR Environmental Impact Report (a state requirement)	TRANSPAC Transportation Partnership & Cooperation (Central)
EIS Environmental Impact Statement (a federal requirement)	TRANSPLAN Transportation Planning Committee (East County)
EPA Environmental Protection Agency	TWIC Transportation, Water and Infrastructure Committee
FAA Federal Aviation Administration	USACE United States Army Corps of Engineers
FEMA Federal Emergency Management Agency	WBE Women-Owned Business Enterprise
FTE Full Time Equivalent	WCCTAC West Contra Costa Transportation Advisory Committee
FY Fiscal Year	WETA Water Emergency Transportation Authority
GHAD Geologic Hazard Abatement District	WRDA Water Resources Development Act
GIS Geographic Information System	
HBRR Highway Bridge Replacement and Rehabilitation	



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE Special Mtg

3.

Meeting Date: 11/07/2017

Subject: RECEIVE update on the proposed Marsh Creek Corridor Multi-Use Trail Study, and DIRECT Staff as appropriate. (John Cunningham, DCD)

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 1

Referral Name: Review applications for transportation, water and infrastructure grants...

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7833

Referral History:

Board of Supervisors

On April 12, 2016 the Board of Supervisors received a report from the Departments of Public Works and Conservation and Development regarding the concept of a Multi-Use Trail along the Marsh Creek Corridor and took the following actions, 1) RECEIVE report, 2) ADOPT Resolution No. 2016/326 supporting exploration of the concept of the Marsh Creek Corridor Multi-Use Trail, and supporting efforts to identify and secure funding for this project; 3) In collaboration with other proponents of the concept, ADVOCATE for support and funding for the Marsh Creek Corridor Multi-Use Trail, including study and potential implementation, in local, state, and federal transportation, recreation, park, and open space funding efforts and REQUEST consideration of the Marsh Creek Multi-use Trail in the sales tax matter currently under consideration by the Contra Costa Transportation Authority; 4) DIRECT staff to refine the preliminary budget and develop a scope of work for the feasibility analysis and AUTHORIZE staff to work with other prospective project partners to seek funding opportunities.

Transportation, Water, and Infrastructure Committee (TWIC)

At the October 9, 2017 TWIC meeting staff brought a report with the following recommendations, "RECEIVE update on the proposed Marsh Creek Corridor Multi-Use Trail Study, and DIRECT staff as appropriate."

The draft record from the discussion:

Staff was directed to to address the following concerns and issues: develop a strategy and Request for Proposal/Scope of Work that would increase the likelihood of the project moving ahead expeditiously, ensure that the East Bay Regional Park District and the East Contra Costa County Habitat Conservancy are active partners, establish a study budget which clearly funds the local match, and return to the Committee for approval to proceed.

Referral Update:

This report is intended to respond to 1) the concerns raised at October 2017 TWIC meeting {discussed above}, and 2) the direction in the Board of Supervisor's (BOS) Resolution 2016/326 {specifically "...refine the preliminary budget and develop a scope of work..."}.

In addition to responding to the direction described above, staff has become aware of available funding through several grant programs and is requesting that TWIC recommend that the BOS approve submission of grants to a] Caltrans under the Sustainable Transportation Planning Grant program, b] the Coastal Conservancy under the Proposition 1 Grant (multi-benefit ecosystem and watershed protection and restoration projects) Program, and c] the Metropolitan Transportation Commission (MTC) under the Priority Conservation Area grant program.

Project Background

Marsh Creek Road is a popular commute and recreational route for bicyclists traveling between Central County and East County in spite of the lack of bicycle facilities. In 2015 and 2016, the Public Works Department (PWD) and Department of Conservation and Development (DCD) staff initiated exploration of the general concept of a multi-use non-motorized trail along the Marsh Creek Corridor. The proposed trail would run from an existing Class II bicycle facility in Clayton to the Round Valley Regional Preserve, where it would connect to a proposed extension of the existing Marsh Creek Trail. Completion of the multi-use trail along the Marsh Creek Corridor would result in one continuous non-motorized facility from Concord to the Delta Shoreline. A more complete project description and map is attached, *One-Pager-Marsh Creek Corridor Multi-Use Trail.pdf*.

As detailed at the bottom of this report, the project has support from interested and impacted agencies including four cities, the East Bay Regional Park District (EBRPD), Save Mount Diablo, and the East Contra Costa County Habitat Conservancy (ECCCHC). This support is in addition to adopted policy support in the Contra Costa County General Plan and the Contra Costa Transportation Authority's Countywide Bicycle and Pedestrian Plan (*MCT_Support_Docs.pdf*).

From a positive public investment perspective, the project will leverage what are, and will be, sunk costs resulting from the active and planned acquisition and restoration activities in the corridor. Save Mount Diablo, the East Contra Costa County Habitat Conservancy, and the EBRPD are actively acquiring and restoring creek and roadside parcels in the corridor.

Project Development - Update

Consistent with the BOS direction, PWD and DCD staff have refined a scope-of-work for the feasibility study (Attached 11-1-17 Marsh Creek Trail Scope of Work - Draft.pdf) and are requesting:

- 1) authorization from TWIC and the BOS to apply for grants that would, if successful, replace the Livable Communities Trust Fund contribution in the funding package identified below, and
- 2) authorization to develop and release a Request for Proposals to select a consultant to conduct the study.

After reviewing comparable studies, staff estimates that the necessary work can be completed at a cost of \$300,000. The scope-of-work includes a number of tasks to be completed, including data collection, public outreach, identification and analysis of alternatives, and ultimately, a feasibility

analysis consistent with original BOS direction. The project currently has the following fund sources identified that are sufficient to fund the Study:

- **District 3:** Committed \$250,000 from the from its Livable Communities Trust (LCT) Fund.
- **East Contra Costa County Habitat Conservancy:** \$25,000 from Restoration Planning Funds
- **Public Works Department:** \$25,000 from the Road Fund (gas tax) budget, Advance Planning line item.

The intent is to have either the Caltrans, Coastal Conservancy, or MTC grant replace the \$250,000 LCT funds. In the event these applications are unsuccessful, staff will proceed with the RFP and study using the fund sources identified above.

Local Match for Grants

Caltrans - Senate Bill 1 Grant: A \$200,000 grant under the Sustainable Transportation program would require a \$26,000 local match. The ECCCHC funds would cover the majority of the match. Non SB1 Gas tax is ineligible for use as match, staff recommends District 3 LCT funds be used for the remainder.

Coastal Conservancy Grant - Proposition 1: No local match is required but it does count towards points on the application. From the grant application: "Projects that have at least 25% matching funds will receive 3 points. Projects with greater than 50% matching funds will receive 5 points."

Metropolitan Transportation Commission (MTC)/Coastal Conservancy - Priority

Conservation Area (PCA) Grant: No information has been published on this grant program at the time this staff report is being published. However, communication with MTC staff indicates that a Request for Proposal should be released by the end of year. The administration of the grant is not clear yet, while the funding may come from MTC, the grant may be administered by the Coastal Conservancy.

If TWIC approves the recommendations of this report, staff will begin a phased preparation of the Caltrans, Coastal Conservancy, and MTC grant applications. In the event the Caltrans Grant is awarded, the Coastal Conservancy Grant will be withdrawn. While the timing of the MTC/PCA grant is unknown, staff would take a similar approach and either suspend work or withdraw the application if we are successful with an earlier grant.

The tentative schedule for the three grant programs are included below.

Caltrans Senate Bill 1 Sustainable Transportation Planning Grants (grants will support regional sustainable communities strategies and help to achieve the State's greenhouse gas reductions targets)

January 2, 2018 – Release Grant Guides and call for applications

February 23, 2018 – Grant applications due

March 2018 – Application evaluation period

May 2018 – Management approval and release grant announcements

February 1, 2019 – Non-MPO/RTPA final due date for contract packages

May 1, 2019 – MPO/RTPA final due date for programming funds in Overall Work Programs (OWPs) and OWP Agreements.

February 28, 2021 – ALL grant tasks must be completed

April 30, 2021 – ALL final invoices must be submitted

Coastal Conservancy Proposition 1 (multi-benefit ecosystem and watershed protection and restoration projects) **Grant Program**

Winter 2017 Grant Round

December 2017 - Request for Proposals Released

February 2018 - Proposals Due

Spring 2018 Grant Round

March 2018 - Request for Proposals Released

May 2018 - Proposals Due

Metropolitan Transportation Commission/Coastal Conservancy - Priority Conservation Area Grant

Unconfirmed:

Late 2017 - Request for Proposals

Spring 2018 - Applications Due

Existing Policy Support (referenced documents are attached, MCT_Support_Docs.pdf)

- City of Antioch: Resolution 2016/116 Supporting the Exploration of the Marsh Creek Multi-Use Trail Concept
- City of Brentwood: Resolution 2016/113 Supporting the Exploration of the Marsh Creek Multi-Use Trail Concept
- City of Clayton: Resolution 46-2016 Supporting the Concept of the Marsh Creek Corridor Multi-Use Trail
- City of Oakley: Resolution 153-16 Supporting the Exploration of the Marsh Creek Multi-use Trail Concept
- Contra Costa County Board of Supervisors: Resolution 2016/326 Supporting the Concept of a Marsh Creek Corridor Multi-Use Trail
- Contra Costa County General Plan: The "Bicycle Facilities Network" map includes a bicycle facility along Marsh Creek Road.
- Contra Costa Transportation Authority: The Countywide Bicycle and Pedestrian Plan include support for the subject project including 1) planned bicycle facilities along Marsh Creek Road, and 2) the inclusion of the Marsh Creek Corridor in the "*Countywide Bicycle Network*". The Countywide Bicycle Network is described in the plan as "*...the primary bikeway corridors that would connect Contra Costa cities and towns with major destinations. It is intended as the framework around which more local bikeways are integrated into a countywide system.*"
- East Bay Regional Park District: Resolution 2016-06-160 to Support Contra Costa County's Leadership on the Concept of a Marsh Creek Corridor Multi-Use Trail
- East Contra Costa County Habitat Conservancy: Resolution 2015-02 Supporting the Concept of a Marsh Creek Corridor Multi-Use Trail
- Save Mount Diablo: Letter from the Director of Land Programs supporting the Marsh Creek Corridor Multi-Use Trail

Recommendation(s)/Next Step(s):

RECEIVE update on the proposed Marsh Creek Corridor Multi-Use Trail, RECOMMEND that the Board of Supervisors approve the submission of grant application(s), "Marsh Creek Multi-Use Trail Feasibility Study" to following agencies and grant programs, Caltrans Senate Bill 1 Sustainable Transportation Planning Grant, Coastal Conservancy Proposition 1 Grant, and the Metropolitan Transportation Commission's Priority Conservation Area Grant, and authorize staff to develop and release a Request for Proposals to select a consultant to conduct the study.

Fiscal Impact (if any):

No impact to the County's General Fund. Staff time and proposed County funding is included in existing work plans and budgets.

Attachments

One Pager Marsh Creek Corridor Multi-Use Trail

MCT Support Docs

11-01-17 Marsh Creek Trail Scope of Work - Draft

MARSH CREEK CORRIDOR MULTI-USE TRAIL

CONCEPT FOR EXPANDED CONNECTIVITY: DELTA SHORELINE TO MOUNT DIABLO



Cyclist on Marsh Creek Road



Marsh Creek Corridor



View of multi-use trail

Project Description: Develop an approximately 15-mile long multi-use trail through the Marsh Creek Corridor on or near Marsh Creek Road between the City of Clayton and the City of Brentwood. Once this trail and adjacent trails are completed, there will be one continuous non-motorized route from Concord to Mount Diablo that ultimately continues to the shoreline of the Delta in Oakley.

Background: Marsh Creek Road is a major thoroughfare that connects Central and East Contra Costa County. This stretch of Marsh Creek Road where a trail is proposed receives up to 10,000 average vehicle trips a day. The western segment of Marsh Creek Road carries a higher volume of commuters on average each day due to its proximity to the City of Clayton while the eastern segment near Round Valley Regional Preserve (Deer Valley Road) receives significantly fewer average daily vehicle trips. Marsh Creek Road is the gateway to 110,000 acres of open space and recreational areas managed by the East Bay Regional Park District, Contra Costa Water District, State Parks, and other organizations. A significant number of bicycle trips take place on Marsh Creek Road, in spite of the lack of a bicycle path or designated lane. Marsh Creek Road within Clayton has an existing Class II bicycle lane, which connects to Clayton's extensive trail network. In East Contra Costa County, the Marsh Creek Trail currently runs from the Big Break Regional Shoreline in Oakley to the southern city limits of the City of Brentwood. The East Bay Regional Park District plans to extend the Marsh Creek Trail through the City of Brentwood to the Round Valley Regional Preserve. After that section is completed, a gap in the multi-use trail would still exist between Round Valley Regional Preserve and the City of Clayton.

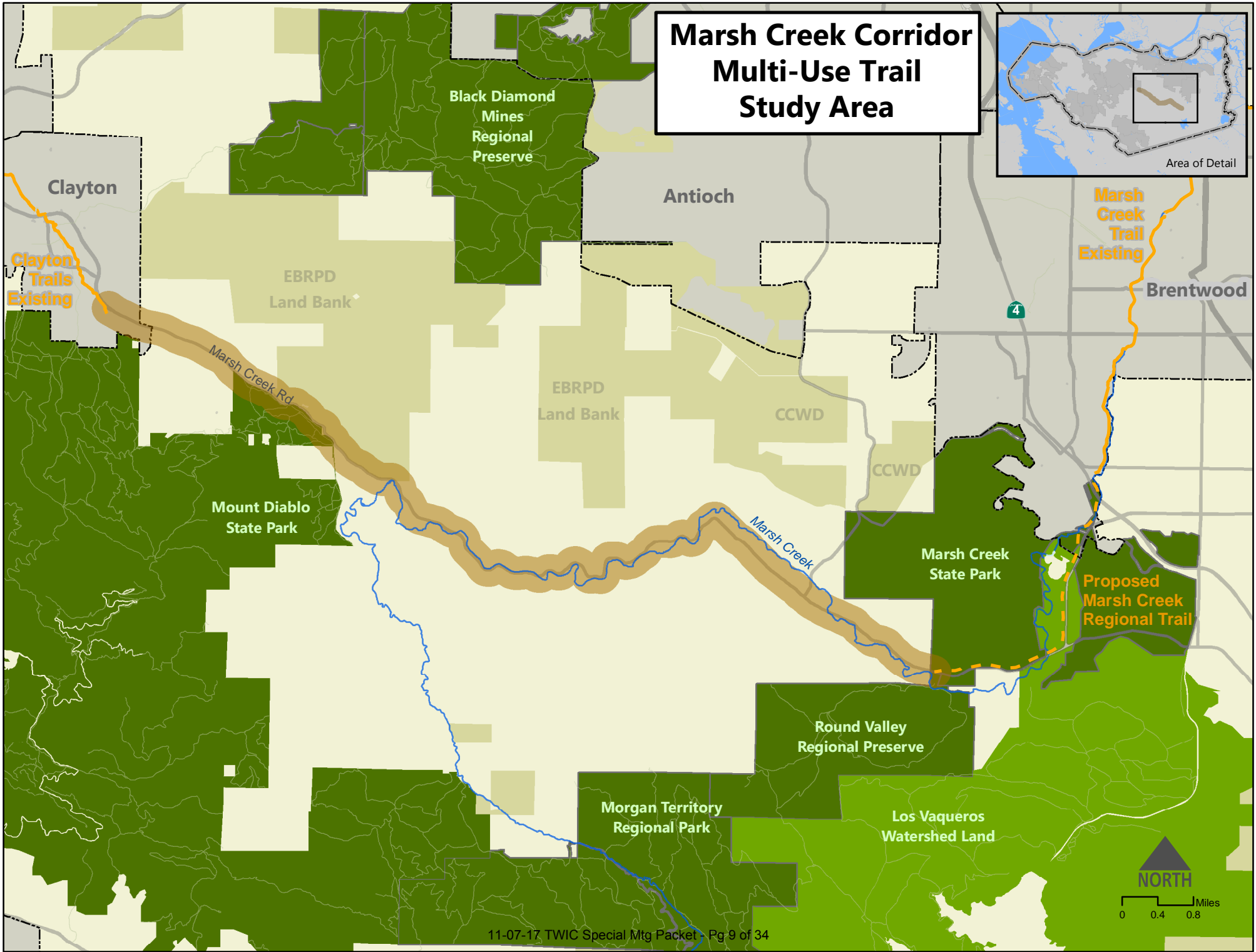
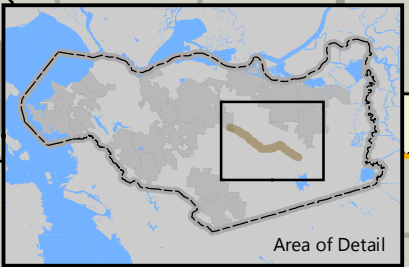
Benefits: The completed multi-use trail will create a new major non-motorized east-west thoroughfare for expanded commuting and recreational opportunities. It will provide access to downtown Clayton, Diablo View Middle School, Mount Diablo State Park, Round Valley Regional Preserve, and the existing Marsh Creek Trail in Brentwood and Oakley. Once this trail is completed, there will be one continuous trail from Concord to the Delta shoreline in Oakley that can accommodate various forms of non-motorized travel, including pedestrians, bicyclists, and equestrians. Various trail alignment options are available that allow for flexible design opportunities. These include potential alignments that follow the creek, the road or separate the trail entirely to follow safer and more user-friendly routes. Construction of the trail could be performed in conjunction with restoration of Marsh Creek, as anticipated in the East Contra Costa County Habitat Conservation Plan /Natural Community Conservation Plan, and be constructed in a manner that reflects the scenic and natural resources of the area.

Policies: Both the County's General Plan and the Contra Costa Transportation Authority's Countywide Bicycle and Pedestrian Plan call for bicycle facilities along Marsh Creek Road.

Funding Opportunities: A number federal, state, and local funding opportunities exist to support the planning, additional ROW acquisition, and construction of the Marsh Creek Trail. Local agencies in Contra Costa County have an additional opportunity to generate secure local funding by including the Marsh Creek Trail as a project in the upcoming proposed augmentation of the county-wide transportation sales tax.

Cost: TBD

Marsh Creek Corridor Multi-Use Trail Study Area



RESOLUTION NO. 2016/116

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH SUPPORTING THE EXPLORATION OF THE MARSH CREEK MULTI- USE TRAIL CONCEPT THAT WOULD CONNECT THE DELTA TO MOUNT DIABLO AND NEIGHBORING COMMUNITIES; AND SUPPORTING EFFORTS TO IDENTIFY AND SECURE PROJECT STUDY AND IMPLEMENTATION FUNDING FROM LOCAL, STATE, AND FEDERAL TRANSPORTATION, RECREATION, PARK AND OPEN SPACE SOURCES

WHEREAS, Marsh Creek Road is a major thoroughfare that connects Central Contra Costa County and East Contra Costa County and is the gateway to 110,000 acres of open space and recreational areas managed by the East Bay Regional Park District, Contra Costa Water District, State Parks and other local jurisdictions; and

WHEREAS, once this trail and adjacent trails are completed, there will be a continuous non-motorized network in Eastern Contra Costa County, including this link, from Central Contra Costa County to the Delta; and

WHEREAS, a significant number of bicycle trips take place on Marsh Creek Road, in spite of the lack of a bicycle path or dedicated lanes; and

WHEREAS, in East Contra Costa County, the Marsh Creek Trail currently runs from the Big Break Regional Shoreline in the City of Oakley to the City of Brentwood's southern city limits, leaving a gap between that terminus and trails in Clayton; and

WHEREAS, Marsh Creek Road within the City of Clayton ("Clayton") has an existing Class II bicycle lane, which connects to Clayton's extensive trail network into the City of Concord ("Concord") and Mount Diablo State Park; and

WHEREAS, the completed multi-use trail would create a new, major non-motorized east-west thoroughfare for expanded and safer commuting and recreational opportunities; and

WHEREAS, improved access to separated trails of the type proposed, are consistently shown to substantially increase use of non-motorized modes of travel relative to facilities in the shared roadway; and

WHEREAS, construction of the trail could be performed in conjunction with restoration of Marsh Creek, as anticipated in the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan and be constructed in a sensitive manner that reflects the scenic and natural resources of the area.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Antioch does hereby support the exploration of the Marsh Creek Multi-Use Trail concept that would connect the Delta to Mount Diablo and neighboring communities; and

supporting efforts to identify and secure project study and implementation funding from local, state, and federal transportation, recreation, park and open space sources.

* * * * *

I HEREBY CERTIFY that the foregoing Resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 25th day of October 2016, by the following vote:

AYES: Council Members Wilson, Ogorchock, Tiscareno, Rocha and Mayor Harper

NOES: None

ABSENT: None



ARNE SIMONSEN
CITY CLERK OF THE CITY OF ANTIOCH

RESOLUTION NO. 2016-113

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRENTWOOD SUPPORTING THE EXPLORATION OF THE MARSH CREEK MULTI-USE TRAIL CONCEPT THAT WOULD CONNECT THE DELTA TO MOUNT DIABLO AND NEIGHBORING COMMUNITIES; AND SUPPORTING EFFORTS TO IDENTIFY AND SECURE PROJECT STUDY AND IMPLEMENTATION FUNDING FROM LOCAL, STATE, AND FEDERAL TRANSPORTATION, RECREATION, PARK AND OPEN SPACE SOURCES.

WHEREAS, Marsh Creek Road is a major thoroughfare that connects Central Contra Costa County and East Contra Costa County and is the gateway to 110,000 acres of open space and recreational areas managed by the East Bay Regional Park District, Contra Costa Water District, State Parks and other local jurisdictions; and

WHEREAS, a significant number of bicycle trips take place on Marsh Creek Road, in spite of the lack of a bicycle path or a dedicated lane; and

WHEREAS, Marsh Creek Road within the City of Clayton ("Clayton") has an existing Class II bicycle lane, which connects to Clayton's extensive trail network into the City of Concord ("Concord") and Mount Diablo State Park; and

WHEREAS, in East Contra Costa County, the Marsh Creek Trail currently runs from the Big Break Regional Shoreline in the City of Oakley ("Oakley") to the City of Brentwood's ("Brentwood") southern city limits, leaving a gap between that terminus and trails in Clayton; and

WHEREAS, the completed multi-use trail would create a new major non-motorized east-west thoroughfare for expanded and safer commuting and recreational opportunities, would provide non-motorized access to Downtown Clayton, Diablo View Middle School, Mount Diablo State Park, Round Valley Regional Preserve, and the Marsh Creek Trail through the cities of Brentwood and Oakley; and

WHEREAS, once this trail and adjacent trails are completed, there will be one continuous non-motorized route from Central Contra Costa County to the Delta; and

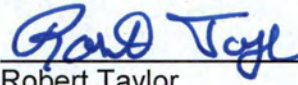
WHEREAS, improved access to separated trails, of the type proposed, are consistently shown to substantially increase use of non-motorized modes of travel relative to facilities in the shared roadway; and

WHEREAS, construction of the trail could be performed in conjunction with restoration of Marsh Creek, as anticipated in the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan and be constructed in a sensitive manner that reflects the scenic and natural resources of the area.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Brentwood does hereby support the exploration of the Marsh Creek Multi-Use Trail concept that would connect the Delta to Mount Diablo and neighboring communities; and supporting efforts to identify and secure project study and implementation funding from local, state, and federal transportation, recreation, park and open space sources.


PASSED, APPROVED AND ADOPTED by the City Council of the City of Brentwood at a regular meeting held on the 23rd day of August 2016 by the following vote:

AYES:	Barr, Bryant, Clare, Stonebarger, Taylor
NOES:	None
ABSENT:	None
ABSTAIN:	None



Robert Taylor
Mayor

ATTEST:



Margaret Wimberly, MMC
City Clerk

RESOLUTION NO. 46 - 2016

A RESOLUTION SUPPORTING THE CONCEPT OF THE MARSH CREEK CORRIDOR MULTI-USE TRAIL CONNECTING THE DELTA SHORELINE WITH MOUNT DIABLO

THE CITY COUNCIL City of Clayton, California

WHEREAS, Marsh Creek Road is a major thoroughfare connecting Central and East Contra Costa County and is the gateway to 110,000 acres of open space and recreational areas managed by the East Bay Regional Park District, Contra Costa Water District, State Parks and other local jurisdictions; and

WHEREAS, Marsh Creek Road has a significant number of bicycle trips without a bicycle path or dedicated lane; and

WHEREAS, Marsh Creek Road within the City of Clayton has an existing Class II bicycle lane, which connects to Clayton's extensive trail network linking Concord and Mount Diablo State Park; and

WHEREAS, in East Contra Costa County, the Marsh Creek Trail currently runs from the Big Break Regional Shoreline in Oakley to the southern city limits of the City of Brentwood, leaving a gap between that terminus and trails in the City of Clayton; and

WHEREAS, the Contra Costa Transportation Authority's Countywide Bicycle and Pedestrian Plan call for bicycle facilities along Marsh Creek Road; and

WHEREAS, the completed multi-use trail would create a new major non-motorized east-west thoroughfare for expanded and safer commuting and recreational opportunities, would provide non-motorized access to Downtown Clayton, Diablo View Middle School, Mount Diablo State Park, Round Valley Regional Preserve, and the Marsh Creek Trail through Brentwood and Oakley; and

WHEREAS, once this trail and adjacent trails are completed, there will be one continuous non-motorized route from Central Contra Costa County to the Delta shoreline; and

WHEREAS, improved access to separated trails, of the type proposed, are consistently shown to substantially increase use of non-motorized modes of travel relative to facilities in the shared roadway; and

WHEREAS, construction of the trail could be performed in conjunction with restoration of Marsh Creek, as anticipated in the East Contra Costa County Habitat Conservation Plan / Natural Community Conservation Plan and be constructed in a sensitive manner that reflects the scenic and natural resources of the area.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF CLAYTON, CALIFORNIA THAT:

SECTION 1. The City Council does hereby find and affirm the above noted Recitals are true and correct are hereby incorporated in the body of this Resolution as if restated in full.

SECTION 2. The City Council does hereby support exploration of the concept of the Marsh Creek Multi-Use Trail, and will support efforts to identify and secure funding for this project, including the study and potential implementation, in local, state, and federal transportation, recreation, park, and open space funding efforts.

PASSED, APPROVED AND ADOPTED by the City Council of Clayton, California at a regular public meeting thereof held on 19th day of July 2016, by the following vote:

AYES: Mayor Geller, Vice Mayor Diaz, Councilmembers Haydon and Pierce.

NOES: None.

ABSENT: Councilmember Shuey.

ABSTAIN: None.

THE CITY COUNCIL OF CLAYTON, CA



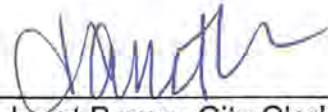
HOWARD GELLER, Mayor

ATTEST:



Janet Brown, City Clerk

I hereby certify that the foregoing Resolution was duly adopted and passed by the City Council of Clayton, California at a regular public meeting thereof held on July 19, 2016.



Janet Brown, City Clerk

RESOLUTION NO. 153-16

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAKLEY SUPPORTING THE EXPLORATION OF THE MARSH CREEK MULTI-USE TRAIL CONCEPT THAT COULD CONNECT THE DELTA TO MOUNT DIABLO AND NEIGHBORING COMMUNITIES; AND SUPPORTING EFFORTS TO IDENTIFY AND SECURE PROJECT STUDY AND IMPLEMENTATION FUNDING FROM LOCAL, STATE, AND FEDERAL TRANSPORTATION, RECREATION, PARK AND OPEN SPACE SOURCES

WHEREAS, Marsh Creek Road is a major thoroughfare that connects Central Contra Costa County and East Contra Costa County, and is the gateway to 110,000 acres of open space and recreational areas managed by the East Bay Regional Park District, Contra Costa Water District, State Parks and other local jurisdictions; and

WHEREAS, a significant number of bicycle trips take place on Marsh Creek Road, in spite of the lack of a bicycle path or a dedicated lane; and

WHEREAS, Marsh Creek Road within the City of Clayton ("Clayton") has an existing Class II bicycle lane, which connects to Clayton's extensive trail network into the City of Concord ("Concord") and Mount Diablo State Park; and

WHEREAS, in East Contra Costa County, the Marsh Creek Trail currently runs from the Big Break Regional Shoreline in the City of Oakley ("Oakley") to the City of Brentwood's ("Brentwood") southern city limits, leaving a gap between that terminus and trails in Clayton; and

WHEREAS, the completed multi-use trail would create a new major non-motorized east-west thoroughfare for expanded and safer commuting and recreational opportunities, would provide non-motorized access to Downtown Clayton, Diablo View Middle School, Mount Diablo State Park, Round Valley Regional Preserve, and the Marsh Creek Trail through the cities of Brentwood and Oakley; and

WHEREAS, once this trail and adjacent trails are completed, there will be one continuous non-motorized route from Central Contra Costa County to the Delta; and

WHEREAS, improved access to separated trails, of the type proposed, are consistently shown to substantially increase use of non-motorized modes of travel relative to facilities in the shared roadway; and

WHEREAS, construction of the trail could be performed in conjunction with restoration of Marsh Creek, as anticipated in the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan and be constructed in a sensitive manner that reflects the scenic and natural resources of the area.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Oakley does hereby support the exploration of the Marsh Creek Multi-Use Trail concept that would connect the Delta to Mount Diablo and neighboring communities; and supporting efforts to identify and secure project study and implementation funding from local, state, and federal transportation, recreation, park and open space sources.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Oakley at a regular meeting held on the 11th day of October, 2016 by the following vote:

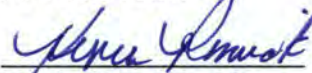
AYES: Hardcastle, Higgins, Perry, Pope, Romick

NOES:

ABSENT:

ABSTENTIONS:

APPROVED:


Kevin Romick, Mayor

ATTEST:


Libby Vreonis, City Clerk

10-12-16
Date

THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY, CALIFORNIA

and for Special Districts, Agencies and Authorities Governed by the Board

Adopted this Resolution on 04/12/2016 by the following vote:

AYE: ☒ 5 **John Gioia**
Candace Andersen
Mary N. Piepho
Karen Mitchoff
Federal D. Glover

NO: ☐

ABSENT: ☐

ABSTAIN: ☐

RECUSE: ☐



Resolution No. 2016/326

RESOLUTION OF THE CONTRA COSTA COUNTY BOARD OF SUPERVISORS SUPPORTING THE CONCEPT OF A MARSH CREEK CORRIDOR MULTI-USE TRAIL THAT CONNECTS THE DELTA TO MOUNT DIABLO AND NEIGHBORING COMMUNITIES

WHEREAS, Marsh Creek Road is a major thoroughfare that connects Central Contra Costa County and East Contra Costa County and is the gateway to 110,000 acres of open space and recreational areas managed by the East Bay Regional Park District, Contra Costa Water District, State Parks and other local jurisdictions; and

WHEREAS, a significant number of bicycle trips take place on Marsh Creek Road, in spite of the lack of a bicycle path or a dedicated lane; and

WHEREAS, Marsh Creek Road within Clayton has an existing Class II bicycle lane, which connects to Clayton's extensive trail network into Concord and Mount Diablo State Park; and

WHEREAS, in East Contra Costa County, the Marsh Creek Trail currently runs from the Big Break Regional Shoreline in Oakley to the southern city limits of the City of Brentwood, leaving a gap between that terminus and trails in the City of Clayton; and

WHEREAS, the completed multi-use trail would create a new major non-motorized east-west thoroughfare for expanded and safer commuting and recreational opportunities, would provide non-motorized access to Downtown Clayton, Diablo View Middle School, Mount Diablo State Park, Round Valley Regional Preserve, and the Marsh Creek Trail through Brentwood and Oakley; and

WHEREAS, once this trail and adjacent trails are completed, there will be one continuous non-motorized route from Central Contra Costa County to the Delta; and

WHEREAS, improved access to separated trails, of the type proposed, are consistently shown to substantially increase use of non-motorized modes of travel relative to facilities in the shared roadway; and

WHEREAS, construction of the trail could be performed in conjunction with restoration of Marsh Creek, as anticipated in the East Contra Costa County Habitat Conservation Plan / Natural Community Conservation Plan and be constructed in a sensitive manner that reflects the scenic and natural resources of the area.

NOW, THEREFORE, BE IT RESOLVED that the CONTRA COSTA COUNTY BOARD OF SUPERVISORS will support exploration of the concept of the Marsh Creek Corridor Multi-Use Trail, and will support efforts to identify and secure funding for this project, including study and potential implementation, in local, state, and federal transportation, recreation, park and open space funding efforts.

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

ATTESTED: April 12, 2016

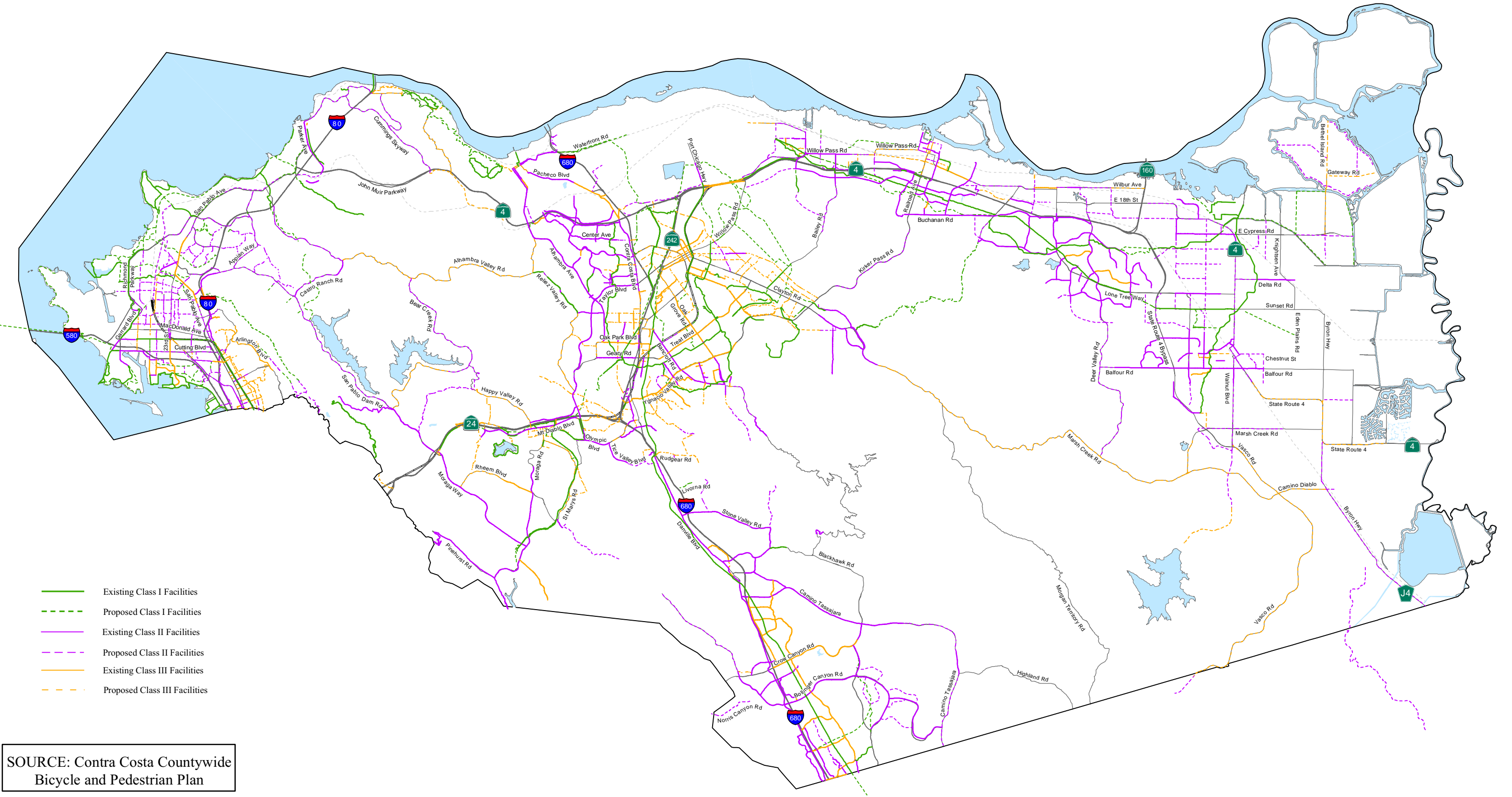
David J. Twa, County Administrator and Clerk of the Board of Supervisors

11-07-17 TWIC Special Mtg Packet - Pg 19 of 34

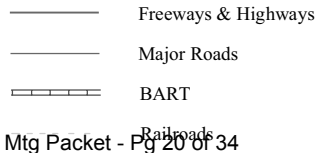
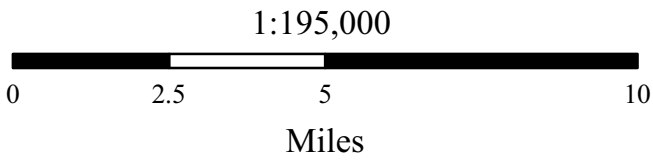
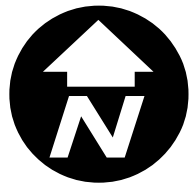
Stacy M. Boyd
Deputy County Administrator

Contact: John Cunningham (925) 674-7833

Bicycle Facilities Network



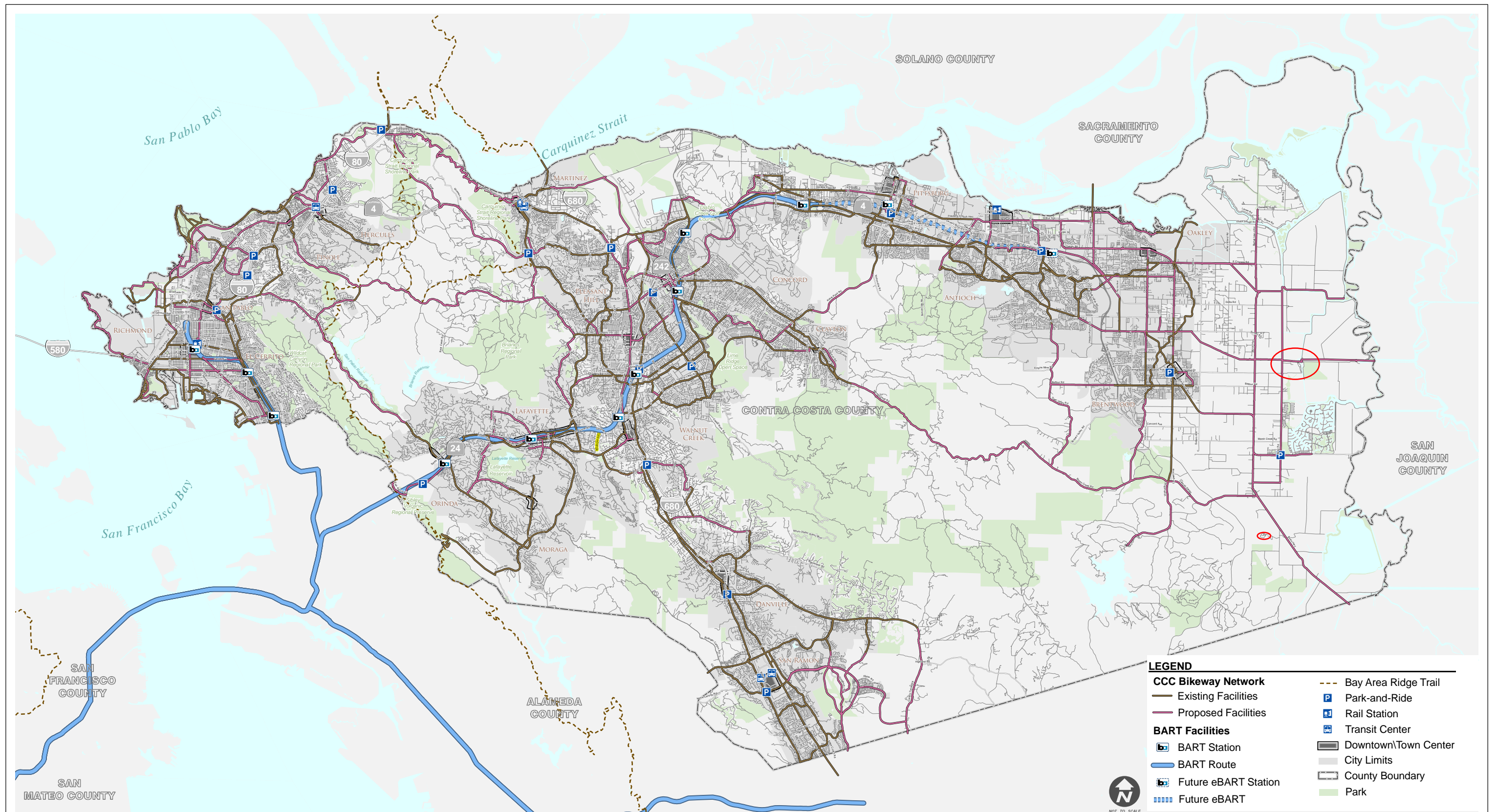
SOURCE: Contra Costa Countywide
Bicycle and Pedestrian Plan



CONTRA COSTA COUNTY

Map Created on June 22nd, 2010
Contra Costa County Department of Conservation & Development
651 Pine Street, 4th Floor - N. Wing, Martinez, CA 94553-0095
37:59:48.455N 122:06:35.384W





The existing and proposed bicycle facilities on this map reflect the plans adopted by local and regional agencies within Contra Costa County.

Contra Costa Countywide Bicycle and Pedestrian Plan, 2009

Figure 1: Countywide Bikeway Network

EAST BAY REGIONAL PARK DISTRICT

RESOLUTION NO.: 2016 - 06 - 160

June 21, 2016

RESOLUTION TO SUPPORT CONTRA COSTA COUNTY'S LEADERSHIP ON THE
CONCEPT OF A MARSH CREEK CORRIDOR MULTI-USE TRAIL

WHEREAS, Marsh Creek Road is a major thoroughfare which connects Central Contra Costa County and East Contra Costa County; and

WHEREAS, a significant number of bicycle trips take place on Marsh Creek Road despite the narrow and serpentine character of the corridor; and

WHEREAS, a separate, multi-use trail would create a new non-motorized east-west thoroughfare for expanded and safer commuting and recreational opportunities; and

WHEREAS, construction of the trail could be performed in conjunction with restoration of Marsh Creek, as anticipated in the East Contra Costa County Habitat Conservation Plan / Natural Community Conservation Plan; and

WHEREAS, the trail would connect Big Break Regional Shoreline to Round Valley Regional Preserve; and

WHEREAS, although the District currently has no funding committed to this project, support of the concept is consistent with previous Green Transportation efforts.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the East Bay Regional Park District hereby support Contra Costa County's leadership on the concept of a Marsh Creek corridor multi-use trail; and

BE IT FURTHER RESOLVED, the General Manager is hereby authorized and directed, on behalf of the District and in its name, to execute and deliver such documents, and to do such acts as may be deemed necessary or appropriate to accomplish the intentions of this resolution.

Moved by Director Burgis, seconded by Director Wieskamp, and adopted this 21st day of June, 2016 by the following vote:

FOR: Diane Burgis, Whitney Dotson, Beverly Lane, Doug Siden, John Sutter,
Dennis Waespi, Ayn Wieskamp.
AGAINST: None.
ABSTAIN: None.
ABSENT: None.


Doug Siden, Board President

CERTIFICATION

I, Yolande Barial Knight, Clerk of the Board of Directors of the East Bay Regional Park District, do hereby certify that the above and foregoing is a full, true and correct copy of Resolution No. 2016-06-160 adopted by the Board of Directors at a regular meeting held on June 21, 2016.





Board of Directors

Scott Hein, *President*
Burt Bassler, *Treasurer*
Amara Morrison, *Secretary*
Heath Bartosh
Joe Canciamilla
John Gallagher
Liz Harvey
Claudia Hein
Bob Marx
Sue Ohanian
Malcolm Sproul
Jeff Stone

Staff

Ted Clement
Executive Director
Seth Adams
Land Conservation Director
Monica Oei
Finance Director
Meredith Hendricks
Land Programs Director
Deborah Toll White
Development Director
Karen Ferriere
Assistant Development Director
Caleb Castle
Communications Manager
Juan Pablo Galvan
Land Use Manager
Dana Halpin
General Office Manager
George Phillips
Land Conservation Manager
Jim Cartan
Stewardship & Outreach Coordinator
Hidemi Crosse
Bookkeeper
Shannon Grover
Development Associate
Kristen Noe
Development Associate

October 3, 2016

John Kopchik, Director
Department of Conservation and Development
Contra Costa County
30 Muir Road
Martinez, CA 94553

Dear John:

Save Mount Diablo supports the development of the Marsh Creek Corridor Multi-Use Trail as a tool for protecting land that provides important habitat and for improving connectivity to open space. The completed trail will not only provide a safe non-motorized route between Clayton and Brentwood for bicyclists, pedestrians and equestrians – it will give local residents and tourists alike more ready access to the 110,000 acres of open space contiguous to Marsh Creek that is managed by the East Bay Regional Park District, Contra Costa Water District, State Parks, and other organizations including Save Mount Diablo. Additional potential trail connections through Concord and Oakley give this regional trail project the potential to be an extremely significant public benefit.

As a local, nonprofit land conservation organization, Save Mount Diablo works to preserve, defend and restore land on and around the mountain for all to enjoy. We believe our role in the project is to ensure natural resource protection is a central value of the design principals, habitat is protected during the planning and construction of the trail, and to help optimize the trail's eventual use through thoughtful design.

It is our hope that construction of the trail will be performed in conjunction with restoration of Marsh Creek, as anticipated in the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan, and be constructed in a manner that reflects the scenic and natural resources of the area.

Save Mount Diablo looks forward to further participation in the planning process and hopes you will call upon us for information and assistance as the need arises.

Best regards,

Meredith Hendricks
Director of Land Programs



1901 Olympic Blvd., # 320, Walnut Creek, CA 94596 • T (925) 947-3535 • SaveMountDiablo.org • Tax ID # 94-2681735

RESOLUTION OF THE EAST CONTRA COSTA COUNTY HABITAT CONSERVANCY
SUPPORTING THE CONCEPT OF A MARSH CREEK CORRIDOR MULTI-USE TRAIL
THAT CONNECTS THE DELTA TO MOUNT DIABLO AND NEIGHBORING
COMMUNITIES

WHEREAS, Marsh Creek Road is a major thoroughfare that connects Central Contra Costa County and East Contra Costa County and is the gateway to 110,000 acres of open space and recreational areas managed by the East Bay Regional Park District, Contra Costa Water District, State Parks and other local jurisdictions; and

WHEREAS, a significant number of bicycle trips take place on Marsh Creek Road, in spite of the lack of a bicycle path or a dedicated lane; and

WHEREAS, Marsh Creek Road within Clayton has an existing Class II bicycle lane, which connects to Clayton's extensive trail network into Concord and Mount Diablo State Park; and

WHEREAS, in East Contra Costa County, the Marsh Creek Trail currently runs from the Big Break Regional Shoreline in Oakley to the southern city limits of the City of Brentwood, leaving a gap between that terminus and trails in the City of Clayton; and

WHEREAS, the completed multi-use trail would create a new major non-motorized east-west thoroughfare for expanded commuting or recreational opportunities, would provide non-motorized access to Downtown Clayton, Diablo View Middle School, Mount Diablo State Park, Round Valley Regional Preserve, and the Marsh Creek Trail through Brentwood and Oakley; and

WHEREAS, once this trail and adjacent trails are completed, there will be one continuous non-motorized route from Central Contra Costa County to the Delta; and

WHEREAS, construction of the trail could be performed in conjunction with restoration of Marsh Creek, as anticipated in the East Contra Costa County HCP/NCCP, and be constructed in a sensitive manner that reflects the scenic and natural resources of the area.

NOW, THEREFORE, BE IT RESOLVED that the East Contra Costa County Habitat Conservancy will advocate for support and funding for the Marsh Creek Corridor Multi-Use Trail, including study and potential implementation, in local, state, and federal transportation, recreation, park and open space funding efforts.

Approved by the following vote on August 24, 2015.

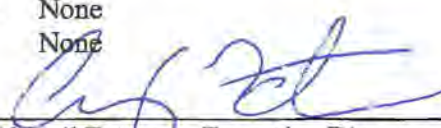
Ayes: Bryant, Evola, Haydon, Piepho and Pope

Noes: None

Abstain: None

Absent: None

Attest:


Abigail Fateman, Executive Director

RESOLUTION OF THE EAST CONTRA COSTA COUNTY HABITAT CONSERVANCY
SUPPORTING THE CONCEPT OF A MARSH CREEK CORRIDOR MULTI-USE TRAIL
THAT CONNECTS THE DELTA TO MOUNT DIABLO AND NEIGHBORING
COMMUNITIES

WHEREAS, Marsh Creek Road is a major thoroughfare that connects Central Contra Costa County and East Contra Costa County and is the gateway to 110,000 acres of open space and recreational areas managed by the East Bay Regional Park District, Contra Costa Water District, State Parks and other local jurisdictions; and

WHEREAS, a significant number of bicycle trips take place on Marsh Creek Road, in spite of the lack of a bicycle path or a dedicated lane; and

WHEREAS, Marsh Creek Road within Clayton has an existing Class II bicycle lane, which connects to Clayton's extensive trail network into Concord and Mount Diablo State Park; and

WHEREAS, in East Contra Costa County, the Marsh Creek Trail currently runs from the Big Break Regional Shoreline in Oakley to the southern city limits of the City of Brentwood, leaving a gap between that terminus and trails in the City of Clayton; and

WHEREAS, the completed multi-use trail would create a new major non-motorized east-west thoroughfare for expanded commuting or recreational opportunities, would provide non-motorized access to Downtown Clayton, Diablo View Middle School, Mount Diablo State Park, Round Valley Regional Preserve, and the Marsh Creek Trail through Brentwood and Oakley; and

WHEREAS, once this trail and adjacent trails are completed, there will be one continuous non-motorized route from Central Contra Costa County to the Delta; and

WHEREAS, construction of the trail could be performed in conjunction with restoration of Marsh Creek, as anticipated in the East Contra Costa County HCP/NCCP, and be constructed in a sensitive manner that reflects the scenic and natural resources of the area.

NOW, THEREFORE, BE IT RESOLVED that the East Contra Costa County Habitat Conservancy will advocate for support and funding for the Marsh Creek Corridor Multi-Use Trail, including study and potential implementation, in local, state, and federal transportation, recreation, park and open space funding efforts.

Approved by the following vote on August 24, 2015.

Ayes: Bryant, Evola, Haydon, Piepho and Pope

Noes: None

Abstain: None

Absent: None

Attest:


Abigail Fateman, Executive Director

Marsh Creek Trail Project Scope of Work for Feasibility Study

Background

Marsh Creek Road is a major thoroughfare that connects Central County and East County. Currently, a significant number of bicycle trips take place on Marsh Creek Road, in spite of the lack of bicycle paths. Marsh Creek Road within Clayton has an existing Class II bicycle lane, which connects to Clayton's extensive trail network. In East County, the Marsh Creek Trail currently runs from the Big Break Regional Shoreline in Oakley to the southern city limits of Brentwood. The East Bay Regional Park District plans to extend the Marsh Creek Trail from the Brentwood city limits along Marsh Creek Road to the Round Valley Regional Reserve.

The proposed Marsh Creek multi-use trail would create a new major non-motorized east-west thoroughfare for expanded commuting or recreational opportunities. It would provide non-motorized access to Downtown Clayton, Diablo View Middle School, Mount Diablo, Round Valley Regional Reserve, and the existing Marsh Creek Trail through Brentwood and Oakley. The purpose of the path would be to provide a safe, useful and enjoyable transportation corridor for various forms of non-motorized travel, including pedestrian, equestrian and bicycle users (including serious bicycle enthusiasts), and the trail is proposed to be sized and designed to encourage use by these various sectors. Once this path and adjacent paths are completed, there will be one continuous non-motorized path from Downtown Concord to Oakley. The trail could possibly be located on the opposite side of the creek from the road, immediately adjacent to the road itself or some distance from the creek or the road in constrained areas. Construction of the trail could be performed in conjunction with restoration of Marsh Creek, as anticipated in the East Contra Costa County HCP/NCCP, and be constructed in a sensitive manner that reflects and respects the scenic, agricultural, and natural resources of the area.

The following work plan provides a detailed description of the activities that the consultant design team will perform to complete ~~the this initial screening phase of the~~ Marsh Creek Trail project. This work plan reflects our best estimate for completing the tasks outlined by the Stakeholder Team (Contra Costa County, City of Clayton, City of Brentwood, City of Oakley, City of Antioch, East Bay Regional Park District, Save Mt. Diablo, State Parks, East Contra Costa Habitat Conservancy) and to advance the design of a preferred alternative. The work plan below ensures the level of effort required to reach consensus on a preferred alternative and to develop a physical project definition.

Project Objectives

- Evaluate the potential for, and order of magnitude cost estimates for ~~Provide~~ a non-motorized multi-modal trail connecting the terminus of the Marsh Creek Trail in the City of Brentwood to the trail system in the City of Clayton with connections to Round Valley Regional Park, other State Park and Save Mt. Diablo parcels along the Marsh Creek Corridor, and Morgan Territory Road.
- The preferred trail would be separated from the Marsh Creek Road and located adjacent to Marsh Creek where feasible.
- Trail alignment should minimize impacts to private property and retain privacy for residences to the extent possible (without a qualifier "retain privacy" might be an impossible bar to meet).
- The Trail would be for bicycle, pedestrians, and equestrians (or other non-motorized travel).

- Trail design should consider the trail being used for a commute alternative between East and Central Contra Costa County and for recreational purposes.
- Trail design should reflect the rural nature of the corridor and use materials to blend in with surrounding features (i.e. retaining walls should be sculptured concrete to look like rock or wood)
- [the addition of "concept" is meant to reduce this activity to a minimal investment] Consultant should develop design theme concept for trail
- Trail design features should include interpretive panels that discuss the history and unique features of the corridor.
- The following features should be considered in concept and included in the cost estimates but minimal actual design work should be completed in this early project development phase:
 - Trail should include directional signing for parks, cities, historical sites, connecting trails, etc.
 - Due to the length of the trail, consider water stations and restroom facilities, using existing park lands and staging areas where feasible.
 - Allow on-leash pets on trail where feasible ~~on-leash~~
 - Provide picnic areas, ~~and~~ destination spots, and benches or rest stops along the facility way
 - Incorporate green design elements, sustainable design elements
- Sensitive to habitat
- ~~Benches~~ (included above)
- Connections to publically accessible HCP, SMD, EB Parks, State Parks ~~parcels~~ facilities.
- Try to keep the trail focused in the Marsh Creek Road corridor
- Consider safety of users (cell service/call boxes)
- ADA accessible
- Coordinate with restoration efforts for Marsh Creek
- Consider facility design to accommodate the serious commute cyclists
- Tie the trail into the EBRPD Class I Network
- ~~Incorporate green design elements, sustainable design elements~~
- Consider wildlife crossings that would allow passage for wildlife between key conservation parcels and possible trail connection over road
- Marsh Creek Big Bend property could be a potential staging area and connection to a north-south land conservation band

Work Plan

Task 1: Project Management

Task 1.1: Project Initiation Activities

The Consultant team will coordinate with the Stakeholder Team's project manager and to finalize the project work plan, schedule, task budgets, deliverables, project milestones, and meeting schedules. The Consultant team will initiate startup activities, including scheduling a kick-off meeting, affirming the project goals and objectives, confirming the extents of the study area, and identifying key stakeholders to begin the outreach process.

Task 1.2: Meetings

Consultant Team will attend regular coordination meetings either in-person or via conference call. Consultant Team will budget time for up to ten (10) in-person project team meetings with Stakeholder Team staff. We anticipate that sub-consultants will attend the kick-off meeting and up to two additional project team meetings throughout the process to develop the feasibility study. The project team meetings in Task 1 do not include the public outreach and stakeholder meetings and workshops. These are scoped separately in Task 5.

Task 1.3: Project Management Support

Consultant Team will lead the project management. Consultant Team will also assist the Stakeholder Team's project manager in coordinating with Cities, State Parks, EBRPD, residents, other state and regional agencies, local stakeholders, and bicycle/pedestrian/equestrian advocacy organizations, environmental groups and utility providers.

Deliverables:

1. A detailed work plan schedule with deliverables and key team meeting dates
2. A "fact sheet" that articulates the project goals, objectives, [schedule](#) and study area. The fact sheet will include a map showing the study area with major landmarks shown. The fact sheet will be made available to stakeholders and the public.

Task 2: Data Collection and Base Mapping

Task 2.1: Review Available Plans and Data

Consultant will obtain and review information on existing conditions, relevant transportation and bicycle/pedestrian/equestrian plans and policies, [emerging best practices \(w/examples of implementation\)](#), design standards, regulatory requirements, and unique opportunities and constraints. This task will include coordination with Stakeholder Team staff to seek information on existing infrastructure and design standards and to confirm engineering input and drawings required to support the project submissions. Information sought may be in the form of as-built drawings, right-of-way drawings, parcel maps, GIS data, [usage data \(traffic counts, Strava Metro or the like\)](#) or reports.

Task 2.2: Utility Coordination

Consultant Team will coordinate with utility providers (PG&E, EBMUD, etc.) early during the design process to understand the potential for impacting utility infrastructure along the corridor. Project costs can be significantly impacted by planned or unplanned utility relocations if the existing utilities are not considered fully during the early design stages. We believe it is vitally important to understand the potential design constraints as early as possible during the design process.

Consultant Team will also identify and map the location of water, wastewater, electrical, and phone utilities to be used for locating trail facilities such as restrooms, call boxes, drinking fountains, safety lighting, etc.

Task 2.3: Aerial Survey^[SK1]

Consultant will contract with a surveying firm to obtain an aerial photogrammetric map of the corridor, which will be used to develop a topographic base map. Consultant will obtain natural color, vertical, stereo aerial photography of the project area using a precision, calibrated, cartographic camera equipped with a six-inch focal length lens and forward motion compensation. The photography will be taken at an altitude of 1,000 feet above the mean elevation of the terrain.

Task 2.4: Base Mapping^[SK2]

From the aerial imagery, Consultant will compile a digital planimetric map at a scale of 1" = 40' for the project area with one-foot contours. The aerial mapping will be done in California State Plan (NAD83 Zone 3) with a vertical datum of NAVD88. Break-lines and spot elevations will be digitized to create a digital terrain model (DTM). Contours at a one-foot interval will be generated from the DTM. Planimetric features—such as buildings, roads, fences, vegetation, trees, and the like—will also be generated.

The County will provide a Microstation file containing the assessor's parcel lines for the project study area. For the project alternatives, the right-of-way lines will need to be resolved. Consultant will coordinate with the County Surveyor on these efforts. Consultant will also compile GIS data and develop mapping and visualization templates for the project.

Task 2.5: Intersections and Access Points

Consultant will identify and map existing road crossings, public lands, parks, driveways, etc. Inventory access points located within the corridor for possible vehicular, pedestrian, bicycle, and equestrian access to and through the corridor.

Task 2.6: Natural Inventory

For the purposes of order of magnitude project costing and fatal flaw identification, Consultant will identify and map adjacent or intersecting streams, significant natural features (creeks, ponds, rock outcroppings, wetlands, floodplains, etc., and existing vegetation and wildlife analysis (identify any species of concern or sensitive habitat areas in the project area and/or the existence of aggressive, weedy species/major invasive plants).

Task 2.7: Environmental Concerns

Based on preliminary assessments, Consultant will determine the need for environmental assessment studies relative to toxic waste disposal or other environmental hazards.

Task 2.8: Physical Inventory and Assessment of the Right of Way

Consultant will prepare detailed mapping of the proposed trail corridor alignment at an appropriate scale. Consultant will perform office and field research to delineate major areas of concern. Consultant will prepare a physiographic analysis that shows the following:

- The length, dimensions and right of way boundaries
- Steep slopes
- Topography
- The composition of soils

- Surrounding land use and ownership (public, private, etc)
- Erosion and drainage problems along the possible trail alignments

Deliverables:

1. Aerial survey and base map
2. Engineering Existing Conditions memorandum (right-of-way constraints, environmentally sensitive areas, grading, utilities, etc.)

Task 3: Public Outreach

Consultant will lead the organization and scheduling of all public outreach activities with Stakeholder Team staff and local stakeholder and community groups, with support from sub-consultants to prepare materials and staff the meetings. We have included in this scope a total of ten (10) outreach meetings, which would include a combination of stakeholder meetings and community workshops.

Task 3.1 Stakeholder Meetings and Community Workshops

For the ten outreach meetings, we will coordinate with Stakeholder Team staff to identify the appropriate stakeholders and the schedule of the meetings throughout the project schedule. We will utilize scheduled meetings with the City of Clayton and Brentwood and the regional planning committee of CCTA, TRANSPLAN and TRANSPAC, to communicate with both stakeholders and the public in a cost-effective way. We will schedule the majority of the stakeholder meetings early in the process to better understand the opportunities and constraints along the corridor. The stakeholder meetings could include (but are not limited to) the following: Contra Costa County, City of Clayton, City of Brentwood, City of Antioch, City of Oakley, East Bay Regional Park District, State Parks; bicycle and pedestrian advocacy groups and clubs such as Bike East Bay, Delta Pedalers, etc; Environmental groups such as Save Mt. Diablo and the East Contra Costa Habitat Conservancy; Emergency Services including CalFire.

The community workshop would be held after the initial alternatives are developed in Task 5.

Task 3.2: Other Outreach

The Consultant Team will develop four fact sheets, announcements, or update for the Stakeholder Team website at key points throughout the project.

Task 4: Transportation Analysis

Consultant will conduct a multi-modal transportation analysis for the study corridor that will focus on traffic operations, safety, and bicycle, pedestrian and equestrian conditions. Consultant will structure the transportation analysis so that it can easily be adapted for any level of environmental analysis pursuant to the California Environmental Quality Act (CEQA) in later stages of the project. The transportation analysis will develop along with various stages of the project

Task 4.1: Traffic Data Collection

Consultant will contract with a data collection firm to collect peak period intersection counts for two periods on one mid-week day (Tuesday, Wednesday, or Thursday) and hourly machine tube counts with vehicle classifications (using FHWA's standard class types) for one seven day period to understand hourly volume profiles. We will coordinate with County staff to identify the peak periods for the intersection counts and to include the turning movement counts , vehicle classifications and pedestrian/bicycle flows. We anticipate the counts will occur during the morning (7-9 AM) and evening (4-6 PM) peak periods. [Staff will review this task to determine if it is needed at this phase of project development]

Task 4.2: Transportation Assessment

Consultant will complete a multimodal analysis of the corridor. Consultant will review land use plans and planned or proposed projects in the vicinity of the study area. Consultant will develop traffic forecasts (will these forecasts include bike/ped or just vehicular?) for the study area using the latest version of the CCTA regional travel demand model and information from the land use plans and pending projects. The analysis will include the following:

- A summary of the overall transportation context and how Marsh Creek Road functions between Clayton and Brentwood.
- Bicycle, Pedestrian and Equestrian assessment: these modes will be addressed by performing an inventory of existing facilities and documenting the following: the location of bike lanes, sidewalks, trails, crosswalks and push buttons and the width and condition of bike lanes, trails, and sidewalks; identify if there are gaps in the network; identify other impediments to cycling, horseback riding, and walking.
- Accident analysis: Consultant will download ten years of vehicle incident records from the Statewide Integrated Traffic Records System (SWITRS) that is maintained by the California Highway Patrol (CHP). Consultant will plot the accident history, calculate accident rates, and compare them to comparable state highways. The accident history plot should have accidents categorized by modes of travel (bicycle, pedestrian, equestrian, and vehicle)
- During the alternatives evaluation in Tasks 4 and 6, we will update the transportation analysis to reflect how any physical changes to Marsh Creek Road will affect vehicle traffic and safety.

The transportation analysis will first address existing and Future Year "No Build" conditions, to set a baseline for the alternatives analysis. Consultant will update the transportation analysis as the project progresses from the alternatives analysis through the selection of a preferred alternative.

Deliverables:

1. Transportation Analysis memorandum for existing and Future Year "No Build" conditions. This memorandum will focus on traffic operations along Marsh Creek Road.
2. The Transportation Analysis memorandum will be updated to reflect the alternatives that are developed in the following tasks.

Task 5: Alternatives Development

Task 5.1: Develop Project Alternative Concepts

Consultant will lead the development of up to three project alternatives consistent with the project objectives defined at the beginning of this document. The desire is to have the trail alignment stay generally in the Marsh Creek Road Corridor. However, if necessary, the trail alignment may need to deviate from the immediate vicinity of the road to avoid cost and alignment constraints. The alternatives will consist of a range of configurations, likely to include the following, but are not limited to:

- Separated Class I facility
- Class IV Bikeway
- Combination of a Class I facility adjacent to Marsh Creek Road and separated from the road
- Combination of a Class I facility and Class II facility where constraints dictate.

We will divide the corridor into segments to address site specific constraints and design issues. We anticipate using the following segments:

1. **City of Clayton to Morgan Territory Road**
2. **Terminus of Marsh Creek Trail in Brentwood to Round Valley Park Entrance**
3. **Round Valley Park to Morgan Territory Road**

Task 5.2: Conceptual Plans of Alternatives

Based on the early stakeholder outreach, the consultant team will refine the three alternatives and host an internal design charrette with Stakeholder Team. The Consultant team will use this input to develop high-level conceptual plans for the three alternatives. The conceptual plans will reflect engineering design standards and basic right-of-way constraints, but will not represent detailed design. The alternatives will be shown in plan-view and will feature cross-sections at key locations along the corridor. Consultant will explore the possibility of incorporating the alternative designs into a 3D view or a kmz file for importing into Google Earth.

The alternative concepts should identify:

- Trail design that safely accommodates target user groups (this will include the recreational cyclist, do we also want to attract serious cyclists? Is that even a goal? We should discuss, I would hate to invest in the facility only to have the hardcores stay on the roadway...might be unavoidable though).
- Proposed location of trailheads and related facilities (restrooms, water, emergency telephone, lighting, parking, maintenance, etc.)
- Areas for trail barriers and emergency access
- Areas needing natural buffers and/or screening
- Proposed linkages to parks and other trail systems or areas of interest
- Possible handicap access and required facilities
- Identify and prepare conceptual design for facilities required to restrict use of the trail (Is this to limit motor vehicles?)
- Identify auxiliary facilities necessary to operate the trail and provide conceptual designs for these areas such as rest areas, parking facilities, fencing or buffer systems, drainage systems, emergency vehicle access, facilities that met the needs of persons with disabilities
- Design to separate trail users operating at different speeds.

Task 5.3: Develop Presentation Materials for Public Outreach

Consultant will lead the development of public outreach materials for stakeholder and community workshops.

Deliverables:

1. Three alternative project concepts
2. Conceptual plans for three alternatives
3. Presentation materials for public outreach

Task 6: Alternatives Analysis

Task 6.1: Detailed Alternatives Evaluation and Selection of a Preferred Alternative

Consultant will utilize a multi-criteria evaluation matrix to assess the three alternatives developed in Task 5. The matrix will consider a range of quantitative and qualitative performance measures including: the user benefits for cyclists, pedestrians, and equestrians, potential traffic impacts, the effect on access and safety for all travel modes, right-of-way impacts, utility impacts, constructability, potential environmental impacts, and cost. Consultant will update the Transportation Analysis memorandum. Consultant will also develop planning level cost estimates for each alternative to use in the evaluation. Environmental review will provide a high-level review of potential environmental “red flags” for the evaluation matrix.

Based on the detailed alternatives analysis and the preliminary cost estimates, the Stakeholder Team and the Consultant will recommend a preferred alternative to advance to detailed design. (should the consultant also identify project phasing?)

Task 6.2: Preliminary Environmental Assessment

Environmental Consultant will perform a preliminary environmental assessment of the preferred alternative to identify potential areas of focus under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). This preliminary assessment will consider the appropriate environmental documents (i.e., Mitigated Negative Declaration or Environmental Impact Report) and the environmental analyses that will need to be completed within the corridor during the next phase of the project.

Deliverables:

1. Detailed Alternatives Evaluation Matrix memorandum
2. Preliminary Environmental Assessment memorandum

Task 7: Feasibility Report

Consultant will prepare a draft feasibility report that will incorporate all of the findings of the study through the alternatives analysis. We will submit the report to the Stakeholder Team staff for review and comment. Based on the comments received, Consultant will revise the report and submit a final version. Consultant will respond to comments and make any necessary revisions before submitting the final report.

Deliverables:

1. Final Feasibility Study

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