

TRANSPLAN COMMITTEE
Antioch - Brentwood - Pittsburg - Oakley and Contra Costa County

MINUTES
January 7, 2009

The TRANSPLAN Committee meeting was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Michael Kee at 6:33 P.M.

ROLL CALL

PRESENT: Jim Frazier (Oakley), Federal Glover (Contra Costa County), Brian Kalinowski (Antioch), Iris Obregon (Oakley), Bob Taylor (Brentwood), Joe Weber (Brentwood) and Chair Michael Kee (Pittsburg)

ABSENT: Gil Azevedo (Antioch), Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors), Walter MacVittie (East Contra Costa Regional Planning Commission), and Bruce Ohlson (Pittsburg)

STAFF: John Cunningham, TRANSPLAN Staff

PUBLIC COMMENT

There was no public comment.

CONSENT ITEMS

On motion by Brian Kalinowski, seconded by Bob Taylor, TRANSPLAN Committee members unanimously adopted the Consent Calendar, as follows:

3. Adopted Minutes from November 13, 2008 Meeting.
4. Accepted Correspondence.
5. Accepted Recent News Articles
6. Accepted Environmental Register
7. Accepted Status Report on Major East County Transportation Projects.

RECOGNIZE OUTGOING CHAIR, WILL CASEY OF PITTSBURG

Chair Kee reported that he would be completing Will Casey's term as Chair of the TRANSPLAN Committee. He presented a plaque in recognition of Mr. Casey of the City of Pittsburg for his dedication and contributions to improving transportation and the quality of life in East Contra Costa County. Mr. Casey was not present. Mr. Kee would present the plaque to Mr. Casey at another time.

RECOGNIZE DON FREITAS OF ANTIOCH AND BRAD NIX OF OAKLEY FOR THEIR CONTRIBUTIONS TO EAST COUNTY TRANSPORTATION PLANNING

Chair Kee took this opportunity to also recognize Don Freitas of Antioch and Brad Nix of Oakley for their contributions to East County transportation planning.

John Cunningham, TRANSPLAN staff, advised that Brad Nix was expected but had not yet arrived. He stated that John Greitzer, former TRANSPLAN staff and Bob McCleary, Executive Director of the Contra Costa Transportation Authority (CCTA) were present to honor both Don Freitas and Brad Nix.

John Greitzer stated that he had staffed the Committee from 1999 to the spring of 2007 and had been TRANSPLAN staff over much of Don and Brad's tenure. He thanked Mr. Freitas for all his great work and noted the many contributions that Mr. Freitas had undertaken with both the TRANSPLAN Committee and the CCTA. He also spoke to the rise in profile of East County transportation projects from Measure J and State funding sources. While there had been a number of people who had made that possible, he emphasized that Messieurs Freitas and Nix had been instrumental in the transportation projects completed and underway in East County.

Mr. Greitzer added that Mr. Freitas had attended countless meetings and his dedication had been tireless. He also described Mr. Freitas as a quick study who had been able to move through the complicated jargon world of transportation and had worked hard to get to the core of the issue. He thanked Don for being such a great Boardmember to work with when he had staffed the TRANSPLAN Committee.

Bob McCleary, Executive Director of the CCTA, also thanked both Don Freitas and Brad Nix for their efforts in improving transportation in East County and for working collaboratively to build consensus and to secure regional support. He stated that both Don and Brad had generated goodwill throughout the County for the last several years. He offered anecdotal examples of how they had accomplished that and stated that process had resulted in more than a billion dollars in investments in East County.

Mr. McCleary noted that the Loveridge Road project was a \$140 million project. Beyond that there were another \$450 million in investments currently being designed that would be under construction in the next three years. On top of that eBART would be installed in the median, a \$500 million project representing a legacy for East County as a result of Don and Brad's help that needed to be acknowledged. He emphasized that both Don and Brad had made a fundamental difference in the lives of East County residents. He added that Don had served for 10 years and had been involved in numerous CCTA committees and Brad had served for 6 years through numerous CCTA committees as well.

Chair Kee read a resolution for Don Freitas to acknowledge that Mr. Freitas had served as the Antioch elected representative to the TRANSPLAN Committee since 1998, had served as Chair of TRANSPLAN and had effectively helped the TRANSPLAN Committee resolve transportation issues during his term and had served as TRANSPLAN's representative on the CCTA, as well as guiding the extension of BART to East County and helping with critical funding of East County transportation needs.

The TRANSPLAN Committee congratulated Don Freitas for his outstanding contribution to the Committee's efforts, thanked him for his hard work and wished him well in all his future endeavors.

Federal Glover also took the opportunity to thank Don Freitas for the journey and for how TRANSPLAN had evolved over the years. He noted that a great many things had been done in a relatively short period of time, including funding for eBART and other projects that had been hard to come by. He emphasized Don and Brad's efforts to work together as a community to create a united voice for East County to make a difference in the County as a whole.

Mr. Glover added that it would take the same unity to accomplish the other work that needed to be done for East County. He expressed his appreciation for the long hours and for the work behind the scene to get the work done.

Donald Freitas thanked TRANSPLAN members for the comments and the staff of TRANSPLAN and the CCTA. He emphasized the great effort to work collaboratively to improve the quality of life in East County. He expressed his appreciation to the other members of the Committee and for the revolutionary idea that East County would work collaboratively and compromise for the greater good. He praised the extraordinary staff, consultants and representatives who had worked over the years and stated that he had been happy to be a part of that process.

Mr. Freitas commented that the ten years he had been involved in East County transportation issues had been challenging but had gone very quickly. He took this opportunity to thank Anita Tucci-Smith for minute-taking and for those responsible for providing snacks at the meetings. He thanked everyone for the honor of serving and stated that he had enjoyed serving the community.

ELECT CHAIR AND VICE-CHAIR FOR 2009

Mr. Cunningham presented the history of the process of selecting the Chair and the Vice-Chair for the TRANSPLAN Committee over the years and noted that a rotation system had been utilized during that time.

Chair

Joe Weber nominated Federal Glover to be the Chair of the TRANSPLAN Committee for 2009. Bob Taylor seconded the nomination. There were no other nominations. The nominations were closed. **Federal Glover** was unanimously selected to serve as the Chair of the TRANSPLAN Committee for 2009.

Vice-Chair

Joe Weber nominated Bob Taylor to be the Vice-Chair of the TRANSPLAN Committee for 2009. Michael Kee seconded the nomination. There were no other nominations. The nominations were closed. **Bob Taylor** was unanimously selected to serve as the Vice-Chair of the TRANSPLAN Committee for 2009.

APPOINT TRANSPLAN REPRESENTATIVES AND ALTERNATES TO THE CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) BOARD

Chair Glover emphasized the importance of representatives attending CCTA Board meetings.

Mr. Cunningham presented some history of the CCTA appointments from the TRANSPLAN Committee. He asked the Committee to make reappointments to two existing vacancies at the end of the month to ensure that the body had uninterrupted representation on the CCTA. He asked that the odd year seat be filled by February 1, 2009. He reminded the Committee that it had to adhere to the Bylaws of the CCTA and only elected officials could participate in a vote for representation to the CCTA.

Brian Kalinowski recognized the importance in terms of transportation planning to maintain a more educated level of representation on the CCTA. He expressed a desire to participate in that responsibility although he recognized that being new to the Board might not provide a quick service to the community. He was interested in an alternate position so that the City of Antioch could remain well informed.

Jim Frazier commented that he had served on the CCTA Citizen's Advisory Committee (CAC) for the last eighteen months and had attended all those meetings as a Planning Commissioner. As a current member of the Oakley City Council, he too expressed a desire to be considered as a representative to the CCTA.

Michael Kee also requested one of the positions. While new to the TRANSPLAN Committee, he stated that he had been an alternate for four years and had kept apprised of the workings of the CCTA and the TRANSPLAN Committee.

Bob Taylor stated that as the Mayor of Brentwood he had been serving quite a while and he too would like to remain involved. He agreed that attendance at CCTA meetings was mandatory and of the utmost importance.

Joe Weber noted that it was incredibly important that whoever represented the TRANSPLAN Committee on the CCTA would be one who understood the time commitment, understood the commitment of the Committee and understood the hard work yet to be done.

Federal Glover nominated Michael Kee as the representative for the term ending January 30, 2009 and Brian Kalinowski as the alternate representative to the CCTA Board. Bob Taylor seconded the nomination. There were no other nominations. The nominations were closed. **Michael Kee was unanimously selected as the representative to the CCTA Board for the two-year (odd) term which began on February 1, 2007 and ends on January 30, 2009, but which would carry forward beginning February 1, 2009 ending January 30, 2011. Brian Kalinowski was unanimously selected as the alternate for that term.**

Federal Glover nominated Bob Taylor as the representative for the two-year term (even) which began on February 1, 2008 and ends on January 30, 2010, and Jim Frazier as the alternate. Bob Taylor seconded the nomination. There were no other nominations. The nominations were closed. **Bob Taylor** was unanimously selected as the representative to the CCTA Board for the two-year (even) term which began on February 1, 2008 and ends on January 30, 2010. **Jim Frazier** was unanimously selected as the alternate for that term.

With Brad Nix' arrival, Mr. Greitzer repeated his comments related to his tenure coinciding with Brad's tenure on the TRANSPLAN Committee. He commended Brad for his tireless work on behalf of East County transportation. Along with Don Freitas, he stated that Brad Nix' preservation and dedication was ceaseless. Aside from funding shortages, he stated there were regulatory issues, Metropolitan Transportation Commission (MTC) land use policy restrictions, and a period of years when one thing after another had been thrown at the Committee when both Don and Brad had kept working, talking to those involved, and continued to learn in a tireless and stalwart way to move East County transportation programs forward. He thanked Brad for his outstanding work on the transportation committee and for making his job as easy as it could possibly be.

Federal Glover took this opportunity to congratulate Brad Nix for a job well done over the years in terms of transportation issues for East County through the TRANSPLAN Committee, the CCTA and other transportation committees. He commented that Brad and Don had worked to make some tough decisions for East County.

Chair Kee read a resolution to recognize Brad Nix as the City of Oakley City Council representative on the TRANSPLAN Committee since 2000 who had served as Chair of TRANSPLAN when called upon, who had effectively helped the TRANSPLAN Committee to deal with transportation issues and had served as a representative of the CCTA, had worked to address voter approved transportation programs and had guided transportation for East County and raised the profile of East County in the transportation community addressing State Route 4, the State Route 4 Bypass and eBART.

The TRANSPLAN Committee congratulated Brad Nix for his contributions, efforts and hard work for East County transportation needs and wished him well in all his future endeavors.

Brad Nix thanked the Committee for the recognition, stated it had been a great honor to serve and emphasized that in all his work transportation work had provided the greatest satisfaction and had accomplished the most. He emphasized that the Committee should address each challenge with dedication and commitment. He cited eBART as an example. He wished the Committee well and commented that transportation for East County was in good hands.

REVIEW AND COMMENT ON EAST CONTRA COSTA COUNTY FEE PROJECTIONS

Mr. Cunningham reported that the item would be considered by the TRANSPLAN Committee jointly with the East Contra Costa Regional Fee and Financing Authority (ECCRFFA).

REVIEW, COMMENT AND APPROVE LETTER TO THE CONTRA COSTA TRANSPORTATION AUTHORITY ESTABLISHING EAST COUNTY TRANSPORTATION PROJECT PRIORITIES IN PREPARATION FOR POTENTIAL EARMARKS UNDER A REAUTHORIZED FEDERAL TRANSPORTATION FUNDING BILL

Mr. Cunningham referred to the draft letter, with changes, and noted that CCTA staff was present to comment on the general process in response to a CCTA request for priorities from the Regional Transportation Planning Committees (RTPCs). The request related to possible earmark opportunities in the upcoming federal transportation funding reauthorization. The letter identified East County priorities drawn from the priorities of existing projects. The changes were that the projects were East County corridor projects comprised of State Route 4 Widening, SR4 Bypass and the Vasco Road Safety projects. Staff had developed a figure for the entire project, a total of \$90 million. The other edit was that project specific requests for Vasco Road had been struck, utilizing the one figure for the overall project.

Susan Miller, Director of Projects for the CCTA, stated that the CCTA had issued a letter to the cities, County and transit operators and all entities in Contra Costa County looking for a request for federal earmarks. She noted it had originally been anticipated that there would be a slight possibility for the federal earmark process although new information had indicated that might not be the case. The next authorization was imminent and conversations had occurred with staff who had asked for a list of priority projects through the County level. The CCTA had then put together a request.

Ms. Miller stated that the letter had affirmed the previously established priority projects through Measure J and the State Transportation Improvement Program (STIP) process. She explained that while the Administration and Projects Committee could change the list, it was likely that three to five projects would be included. When asked, she suggested that \$40 to \$50 million in funding would likely be provided.

Federal Glover expressed his appreciation for the list and noted that Councilwoman Tauscher's office had attempted to connect with the communities and the County to identify the priorities.

In response to Brian Kalinowski, Ms. Miller noted that the request from staffers was that there be a unified approach, although if a city decided to engage a lobbyist and make a request that would likely be done. She reiterated that Congresswoman Tauscher's staff had visited the jurisdictions to speak to the program. She stated, however, that the intent was to speak in unity.

Mr. Kalinowski noted that the reauthorization had used the established priority approach and that the stimulus would not likely include earmarks.

Ms. Miller commented that the federal approach would be to look at high priority projects in the Bay Area that would benefit a lot of people and there would be a need to hone in on a list of projects that could withstand that kind of scrutiny. She advised that the reauthorization was up in the fall although it could be extended.

Bob Taylor requested that TRANSPLAN Committee members be apprised of any changes given the need for all to work together.

On motion by Brian Kalinowski, seconded by Bob Taylor, TRANSPLAN Committee members unanimously approved the letter to the Contra Costa Transportation Authority establishing East County Transportation Project Priorities in preparation for potential earmarks under a reauthorized Federal Transportation Funding Bill.

ACCEPT STAFF OR COMMITTEE MEMBERS' REPORTS

Mr. Cunningham advised that the reports had been submitted for information only.

- a) East County Modeling Update
- b) CCTA Preparation for Economic Stimulus Package
- c) Results of CCTA Workshop to Discuss Growth Management Program
- d) Comments on TRANSPAC Action Plan

Mr. Kalinowski expressed his appreciation for the appointment as alternate to the CCTA and stated that he would attend CCTA meetings to keep apprised of the process and the discussions.

Chair Glover encouraged all members to attend some CCTA meetings to be apprised of the process.

Susan Miller added that she would be happy to provide personal briefings of the undertakings of the CCTA and the important issues to date.

ADJOURNMENT

With no further business to come before the TRANSPLAN Committee, Chair Glover adjourned the meeting at 7:28 P.M. to February 12, 2009 at 6:30 P.M. or other day/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

JOINT MEETING

TRANSPLAN COMMITTEE and EAST CONTRA COSTA REGIONAL FEE AND FINANCING AUTHORITY

Antioch - Brentwood - Pittsburg - Oakley and Contra Costa County

MINUTES
January 7, 2009

The Joint Meeting of the TRANSPLAN Committee and the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California.

Chair Glover called to order the TRANSPLAN Committee meeting at 7:30 P.M.

ROLL CALL

TRANSPLAN COMMITTEE

PRESENT: Jim Frazier (Oakley), Brian Kalinowski (Antioch), Michael Kee (Pittsburg), Iris Obregon (Oakley), Bob Taylor (Brentwood), Joe Weber (Brentwood), and Chair Federal Glover (Contra Costa County)

ABSENT: Gil Azevedo (Antioch), Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors), Walter MacVittie (East Contra Costa Regional Planning Commission), and Bruce Ohlson (Pittsburg)

STAFF: John Cunningham, TRANSPLAN Staff

Chair Kee called to order the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) at 7:30 P.M.

EAST CONTRA COSTA REGIONAL FEE AND FINANCING AUTHORITY

PRESENT: Jim Frazier (Oakley), Federal Glover (Contra Costa County), Brian Kalinowski (Antioch), Bob Taylor (Brentwood), and Chair Michael Kee (Antioch)

ABSENT: None

STAFF: Dale Dennis, ECCRFFA Program Manager

PUBLIC COMMENT

There was no public comment.

DETERMINATION ITEMS

DRAFT EAST CONTRA COSTA COUNTY FEE PROJECTION STUDY

John Cunningham, TRANSPLAN staff, explained that the item had been reviewed some months ago and staff had been directed to return with additional information.

Dale Dennis, ECCRFFA staff, stated that one of the issues and the principal reason for moving forward with the transportation fee projections was that ECCRFFA had programmed \$80 million worth of revenue for State Route 4 projects. Eighteen months ago there had been some financial planning to see when those funds could be committed to the SR4 project. In working in concert with the Contra Costa Transportation Authority (CCTA) and other funding sources from Somersville Road out to State Route 160, he stated that one of the things recognized since 2006 was that the economic downturn in housing and development in East County would result in a similar downturn in fee projections. For example, while \$33 million in the last two years had been expected, the actual revenues were more like \$12 to \$13 million.

Mr. Dennis advised that part of the question the study was to help answer was to provide more of a detailed approach to what fees could be projected through 2020 to allow better planning for SR4, the SR4 Bypass and other transportation projects in East Contra Costa County. He stated that the CCTA had offered to manage the study given the critical nature of the funding source working in conjunction with SR4. He had been working with CCTA staff in that regard.

Susan Miller, Director of Projects for the CCTA, stated that the Authority and Randy Carlton, Chief Financial Officer for the CCTA, had been working to speak to the critical piece of information for the Highway 4 Project from Somersville Road to SR 160. She noted that there were many funding sources for what was a large project. She anticipated different construction practices and the need to marry the schedule with the various funding sources to move the project forward. To that end, Economic and Planning Systems, Inc. (EPS) had been hired to prepare a Fee Projection Study.

Ms. Miller asked the joint body for comments on the draft report which would return to the CCTA's Administration and Projects Committee and then to the CCTA Board in February. She added that the report had been released as a draft. Afterward, there would be discussions and agreements with the ECCRFFA.

Teifion Rice-Evans of EPS presented a brief summary of the key findings and noted that the fee projections were intended to make sure that the fair share of improvements for East County would be provided. He had been asked to take a look recognizing the new information in the housing market to come up with a development forecast which would feed into the projections. He noted that the majority of the work had been done in July and August 2008 when historical rates of growth in Contra Costa County had been reviewed to date. Along with considering the changes in the housing market and the projections, he had spoken to local developers and had met individually with each of the jurisdictions within East Contra Costa County and their staff to discuss capacity, activity and insights with respect to the future. All that had been melded together in September and put into a draft report in October which had received some comments from the TRANSPLAN Technical Advisory Committee (TAC).

Mr. Rice-Evans explained that housing prices in East County had dropped 35 to 50 percent and home sales had declined, reflecting the housing downturn, the credit market failure and other failures. He explained that forecasting under normal circumstances was a difficult process and in this case it was even more so. He emphasized the need to get a sense how the recovery might play out, particularly with respect to housing given that housing related to the fees collected.

Mr. Rice-Evans identified three scenarios; baseline, optimistic and conservative, to consider when a recovery might start in terms of increasing housing production and how long it might take to get back to a sustainable level of housing development.

With respect to conclusions, Mr. Rice-Evans advised that there would be some kind of more stabilized growth in 2012. The baseline scenario was that recovery would not occur until the second half of 2010 with long-term recovery not expected to occur before the first half of 2012. The optimistic scenario showed short term recovery by the first half of 2010 with long term stabilization to occur by the first half of 2011. The conservative scenario conclusion was that recovery would not occur until the first half of 2011 when there would be an up tick of housing production in East County, and not until 2013 would there be some stable long-term recovery.

Mr. Rice-Evans presented a graph to show the conclusions in the three different scenarios put in the context of historical building levels. He also noted some of the historical average annual projections achieved in East County.

Under the baseline scenario, Mr. Rice-Evans reported that the rate of housing growth would be below the level during the peak years of 2000 and be as it had been in the 1990s. The optimistic level had a similar average to the 2007 period. The conservative scenario was below the housing level of the 1990s and the earlier recession.

In terms of revenue projections, Mr. Rice-Evans noted that the ordinance allowed an increase in the Construction Cost Index (CCI) of 3 percent with a range from \$211 million to \$397 million between the conservative and optimistic scenarios. He noted that the fee revenues were driven by the assumptions about development projections. He stated that the topic had been discussed at the TRANSPLAN TAC meeting in depth. The TAC recommended a conservative scenario for fee projections for East County because of worsening economic conditions and a deeper housing market impact in East County, the expectation that the new stabilized pace of development would be below 1990s levels, and due to the effects of AB 32 regulations related to greenhouse gases, AB 375 potentially limiting the amount of homes to be developed by 2035, and other regulations.

Mr. Rice-Evans commented that while the Construction Cost Index was historically increased approximately 3 percent annually, this year there was an unusual increase of 8.5 percent and fees would therefore increase this year and result in a conclusion of \$7 million more to the program. He characterized that as a technical adjustment that would need to be made in the next round of the report.

Michael Kee asked if fees would go down in a competitive market, to which Mr. Rice-Evans stated that the developers he had spoken with would articulate a desire for fees to go down but he had not addressed that issue as part of the study.

With respect to AB 375, Mr. Rice-Evans stated that housing elements would have to be synched with the next update of the Regional Transportation Plan (RTP) and the overall rule would have to be tested to see if there could be compliance. He noted that there was a threat that might impact transportation funding.

Jim Frazier suggested that AB 375 would cripple transportation.

Brian Kalinowski stated that based on his staff's input the conservative scenario was appropriate. With respect to Antioch, he noted that housing prices had fallen so low that the construction of a new home did not cover the property tax bill and the services provided by the community. He added that pushing the price of the homes just to pay fees could create other issues. He suggested that lowering the fee might not be possible. He therefore stated that the conservative number was fine but he would not want to create a situation where there would be a desire to create housing starts just to generate the fees.

Jim Frazier reported that Oakley had received the first request from a developer, through an attorney, to lower the fees.

Joe Weber commented with respect to the conservative scenario that he would like to lower that projection by 20 percent. He noted that the report did not identify any commercial fees through 2015. He asked why that was the case.

Mr. Rice-Evans stated that commercial fees had been included although the presentation had focused on the residential component. He reported a similar projection for commercial fees.

Given the current deep rooted fiscal issue, Mr. Weber suggested it would be 2012 to 2013 before some relief would be evident. He commented that a Brentwood home had decreased \$95,000 from August 2008 to December 2008. He suggested that the problem was deeper than expected and that a 20 percent lowering of the conservative estimate would be appropriate.

Michael Kee supported the conservative approach as the best case scenario since there would be a glut of homes that had been foreclosed when the economy turned around before new construction could take off. He asked if there might be a need to ask the federal government for more money in a best case scenario. If diminishing the conservative approach would mean less revenue for road improvements, he asked whether that would put the TRANSPLAN Committee in a better position to ask for federal dollars.

Ms. Miller noted that there were many sources of funds although there was a cash flow issue. She suggested that might assist in the request for funds to keep the project on track. With some of the projects and if Caltrans was administering the project, Caltrans wanted to proportionately draw down the funds while the CCTA liked to use federal funds first and then use local funds, which might assist in the process.

Ms. Miller explained that the purpose of the report was to provide a certain level of intelligence to move forward and deal with the other agencies that were participating in funding to be able to hold to the schedule. She added that the CCTA would be working with the Metropolitan Transportation Commission (MTC) to marry the cash flow with bridge toll funds that accounted for \$125 million of the funding.

Mr. Dennis stated that eastern Contra Costa County was the poster child for the subprime market and that the East County area had been more affected. He suggested that the nexus was there and that they should push hard for some of the stimulus funds for the three major projects; State Route 4 East, SR4 Bypass and eBART. He added that there were two projects on the Bypass that were ready to go and some of the stimulus dollars in East County would offer some flexibility to move money around to make sure that the projects could still move forward.

Mr. Dennis reported that 100 percent plans for the Sand Creek Interchange Project and Four Lanes Laurel Road to Sand Creek Road were being submitted to Caltrans on January 16. Those plans were therefore ready to go. As such, he suggested that project could have a complete nexus to the stimulus package.

Mr. Dennis explained that if bringing in the \$50 million for the Sand Creek Road Interchange and overlay in Segment 3 would help fund all the projects and help ease some of the pressure from the lack of funds generated by housing. He emphasized that with MTC the more the transportation bodies could position themselves the more work and jobs would be created to help ease the recession. He suggested that could be done within the next three months, which was critical.

Iris Obregon also supported the conservative approach given the uncertainties involved.

Federal Glover identified the conservative approach as the best case scenario.

Bob Taylor commended the report which offered some knowledge to the members of the jurisdictions. He thanked staff for the report.

ADJOURNMENT

With no further business to come before the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), Chair Kee adjourned the meeting at 8:10 P.M.

With no further business to come before the TRANSPLAN Committee, Chair Glover adjourned the meeting at 8:10 P.M.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
651 Pine Street -- North Wing 4TH Floor, Martinez, CA 94553-0095

December 30, 2008

Mr. Ken Strelo
Senior Planner
City of Oakley
Oakley, California 94561

Dear Mr. Strelo:

TRANSPLAN appreciates the opportunity to comment on the City of Oakley's Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Oakley Downtown Specific Plan.

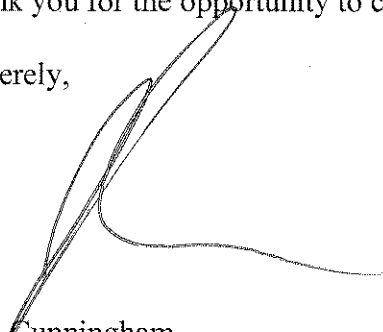
The guiding policy document that TRANSPLAN uses in the review of the impact of projects is the *East County Action Plan For Routes of Regional Significance*. TRANSPLAN is currently transitioning from the June 2000 version¹ to an updated release planned for adoption in early 2009². While the 2000 document is the adopted document, TRANSPLAN requests that the City review both documents in the development of the DEIR.

In addition to analyzing the impact of the project relative to the Traffic Service Objectives in the 2000 Action Plan and Multi-Modal Transportation Service Objectives in the 2009 version, the traffic analysis should be consistent with CCTA's *Technical Procedures Manual* (Update 2006).

Please work with the local transit district, Tri Delta Transit, to either construct or plan for/accommodate the future construction of site improvements necessary for public transit service.

Thank you for the opportunity to comment. Please let me know if you have any questions on this letter.

Sincerely,



John Cunningham
TRANSPLAN staff

G:\Transportation\Committees\Transplan\2008\Letters\Oakley Specific Plan.doc

c: TRANSPLAN Technical Advisory Committee

¹ Available here:

<http://www.transplan.us/docs/EastActPlan.pdf>

² Draft available here:

<http://www.ccta.net/assets/documents/Action~Plan/EAST-COUNTY-ACTION-PLAN2.pdf>



"Amin AbuAmara"
<AAbuAmara@ccta.net>

01/29/2009 02:56 PM

To "Amin AbuAmara" <AAbuAmara@ccta.net>, "Abu-aly, Ahmed" <aabualy@ci.antioch.ca.us>, "Brandt, Joe" <jbrandt@ci.antioch.ca.us>, "Kersevan, Steven" <skersevan@ci.concord.ca.us>, "Gerardo Avila" <gavila@ci.el-cerrito.ca.us>, "Chris Lau" <clau@pw.cccounty.us>, "Erwin Blancaflor"

bcc

Subject Request of your jurisdiction's single point contact for Economic Stimulus Projects

Hi All,

Caltrans District 4, Chief, Office of Local Assistance, Sylvia Fung, has requested that agencies has a **single point of contact** (Name, title, telephone, e-mail) for ALL their projects receiving federal or state funds through Caltrans District 4 office. Please provide us with this single point of contact ASAP so we know, and we pass that information to Caltrans.

Thank you.

Amin

CCTA

925-256-4740

-----Original Message-----

From: Sylvia Fung [mailto:sylvia_fung@dot.ca.gov]

Sent: Thursday, January 29, 2009 1:58 PM

To: Amin AbuAmara; Amber Crabbe; Amin Surani; Anna LaForte; David Chan; Dianne Steinhauser; Diana Vargas; Janet Adams; Marcella Rensi; Maria Lombardo; Mathew Todd; Paul Price; Seana Gause; Sandy Wong; Sam Shelton; Vivek Bhat

Subject: request

Hello,

I have spoken to some, but not all, of you regarding our expected workload

with the economic stimulus projects coming in soon. Although we will try to

streamline and expedite as best we can, we are very challenged both in time

and resources. We are experiencing a reduction in staff and upcoming furloughs as workload increases.

Given these conditions, I am asking your help to contact all the local agencies within your jurisdiction and ask them to provide us with a single

point of contact (Name, title, telephone, e-mail) for ALL their projects

receiving federal or state funds through our office. We would also ask that

each agency prioritize their projects since we do not have the resources to

work on everything at this time. If there are issues on any projects, etc.

this individual can contact the appropriate person within their agency.

This would save us much needed time and serve to streamline processing and

facilitate communications with our office.

In addition, please email me (if you haven't already) your prioritize list

of projects for the economic stimulus plan so that our engineers and planners can review and provide comments to you before you finalize the

list.

Local Assistance will be holding a statewide teleconference tomorrow morning on processing of economic stimulus projects. Other Districts and HQ

are also challenged. I will share any new information with all of you

and

local agency contacts.

Thank you for your help.

Sylvia Fung

Chief, Office of Local Assistance

Caltrans - District 4

Phone: 510-286-5226

Fax: 510-286-5229



"Amin AbuAmara"
<AAbuAmara@ccta.net>

01/28/2009 03:39 PM

To "Amin AbuAmara" <AAbuAmara@ccta.net>, "Abu-aly, Ahmed" <aabualy@ci.antioch.ca.us>, "Brandt, Joe" <jbrandt@ci.antioch.ca.us>, "Kersevan, Steven" <kstepper@ci.danville.ca.us>, <maria_viramontes@ci.richmond.ca.us>, <mariatv@pacbell.net>, <dontatzin@sbcglobal.net>,
bcc

Subject Approved Economic Stimulus Project List

Hi All,

This morning, the Administration and Project Committee (APC) on behalf of the Authority approved Contra Costa's Economic Stimulus project list recommended under Option 4C. Option 4C guarantees a minimum of \$400,000 per jurisdiction and proportionally allocates the remaining funds based on the jurisdiction population and lane miles.

The APC also authorized staff to adjust project funding using the same formula should Contra Costa's share of the economic stimulus funding be revised. Should any project fail to meet the deadlines, the Authority will proportionally reallocate the project funds to other projects on the approved list (attached).

The attached project list reflects your updated priority projects. If you have any changes, please let us know as soon as possible, but no later than 12:00 PM, Wednesday, 02/04/2009.

Project proponents are expected to work under the following timeframe to award contract:

- Jan 15 (-30 days) Sponsors begin environmental and Preliminary Engineering
- Jan 30 (-15 days) Sponsors submit unsigned PES form, Field Review form, and photos (in PDF format please) to CCTA by 12:00 PM
- Jan 30 (-15 days) CCTA will forward above mentioned forms immediately to MTC so they can submit to Caltrans); Sponsors should initiate field reviews with Caltrans
- Feb 15 (0 days) Sponsors submit draft Final Environmental Clearance for Caltrans final review/approval
- March 15 (30 days) Sponsors have received Final Environmental Clearance and submit complete PS&E package and complete E-76 Request to Caltrans
- April 15 (60 days) Obligation of funds (federal Authorization to Proceed / E-76)
- May 15 (90 days) Award Deadline

Thanks again for your great efforts during this process. Please call for any questions or comments.

Amin
CCTA
925-256-4740



Option 4C List of Projects (Verified after APC) 1-28-2009.xls

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
651 Pine Street -- North Wing 4TH Floor, Martinez, CA 94553-0095

January 9, 2009

Mr. Robert McCleary, Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Dear Mr. McCleary:

This correspondence reports on the actions and discussions at the TRANSPLAN Committee at their meeting on January 7, 2009.

Elect Chair and Vice-Chair for 2009: Federal D. Glover (Contra Costa County) was elected Chair and Bob Taylor (Brentwood) was elected Vice-Chair, respectively, of the TRANSPLAN Committee.

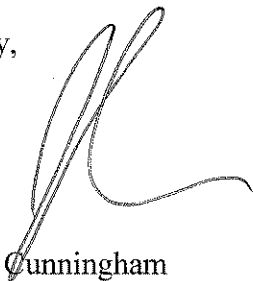
Appoint TRANSPLAN representatives and alternates to the Contra Costa Transportation Authority (CCTA) Board: The Committee moved to make the following appointments to the CCTA Board:

- For the term 2/1/2007 to 1/30/2009: Michael Kee (Pittsburg) and Brian Kalinowski (Antioch) as his alternate.
- For the term 2/1/2009 to 1/30/2011: Michael Kee and Brian Kalinowski as his alternate.
- For the term 2/1/2008 to 1/30/2010: Bob Taylor (Brentwood) and Jim Frazier (Oakley) as his alternate.

Review and Comment on East Contra Costa County Fee Projections: The Committee convened into a joint meeting with the East Contra Costa Regional Fee and Financing Authority to discuss the fee study and recommended that the conservative scenario be used in any projections.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, February 13, 2009 at 6:30 p.m.

Sincerely,



John W. Cunningham
TRANSPLAN staff

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- c: TRANSPLAN Committee
 TRANSPLAN Technical Advisory Committee
 A. Dillard, SWAT Committee
 WCCTAC
 B. Neustadter, TRANSPAC
 D. Rosenbaum CCTA

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
651 Pine Street -- North Wing 4TH Floor, Martinez, CA 94553-0095

January 7, 2008

Dave Hudson, Chair
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Dear Chair Hudson:

TRANSPLAN met on January 7, 2009 and discussed east county needs relative to possible earmark opportunities in the upcoming federal transportation funding reauthorization. At this meeting TRANSPLAN established the priorities of the region; this letter serves as notification of that decision.

TRANSPLAN voted to designate the *East County Corridor Project* as the priority for any earmark opportunities and is requesting a total of \$90 million. The *East County Corridor Project* is comprised of activities ensuring the safe and efficient movement in the corridor and includes the following projects:

1. State Route 4 East Widening – Somersville Road to SR160

The State Route 4 East Widening – Somersville Road to SR160 project consists of

- Widening SR4 East to eight (8) lanes – three (3) mixed flow lanes and one (1) High Occupancy Vehicle (HOV) lane in each direction from Somersville Road to Hillcrest Avenue (plus auxiliary lanes), including a wide median for transit; and
- Widening SR4 East to six (6) lanes – three (3) mixed flow lanes in each direction from Hillcrest Avenue to the interchange with State Route 160 and the new State Route 4 Bypass.

The project will reconstruct and/or partially reconstruct the:

- Somersville Road interchange,
- Contra Loma Boulevard/L Street interchange,
- G Street Overcrossing,
- Lone Tree Way/A Street interchange,
- Cavallo Road undercrossing, and
- Hillcrest Avenue interchange.

2. State Route 4 Bypass

The State Route 4 Bypass Project (SR4 Bypass), a long anticipated 12.4 mile long freeway/expressway in eastern Contra Costa County, has been in the works for over 20 years. The SR4 Bypass consists of a 6-lane freeway from just east of Hillcrest Avenue on existing SR4 to Laurel Road and a 4-lane freeway from Laurel Road to Balfour Road, including new interchanges at existing SR4, Laurel Road, Lone Tree Way, Sand Creek Road, Balfour Road and Marsh Creek Road. The SR4 Bypass also includes upgrading Marsh Creek Road (east-west connector) from Vasco Road to SR4 (Byron Highway) to Caltrans conventional highway standards. Because of the magnitude of the SR4 Bypass, the improvements have been and will continue being implemented through multiple construction packages.

Construction packages (improvements) completed to date include a 6-lane freeway from just east of Hillcrest Avenue on existing SR4 to Laurel Road, a 4-lane freeway from Laurel Road to Lone Tree

Way, a 2-lane expressway from Lone Tree Way to Marsh Creek Road and upgrading Marsh Creek Road (east-west connector) from Vasco Road to SR4 (Byron Highway) to Caltrans conventional highway standards. Several interchange improvements have been constructed, including a partial freeway to freeway interchange for the existing SR4/SR160/SR 4 Bypass (direct connectors to/from SR4 Bypass remain to be completed), Laurel Road interchange, and the Lone Tree Way Interchange.

Near term construction packages (improvements) that need to be completed include the following:

- SR4 Bypass: Sand Creek Road Interchange
- SR4 Bypass: 4-Lanes from Laurel Road to Sand Creek Road
- SR4 Bypass: Balfour Road Interchange
- SR4 Bypass: 4-Lanes from Sand Creek Road to Balfour Road
- SR4 Bypass: WB SR4 to NB SR160 Connector
- SR4 Bypass: SB 160 to EB SR4 Connector

Vasco Road Safety Project

Rural road safety is a key component in providing housing to job connections and economic vitality in East Contra Costa and the Bay Area as a whole. Rural roads have become commute corridors, many of which span multiple jurisdictions. Vasco Road, carrying over 22,000 vehicles per day, is a prime example of a rural road that has become a major commute corridor, serving employment centers in Contra Costa County, Tri-Valley and the larger Bay Area. Vasco Road extends from the newly completed State Route 4 Bypass south of the City of Brentwood to Interstate-580 in the City of Livermore. It is a regional route that requires a regional solution represented by the *East County Corridor Project*. The region has already made a strong effort to reduce the number of collisions on Vasco Road. Partnerships between Alameda County, the Cities of Brentwood and Livermore, the California Highway Patrol and the Vasco Road Safety Task Force have been developed and have resulted in physical improvements as well as efforts to increase public outreach, education and enforcement. However, collisions persist and there remains a dire need for additional safety improvements.

TRANSPLAN is proposing a safety improvement project to:

- Extend the southbound passing lane through the Brushy Creek area near the Contra Costa/Alameda County line (where a concentration of serious collisions have occurred)
- Construct concrete median barrier for an approximate project length of 2.5 miles in development.

Please contact me if you have questions about TRANSPLAN earmark priorities. You also may contact John Cunningham, TRANSPLAN staff, if you would like more detail on this information.

Sincerely,

Federal D. Glover
TRANSPLAN Committee Chair

cc: TRANSPLAN Committee
TRANSPLAN Technical Advisory Committee

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11-20-08

To Whom It May Concern:

I am writing you this letter to bring to your attention two issues involving the Highway 4 bypass. The first issue is the safety of the bypass. Motorists who travel the road are uniquely aware of the Sand Creek exit bottleneck--where the highway changes from two lanes in both directions to one lane in both directions. This is dangerous given the high volume of traffic and the number of accidents including fatalities that have occurred over the last 12 months. It would seem to me that someone needs to conduct an evaluation of the problem to determine whether or not the highway at Sand Creek should be widened into multiple lanes. This would lessen the flow of traffic and make the highway safer.

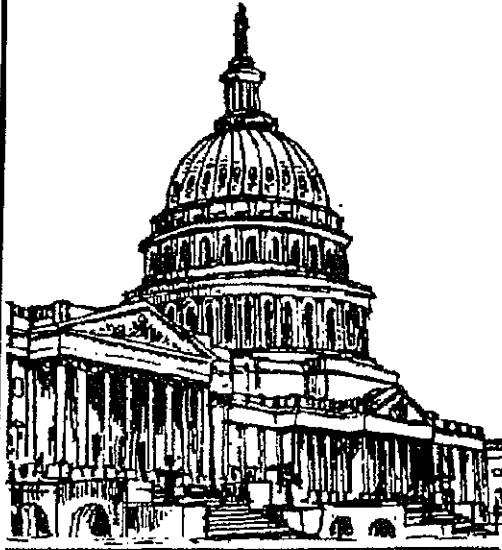
The second issue is there is no direct access to the Antioch Bridge from the bypass. For example, if motorists work in the new Brentwood shopping center, they are required head east on the bypass to access Highway 4. After they are on Highway 4, they have to take the Hillcrest exit, exit to the left, and then make another left at the light to get back onto Highway 4 in order to cross the bridge. It would more efficient if motorists could access the bridge directly from the Bypass instead use a convoluted route. As a motorist who travels the bypass daily, these issues need to be addressed expeditiously.

Sincerely,

Melissa Villalobos

179 Sunset Way

Pittsburg, CA 94565



A Fax from
Congressman
George Miller
(D-California, 7th District)



TO: Bob McCleary 925 407 2564701

FROM: Kathy Hoffman

Total Number of Pages: 2 (Including cover sheet)

Date: 1-5-09 Time: _____ P ST

Message: Thanks!

375 G Street, Suite 1, Vallejo, CA
Phone: (707) 645-1880 Fax: (707) 645-1870
<http://www.house.gov/georgemiller>

SUMMARY OF PROJECTS FUNDED UNDER OPTION 4C BASED ON UPDATED PRIORITIES (1-28-2009)

Sponsor	Project Title	Project Description	Cost (x 1000)	Fund at Option 4C Level	Cumulative Funding
Antioch	Hillcrest Avenue Pavement Rehabilitation	The project limit is from Davison Dr. to Lone Tree Way. The project includes patch and plug paving of isolated pavement failure areas, grind and overly existing pavement, and Remove and replace settled and damaged curb and gutter.	\$2,800	\$1,580	\$1,580
Brentwood	City of Brentwood 2009 PMP - overlay - Balfour Road	Balfour Road 2 inch rubberized asphalt overlay.	\$1,118	\$1,060	\$2,640
Clayton	City of Clayton, 2009 Arterial Overlay Project	Clayton Road - from El Camino to Mitchell Canyon Road (3,000 +/- lf) - edge grinding, asphalt overlay and restriping. Oakhurst Drive - Clayton Road to westerly City Limits (6,100 +/- lf) - edge grinding, asphalt overlay and restriping, and other areas.	\$575	\$550	\$3,190
Concord	Clayton Road Rehabilitation: Market Street to Oakland Avenue	The Clayton Road project will grind and replace the top 3.6 inches of asphalt concrete from gutter-lip to gutter-lip. The segment starts at the SR242 Off ramp at Market Street and ends at the BART station on Oakland Avenue.	\$2,170	\$1,320	\$4,510
Concord	Clayton Road Intersection Improvements	The Clayton Road intersection project will grind and replace the top 6-8 inches of asphalt concrete from gutter-lip to gutter-lip. The intersections are: at Ayers Road, Treat Boulevard, Thornwood Drive, Alberta Way, Bailey Road, and Farm Bureau Road.	\$2,190	\$500	\$5,010
County	Vasco Road Overlay - Segment 3, 4 & 5	Overlay Vasco Road Segment 5: Between the Alameda County Line and SB truck climbing lane (3.1 miles); Segment 4: Between SB truck climbing lane and Brushy Creek Bridge #2 (1.9 miles); Segment 3: Between Brushy Creek Bridge #2 and Fish Creek Bridge (2.4 miles)	\$5,987	\$2,710	\$7,720
Danville	Diablo Road Rehabilitation and Safety Improvements	Rehab the pavement & provide safety enhancement on 1.4 miles stretch of Diablo Rd from Green Valley Rd to Nvenida Nueva	\$1,060	\$960	\$8,680
El Cerrito	El Cerrito Pavement Rehabilitation Project	Pavement overlay on: Moeser Lane from Navellier St. to Shevlin Drive; Ashbury Drive from Moeser Lane to Stockton Avenue; Seaview Drive from Colusa Avenue to Eureka Dr.; Buckingham Dr. from Arlington Blvd to Contra Costa Dr.; and King Drive from Contra Costa Dr. to Shevlin Dr.	\$670	\$670	\$9,350
Hercules	San Pablo Avenue Pavement Rehabilitation	Overlay Segments of San Pablo Avenue from John Muir Pkwy to the City limit at Rodeo	\$810	\$670	\$10,020
Lafayette	Lafayette Pavement Rehabilitation Project	On Deer Hill Road overlay and make minor repairs on 1.2 miles of a major 2-lane regional arterial, along with related bike lane upgrade, minor sidewalk and shoulder improvements; On St. Mary's Rd., overlay over 3/4 of a mile of a major 2-lane regional arterial along with related shoulder improvements and drainage.	\$740	\$740	\$10,760
Martinez	Arterial Pavement Management Project	Cape seal/slurry seal 1) Alhambra Avenue from Buckley to Hwy 4, Alhambra Hills Dr to Benham, Blue Ridge to City Limits 2) Berrellesa - Buckly to Arch 3) Pacheco Blvd Court to Potter 4) Marina Visa - Escobar to Shell	\$1,140	\$840	\$11,600
Moraga	Moraga Rd Pavement Resurfacing	Apply a rubber cape seal to Moraga Rd between Buckingham Dr to Draeger Dr	\$665	\$600	\$12,200

Oakley	Oakley Rd Pavement Rehabilitation	Pavement Rehabilitation of Oakley Rd from 3111 Oakley Rd (western limit) to Empire Avenue (eastern limit).	\$971	\$400	\$12,600
Oakley	Delta Rd Pavement Rehabilitation	Pavement Rehabilitation of Delta Rd from SR4/Main St to Sellers Avenue	\$945	\$400	\$13,000
Orinda	Charles Hill Road/Honey Hill Road/Miner Road Pavement Rehabilitation	Pavement Rehabilitation Project of a continuous 4,530 l.f. section of collector streets Charles Hill Road/Honey Hill Road/Miner Road.	\$690	\$690	\$13,690
Pinole	San Pablo Avenue at Fern & Alvarez Ave Safety Improvements Project	This is a safety project to construct high visibility cross walks, sidewalk bulb outs, and overhead warning beacons across a major arterial, In 2007, there were two pedestrian fatalities at this location, the detailed design plans have been prepared, and the City Council has approved the design. The work is within the existing right-of-way and the project is Categorically Exempt under CEQA. The project is currently advertised.	\$258	\$153	\$13,843
Pinole	Appian Way Pavement Overlay Project	Overlay Appian Way from Tara Hills Drive to San Pablo Ave, which is a four-lane arterial from Interstate 80 to San Pablo Avenue. In October, the City requested authorization to proceed with construction from Caltrans Local Assistance. The work is within the existing right-of-way and the project is Categorically Exempt under CEQA	\$1,300	\$477	\$14,320
Pittsburg	Pittsburg Pavement Rehabilitation Project	Pavement reconstruction/overlay of Power Avenue from Davi Avenue to Case Drive, and California Avenue from Harbor Street to Railroad Avenue.	\$1,900	\$1,090	\$15,410
Pleasant Hill	Contra Costa Boulevard Pavement Rehabilitation Project	Rehabilitate the pavement of Contra Costa Boulevard between 2nd Avenue and Golf Club Road. The project would also replace limited curb and gutter, sidewalk, traffic signal components, striping and handicap access ramps.	\$930	\$830	\$16,240
Richmond	Carlson Boulevard Improvements	Street reconstruction from Imperial Avenue to the El Cerrito city limits. Project will reduce the high street crown by lowering the pavement 18". improvements will include a median, two travel lanes in each direction, a bike lane, replacement of sidewalk, curb and gutter, ADA upgrades, bulbouts at intersections and crosswalk enhancements.	\$4,370	\$1,550	\$17,790
San Pablo	San Pablo Avenue Overlay	Pavement rehabilitation on San Pablo Avenue, from San Pablo Dam Road to 23rd Street. The project consists of edge grinding and overlay of existing pavement, base failure repairs, striping, curb and gutter replacement, median island upgrades, and concrete bus pad construction. Street name signs on major road crossings will be upgraded to illuminated ones, and pedestrian crossing devices upgraded for accessibility. Street trees removed under another project will be replaced as part of this project.	\$3,000	\$690	\$18,480
San Ramon	San Ramon Valley Blvd. Pavement Rehabilitation - Norris Canyon to Bollinger Canyon	Pavement rehabilitation on San Ramon Valley Blvd. from Norris Canyon Road to Bollinger Canyon Road. The work will include removal of existing pavement, removal and replacement of curb & gutter, base failure repair, asphalt inlay, asphalt overlay, striping, removal and replacement of wheelchair ramps to ADA-standards, and upgrading other items to ADA-Standards relating to pedestrians.	\$2,203	\$1,100	\$19,580
Walnut Creek	Civic Drive Rehabilitation - Ygnacio Valley Road to City Limits	This project will involve the pavement rehabilitation of Civic Drive from Ygnacio Valley Road to the City Limits (Contra Costa County) near Jones Road. The sidewalk ramps will be modified to meet current ADA standards. The surface will be milled as needed and a 2.5" Asphalt Overlay will be constructed.	\$1,780	\$1,420	\$21,000



CONTRA COSTA
transportation
authority

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January 6, 2009

COMMISSIONERS:

Dave Hudson,
Chair

Maria Viramontes,
Vice Chair

Janet Abelson

Susan Bonilla

David Durant

Federal Glover

Julie Pierce

Karen Stepper

Don Tatzin

Robert K. McCleary
Executive Director

3478 Buskirk Ave.
Suite 100

Pleasant Hill
CA 94523

PHONE:
925/ 256-4700

FAX:
925/ 256-4701

hi www.ccta.net

Melissa Villalobos
179 Sunset Way
Pittsburg, CA 94565

RE: Your letter of November 20, 2008 to Congressman George Miller

Dear Ms. Villalobos:

Thank you for your interest in transportation improvements in East Contra Costa. The office of Congressman George Miller has asked that I respond to your referenced letter, and provide you with information regarding the improvements you proposed to the Route 4 Bypass.

As a brief background, the Contra Costa Transportation Authority is principally responsible for allocation of the voter-approved local transportation sales tax (Measures C and J) and for recommending how state and federal transportation funds are expended in Contra Costa. We work collaboratively with the California Department of Transportation (Caltrans), the Bay Area Rapid Transit (BART) District, Antioch, Brentwood, Oakley, Pittsburg, and several East Contra Costa transportation committees to plan and fund transportation projects and services in East Contra Costa within available funding levels. (See www.ccta.net for more information.)

To date, the Route 4 Bypass project has principally been funded from fees on local development. The project is managed by a joint powers agency, the Route 4 Bypass Authority, and the fees are managed by the East Contra Costa Fee and Finance Authority (ECCRFA). Because of the decline in development fees in East County resulting from the economic slowdown, our Authority has, to date, advanced approximately \$42 million to complete Stages 1 and 3 of the Bypass, and design the next proposed improvements – an interchange at Sand Creek and widening of the Bypass from two to four lanes between Lone Tree and Sand Creek. The advancement is against our “Measure J” revenues, which we will begin receiving in June 2009.

However, the economic downturn means that fee revenues have dropped to \$12 million or less annually, well below the peak of \$33 million per year experienced a few years ago. Shortfalls in fee revenues may result in significant delays to the two next Bypass improvements now in design, which have estimated construction costs of \$50 million.

Ms. Melissa Villalobos

January 6, 2009

Page 2

The next project you will see is the widening of Route 4 from Loveridge Road to Somersville, a \$140 million project we expect start construction by next fall – assuming the state resolves its budget problems. However, beyond that project, the challenges which our Board and its partners face are multiple.

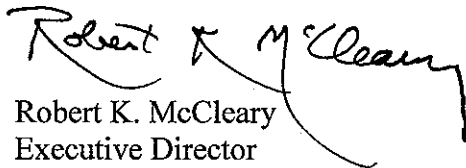
- Because of the economic downturn, our sales tax revenues are well below the relatively conservative forecasts made in 2004 when the voters extended the program.
- While we are well along with the planning of widening to eight lanes from Somersville to the Bypass, including a median for BART, at an estimated cost of \$450 million, timely completion is dependent for funding on our sales tax and development fee revenues to match regional and state revenues.
- The eBART project, estimated to cost at least \$500 million, is slated for operation as soon as the widening is completed, but is dependent on timely completion of the Route 4 widening.

Our board will grapple with these issues over the next six months, with the hope that the state will have resolved its budget problems, the federal stimulus package has been passed, and we have a better sense of where the economy is heading.

With regard to the direct connections from the Bypass to Route 160, some analysis has been done regarding the travel demand for such improvements. While certainly desirable, all of the projects cited above have been a higher priority for East Contra Costa and our Board, and generally serve higher levels of travel demand. Consequently, future timing of the direct connections is uncertain.

If you have any questions, please feel free to call me at 925.256.4724. Specific questions about the Bypass may be directed to Dale Dennis at 925.686.0619. Again, thank you for your interest in East Contra Costa transportation improvements.

Regards,


Robert K. McCleary
Executive Director

c.c. Kathy Hoffman, Office of George Miller
Jennifer Barton, Office of Congresswoman Tauscher
Authority members
John Cunningham, TRANSPLAN;
Dale Dennis, Route 4 Bypass Authority

CONTRA COSTA TIMES

ContraCostaTimes.com

Concord approves plan for weapons station

By Tanya Rose
Contra Costa Times

Posted: 01/13/2009 09:55:34 AM PST

CONCORD —Concord leaders on Monday night unanimously approved a plan that focuses on building three small villages framed by parks on the mothballed Concord Naval Weapons Station.

The "clustered villages" concept calls for 28,900 people, 12,300 housing units and about 3,200 acres of parkland and open space. That's 64 percent of the base's 5,028 inland acres, which is the part slated for development. The most intense development will happen near the North Concord BART station and along Willow Pass and Olivera roads. That will yield taller buildings with retail and commercial uses at the street level and residential units on top floors. Thousands of people would be packed into 126 acres that abut the BART station.

The other alternative, the "concentration and conservation plan," called for more parks and open space —3,680 acres. But there were no small villages, complete with their own schools and miniature retail hubs, in this plan.

The council voted Monday to make some retail and commercial space at the top of the property more interchangeable, and agreed that park space surrounding the three clustered villages should be a tad bigger.

Council members also agreed that future developers will have to put \$38 million toward homeless services — that money would go toward construction of homeless and affordable housing

and toward employment and other service programs.

Councilmen Guy Bjerke and Mark Peterson said they would like to see an ice rink and perhaps a swimming pool on the site, and Peterson said he'd like to see the proposed sports park become larger than the earmarked 75 acres.

"We're still in the middle stages," said Peterson. "People have said that we're making a final decision, but it's not the truth that we can't change things later on."

Now that the plan has been designated as "preferred," the city will do a thorough environmental study and the Navy will do its own studies to ensure the plan will work. The city could adopt the plan and the environmental impact report in June 2009.

And the earliest the Navy could dispose of property, through an auction with developers or other means, is spring of 2010.

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