

Robert Taylor
Chair
Brentwood
City Council

Brian Kalinowski
Vice-Chair
Antioch
City Council

Jim Frazier
Oakley
City Council

Will Casey
Pittsburg
City Council

Federal D. Glover
Contra Costa County
Board of Supervisors

Gil Azevedo
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Carmen Gaddis
Representing the
Contra Costa County
Board of Supervisors

Vacant
East Contra Costa
Regional Planning
Commission

Kevin Romick
Oakley
Planning Commission

Bruce Ohlson
Pittsburg
Planning Commission

Staff Contact:
John Cunningham
TRANSPLAN
651 Pine Street
N. Wing—4th Floor
Martinez CA 94553
Phone
(925) 335-1243
Facsimile
(925) 335-1300
www.transplan.us
john.cunningham@
dcd.cccounty.us

TRANSPLAN Committee Meeting

Thursday, February 11, 2010 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact John Cunningham at (925) 335-1243 or jcunn@cd.cccounty.us

AGENDA

1. Open the meeting.
2. Accept public comment on items not listed on agenda.

Consent Items (see attachments where noted [♦])

3. Adopt Minutes from January 14, 2009 TRANSPLAN meeting. ♦ PAGE 3
4. Accept Correspondence. ♦ PAGE 14
5. Accept Recent News Articles. ♦ PAGE 28
6. Accept Status Report on Major Projects. ♦ PAGE 31
7. Accept Environmental Register. ♦ PAGE 37

End of Consent Items

Action/Discussion Items (see attachments where noted [♦])

8. Appoint TRANSPLAN Alternates to the Contra Costa Transportation Authority (CCTA) Board: TRANSPLAN made primary appointments to the CCTA Board in January. Alternate Appointments were deferred to the February Meeting. ♦ PAGE 39
9. Request from Contra Costa County for support of Caltrans Community Based-Transportation Planning Grant Application: County staff has requested a letter of support from the TRANSPLAN Committee for the Knightsen-Byron Area Transportation Study. ♦ PAGE 41
- 10: Proposed Measure J General Plan Amendment Review Process: CCTA Staff will make a presentation on the proposed process. The TRANSPLAN Technical Advisory Committee reviewed the proposed process in January; comments are included in this packet. ♦ PAGE 53

~ CONTINUED NEXT PAGE ~

11. Discuss/Approve Response to Concord Naval Weapons Station Final Environmental Impact Report (FEIR): Staff will provide a draft response to the FEIR at the February TRANSPLAN Committee Meeting. Documents are available for download here:

http://www.concordreuseproject.org/news/deir_Jan2010.asp

12: Accept Staff or Committee Members' Reports

End of Action/Discussion Items – Adjournment

13: Adjourn to next meeting on Thursday, March 11, 2010 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
ADOPT MINUTES FROM JANUARY 2010 MEETING

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

MINUTES
January 14, 2010

The TRANSPLAN Committee meeting was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Vice Chair Bob Taylor at 6:30 P.M.

ROLL CALL

PRESENT: Gil Azevedo (Antioch), Jim Frazier (Oakley), Brian Kalinowski (Antioch), Bruce Ohlson (Pittsburg), Kevin Romick (Oakley), Joe Weber (Brentwood), and Vice Chair Bob Taylor (Brentwood)

ABSENT: Will Casey (Pittsburg), Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors), and Chair Federal Glover (Contra Costa County)

STAFF: John Cunningham, TRANSPLAN Staff

PUBLIC COMMENT

There were no comments from the public.

CONSENT ITEMS

On motion by Brian Kalinowski, seconded by Jim Frazier, TRANSPLAN Committee members unanimously adopted the minutes from the September 10, 2009 TRANSPLAN meeting, as submitted.

On motion by Brian Kalinowski, seconded by Jim Frazier, TRANSPLAN Committee members unanimously adopted the following items under the Consent Calendar, with the removal of the Environmental Register.

4. Accepted Correspondence.
5. Accepted Recent News Articles
6. Accepted Status Report on Major Projects
7. Accept Environmental Register [REMOVED FROM CONSENT]
8. Requested Authorization for the 511 Contra Costa – TRANSPAC/ TRANSPLAN TDM Program Manager to Submit Applications to: CCTA for FY 2010/2011 Measure J Commute Alternative Funds; to the Bay Area Air Quality Management District for FY 2010/2011 TFCA Funds; to MTC for CMAQ (Employer Outreach Funds); to Execute the Required Grant Contracts; and to Enter into Cooperative Agreements with the Respective Funding Agencies

ACCEPT ENVIRONMENTAL REGISTER

TRANSPLAN staff John Cunningham referenced the TRANSPLAN Committee's comment letter with respect to the Concord Naval Weapons Station (CNWS) and reported that he had received an announcement that the Final Environmental Impact Report (FEIR) would be coming out tomorrow. He noted that ten days was allowed for comment on an FEIR. He reported that the TRANSPLAN Technical Advisory Committee (TAC) would meet next week to discuss the FEIR. He also advised that the General Plan Amendment (GPA) for the CNWS was still due and was expected in the spring.

With respect to the FEIR, Mr. Cunningham explained that if the TAC were to provide comments to the City of Concord it would have to do so within ten days, or the TAC could request an extension from the City to allow a discussion at the next TRANSPLAN Committee meeting. He recommended that the Committee authorize staff to sign a letter requesting an extension to the FEIR comment period.

On motion by Jim Frazier, seconded by Kevin Romick, TRANSPLAN Committee members unanimously authorized staff to request an extension to the comment period on the Concord Naval Weapons Station FEIR.

Vice Chair Taylor verified that the required ten-day review period would start at the time the FEIR was distributed, which was expected to be on January 15, 2010.

Mr. Cunningham stated that if the draft included a ten-day review period only he would request an extension to request full opportunity for comment. He stated that the timeline request would be set to accommodate the next TRANSPLAN Committee meeting to allow time for the Committee to comment.

Joe Weber arrived at 6:34 P.M.

ELECT CHAIR AND VICE CHAIR FOR 2010

Mr. Cunningham referred to the Committee's rotation history for the Chair and Vice Chair as outlined in the staff report.

Chair

Jim Frazier nominated Bob Taylor to serve as the Chair of the TRANSPLAN Committee for 2010. Joe Weber seconded the nomination. There were no other nominations. The nominations were closed. **Bob Taylor** was unanimously selected to serve as the Chair of the TRANSPLAN Committee for 2010.

Vice Chair

Joe Weber nominated Brian Kalinowski to serve as the Vice Chair of the TRANSPLAN Committee for 2010. Jim Frazier seconded the nomination. There were no other nominations. The nominations were closed. **Brian Kalinowski** was unanimously selected to serve as the Vice Chair of the TRANSPLAN Committee for 2010.

APPOINT TRANSPLAN REPRESENTATIVE TO THE CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) BOARD

Mr. Cunningham advised that with the departure of Michael Kee from Pittsburg there was a vacancy on the CCTA that needed to be filled to ensure TRANSPLAN Committee representation on the CCTA Board. In addition, Bob Taylor was the representative for the even-year seat which would expire at the end of the January and which would also have to be addressed. He advised that according to the CCTA Bylaws, only elected officials could vote on the item. He clarified that Kevin Romick, while an elected Councilmember, was serving as the City of Oakley's Planning Commission representative on the TRANSPLAN Committee.

Both Brian Kalinowski and Jim Frazier expressed an interest in serving as the representative to the CCTA Board.

Given his understanding that the Chair and Vice Chair of the TRANSPLAN Committee should serve as the odd- and even-year representatives to the CCTA Board, Mr. Kalinowski noted that if not selected to serve on the Board there should be a reconsideration of the selection of Vice Chair.

Kevin Romick nominated Jim Frazier to serve as the odd-year appointment to the CCTA Board for a term to January 30, 2011. Joe Weber seconded the nomination. There were no other nominations. **Jim Frazier** was selected to serve as the odd-year appointment to the CCTA Board for a term to January 30, 2011, with Brian Kalinowski's abstention.

Jim Frazier nominated Bob Taylor to serve as the even-year appointment to the CCTA Board for a term to January 30, 2010. Brian Kalinowski seconded the nomination. There were no other nominations. **Bob Taylor** was selected to serve as the even-year appointment to the CCTA Board for a term to January 30, 2010, with Brian Kalinowski's abstention.

On the discussion of whether or not there was a need to change the Vice Chair designee, Mr. Cunningham noted that he was unaware of any policy or precedent for designating the Chair and Vice Chair as the odd- and even-year members of the CCTA.

The Board requested that staff identify the full representation of the TRANSPLAN Committee for 2010 at the next meeting along with the Committee's attendance policy.

RECEIVE REPORT AND CONSIDER COMMENTS ON STATE ROUTE 4 CORRIDOR SYSTEMS MANAGEMENT PLAN (CSMP)

Mr. Cunningham advised that staff from the CCTA and consultant staff were present along with Caltrans and Metropolitan Transportation Commission (MTC) staff. He advised that the TRANSPLAN TAC had discussed the item last month, had developed the comments reported in the staff report related to local impacts to surface streets and the questionable benefits of ramp metering; a request for clarification of issues related to the documents; references to the CNWS; and a clarification of a funding source.

Martin Engelmann, CCTA, referred to the large team of consultants and reported that staff had been working on the State Route 4 Corridor Systems Management Plan (CSMP) for over a year which had been initiated on two fronts to receive funding from Prop 1B where a master plan was required for submittal to the California Transportation Commission (CTC). He referred to new ideas that had not previously been provided, stated that the TRANSPLAN Committee was the first to be presented the ideas, and noted that the item had heretofore not been included in the Strategic Plan or policy plans.

Tom Biggs, Associate Vice President of PGS&J, presented the Freeway Performance Initiative (FPI) for the CSMP, one of several corridors being studied in the area for a regional freeway system. He noted that the information would be carried forward in a Draft System Management Plan. He reported that existing conditions had been studied along with future and projected systems, a range of congestion mitigation strategies had been examined to handle system management problems along the corridor, and there was then a prioritization of congestion mitigation strategies.

Mr. Biggs stated that there had been meetings of stakeholders to address the information in a collaborative process. He identified the study area, the existing conditions, and presented expected short-term 2015 conditions along with long-term 2030 conditions after the implementation of the project, pointing out specific bottleneck locations. He explained that they had looked specifically at the bottlenecks and had come up with a range of strategies that would be effective in addressing those concerns. He described the improvements that had been proposed and the specific packages targeted to address the areas of concern. While the study was freeway centric, he explained that transit enhancements, BART coordination and Express lanes had also been proposed.

Mr. Biggs summarized the plan; the improvements that had been proposed to address freeway delays, and noted that no additional capacity changes had been proposed east of Bailey Road. Ramp metering and how that might improve operations on the corridor without impacting surface streets had also been considered. The focus was on capacity improvements in the area to identify the key bottlenecks between I-680 and Bailey Road.

Brian Kalinowski asked about the assumptions for the CNWS in the 2030 plan, to which Mr. Biggs advised that the underlining forecast was based on the CCTA planning models which did not include the CNWS. He stated that the study reflected today's conditions and if the CNWS were to move forward it would have to be included in the process.

Mr. Kalinowski suggested that the study was based on stale information and the Board was being asked to make recommendations based on a study that was currently unbelievable since the long-range plan did not identify the biggest impact on Highway 4 for everything from Bailey Road west to Alhambra given the CNWS.

Mr. Cunningham explained that the CCTA's regional model was designed to be consistent with the General Plans of all affected jurisdictions. He explained that the City of Concord had not yet amended its General Plan to include the CNWS.

Mr. Kalinowski emphasized that the forecast had not included a known project, the CNWS, and did not identify the impacts to State Route 4 by 2030, which was problematic. He commented that the TRANSPLAN TAC had put comments forward but the reality of the situation was not being addressed.

Mr. Engelmann advised that the CCTA's Countywide model to this day did not include the CNWS because the CCTA had been working with Central County on the issue and were awaiting the City of Concord's action to amend its General Plan. He added that the Growth Management Program was based on existing General Plans to 2030. There would soon be an intensive effort to develop a Sustainable Community Strategy (SCS) for Contra Costa County to feed into the Regional Transportation Plan. That SCS would include all the Priority Development Areas. The CNWS was a Priority Development Area and as such would be filled in with the 12,000 households and 13,000 jobs that had been estimated by 2030.

Mr. Engelmann explained that would be in the next round and a future corridor study would include the CNWS. The CCTA's work plan also included another corridor study that would be more focused on known projects and new information on the corridor as a whole when new objectives for the corridor as a whole would be developed. The subject study would have to be finished and presented to the CTC to be able to receive the estimated \$85 million Corridor Mobility Improvement Account (CMIA) funds. As to the potential impacts of sending the subject study to the CTC, he expressed his opinion that there were no risks to East County by submitting the study as is.

Joe Weber expressed concern for ramp metering as being an attempt to penalize vehicle drivers. He asked if the \$85 million funding would be assigned to jurisdictions based on ramp metering.

Mr. Biggs stated that the study did not propose any mandates on the implementation of ramp metering. He noted the discussion of ramp metering and commented that if properly implemented it could improve the freeway and there could be adjustments to ramp metering at specific locations. It would not affect CMIA funding. The recommendation of the study was to study ramp metering at appropriate locations to see if it would be appropriate.

When asked, Mr. Biggs stated that there was a cost of initial capital investment, an estimate of the benefits in terms of mobility (travel time), safety, and those types of criteria. The report included cost estimates of each of those and other factors.

Joe Weber noted that as a resident of Brentwood, when talking about mobility for the particular corridor, the issue was capacity and the need for the highway to be built out. He suggested that East County had been penalized by policies put in place by MTC, which negated the ability to build capacity in the roadway.

Mr. Biggs advised that the study had been driven by stakeholders and there had been a facilitative workshop working with the TRANSPLAN TAC to determine the types of things that should be considered. He stated that some of the information offered a different way of thinking although the information had come from the workshops and had not been proposed in a vacuum.

As to those who had attended the workshop, Mr. Engelmann stated that the workshops had been held with the members of the corridor TAC which included at least one staff, engineer or planner from each city along the corridor from Hercules to SR 160, along with staff from MTC and the Association of Bay Area Governments (ABAG); and consultants. He described it as a staff level workshop.

Mr. Cunningham stated that he had attended the corridor TAC meetings and had reported to the TRANSPLAN TAC which had seen the material three times over the past year. He referred to the entire list of mitigation strategies that had been included in the staff report and stated that the funding which required the CSMP study had already been programmed and effectively spent on a specific project. He noted that the project packages were conceptual with no funding or implementation schedule associated with them. They had been developed as concepts and needed more study, funding and lead agency were they to become viable projects.

Jim Frazier asked if there was any way to clear accidents in a timely manner as was done on the Bay Bridge, to which Mr. Biggs stated that traditional studies looked only at current congestion while the subject study had focused on non-recurring congestion, filling the gaps in the Intelligent Transportation System (ITS) system, making sure all components were working, and tying it back to the transportation center. He stated that clearing accidents and making drivers aware of accidents was a major component of the study.

Bruce Olson asked about the impacts on surface streets for bicyclists and pedestrians, to which Mr. Biggs stated that the level of the studies of the entire 33-mile corridor had not focused on the arterial street system although it did talk about what needed to happen next, which would be a study to address specifics on the arterial to connect traffic signals and queues on bicyclists and pedestrians. He recommended that through a separate process by Caltrans a separate ramp metering study could be conducted.

Chair Taylor thanked Mr. Biggs for the presentation. He stressed his concerns with BART and while he did not object to the study, he emphasized the problems in the corridor that would have to be addressed. He was not satisfied with what had been presented because it did not reflect reality.

Mr. Engelmann stated that the corridor TACs had reviewed the study and the Regional Transportation Planning Committees (RTPCs) would review the study in January or February. He sought comments from the Board and noted that the comments could be incorporated into the draft CSMP which Caltrans would release in a few months. Once the draft had been circulated, the final CSMP would be signed by the new Executive Director of the CCTA, by Caltrans District 4, and by MTC, and then be forwarded to the CTC to allow the receipt of CMIA funding to allow construction.

Mr. Biggs clarified that the study had been prepared by technicians and staff to be able to inform decision makers. It represented the best thought today of what the situation on the corridor would be with viable strategies to address that situation. With respect to the CNWS, he stated that the 2030 forecast was strong and while it did not represent the upside of a robust CNWS program, it would not negate the improvements that had been proposed for the future.

Brian Kalinowski questioned the intent of the study and emphasized that ramp metering was a concern. He added that for any vote in the future he would need lead time to obtain direction from his Council on how it would vote on the study.

Mr. Cunningham explained that the TRANSPLAN Committee's letter to Caltrans dated September 21, 2009 had expressed the desire to specifically know how the plan would be used in terms of guiding investments, both now and options in the future, with the recommendations in the plan not to be used to guide any additional expenditures without first going back out to the local jurisdictions for input.

Mr. Engelmann explained that there was no need for a vote to either accept or reject the study which had been presented to the TRANSPLAN Committee for its information. He sought feedback from the Committee to be incorporated into the study. As far as bringing it to the individual City Councils, he did not believe that would be possible at this time given the scope of the project. He suggested waiting for the real SR4 corridor study.

As to whether or not the item could be continued to the next meeting for comment, Mr. Biggs stated that the technical component had been presented and would be folded into the Caltrans CSMP. He suggested that the CSMP would be the most appropriate place for comments.

Chair Taylor asked staff to send a request to each city to advise the staff that they would have to voice their concerns along with a timeline for comment.

Mr. Cunningham stated that he would distribute the TRANSPLAN Committee's history of the comments to the various cities and would reference a schedule. He reiterated the staff recommendation to forward the TRANSPLAN TAC comments and the staff comments and request that before any movement on any of the projects the attention of the local jurisdictions be sought.

PRESENTATION

Allen Payton, eTranz USA, introduced a team from CyberTran international, Inc. and De Viz Enterprises, Oakland based companies, to make a presentation of an ultra light rail system to the TRANSPLAN Committee for its information. He suggested that the CyberTran program could benefit East County and West County where the City of Richmond was considering a CyberTran project. He noted that the cities of Pittsburg and Antioch would receive similar presentations.

Brian Kalinowski noted that he had requested the presentation so that the Committee could be informed of what was available.

Neil Sinclair, CEO of CyberTran International, Inc. introduced the other representatives of CyberTran International; Harry Burt, Chief Operating Officer and Eugene Nishinaga, Senior Vice President, Engineering, along with Dexter Vizinou of De Viz Enterprises.

Mr. Sinclair stated that CyberTran needed a government agency as a partner in order to obtain development funds to pursue the system and had partnered with the City of Richmond. He referred to the design of a system with a vehicle of 20-passenger capacity and stated that studies had been conducted and it had been concluded that the system would represent 10 to 15 percent of the cost of conventional rail at 25 percent of the capital cost of BART, with 50 percent of the operating costs, and with the ability to move more people.

Mr. Sinclair estimated the cost to build an ultra light rail transit system at \$25 million a mile for the ten miles from the Pittsburg Bay Point BART Station to Hillcrest Avenue in Antioch. Given the nature of the system, a 20-passenger vehicle could bypass a station if that was not its destination allowing higher average speeds.

With such a system, Mr. Sinclair stated there would be more opportunities for transit oriented development (TOD), access into and out of the system, less dependency on parking at large stations, more aerial coverage, more freedom for station location to better facilitate TOD, lower cost, and high convenience. He stated that CyberTran was currently engaged in a development program. The West Contra Costa Transportation Advisory Committee (WCCTAC) had voted to support the City of Richmond and CyberTran had the support of Supervisor Gioia. He suggested that the proposal had national strategic significance. A six-minute video of how the system would work was presented to the Board at this time.

The CyberTran team responded to comments and characterized the proposed system as mini-BART, which would be grade separated, with smaller vehicles on standard gauge tracks, accommodating the same number of people per hour as BART although without the empty seat miles usually associated with BART because the cars were smaller and could be matched better to the demand. A similar system in West Virginia was referenced. It was noted that there were lesser operational costs associated with the system which was described as tax neutral with fares similar to BART. With no drivers, the system could not be implemented without meeting standard safety certifications. BART capacity performance with a lesser cost was expected.

Mr. Sinclair noted that there would be a collision avoidance system and nothing could be done that would result in an unsafe condition. He explained that there were dozens of automated people mover systems in the world. As to stations, it was noted that there would be no need for large stations. It was emphasized that it would be possible to have a building contained at a second and third floor level and be integrated with a mixed-use facility. A transportation system was proposed where one would not have to own a car given the ability of the system to cover a wide range of critical threshold convenience. The proposal was described as a technical fix to a global problem and characterized as the transportation system version of the Internet, attempting to provide an alternative to current transit; too expensive to build, too expensive to operate and not going where people wanted to go. The system was considered to be able to do what BART did not do, and to be a feeder into BART. It would not replace BART. It would enhance BART.

As to the number of miles on the ground, Mr. Sinclair stated that the initial demonstration project in the City of Richmond would be one to two miles, with a BART station potentially as the terminus. When asked, he explained that there had been a couple of studies with BART and Alameda County and the Port of Oakland and routes had been considered although no animated work had been done in Central County and East County. Tools were currently being developed to do that. He affirmed that vehicles would be able to accommodate bicycles. The proposed system was a network system that did not require transfer stations.

As to expected noise levels, Mr. Vizinou stated that a BART vehicle weighted 80,000 pounds fully loaded while the proposal system weighed 10,000 pounds and had four wheels with fewer loads. He expected that the vehicles could be quieter, particularly since the vehicles were single axel and not double axel vehicles.

Joe Weber was excited about the system given the cost factor, ease of use, and rider enhancement.

Chair Taylor suggested that the proposal could be a replacement to eBART. He supported a presentation to the Brentwood City Council and thanked the team for its presentation.

ACCEPT STAFF OR COMMITTEE MEMBERS' REPORTS

There were no Boardmember comments.

ADJOURNMENT

With no further business to come before the TRANSPLAN Committee, Chair Frazier adjourned the meeting at 8:35 P.M. to February 11, 2010 at 6:30 P.M. or other day/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

ITEM 4

ACCEPT CORRESPONDENCE

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

February 1, 2010

Mr. Erik Alm,
District Branch Chief, System Planning East
Office of System Planning, Caltrans District 4
PO Box 23660 (MS-10C)
Oakland, CA 94623-0660

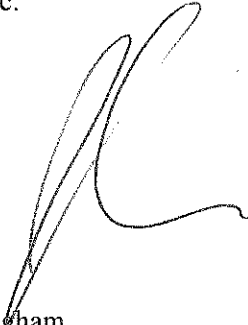
Dear Mr. Alm:

The following are TRANSPLAN comments on the current draft of the State Route 4 Corridor System Management Plan (CSMP). Thank you for the opportunity to comment on this process. **The comments below were approved by the TRANSPLAN Board on January 14, 2010.**

1. Considering the potentially serious impacts to local jurisdictions of some of the improvement packages, the TRANSPLAN Committee requests that the study sponsors consult directly with all jurisdictions along the corridor prior to initiating any improvement implementation.
2. With the finalization of the SR4 CSMP, and the acknowledgement that the primary use of the CSMP is to secure eligibility for Corridor Mobility Improvement Account funds, the Metropolitan Transportation Commission and Caltrans should explicitly state in the final document how the CSMP may be used to guide investments and plans in the future.
3. TRANSPLAN believes that there are two serious flaws with the FREQ analysis and is requesting that they be acknowledged or addressed in the CSMP:
 - a. The analysis does not analyze the effect or impact on either ramps or arterials. Absent this analysis Caltrans should provide, based on past experiences, a range of potential impacts that are reasonable to anticipate. Also please disclose how these facilities will be analyzed prior to any ramp metering implementation moving ahead.
 - b. Given that the ramps and arterials are not included in the analysis, it is likely that the benefits of ramp metering are overstated in the study material.
4. With the final document, please clearly define the purpose of the two documents provided to the TAC for review, the "Prioritized Congestion Mitigation Strategies Technical Memorandum" and the "Congestion Mitigation Strategies Technical Memorandum". The TAC was informed that while we were reviewing the core technical material for the Corridor Systems Management Plan (CSMP) this information was not "the" CSMP but rather that document would be released at some future date. CCTA staff further indicated that given the time constraints faced by the Metropolitan Transportation Commission and Caltrans that the TAC would not have an opportunity to review the CSMP. Please explain what the final CSMP will contain and how the two technical memorandums will be related to the CSMP.

5. Please be aware that TRANSPLAN included a comment on the Concord Naval Weapons Station Project Draft Environmental Impact Report that indicated that the projects listed in the CSMP should be examined as potential mitigation measures for the development of the site. TRANSPLAN would be interested if Lisa Carboni, District Branch Chief of the Caltrans Division of Local Development - Intergovernmental Review, would concur or support this comment. Ms. Carboni commented on the CNWS project and indicated that the lead agency (the City of Concord) is responsible for all project mitigation and that the projected levels of service on State Route 4 are "unacceptable".
6. Reference was made to the TAC about a funding source at MTC which is intended to be used for ramp metering in east Contra Costa County. Please provide the Committee all pertinent information on how these funds will be spent, timing, process for local consultation, source of the funds, etc.

Sincerely,



John Cunningham
TRANSPLAN Staff

Copy:

M. Engelmann, Contra Costa Transportation Authority
B. Neustadter, TRANSPAC
TRANSPLAN
A. Yee, MTC

G:\Transportation\Committees\Transplan\2010\letters\Feb-2010\CSMP_letter.doc



COMMISSIONERS: *Maria Viramontes, Chair* *Robert Taylor, Vice Chair* *Janet Abelson* *Newell Arnerich* *Ed Balico*
Susan Bonilla *David Durant* *Federal Glover* *Jim Frazier* *Mike Metcalf* *Julie Pierce*

TO: Barbara Neustadter, TRANSPAC Christina Atienza, WCCTAC
 Andy Dillard, SWAT Jaimee Bourgois, TVTC
 John Cunningham, TRANSPLAN Leah Greenblat, LPMC/SWAT (TAC)

FROM: Paul Maxwell, Interim Executive Director

DATE: January 22, 2010

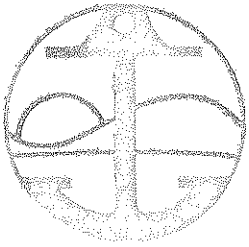
SUBJECT: **Items approved by the Authority on January 20, 2010, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its January 20, 2010 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Bay Area Rapid Transit District (BART) Request for Appropriation of Funds for Station Access Improvements.** BART is requesting for appropriations for a total of \$5,507,000 for Design and Construction of Wayfinding Systems and Bicycle Storage Facilities at four Central County and three West County BART stations. **Resolutions No. 10-2-P; 10-3-P; 10-4-P; 10-5-P.** *Approved by the Authority.*
- 2. Approval to Distribute the Final Measure C and Initial Measure J Calendar Year (CY) 2008 & 2009 Growth Management Program (GMP) Compliance Checklist for Allocation of Fiscal Year (FY) 2009-10 and 2010-11 Local Street Maintenance and Improvement Funds.** Staff has prepared the final Measure C and Initial Measure J CY 2008 & 2009 GMP Checklist for release to local jurisdictions in January 2010. Jurisdictions will have until June 30, 2011 to submit the checklist, which covers payment of Measure C Local Street Maintenance and Improvement (LSM) Funds for FY 2009-10 and FY 2010-11 available after July 1, 2011. *Approved by the Authority.*
- 3. The Authority's Measure J Urban Limit Line Requirement: Policy Response to Questions Raised by Save Mount Diablo.** In its letter of November 12, 2009 to the Authority, *Save Mount Diablo* raised three questions regarding local jurisdiction compliance with the Measure J Urban Limit Line (ULL) requirement. *The Authority agreed to defer action on the consideration of additional ULL processes and criteria until the full Measure J GMP Implementation Documents are brought before the Planning Committee in spring 2010.*
- 4. SB375 Implementation: Acceptance "In concept" of Proposed Scope of Work, Update on Guiding Principles, and Appointments to the Joint Policy Committee CEO and Working Group Committees:** Authority staff has worked jointly with staff from MTC/ABAG, and the Contra Costa Planning Directors, to develop an implementation plan for SB 375, which requires development of a Sustainable Communities Strategy (SCS) by 2013, for incorporation into the next Regional Transportation Plan (RTP). *The Authority adopted the "In Concept" proposed Scope of Work for SB 375 Implementation, accepted staff report on status of development of the*

Guiding Principles and approved the appointments to the JPC CEO and Working Group Committees.

5. **Receive Final Report on the I-680 HOV/Express Bus Access Study.** Regional Measure 2 (RM-2) set aside \$15 million for HOV improvements on I-680 in central Contra Costa, with up to one million of the funds to be used to develop options and recommendations for providing Express Bus service on the I-680 HOV lane south of the Benicia-Martinez Bridge to connect to BART. The I-680 HOV/Express Bus Access Study has been completed by the CH2M Hill consultant team. In October 2009, the study was accepted by CCCTA (County Connection), the designated study lead agency in the RM-2 legislation. **Resolution No. 10-01-G.** *The Authority approved the study recommendation to select the I-680 Southbound HOV Gap Closure Project from N. Main to Livorna road as the preferred alternative for funding by available RM2 funds.*



City of Pittsburg

65 Civic Avenue • Pittsburg, California 94565

CONTRA COSTA

2010 JAN 28 P 2:36

DEPARTMENT OF CONSERVATION
RECREATION

January 27, 2010

Transplan
651 Pine Street, 4th Floor
Martinez, CA 94553

To Whom It May Concern:

Please be advised that effective December 21, 2009, the Council Members assignments to your organization are as follows:

Council Member Will Casey
Council Member Ben Johnson (Alternate)

Please make the necessary changes within your office to ensure that these Council Members receive any meeting agendas, publications, or information in general which they will require to facilitate meetings with your organization. All correspondence should be addressed to 65 Civic Avenue, Pittsburg, CA 94565.

If you have any questions, please do not hesitate to contact me at 925-252-4870.

Sincerely,

Alice E. Evenson
City Clerk

/a

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

February 1, 2010

Mr. Paul Maxwell, Interim Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Hercules

RE: WCCTAC Meeting Summary

Pinole

Dear Mr. Maxwell:

At its January 29, 2010 meeting, the WCCTAC Board took the following actions that may be of interest to the Authority:

Richmond

1) Re-elected Maria Viramontes as Chair, Roy Swearingen as Vice-Chair, and Janet Abelson as CCTA even-year representative.

2) Formed ad hoc subcommittees to develop as appropriate a West County position on CCTA's proposed Guiding Principles for SB 375 Implementation, and to guide the development of an Agency Strategic Plan and an update to the Subregional Transportation Mitigation Fee Program (STMP) Strategic Plan.

San Pablo

3) Received an update on WCCTAC and CCTA staff's efforts to provide assistance to Richmond in their efforts to reduce the City's General Fund subsidy to their paratransit program, which in part is funded with Measure J.

4) Received a presentation from Caltrans on construction and detour plans for the I-80 eastbound HOV lane.

Contra Costa County

5) Received a presentation and approved comments on the proposed recommendations under the SR 4 Corridor System Management Plan, including identification of the need to further study transit expansion alternatives, the impacts on local streets of the proposed strategies, and cooperative funding strategies for major projects.

6) Received a presentation and approved comments on the proposed Measure J General Plan Amendment Review Process.

AC Transit

7) Approved preparation of a Caltrans Transportation Planning Grant application for the West County Community-Based Transportation Plan; and authorized staff to request from CCTA the allocation of Measure J Program 28b, West County's Subregional Transportation Needs, in the amount of \$18,750 to fulfill local match requirements for the grant application. The CBTP will define sub-regional transportation needs and strategies for strengthening transportation-land use coordination within the sub-region by knitting together various general, specific, and priority development area plans. The study would also conceptually consider wBART and other major transportation expansion projects.

BART

WestCAT

Sincerely,



Christina M. Atienza
Executive Director

cc: Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; John Cunningham, TRANSPLAN; Amy Dillard, SWAT



CONTRA COSTA
**transportation
 authority**

COMMISSIONERS:

January 28, 2010

Maria Viramontes,
 Chair

Ted Droettboom
 Regional Planning Program Director

Robert Taylor,
 Vice Chair

Joint Policy Committee
 Joseph P. Bort Metro Center

Janet Abelson

101 Eighth Street
 Oakland, CA 94607-4750

Newell Americh

Ed Balico

RE: Assignments to the SB 375 CEO and JPC Working Group Committee

Susan Bonilla

Dear Mr. Droettboom,

David Durant

Federal Glover

At its January 20, 2010 Board Meeting, the Authority approved the following appointments to the SB375 Committees. In addition, the City Managers and the Planning Directors of Contra Costa have made their appointments as shown below:

Jim Frazier

Mike Metcalf

Julie Pierce

CEO Committee

- **CMA Staff** - Paul Maxwell, Interim Executive Director, CCTA. Following the selection of a new Executive Director for CCTA, the Authority's appointment to the CEO Committee will automatically shift from the Interim Executive Director to the new Executive Director.
- **City Managers** -The Public Managers Association of Contra Costa assigned, on a rotational basis:
 - Steven Falk, City of Lafayette
 - Phillip Vince, City of Martinez
 - Jim Jakel, City of Antioch

Paul Maxwell, P.E.
 Interim
 Executive Director

JPC Working Group

- **CMA Staff** - Martin Engelmann, Deputy Executive Director Planning, CCTA.
- **Planning Directors** -The Planning Directors of Contra Costa assigned, on a rotational basis:
 - West County: Avanindra Gangapuram, City of San Pablo
 - Central County: Victoria Walker, City of Walnut Creek
 - SWAT: Debbie Chamberlain, City of San Ramon
 - East: Tina Wehrmeister, City of Antioch

3478 Buskirk Ave.
 Suite 100

Pleasant Hill
 CA 94523

PHONE:
 925/ 256-4700

FAX:
 925/ 256-4701

<http://www.ccta.net>

Ted Droettboom
January 28, 2010
Page 2

- o County: Patrick Roche, Contra Costa County, Conservation & Development

We look forward to working with you. Please contact me or Martin Engelmann of my staff if you have any questions or concerns. Diane Bodon, Planning Assistant at CCTA, will provide contact information under separate cover.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Maxwell". The signature is fluid and cursive, with a large initial "P" and "M".

Paul Maxwell, P.E.
Interim Executive Director

cc: Martin Engelmann, CCTA
Public Managers Association, Contra Costa
Planning Directors, Contra Costa
Paul Fassinger, ABAG
Christy Riviere, ABAG
Doug Kimsey, MTC

File: 13.03.07.06

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 28, 2010

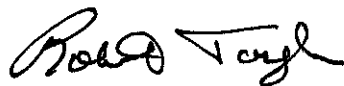
Mayor Guy S. Bjerke
Concord City Council
Local Reuse Authority
City of Concord
1950 Parkside Drive
MS / 56
Concord, CA 94519

Dear Mayor Bjerke,

It is the understanding of the TRANSPLAN Committee that Local Reuse Authority (LRA) will discuss the Final Environmental Impact Report (FEIR) and the Reuse Plan at their February 9 and February 23, 2009 meetings and that the LRA may certify/adopt at either meeting. I am requesting that the LRA consider delaying both actions until the meeting on the 23rd. This would allow TRANSPLAN to discuss the FEIR at our February 11th meeting and provide a response if warranted.

As the Chair of TRANSPLAN, which represents the transportation related interests of all East Contra Costa jurisdictions, I wish to thank you for considering this request and our comments on this exciting project.

Sincerely,



Robert Taylor
TRANSPLAN Committee Chair

Copy:
TRANSPLAN
TRANSPLAN TAC
Michael Wright, City of Concord

G:\Transportation\Committees\Transplan\2010\letters\CNWS-FEIR.doc

Measure J Draft - Estimated FY 2009-10 Distribution of 18% Funds to Local Jurisdictions for Street Maintenance

Distribution becomes available after **June 30, 2010** based upon actual sales tax revenues; payments are made subject to Authority approval of growth management checklist

Table I - Summary of Total Sales Tax Revenues Available to Distribution

Total Budgeted Revenues *	\$64,300,000
18% of Budgeted Revenues	\$11,574,000
Plus Local Street Funds adjustment from previous year	\$0
Budget Allocation	\$11,574,000

Table II - Distribution of Available Funds to Cities and Contra Costa County

	Initial Allocation (A) **	Population as of January 2008	% of Total Population	Allocation Based on Population (B)	Road Mileage as of January 2007 Report	% of Total Road Mileage	Allocation Based on Road Mileage (C)	Total LSM 18% Allocation (D)=(A)+(B)+(C)
Antioch	\$100,000	100,361	9.54%	\$ 456,823	229.1	7.59%	\$ 363,530	\$ 920,353
Brentwood	\$100,000	50,614	4.81%	\$ 230,384	66.6	2.21%	\$ 105,702	\$ 436,086
Clayton	\$100,000	10,784	1.03%	\$ 49,086	42.0	1.39%	\$ 66,659	\$ 215,745
Concord	\$100,000	123,776	11.77%	\$ 563,401	338.7	11.23%	\$ 537,556	\$ 1,200,957
County	\$100,000	173,573	16.50%	\$ 790,068	656.5	21.77%	\$ 1,041,948	\$ 1,932,016
Danville	\$100,000	42,629	4.05%	\$ 194,036	140.8	4.67%	\$ 223,467	\$ 517,503
El Cerrito	\$100,000	23,320	2.22%	\$ 106,147	73.0	2.42%	\$ 115,860	\$ 322,007
Hercules	\$100,000	24,324	2.31%	\$ 110,719	52.3	1.73%	\$ 83,007	\$ 293,726
Lafayette	\$100,000	23,962	2.28%	\$ 109,072	93.2	3.09%	\$ 147,918	\$ 356,990
Martinez	\$100,000	36,144	3.44%	\$ 164,520	111.7	3.70%	\$ 177,282	\$ 441,802
Moraga	\$100,000	16,138	1.53%	\$ 73,457	53.0	1.76%	\$ 84,117	\$ 257,574
Oakley	\$100,000	33,210	3.16%	\$ 151,164	117.1	3.88%	\$ 185,850	\$ 437,014
Orinda	\$100,000	17,542	1.67%	\$ 79,847	92.8	3.08%	\$ 147,286	\$ 327,133
Pinole	\$100,000	19,193	1.83%	\$ 87,363	53.0	1.76%	\$ 84,117	\$ 271,480
Pittsburg	\$100,000	63,652	6.05%	\$ 289,728	138.5	4.59%	\$ 219,814	\$ 609,542
Pleasant Hill	\$100,000	33,377	3.17%	\$ 151,925	117.0	3.88%	\$ 185,693	\$ 437,618
Richmond	\$100,000	103,577	9.85%	\$ 471,462	264.1	8.76%	\$ 419,159	\$ 990,621
San Pablo	\$100,000	31,190	2.97%	\$ 141,968	48.9	1.62%	\$ 77,612	\$ 319,580
San Ramon	\$100,000	59,002	5.61%	\$ 268,565	143.1	4.74%	\$ 227,119	\$ 595,684
Walnut Creek	\$100,000	65,306	6.21%	\$ 297,258	184.8	6.13%	\$ 293,299	\$ 690,557
Total	\$2,000,000	1,051,674	100.00%	\$ 4,787,000	3,016.2	100.00%	\$ 4,787,000	\$ 11,574,000

Sources:

Population: DoF website: <http://www.dof.ca.gov/HTML/DEMOGRAP/ReportsPapers/Estimates/E1/E-1text.asp>

Road Miles: 2007 Caltrans California Public Road Data at <http://www.dot.ca.gov/hq/tsip/hpms/data/library.php> (Page 20)

*Based upon FY 09-10 Original Budget, subject to change based on revisions to population, road mileage and actual receipts received.

CY 2008 2009 GMP Checklist Contact List

First	Last	Agency	Title	Street	City	State	Zip Code	Email	Checklist Prepared by
Christine	Wehrmeister	City of Antioch	Community Development Director	PO Box 5007	Antioch	CA	94531-5007	cwehrmeister@ci.antioch.ca.us	X
Joe	Brandt	City of Antioch	Interim City Engineer	P.O. Box 5007	Antioch	CA	94531-5007	jbrandt@ci.antioch.ca.us	
Pat	Scott	City of Antioch	Public Works Director	P.O. Box 5007	Antioch	CA	94531-5007	pscott@ci.antioch.ca.us	
Jim	Jakel	City of Antioch	City Manager	P.O. Box 5007	Antioch	CA	94531-5007	jjakel@ci.antioch.ca.us	
Steve	Kersevan	City of Brentwood	Traffic Engineer	708 3rd St	Brentwood	CA	94513	skersevan@ci.brentwood.ca.us	X
Donna	Landeros	City of Brentwood	City Manager	708 Third St	Brentwood	CA	94513-1396	dlanderos@ci.brentwood.ca.us	
David	Woltering	City of Clayton	Community Development Director	6000 Heritage Trail	Clayton	CA	94517	dwoltering@ci.clayton.ca.us	X
Rick	Angrisani	City of Clayton	City Engineer	6000 Heritage Trail	Clayton	CA	94517	ricka@permcoengineering.com	
Gary	Napper	City of Clayton	City Manager	6000 Heritage Trail	Clayton	CA	94517-1250	gnapper@ci.clayton.ca.us	
Alex	Pascual	City of Concord	Director of Public Works & Engineering	1957 Parkside Dr	Concord	CA	94520	alex@ci.concord.ca.us	
Phillip	Woods	City of Concord	Principal Planner	1950 Parkside Dr, Ste 53	Concord	CA	94553	pwoods@ci.concord.ca.us	
Ray	Kuzbari	City of Concord	Transportation Manager	1950 Parkside Drive	Concord	CA	94519	ray.kuzbari@ci.concord.ca.us	X
Dan	Keen	City of Concord	City Manager	1950 Parkside Drive	Concord	CA	94519-2578	daniel.keen@ci.concord.ca.us	
Jeri	Ram	City of Dublin	Planning Manager	100 Civic Plaza	Dublin	CA	94568	jeri.ram@ci.dublin.ca.us	
Yveteh	Ortiz	City of El Cerrito	Engineering Manager	10890 San Pablo Ave	El Cerrito	CA	94530-2392	yoritz@ci.el-cerrito.ca.us	X
Jennifer	Carman	City of El Cerrito	Planning Manager	10890 San Pablo Ave	El Cerrito	CA	94530-2392	jcarman@ci.el-cerrito.ca.us	
Scott	Hanin	City of El Cerrito	City Manager	10940 San Pablo Ave.	El Cerrito	CA	94530-2392	shanin@ci.el-cerrito.ca.us	
Dennis	Tagashira	City of Hercules	Planning Director	111 Civic Dr	Hercules	CA	94547	dtagashira@ci.hercules.ca.us	X
Erwin	Blancaflor	City of Hercules	Public Works Director/Assoc. City Engineer	111 Civic Dr	Hercules	CA	94547	eblancaflor@ci.hercules.ca.us	
Stephen	Lawton	City of Hercules	Economic Development Director	111 Civic Dr	Hercules	CA	94547	slawton@ci.hercules.ca.us	
Nelson	Oliva	City of Hercules	City Manager	111 Civic Drive	Hercules	CA	94547	noliva@ci.hercules.ca.us	
Niroop	Srivatsa	City of Lafayette	Planning Services Manager	3675 Mt. Diablo Blvd.	Lafayette	CA	94549-1968	nsrivatsa@ci.lafayette.ca.us	
Leah	Greenblat	City of Lafayette	Transportation Planner	3675 Mt. Diablo Blvd.	Lafayette	CA	94549-1968	lgreenblat@ci.lafayette.ca.us	
Ron	Lefler	City of Lafayette	Public Works Manager	3675 Mt. Diablo Blvd.	Lafayette	CA	94549	rlefler@lovelafayette.org	
Steven	Falk	City of Lafayette	City Manager	3675 Mt. Diablo Blvd., Ste. 210	Lafayette	CA	94549-1968	sfalk@lovelafayette.org	
Albert	Lopez	City of Martinez	Planning Development Director	525 Henrietta St	Martinez	CA	94553	alopez@cityofmartinez.org	
Karen	Majors	City of Martinez	Assistant City Manager/Community & Economic Development	525 Henrietta Street	Martinez	CA	94553	kmajors@cityofmartinez.org	
Terry	Blount	City of Martinez	Planning Manager	525 Henrietta Street	Martinez	CA	94553-2394	tblount@cityofmartinez.org	X
Phillip	Vince	City of Martinez	City Manager	525 Henrietta St	Martinez	CA	94553-2337	pvince@cityofmartinez.org	
Jason	Vogan	City of Oakley	City Engineer	3231 Main St.	Oakley	CA	94561	vogan@ci.oakley.ca.us	X
Rebecca	Willis	City of Oakley	Community Development Director	3231 Main Street	Oakley	CA	94561	Willis@ci.oakley.ca.us	
Bryan	Montgomery	City of Oakley	City Manager	3231 Main Street	Oakley	CA	94561	montgomery@ci.oakley.ca.us	
Charles	Swanson	City of Orinda	Director of Public Works	22 Orinda Way	Orinda	CA	94563	cswanson@cityoforinda.org	
Emily	Hobdy	City of Orinda	Senior Accountant	22 Orinda Way	Orinda	CA	94563	ehobdy@cityoforinda.org	
Janice	Carey	City of Orinda	City Engineer	22 Orinda Way	Orinda	CA	94563	jcarey@ci.orinda.ca.us	
Emmanuel	Ursu	City of Orinda	Planning Director	22 Orinda Way	Orinda	CA	94563	eursu@cityoforinda.ca.us	X
Monica	Pacheco	City of Orinda	Assistant to City Manager/Management Analyst	22 Orinda Way	Orinda	CA	94563	mpacheco@ci.orinda.ca.us	
Janet	Keeter	City of Orinda	City Manager	22 Orinda Way	Orinda	CA	94563	jkeeter@ci.orinda.ca.us	
Anne	Hersch	City of Pinole	Associate Planner	2131 Pear Street	Pinole	CA	94564	Ahersch@ci.pinole.ca.us	X
Dean	Allison	City of Pinole	Public Works Director	2131 Pear Street	Pinole	CA	94564	dallison@ci.pinole.ca.us	
Belinda	Espinosa	City of Pinole	City Manager	2131 Pear Street	Pinole	CA	94564-1716	bespinosa@ci.pinole.ca.us	
Joe	Sbranti	City of Pittsburg	Director of Engineering and Building	65 Civic Ave	Pittsburg	CA	94565	jsbranti@ci.pittsburg.ca.us	
Paul	Reinders	City of Pittsburg	Sr. Civil Engineer	65 Civic Ave	Pittsburg	CA	94565	preinders@ci.pittsburg.ca.us	X
Matt	Rodriguez	City of Pittsburg	Public Works Director	65 Civic Ave	Pittsburg	CA	94565	mrodriguez@ci.pittsburg.ca.us	
Marc	Grisham	City of Pittsburg	City Manager	65 Civic Ave.	Pittsburg	CA	94565	mgrisham@ci.pittsburg.ca.us	
Eric	Hu	City of Pleasant Hill	Associate Traffic Engineer	100 Gregory Ln	Pleasant Hill	CA	94523	Ehu@ci.pleasant-hill.ca.us	X
Steve	Wallace	City of Pleasant Hill	Public Works/Comm. Dev. Dir.	100 Gregory Lane	Pleasant Hill	CA	94523	swallace@ci.pleasant-hill.ca.us	
June	Catalano	City of Pleasant Hill	City Manager	100 Gregory Ln	Pleasant Hill	CA	94523-3323	jcatalano@ci.pleasant-hill.ca.us	
Jonelyn	Whales	City of Richmond	Senior Planner	1401 Marina Way South	Richmond	CA	94084	jonelyn_whales@ci.richmond.ca.us	X
Steve	Duran	City of Richmond	Executive Director, Community and Economic Development	1401 Marina Way South	Richmond	CA	94084	steve_duran@ci.richmond.ca.us	
William	Lindsay	City of Richmond	City Manager	1401 Marina Way S.	Richmond	CA	94804	bill_lindsay@ci.richmond.ca.us	
Adele	Ho	City of San Pablo	Public Works Director	One Alvarado Square	San Pablo	CA	94806	adeleh@ci.san-pablo.ca.us	X
Avan	Gangapuram	City of San Pablo	Planning Manager	One Alvarado Square	San Pablo	CA	94806	avang@ci.san-pablo.ca.us	
Brock	Arner	City of San Pablo	City Manager	One Alvarado Square	San Pablo	CA	94806	brocka@ci.san-pablo.ca.us	

CY 2008 2009 GMP Checklist Contact List

First	Last	Agency	Title	Street	City	State	Zip Code	Email	Checklist Prepared by
Debbie	Chamberlain	City of San Ramon	Planning Services Manager	2222 Camino Ramon	San Ramon	CA	94583	dchamberlain@sanramon.ca.gov	
Lisa	Bobadilla	City of San Ramon	Transportation Manager	3180 Crow Canyon Place, Ste. 145	San Ramon	CA	94583	lbobadilla@sanramon.ca.gov	X
Maria	Robinson	City of San Ramon	Interim Eng. Serv. Div. Mngr.	3180 Crow Canyon Place, Suite 140	San Ramon	CA	94583	mrobinson@sanramon.ca.gov	
Mike	Talley	City of San Ramon	Senior Civil Engineer - Transportation	3180 Crow Canyon Pl. Ste. 140	San Ramon	CA	94583	mtalley@sanramon.ca.gov	
Herb	Moriz	City of San Ramon	City Manager	2222 Camino Ramon	San Ramon	CA	94583-1372	hmoriz@sanramon.ca.gov	
Andrew	Smith	City of Walnut Creek	Senior Planner/ Code Enforcement Supervisor	1666 North Main Street	Walnut Creek	CA	94596	ASmith@walnut-creek.org	
Jeremy	Lochirco	City of Walnut Creek	Senior Planner	1666 North Main Street	Walnut Creek	CA	94596	Lochirco@walnut-creek.org	X
Rafat	Raie	City of Walnut Creek	Traffic Engineer/ Transportation Manager	P.O. Box 8039	Walnut Creek	CA	94596	raie@ci.walnut-creek.ca.us	
Gary	Pokorny	City of Walnut Creek	City Manager	1666 North Main Street	Walnut Creek	CA	94596	pokorny@walnut-creek.org	
David	Twa	Contra Costa County	County Administrator	651 Pine St., 11th Floor	Martinez	CA	94553-2337	dtwa@cao.cccounty.us	
John	Cunningham	Contra Costa County	Senior Transportation Planner	651 Pine St., 4th Fl. N. Wing	Martinez	CA	94553	jcunn@cd.cccounty.us	X
Steven	Goetz	Contra Costa County	Deputy Director- Transportation Planning	651 Pine St., 4th Fl. N. Wing	Martinez	CA	94553	sgoet@cd.cccounty.us	
Andy	Dillard	Town of Danville	Traffic Engineering Associate	510 La Gonda Way	Danville	CA	94526	adillard@ci.danville.ca.us	X
Steven	Lake	Town of Danville	Development Services Director/Civil Engineer	510 La Gonda Way	Danville	CA	94526	slake@ci.danville.ca.us	
Joe	Calabrigo	Town of Danville	Town Manager	510 La Gonda Way	Danville	CA	94526-1722	calabrigo@ci.danville.ca.us	
Marcia	Somers	Town of Danville	Assistant Town Manager	510 LaGonda Way	Danville	CA	94526-1722	msomers@ci.danville.ca.us	
Rochelle	Flotten	Town of Danville	Assistant to Town Manager	510 LaGonda Way	Danville	CA	94526-1722	rflotten@ci.danville.ca.us	
Lori	Salamack	Town of Moraga	Planning Director	P.O. Box 188	Moraga	CA	94556	lsalamack@moraga.ca.us	X
Michael	Segrest	Town of Moraga	Town Manager	P.O. Box 188	Moraga	CA	94556	msegrest@moraga.ca.us	
Barbara	Neustadter	TRANSPAC	RTPC Manager	296 Jayne Ave.	Oakland	CA	94610	bantrans@sbglobal.net	
Christina	Atienza	WCCTAC	Executive Director	13831 San Pablo Ave	San Pablo	CA	94806	christinaa@ci.san-pablo.ca.us	
Victor	Carniglia		Consultant for the City of Antioch	P.O. Box 5007	Antioch	CA	94531-5007	vcarniglia@ci.antioch.ca.us	

ITEM 5
Accept Recent News Articles

Complete Listings, Coupons and More!

Click to read this week's full ePress editions

the
press.net
Your Hometown Web Site

ANTIOCH PRESS
BRENTWOOD PRESS
OAKLEY PRESS
DISCOVERY BAY PRESS

home news sports opinion features living calendar community voice business directory classifieds multimedia my content

sign in

Keller: city's preferred eBART station is dead

by Dave Roberts

Feb 02, 2010 | 218 views | 2 | 2 | |



Artist's rendition of an eBART train.
Image courtesy of EBBC.org

The Hillcrest eBART station location preferred by Antioch officials because it would accommodate transit-oriented development (TOD) is dead due to lack of funding for its \$50 million additional cost, BART Board Director Joe Keller told the Antioch City Council last week.

"Metropolitan Transportation Commission officials said pretty definitively they are not in a position to fund the median east station," Keller told the council. "I know that's not the news you wanted to hear. But I thought it was important for you to hear that."

The good news is that there is enough funding for an eBART station in the Highway 4 median about 1,200 feet east of the Hillcrest Avenue interchange. It would still accommodate nearby development of townhouses and businesses, but not as much as city officials' preferred location in the highway median 700 feet farther east.

That station would allow for 54 percent more residential units, 130 percent more retail space and 32 percent more office space, according to a recent study. Although nearly 400 additional daily eBART trips would be generated at that station site, they "may not be worth the additional costs, which amount to approximately \$130,000 for each additional daily trip," the study concludes.

The extra \$50 million cost is due to the need to construct under the highway a twice-as-long, twice-as-wide, less curved tunnel containing two eBART tracks that would require a ventilation system and a retaining wall in the hillside, according to Rick Radtree, engineering project manager for eBART. The tunnel for the station closer to Hillcrest will be built as part of the Highway 4 widening project.

Although council members had received the study last month with the bad news about their preferred station location, they were disappointed to hear it declared all but dead (in the absence of a sudden \$50 million windfall from a source such as federal stimulus funding).

"This is Antioch's last chance to do something really great," said Councilman Reggie Moore. "It's the last big (piece) of land we can build on and create a TOD community. The people of Antioch deserve that opportunity to build something close to the highway as we look out 15 to 20 years. We should find the funding partners to put this together. Once you start a project, funding sources seem to open up."

Moore's last sentence echoed Keller, who earlier said that although the \$462 million funding has been secured to construct the 10-mile eBART line from the Bay Point BART Station to Hillcrest Avenue, not all of the money might be available when it's needed. As a result, some of the funds will need to be borrowed, resulting in \$15 million in financing costs that had not been originally estimated. But he's hopeful that the funding situation will work out, and is eager to award a \$20 million contract in May to build the transfer station between the BART and eBART lines.

"That's a critical part of linking eBART to BART," said Keller. "We need to get that contract in the

BOARDWALK GRILL

Waterfront Dining
at the Discovery Bay Marina

- Catering Available
- Private Events

Open Daily at 11am
Breakfast served Sat & Sun 8-noon
Happy Hour Mon-Fri 4-7pm
513-2499 • 5879 Marina Road, Discovery Bay
For upcoming events and special offers, please visit our website:
www.boardwalkgrill.net

ADTECH

Display Video • Mobile Solution for Ad Serving

LEARN MORE

- Real time management and reporting
- Campaigns launch immediately
- See results instantly

Display

Allstate

DRIVERS WHO SWITCHED
SAVED \$396
A YEAR ON AVERAGE

QUOTE NOW

market place. We want to take advantage of the bidding environment, which is significantly below what it's been in the past. Once you actually start a transit project, somehow the regional funding is located to finish it. We need to start the eBART project so we can claim truthfully that we have a project and that it's for real and we intend to complete the project."

The transfer station construction is expected to take about two years. Laying the track and building the stations at Railroad and Hillcrest avenues will take place at the same time the highway is widened from Loveridge Road to Hillcrest Avenue. Both projects are scheduled to be completed in 2015.

In other action at the Jan. 26 council meeting, residents continued the debate begun in November over whether the city should form a police oversight board. Oversight advocates argue that lawsuits charging racial harassment by the police are costing the city too much money and civilian oversight is needed to rein in bad cops. Opponents argue that an oversight board would hamstring police in their law enforcement efforts and that the lawsuits filed against them are frivolous and politically motivated.

Moore, who had strongly advocated forming the oversight board in November, has been silent since then, as have the other council members on the advice of City Attorney Lynn Tracy Nerland due to the current litigation against the city filed by Bay Area advocacy groups on behalf of five African-American women. "Regardless of whether the plaintiffs' lawyers are directly involved in the effort to initiate debate over police oversight, there is no doubt that they would welcome it and use it to argue that their claims are now somehow valid," said Nerland.

Later in the meeting, the council discussed changing the format of the periodic Quality of Life forums from that of city updates followed by open discussion to ones that focus on specific topics such as public safety, earthquake preparedness, foreclosures and the environment. Mayor Jim Davis said he wants to avoid ongoing public discussions about issues that are in litigation. Speakers at previous forums have raised the issue of racial harassment by police. Davis and Moore agreed to meet as an ad hoc committee to discuss the format, topics, date and location of the next forum.

Share This Article:

[Delicious](#) [Digg](#) [Buzz up!](#) [reddit](#) [Facebook](#) [LinkedIn](#)
[Twitter](#) [StumbleUpon](#) [Mixx it!](#) [Fark](#) [Newsvine](#)

similar stories

- [Piepho: eBART is back on track](#) | 2 years ago
- [Study: East Hillcrest eBART option iffy](#) | 1 month ago
- [Hillcrest eBART station approved](#) | 9 months ago
- [\\$150M bond to fix eBART shortfall](#) | 2 years ago
- [eBART plan slowed but still on track](#) | 3 years ago

post a comment

comments (2)

« [GNewsom wrote on Wednesday, Feb 03 at 09:32 AM](#) »

When will BART officials understand that building stops on highway medians is why BART is so underutilized? Public transit can't simply duplicate the services of cars and highways -- it has to do a markedly better job of getting people where they are trying to get to, or people won't use it.

The San Francisco Planning and Urban Research Association had an excellent article on this topic this January:
http://spur.org/publications/library/article/learning_metrorail

BART board, make BART better!

« [John E. Gibbons wrote on Tuesday, Feb 02 at 01:05 PM](#) »

CALIFORNIA
BANNER
AD
NETWORK
ONLINE!
CALIFORNIA NEWSPAPER
PUBLISHERS ASSOCIATION

It's a New Year so Start Fresh!
Check Your 2010 Credit Score Now!

Excellent	750 - 840
Good	660 - 749
Fair	620 - 659
Poor	340 - 619

Find out INSTANTLY!

FreeScore.com

ITEM 6

ACCEPT MAJOR PROJECTS STATUS REPORT

TRANSPLAN: Major East County Transportation Projects

State Route 4 Widening ~ State Route 4 Bypass

State Route 239 ~ eBART

Monthly Status Report: February 2010

Information updated from previous report is in underlined italics.

State Route 4 Widening

A. SR4 Widening: Railroad Avenue to Loveridge Road

Lead Agency: CCTA

Project Description: The project widened the existing highway from two to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately ¾ mile west of Loveridge Road and provided a median for future transit.

Current Project Phase: Landscaping.

Project Status: Landscaping of the freeway mainline started in December 2009 and is expected to be completed by August 2010. The initial mainline landscape construction will be followed by a three-year plant establishment period.

Issues/Areas of Concern: None.

B. SR4 Widening: Loveridge Road to Somersville Road

Lead Agency: CCTA

Project Description: The project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) between Loveridge Road and Somersville Road. The project provides a median for future mass transit. The environmental document also addresses future widening to SR 160.

Current Project Phase: Construction of Team Track, Utility Relocation and mainline construction.

Project Status: The mainline construction project was advertised on October 26, 2009, bid opening has been re scheduled for February 10, 2010 due to the issuance of a large addendum for additional eBART items of work. Construction is anticipated to start in April 2010. The construction management team is in place and a field office has been secured with a lease option to extend for use as other SR4 projects come "on line".

The construction of the gas line is complete. The electrical transmission line is complete except for two western poles/foundations. This work is dependent upon electrical distribution progressing with the underground and overhead operations. Electrical distribution line relocation has also started and should be complete by late February.

The team track construction contract is largely complete. UPRR inspection should occur in January 2010 and punch list items/acceptance following in February 2010. The contractor finished work at the Loveridge interchange location on a few minor items associated with the mainline work and may complete a few more small items of work ahead of the mainline contract.

Issues/Areas of Concern: None

C. SR4 Widening: Somersville Road to SR 160

Lead Agency: CCTA

Project Description: This project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) from Somersville Road to Hillcrest Avenue and then six lanes to SR 160, including a wide median for transit. The project also includes the reconstruction of the Somersville Road Interchange, Contra Loma/L Street Interchange, G Street Overcrossing, Lone Tree Way/A Street Interchange, Cavallo Undercrossing and the Hillcrest Avenue Interchange.

Current Project Phase: Right of Way Acquisition, Utility Relocation & Final Design.

Project Status: The final design (PS&E) for this project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160. Monthly design coordination meetings are on-going with Caltrans, City of Antioch and PG&E.

Segment 1 design is nearing completion. 100% PS&E documents were transmitted to Caltrans for review in early December. Once District 4 approves the documents, they normally would have been sent to Caltrans Headquarters in Sacramento for final review prior to advertisement. However, District 4 has obtained delegation approval from Headquarters to perform final review before advertising which should accelerate the overall project schedule. Concurrently, final right of way acquisition activities are proceeding on all parcels. PG&E utility relocations needed in advance of the freeway construction project are under construction. The construction contract for Segment 1 remains on schedule, with anticipated advertisement for contractor bids by summer 2010.

95% PS&E documents were submitted to Caltrans in September 2009 for Segment 3A and in October for Segment 2. The design teams for both of these Segments are currently working on their 100% submittal documents. Right of way sufficiency approval was received from Caltrans for both segments and right of acquisition is proceeding. Some full take parcels have already been acquired in both segments. PG&E is working on design of all utility relocations necessary for these segments as well.

Segment 3B, the Hillcrest Interchange area, was delayed pending resolution of issues related to the future transit station. Most of those issues have been resolved. The design team is proceeding on an alternative to construct the ultimate interchange at Hillcrest Avenue, while still retaining the existing bridge structures.

Two construction management firms have been retained to provide constructability/bidability reviews prior to advertising the projects for construction. These firms will assist the designers with any construction related issues. Staff is currently working towards establishing a team that will provide corridor-wide public relations and traffic management services and ensure that there are no schedule conflicts between each construction contract and ramp/lane closures.

Issues/Areas of Concern: Allocation of state funding continues to be a concern for the SR 4 projects. If STATE funds are delayed, the overall project schedule may be compromised. The delay of the freeway project will affect construction of eBART, which will run in the newly constructed median of SR4.

STATE ROUTE 4 BYPASS PROJECT

Segment 1

Right-of-way acquisition is essentially complete. The only remaining parcel to acquire is the parcel at that is being leased from the Contra Costa County Flood Control Department, with a final payment due by November 30, 2009. Construction has been completed and closed out.

Segment 2

Current activities on Segment 2 are being funded with Measure J funds and are presented below by phase.

Sand Creek Interchange Phase I Stage I - Intersection Lowering Project (Construction /CM)

The project has been completed and closed out.

Sand Creek Interchange Phase I, Stage 2 - Final Design

Design is essentially complete and the schedule is presented below. The project could be advertised anytime at this point, subject to available funding. Based on recent discussions with Brentwood staff and the Bridal Gate developer, there appears to be an opportunity to save approximately 10-15% (\$3-4 million) on construction of this project if it can be successfully delivered prior to or in conjunction with the extension of Sand Creek Road to the west of the SR4 Bypass. The estimated savings, provided by the Authority's construction manager, is based on the fact that if construction of the project were to occur after the extension of Sand Creek Road was completed, the contractor would need to construct the bridge over live traffic. In addition, the contractor would not have free access to move through the project limits (Sand Creek to south of San Jose).

Tasks	Completion Date
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	August 2008 (A)
Plans, Specs. & Estimates (PS&E) - 100% Design	January 2009 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	<i>February 2010</i>
Right-of-Way Activities /Acquisition (R/W)	<i>February 2010</i>
Advertise Project for Construction – Subject to Availability of Funding	TBD
Award Construction Contract – Subject to Availability of Funding	TBD

(A) – Actual Date

Sand Creek Interchange Phase 1, Stage 2 - Right of Way Acquisition

Right of way acquisition and utility relocation is underway.

SR4 Bypass Widening (Laurel to Sand Creek) – Final Design

Design is essentially complete and the schedule is presented below. The project could be advertised anytime at this point, subject to available funding.

Tasks	Completion Date
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	August 2008 (A)
Plans, Specs. & Estimates (PS&E) - 100% Design	January 2009 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	<u>February 2010</u>
Right-of-Way Activities /Acquisition (R/W)	<u>February 2010</u>
Advertise Project for Construction – Subject to Availability of Funding	TBD
Award Construction Contract – Subject to Availability of Funding	TBD

SR4 Bypass Widening (Laurel Road to Sand Creek Road) - Right of Way Acquisition

Right of way acquisition is complete and utility relocation is underway. A vault, manhole and air valve have been relocated. In the future, prior to the actually widening to 4-lanes, the EBMUD water line will need to be encased.

Segment 3

Right-of-way acquisition is essentially complete. Construction was substantially completed in October 2008. The RAC overlay has been completed from Balfour Road to Marsh Creek Road. The only item of work left in Segment 3 is the RAC overlay on Marsh Creek Road, which is expected to be completed in the April-June 2010 time frame.

STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY)

Contra Costa County Public Works has received verbal confirmation from Caltrans in January 2010 that authorization to access the federal earmark funds has been approved.

SR 239 has been awarded \$14 million in federal funds for planning, environmental clearance, and project development. Contra Costa County will manage the project in collaboration with Caltrans and agencies in San Joaquin and Alameda Counties. The project will formally begin once Caltrans grants authorization to Contra Costa County to access the funds.

Staff Contact: John Greitzer, (925) 335-1201, john.greitzer@dcd.cccounty.us

eBART

No Recent Updates

ENVIRONMENTAL REGISTER

TRANSPLAN COMMITTEE REGISTER OF RELEVANT ENVIRONMENTAL NOTICES AND DOCUMENTS RECEIVED: September 1 – September 30, 2009						
LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Concord	Central County	FEIR	Reuse plan for the Concord Naval Weapons Station	Final EIR contains 1) track notations reflecting changes to the project summary, impact analyses, and mitigations 2) Response to Comments on the May 2008 draft EIR 3) Response to Comments on the August 2009 draft Revised EIR	February 9 th February 23 rd	Yes. Staff is preparing a response.

ITEM 8
APPOINT TRANSPLAN ALTERNATES TO THE CONTRA COSTA
TRANSPORTATION AUTHORITY (CCTA) BOARD

Status/History of TRANSPLAN Appointments to the Contra Costa Transportation Authority

Odd Year Seat (Feb 1 to Jan 30)

Term	Appointment	Alternate
2/1/2009 to 1/30/2011	Jim Frazier (Oakley) ~ ~ ~ Michael Kee (Pittsburg) (2/1/2009 to 12/2009)	Brian Kalinowski (Antioch)
2/1/2007 to 1/30/2009	Michael Kee (Pittsburg) (1/7/2009 to 1/30/2009) ~ ~ ~ Brad Nix, (Oakley) – 2/2007 to 11/2008	Brian Kalinowski (Antioch) ~ ~ ~
2/2005 to 1/2007	Brad Nix (Oakley)	
2/2003 to 1/2005	Brad Nix (Oakley)	
12/2002 to 1/2003	Brad Nix (Oakley)	
12/2000 to 11/2002	Wade Gomes (Brentwood)	
1/1999 to 11/2000	Federal Glover (Pittsburg)	
2/1994 to 11/1998	Allen Payton (Antioch)	
1/1991 to 1/1994	Joel Keller (Antioch)	
2/1989 to 1/1991	Cathryn Freitas (Antioch)	

Even Year Seat (Feb 1 to Jan 30)

Term	Appointment	Alternate
2/1/2010 to 1/30/2012	Robert Taylor (Brentwood)	Vacant
2/1/2008 to 1/30/2010	Robert Taylor (Brentwood) (1/7/2009 to 1/30/2009) ~ ~ ~ Don Freitas (Antioch) (2/2008 to 11/2008)	Jim Frazier (Oakley) ~ ~ ~
2/2006 to 1/2008	Don Freitas (Antioch)	
2/2004 to 1/2006	Don Freitas (Antioch)	
2/2002 to 1/2004	Don Freitas (Antioch)	
2/2000 to 1/2002	Don Freitas (Antioch)	
12/1998 to 1/2000	Don Freitas (Antioch)	
2/1996 to 11/1998	Barbara Guise (Brentwood)	
2/1993 to 1/1995	Taylor Davis (Pittsburg)	
1/1991 to 1/1993	Taylor Davis (Pittsburg)	
2/1989 to 1/1991	Taylor Davis (Pittsburg)	

ITEM 9
REQUEST FROM CONTRA COSTA COUNTY FOR SUPPORT OF
CALTRANS COMMUNITY BASED-TRANSPORTATION PLANNING
GRANT APPLICATION



**CONTRA COSTA COUNTY
DEPARTMENT OF CONSERVATION & DEVELOPMENT
651 Pine Street, N. Wing - 4th Floor
Martinez, CA 94553
Telephone: 335-1220 Fax: 335-1300**

TO: TRANSPLAN Board

FROM: Jamar Stamps, Transportation Planning Section

DATE: February 3, 2010

**SUBJECT: Request for Letter of Support for Caltrans Community-Based
Transportation Planning Grant (CBTP) Application to fund the
Knightsen/Byron Area Transportation Study**

This letter requests that the TRANSPLAN Committee review the enclosed Knightsen-Byron Area Transportation Study proposal and draft Caltrans CBTP grant application provide comments, and consider providing a letter of support for the advancement for this proposal (in substantially the form provided).

The County is proposing to seek funding from Caltrans for the Knightsen-Byron Area Transportation Study. The study's purpose is to re-evaluate the Circulation Element of the General Plan to improve its consistency with the Urban Limit Line, plans of adjoining jurisdictions (I have no idea if this is true, but it should be and if it is we should definitely highlight it) and related polices that ensure preservation of non-urban agricultural, open space and other areas identified outside this line. A potential outcome would be revisions to the Roadway Network Map and related General Plan policies for the study area.

East Contra Costa communities have expressed concerns regarding the planned circulation strategy in the areas of Knightsen and Byron and near the cities of Oakley and Brentwood. Previous correspondence between the County and the Knightsen Town Advisory Council has addressed the possibility of re-routing the proposed Byron Highway extension, and widening Sellers Avenue to six lanes. County staff later determined that General Plan policies and land development in the area constrain the possibility of amending the planned roadway network of the area. Concerns about re-routing the proposed Byron Highway extension were also raised by City of Oakley staff at the January 19, 2010 Transplan Technical Advisory Committee (TAC) meeting.

Thus far, the County has received written support from the Knightsen Town Advisory Council, Byron Municipal Advisory Council, Town of Discovery Bay Community Services District, and Contra Costa Transportation Authority.

The County applied to Caltrans for such funding last year. While the application was not

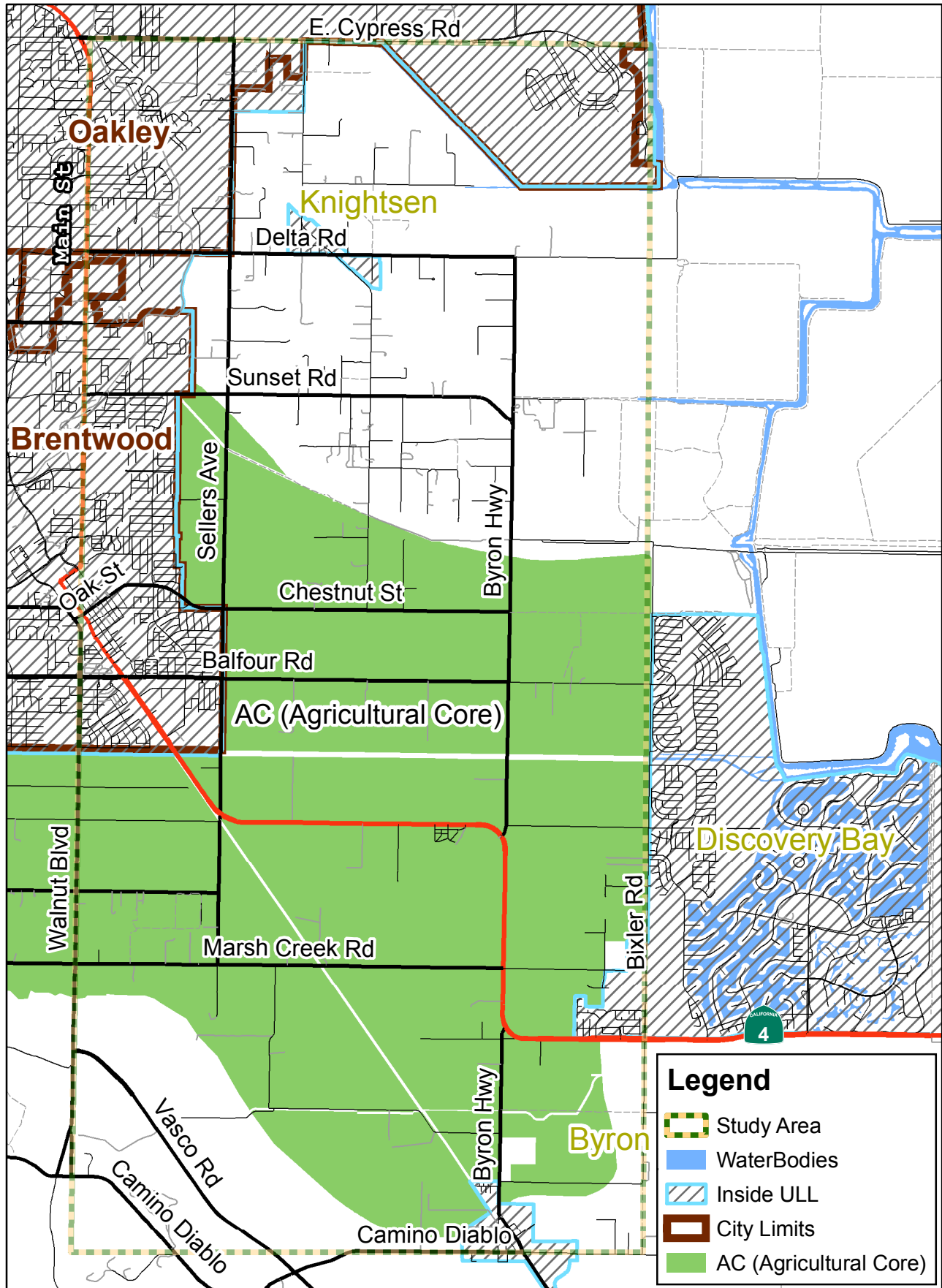
selected, Caltrans encouraged the County to apply for funding again. County staff will consult with the TRANSPLAN TAC prior to the February 11, 2010 TRANSPLAN Committee meeting on the grant application and will be available at the Committee meeting to address any questions or concerns you may have. A draft of the grant application is also enclosed for your review and comment. Please contact me at (925) 335-1220 or jamar.stamps@dcd.cccounty.us if you have any questions.

Attachments: Draft CBTP Grant Application
Study Area Map

c: Steve Goetz, DCD
TRANSPLAN TAC c/o John Cunningham, TRANSPLAN Staff

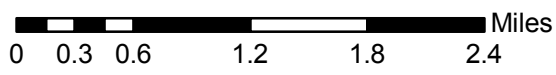
g:\transportation\grant apps\caltrans cbtp\kn_by grant app 2010\transplan support_10.doc

Knightsen-Byron Area Transportation Study Proposal



Legend

- Study Area
- WaterBodies
- Inside ULL
- City Limits
- AC (Agricultural Core)



**Fiscal Year 2010-11
TRANSPORTATION PLANNING GRANT
APPLICATION**

Check One Grant Program

- Community-Based Transportation Planning
 - Catalyst Project for Sustainable Strategies Pilot Program
- Environmental Justice
- Partnership Planning
- Statewide or Urban Transit Planning Studies
- Rural or Small Urban Transit Planning Studies
- Transit Planning Student Internships

PROJECT TITLE	Knightsen/Byron Area Transportation Study		
PROJECT LOCATION (city(ies) and county(ies))	East Contra Costa County		
	APPLICANT		SUB-RECIPIENT(S)
Organization	Contra Costa County		
Executive Director and title Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/>	Cathrerine Kutsuris		
Contact Person and title Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Jamar Stamps		
Mailing Address	651 Pine Street		
City	Martinez		
Zip Code	94553		
E-mail Address	jamar.stamps@dcd.cccounty.us		
Telephone Number	(925) 335-1220		
FUNDING INFORMATION			
Use Match Calculator to complete this section			
http://www.dot.ca.gov/hq/tpp/offices/ocp/ej_cbtpp_toolbox_files/Match_Calculator.xls			
Grant Funds Requested	\$	197,750	80.3%
Local Match - Cash	\$	29,250	11.9%
Local Match - In-Kind	\$	19,250	7.8%
Total Project Cost	\$	246,250	100.0%
Source of Local Match and Name of Provider(s)			

The application package should not be more than 20 pages including any attachments and/or documentation other than letters of support and legislative representative lists. Do not bind the application.

Use the latest version of Adobe Acrobat Reader® to complete this application. An electronic version of the application is available (in a PDF format) at
http://www.dot.ca.gov/hq/tpp/grant_files/1011/FY10-11_Transportation_Grants_Application.pdf

Fiscal Year 2010-11 TRANSPORTATION PLANNING GRANT APPLICATION

LEGISLATORS IN PROJECT AREA*			
State Senator(s)		Assembly Member(s)	
Name(s)	District	Name(s)	District
Senator Mark DeSaulnier	7	Assembly Member Tom Torlakson	11

*For assistance with determining the legislators for the project area visit:
<http://www.legislature.ca.gov/port-zipsearch.html> (search by zip code)
<http://192.234.213.69/lmapsearch/framepage.asp> (search by address)

Grant applications must clearly demonstrate how the proposed transportation planning project promotes federal and/or state transportation planning goals.

1. Select the goals that apply and address the selections when completing the application

STATE TRANSPORTATION PLANNING GOALS For all Grant Programs

- Improve Mobility and Accessibility:** Expand the system and enhance modal choices and connectivity to meet the State's future transportation demands.
- Preserve the Transportation System:** Maintain, manage, and efficiently utilize California's existing transportation system.
- Support the Economy:** Maintain, manage, and enhance the movement of goods and people to spur the economic development and growth, job creation, and trade.
- Enhance Public Safety and Security:** Ensure the safety and security of people, goods, services, and information in all modes of transportation.
- Reflect Community Values:** Find transportation solutions that balance and integrate community values with transportation safety and performance, and encourage public involvement in transportation decisions.
- Enhance the Environment:** Plan and provide transportation services while protecting our environment, wildlife, historical and cultural assets.

**Fiscal Year 2010-11
TRANSPORTATION PLANNING GRANT
APPLICATION**

**REGIONAL BLUEPRINT AND SUSTAINABLE COMMUNITIES GOALS
For Community-Based Transportation Planning and Environmental Justice**

- Complements or advances the Region's Blueprint Planning efforts.
- Advances a community's efforts to reduce greenhouse gases and will assist transportation agencies in creating enduring communities.

**FEDERAL TRANSPORTATION PLANNING GOALS
For Partnership Planning and Transit Planning**

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

**Fiscal Year 2010-11
TRANSPORTATION PLANNING GRANT
APPLICATION**

2. Project Description (maximum of 1 page), (20 points)

A. Briefly summarize project (maximum of 60 words. 10 points)

B. Briefly describe the project area (e.g. urban/rural/suburban setting, geographic characteristics, location, etc. (10 points)

A. The Knightsen/Byron Area Transportation Study proposes to re-evaluate the Circulation Element of the County General Plan to improve its consistency with the Urban Limit Line (ULL) and related policies that ensure preservation of non-urban agricultural, open space and other areas identified outside the ULL. The study would also focus on growth-inducing impacts of highways and roads serving outside the Local Agency Formation Commission's (LAFCO) designated Spheres of Influence.

B. The approximately 34 square mile project area is located in Eastern Contra Costa County (see attached Vicinity Map). The study area is bordered by the cities of Oakley (population 30,409) and Brentwood (population 48,448) and the unincorporated community of Discovery Bay (population 9,604), and encompasses the communities of Knightsen (population 920) and Byron (population 979). Approximately 12,000 acres of the land in East County are in the Agricultural Core. The Agricultural Core spans the study area from Discovery Bay to just east and south of the City of Brentwood. Most of the land in the study area is zoned for agricultural uses, and are generally designated under the Agricultural Lands (AL) or Agricultural Core (AC) land use designation in the County General Plan. The Association of Bay Area Governments (ABAG) designated the Agricultural Core as a Priority Conservation Area for its FOCUS Initiative – the development and conservation strategy for the San Francisco Bay Area. State Route 4 is an existing highway and serves a large rural road network within the study area.

**Fiscal Year 2010-11
TRANSPORTATION PLANNING GRANT
APPLICATION**

3. Project Justification (maximum of 1 page), (20 points)

- A. List and describe the problems and/or deficiencies that the project is attempting to address. **(10 points)**
- B. Describe how the project will address the identified problems and/or efficiencies. **(10 points)**

A. Problems/Deficiencies

East Contra Costa County over the past decade has experienced significant population growth, especially in the Antioch, Brentwood, Oakley and Discovery Bay areas. Prior to this, East County was mostly an agricultural area with a circulation network appropriate for rural land uses. With these shifts in land use and increases in population and traffic, there has been a need to widen and extend roads in the Knightsen/Byron area to accommodate commuter traffic, pedestrians and bicyclists. Roadway capacities need to accommodate current and future growth, but at the same time be consistent with the overall rural and agricultural character of the area.

Even if these road improvements had universal support, they can't be funded. In 2007, the County initiated an update of road fees in East County and determined that upgrading county-maintained roads in the study area pursuant to the General Plan would cost approximately \$185 million. Only a third of these costs can be allocated to new development in the unincorporated area, with the remaining costs attributed to existing deficiencies or growth in the cities. Even with these assumptions, the County's peak hour trip fee of \$3,000/trip would need to be raised to over \$14,000/trip. Such an increase is not sustainable in the County or the cities given the current fee structure, which includes a \$15,000/peak hour trip fee to fund regional projects, such as widening State Route 4.

B. Problems Identified

A Steering Committee will help define the issues associated with transportation and growth for this large study area. A community workshop will help develop a shared understanding of the issues and solutions to be examined in the study. Alternative concepts for transportation improvements will be developed to address the needs of rural communities, agricultural operations, commuters, bicyclists and equestrians. A second workshop will be held to develop a shared community understanding of future changes and the best alternative to address their issues. Amendments to General Plan policies and zoning will be prepared to implement the preferred alternative. A fee schedule to help fund the recommended transportation improvements will be developed for adoption by the County and adjacent cities.

**Fiscal Year 2010-11
TRANSPORTATION PLANNING GRANT
APPLICATION**

4. Public Participation (maximum of 2 pages), (20 points)

- A. Identify the project stakeholders (i.e. low-income and minority communities, Native American Tribal governments, other underrepresented groups, community-based organizations, and businesses affected by the project. **(10 points)**.)
- B. Describe the outreach methods that will be used to reach the public and the project stakeholders with an emphasis on engaging traditionally under-represented communities. **(10 points)**.)

A. Project stakeholders include: Contra Costa County, City of Brentwood, City of Oakley, Knightsen Town Advisory Counsel, Byron Municipal Advisory Counsel, Discovery Bay Community Services District, Brentwood Agricultural Land Trust, County Farm Bureau, Contra Costa Wine and Grape Growers Association, Contra Costa Resource Conservation District, Agricultural and Natural Resources Trust of Contra Costa County, East Bay Regional Parks District, East County Horseman's Organization, East Contra Costa Historical Society, Harvest Time, Liberty Union High School District, Byron Union Elementary School District, Knightsen Elementary School District, Brentwood Union Elementary School District, and Oakley Union Elementary School District.

B. To guide this study the County will establish a steering committee that represents the interests of the stakeholder groups concerned about traffic and growth in the study area. All public meetings will be held in facilities within the study area. The County will select a study consultant with expertise in strategies to engage all meeting attendees in the identification, evaluation and resolution of study issues. The County will provide information through our website, and as information becomes available we will update the website regularly. The County also has multi-lingual staff members and can provide sign and other language translators as necessary throughout the study process.

**Fiscal Year 2010-11
TRANSPORTATION PLANNING GRANT
APPLICATION**

If necessary, use this page to continue response for Question #4 (Public Participation).

A large, empty rectangular box with a black border, intended for the applicant to provide a response to Question #4 regarding Public Participation. The box is currently blank.

**Fiscal Year 2010-11
TRANSPORTATION PLANNING GRANT
APPLICATION**

5. Project Implementation (maximum of 1 page) (20 points)

- A. List the project's anticipated accomplishments and final deliverables. **(10 points)**
- B. Explain how the completed project and its deliverables will be applied (or carried forward) to the next stage/phase **(10 points)**

A. As outlined in section 2(c) above, the anticipated outcomes to be achieved through the study are as follows:

- Revisions to the Roadway Network Map and related General Plan policies for the study area, which include portions of the Agricultural Core and neighboring lands outside the Urban Limit Line.
- Revisions to the East County Area of Benefit (developer fee) Program and related ordinances to support the General Plan Amendment.
- Ultimate cross sections for roads and trails in the study area, consistent with the revised Roadway Network Map and related General Plan policies.
- Design guidelines for frontage improvements along public roadways, and intersection treatments, related revisions to the County zoning and subdivision ordinances.

The next step would involve environmental review of the General Plan amendments and ordinances recommended by the study and their adoption by the Board of Supervisors. The County General Plan would be amended to reflect the policies created by the study. The policies and ordinances would be applied to future development applications and roadway improvements so that they are consistent with the goals and intent of the study. The County would seek the cooperation of adjacent cities and special districts to take actions supportive the of study's recommendations.

ITEM 10
PROPOSED MEASURE J GENERAL PLAN AMENDMENT REVIEW
PROCESS

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee
FROM: John Cunningham, TRANSPLAN staff
DATE: February 1, 2010
SUBJECT: Proposed Measure J General Plan Amendment Review Process

Background

The Contra Costa Transportation Authority's (CCTA) Growth Management Task Force has developed an updated General Plan Amendment Review process which fulfills the requirements of the Measure J Growth Management Program. Leigha Schmidt (Pittsburg) and Victor Carniglia (Antioch) participated on the Committee.

Recommendations

The TRANSPLAN Technical Advisory Committee (TAC), reviewed the subject proposal at their January 2010 meeting and recommends that the following comment be transmitted to the CCTA:

If two jurisdictions do not come to consensus or agreement, one or both RTPCs may still amend their Action Plan (to provide some mitigation) as described in Step 13.

The document is attached for discussion and comment at the February 11, 2010 TRANSPLAN Committee meeting.

COMMISSIONERS: *Maria Viramontes, Chair Robert Taylor, Vice Chair Janet Abelson Newell Arnerich Ed Balico*
Susan Bonilla David Durant Federal Glover Michael Kee Mike Metcalf Julie Pierce

TO: Contra Costa Planning Directors, and Transportation/Land Use Planners
FROM: Martin R. Engelmann, Deputy Executive Director, Planning
DATE: December 2, 2009
SUBJECT: Transmittal of the Proposed Measure J General Plan Amendment Review Process for Review by Local Jurisdictions

Summary of Issues

Measure J (2004), which took effect on April 1, 2009, includes a cooperative planning component that calls for evaluation of the impacts of proposed General Plan amendments (GPAs) on the transportation system. We are currently in the process of updating that component, which was carried forward from the Measure C (1988) Growth Management Program (GMP).

Discussions on updating the GPA review process began more than a year ago with the Growth Management Task Force, a small group of local planners and Regional Committee managers that report to the Technical Coordinating Committee (TCC). I would like to take this opportunity to thank the members of the Task Force, many of whom attended every one of our lengthy meetings that focused on crafting a variety of alternatives for updating the GPA review process. The list of Task Force members is attached.

The proposed process, which was approved for circulation by the Authority in November 2009, is now available for public review. The updated process fulfills the requirements of Measure J while responding to newly raised concerns and recent legislative changes. The revised process would require four essential steps for GPA review:

1. Use of a uniform traffic model and methodology to evaluate the impacts of proposed GPAs on Regional Routes;
2. Notification, and full disclosure of impacts;
3. Cooperative discussions, with the intent of achieving mutually agreed-upon resolution; and
4. Documentation in the form of an MOU that establishes Principles of Agreement for monitoring and mitigation.

Attachment 1 provides a summary description of the required steps and the responsible parties. Attachment 2 provides details on each of the steps that local jurisdictions would follow to maintain compliance with the GMP and receive 18% Local Street Maintenance and Improvement Funds through Measure J. During the next couple of months, CCTA staff will be available to present the proposed GPA review process to the Regional Transportation Planning Committees (RTPCs) and to local Councils/Boards, if requested. To arrange for a presentation, please contact Diane Bodon at dbodon@ccta.net / (925)-256-4720.

Comments are due by Friday, February 12, 2010. Please direct your comments to my attention at mre@ccta.net or by U.S. mail. Final adoption by the Authority Board is expected in March/April 2010.

Background

The Growth Management Programs (GMP) for both Measure C and Measure J include a requirement for participation in an ongoing cooperative, multi-jurisdictional planning process. Measure C required local jurisdictions to “participate in a cooperative, multi-jurisdictional planning process to reduce [the] cumulative regional traffic impacts of development.”¹ The Measure J Sales Tax Expenditure Plan states that “Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies...to create a balanced, safe, and efficient transportation system and to manage the impacts of growth.”² The current planning process includes a provision for the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effects on the regional transportation system, including on Action Plan objectives.

The Authority’s adopted policy for GPA review (Resolution 95-06-G), centers on whether a GPA will adversely affect the RTPC’s ability to achieve its Multi-modal Transportation Service Objectives (MTSOs), as set forth in its Action Plan for Routes of Regional Significance. The Measure J program, which took effect on April 1, 2009, continues that approach. It requires that:

In consultation with the Regional Transportation Planning Committees, each jurisdiction will use the travel demand model to evaluate changes to local General Plans and the impacts of major development projects for their effects on the local and regional transportation system and the ability to achieve the MTSOs established in the Action Plans.³

Refinements to Existing Policy - Conflict Resolution, Good Faith Evaluation

Under existing policy, the RTPCs play a central role in the review of proposed GPAs. The RTPC and the Sponsoring Jurisdiction meet and confer to determine whether the proposed GPA adversely affects the ability to carry out established Action Plan policies and objectives. The RTPC may change its Action Plan, and/or the Sponsoring Jurisdiction may modify its proposal. If consensus cannot be reached, the Authority provides the involved parties with a forum for conflict resolution.

Only once during the 20-year life span of Measure C was it necessary for the Authority to mediate a dispute among member agencies regarding an issue of compliance with regard to a proposed GPA. Following that dispute, the Authority determined that both parties had participated in good faith in the conflict resolution process, and therefore both were found by the Authority to have complied with the requirements of the GMP.

One important lesson learned from that dispute was that the method for resolving the dispute – mediation – required each party to sign a confidentiality agreement. Consequently, at the close of the process, the proceedings from the negotiation could not be made public without violating the agreements that had been

¹ Contra Costa Transportation Authority, *The Revised Contra Costa Transportation Improvement and Growth Management Program*, August 3, 1988, p. 11.

² Contra Costa Transportation Authority, *Measure J – Contra Costa’s Transportation Sales Tax Expenditure Plan*, July 21, 2004, p. 24.

³ *Ibid*, p. 25.

signed. Therefore, the only test for “good faith” participation became whether or not the parties had engaged in the negotiations.

Based upon that experience, a key refinement that we are proposing to existing policy is to change the method of dispute from mediation to facilitation. Unlike mediation, facilitated discussions are not subject to confidentiality agreements, and each party’s offers for compromise and exchange could be reviewed publicly.

Call for a Change

In the course of updating the Action Plans for the 2009 Countywide Plan update, significant concerns were raised about the Measure J requirement for General Plan review. Some participants called into question the existing process set forth in Resolution 95-06-G. This process was considered by some to be overly cumbersome, bureaucratic, and outmoded. The major issues raised were:

- Does the use of quantitative benchmarks to assess the impacts of growth as part of the GPA review process conflict with the goals of infill development efforts, where congestion must be balanced with other goals that affect our quality of life? For example, congestion-based evaluation may generate policy conflicts with evolving land use patterns in some areas of the county, where more dense, transit-oriented development has been encouraged near major transportation hubs.
- Does the GPA review process unnecessarily replicate CEQA or create an additional overlay to CEQA? Although progress has been made to align the GPA review process with CEQA, Measure J nonetheless requires a separate process for GPA review.
- Is it appropriate to place GPA compliance conflicts before the Authority, a policy-oriented rather than a quasi-judicial forum?

More recently, the Authority incorporated updated action plans into the 2009 Countywide Transportation Plan. This update to the Plan addressed external developments such as State legislation aimed at reducing greenhouse gas (GHG) emissions (per AB 32, Statutes of 2006, and in recognition of SB 375, Statutes of 2008). Beyond responding to technical and process-related concerns, issues were raised during the process regarding the setting and use of MTSOs. Suggestions were made that revisions to the Authority’s GPA review process were necessary to reflect the new requirements for achieving GHG emissions reductions, and better match CEQA requirements. While the proposed change to the conflict resolution process addresses a technicality in the existing process, it does not begin to address the broader issues that were raised.

Proposed GPA Review Process⁴

The proposed GPA review process involves disclosure, consultation, facilitation, principles of agreement, and the good faith test for compliance. The process builds upon existing policy by incorporating the establishment of long-range Principles of Agreement into the conflict resolution process. Given that many GPAs may take years, or even decades to reach fruition, this approach is viewed by staff as more realistic and practical than the previous requirement that all terms and conditions for mitigation should be hammered out “on the spot” during the CEQA review process. The Principles would specify roles and responsibilities of each party, and reflect a commitment on the part of the sponsoring and affected jurisdictions to continue to work together cooperatively in an ongoing effort to address transportation impacts of the proposed GPA.

The sponsoring jurisdiction fully discloses all impacts, consults with affected jurisdiction, participates in a facilitated discussion if needed, and if achievable, enters into a memorandum of understanding (MOU) with the affected jurisdiction. The MOU establishes principles of agreement regarding the timing, responsibilities and actions for (1) initial mitigations to be implemented, and (2) as development occurs, monitoring actual impacts to the routes of regional significance, and implementing appropriate further mitigations when triggered by actual impacts. The process recognizes that GPAs may take many years to develop, from conceptual plans to a completed and fully occupied project. During that time, GPA-related trip patterns, and the transportation network itself could undergo significant change.

As envisioned, the MOU, a public document, would incorporate Principles of Agreement for how the conflict will be managed, specified actions, timing and responsibilities for monitoring future impacts and considering mitigations. The MOU could require that the parties monitor and revisit the progress of the project, its impacts and mitigations, at specific milestones of development. The process anticipates the significant time lag between a jurisdiction’s approval of the GPA and full occupancy/completion. As is often the case, a major GPA may take 10 or 20 years before it is fully completed. During that time, the project’s impacts on the regional transportation network may turn out to be different than originally forecast. The MOU could acknowledge this aspect of project development by requiring that the parties return to negotiations as the project evolves.

Attachment 1 summarizes the proposed GPA review process. Attachment 2 provides the detailed step-by-step process.

PDA Exemption

One question that arose during the development of this process was whether a project that qualifies as a “Priority Development Area” under ABAG/MTC criteria should be exempt from the GPA review process. Presumably, PDA’s are transit oriented developments that do not conflict with the objectives to reduce GHG emissions through reduced VMT and improved transit ridership. However, during the discussions, concerns were raised that the PDA exemption might be too broad, and did not recommend its inclusion. To

⁴ **Plural vs. singular use of the terms Jurisdiction(s), RTPC(s), and Action Plan(s)** Throughout the discussion, the Sponsoring and the Affected Jurisdiction are referred to in the singular, as though only one upstream jurisdiction could initiate a GPA, and only one downstream jurisdiction could be affected. In practice, there may be more than one sponsoring jurisdiction, and clearly, more than one affected jurisdiction. In these cases, the plural – Jurisdictions – would apply as appropriate. Similarly, if more than one RTPC, and consequently more than one Action Plan were involved, the plural – RTPCs and Action Plans – also applies.

address this concern, more narrowly defined criteria were developed to limit the eligibility requirements, but not everyone was comfortable with the concept or those details.⁵

Concerns were expressed that an exemption could mask, under the guise of “smart growth,” otherwise significant impacts of a proposed GPA on the regional network. Consequently, the PDA exemption provision is not included.

Findings of Noncompliance

Each option could result in the Authority making a finding of noncompliance with the GMP for either the Sponsoring or Affected Jurisdiction, or both. Under adopted Authority policy, a finding of noncompliance is made at the time of submittal and review of the local jurisdiction’s GMP Biennial Compliance Checklist. If, based upon review of the Checklist, the Authority makes a finding of noncompliance, then current and future allocations of Local Street Maintenance and Improvement (LSM) funds are withheld, and the jurisdiction becomes ineligible to receive Measure J Transportation for Livable Communities (TLC) funding, which at an aggregated level comprises five percent of Measure J revenues.

The Authority may, at a later date, make a determination that the non-complying jurisdiction has taken appropriate remedial action or otherwise resolved the issue(s) raised, in which case the Authority may make a finding of compliance and reinstate allocation of LSM funds. For this GPA review process, the Authority has the option of setting a firm time limit after which compliance would be automatically reinstated and payment of LSM funds would resume without remediation.

Opportunities for Public Review and Discussion

During the coming months, Authority staff will be available to present and discuss the proposed GPA review process with local staff and your Councils/Boards. If you would like a presentation on the proposed process, please contact me at (925)256-4729|mre@ccta.net. I look forward to hearing from you.

Attachments:

List of Growth Management Task Force Members

Attachment 1: Summary Description of Proposed GPA Review Process

Attachment 2: Detailed Proposed Process for GPA Review

File: 4.16.07

⁵ The following specific criteria were proposed to narrow eligibility: (a) housing densities of 20 units per acre or greater in housing and mixed use areas; (b) at least 50 percent of developed area is within ½ mile of rail or busway station, or major trunk bus line operating at least every 15 minutes during the business day; (c) the development has a balanced mix of housing, commercial and retail development; and (d) the development is designed to foster walking and other non-motorized modes.

Growth Management Task Force

Name		Agency	JobTitle
Christina	Atienza	WCCTAC	Executive Director
Aruna	Bhat	Contra Costa County	Deputy Dir. of Conservation & Developmnt.
Victor	Carniglia		Consultant for the City of Antioch
John	Cunningham	C.C. Co. Cons. & Dev.	RTPC Mgr./ Senior Transportation Planner
Rich	Davidson	City of Richmond	City Engineer
Steven	Goetz	C.C. Co. Cons. & Dev.	Deputy Director- Transportation Planning
Leah	Greenblatt	City of Lafayette	Transportation Planner
Lisa	Hammon	City of Hercules	Assistant City Manager
Ray	Kuzbari	City of Concord	Transportation Manager
Stephen	Lawton	City of Hercules	Economic Development Director
Jeremy	Lochirco	City of Walnut Creek	Senior Planner
Barbara	Neustadt	TRANSPAC	RTPC Manager
Paul	Reinders	City of Pittsburg	Senior Civil Engineer
Patrick	Roche	Contra Costa County	Planning Chief
John	Rudolph	WCCTAC	Project Manager
Leigha	Schmidt	City of Pittsburg	Planner
Andrew	Smith	City of Walnut Creek	Senior Planner/ Code Enforcement Supervisor
Dennis	Tagashira	City of Hercules	Planning Director

Attachment 1

Summary Description of Proposed GPA Review Process

Steps	Action	Responsible Party			
		Sponsor Jurisdiction	Affected Jurisdiction	RTPC	CCTA
1-2	Evaluate Proposed GPA	√			
3	Notify Affected Jurisdiction	√			
4	Analyze Traffic Impact	√			
5	Prepare Comment Letter		√	√	
6	Respond to Comment Letter	√			
7-8	File a Letter of Concern		√		
9	Respond to Letter of Concern	√			
10-12	Initiate Cooperative Resolution Discussions	√	√		
13	Formulate MOU	√	√		
14	Revise Action Plan			√	
15	Evaluate Compliance				√

Attachment 2
Proposed General Plan Amendment Review Process
Detailed Description

Step	Process	Timeframe (CEQA Reference)
1	<p>Net New Peak Hour Vehicle Trip determination. Would the project generate 500 <i>or more</i> net new peak hour vehicle trips <u>and</u> add 50 <i>or more</i> net new peak hour vehicle trips to any Route of Regional Significance? (Note: The Sponsoring Jurisdiction’s RTPC may adopt a lower applicable threshold in its Action Plan.)</p> <p style="margin-left: 40px;">➔ NO: Project is exempt from the GPA Review Process, although it is still subject to CEQA and the CEQA notification requirements in the applicable Action Plan.</p> <p style="margin-left: 40px;">➔ YES: Sponsoring Jurisdiction shall move to the next step of the GPA Review Process.</p>	<p>Initial Study Determination (Sec. 15063)</p>
2	<p>Notification. The Sponsoring Jurisdiction or its responsible RTPC shall notify potentially affected jurisdictions and RTPCs in accordance with the notification procedure as set forth in the Authority’s <i>Implementation Guide</i> and applicable Action Plan. Notification shall take place during and as part of the required notification process in CEQA.</p> <p>The notification shall be issued as early as possible, but <i>no later</i> than the deadlines established in these procedures.</p>	<p>Notice of Intent to Adopt a Mitigated Negative Declaration (M/ND) (Sec. 15072)</p> <p>NOP (Sec. 15082)</p>
3	<p>Traffic Impact Analysis. The Sponsoring Jurisdiction conducts a traffic impact analysis for its CEQA review using “Thresholds of Significance” that include, but are not limited to, applicable MTSOs in the adopted Action Plan(s). The traffic impact analysis shall be conducted in a manner consistent with the Authority’s adopted <i>Technical Procedures</i>.</p> <p>The Sponsoring Jurisdiction may, for the purposes of conducting the CEQA analysis, raise the performance level of an MTSO established in the adopted Action Plan if it believes that the MTSO is set too low to serve as a meaningful “Threshold of Significance” under CEQA. For example, if the Action Plan establishes an MTSO of LOS F for a specific Route of Regional Significance, and the Sponsoring jurisdiction determines that this level of performance is too low, it may raise that threshold to LOS D, consistent with CEQA guidelines (Sec. 15064 & 15064.7).</p> <p>The Sponsoring Jurisdiction shall provide the Traffic Impact Analysis, complete with all necessary supporting technical information, as requested by the Affected Jurisdiction to provide an</p>	<p>Released with Draft Environmental Document (Sec. 15087)</p>

informed response.

4

Comment Letter. An Affected Jurisdiction may submit comments to the Sponsoring Jurisdiction expressing its concerns and issues regarding the potential impacts of the proposed GPA on Regional Routes.

The Affected Jurisdiction shall submit its comments as early as possible during the Response to NOP (Sec. 15082(b)) and *no later* than the close of the comment period for the draft CEQA document.

To the greatest extent possible, the comment letter should indicate issues, what mitigations are sought and/or acceptable for the project, as well as any changes in scope desired in the project, and the reasons why such changes are deemed to be appropriate.

Public Review
Period (M/ND)

(Sec. 15073)

Draft EIR Public
Review Period

(Sec. 15087)

5

Response to Comments. If the Affected Jurisdiction comments on the traffic impact analysis in the CEQA document, the Sponsoring Jurisdiction shall:

- a. Consider requests for mitigation and changes in the scope of the project;
- b. Consider undertaking cooperative discussions;
- c. Address the comments as part of the "Response to Comments" requirement of CEQA; and
- d. Provide that response, along with the final environmental documents and all affiliated supporting documents, directly to the Affected Jurisdiction.

10 days prior to
approval of
environmental
document and/or
GPA

6

Notice of Intent to File a Letter of Concern. If the Affected Jurisdiction remains unsatisfied, it must notify the Sponsoring Jurisdiction with a "Notice of Intent to File a Letter of Concern" outlining a summary of its remaining issues prior to or at the scheduled public meeting when the sponsor considers approval of the environmental document and/or GPA. The Affected Jurisdiction must also submit a copy of this letter to the Authority, and subsequently document the bases for its concerns per step 7.

No later than the
scheduled
approval of the
environmental
document and/or
GPA

7

Letter of Concern. The Affected Jurisdiction prepares a "Letter of Concern" for review and approval by its Council or Board. The letter should provide detailed bases for its concerns, as well as proposed changes to the project, transportation system enhancements and/or management plans to help offset the impacts, and or other mitigations. The Affected Jurisdiction's Council or Board must approve the "Letter of Concern" and transmit it to the Sponsoring Jurisdiction, and also submit a copy of this letter to the Authority.

Within 20 days of
having filed the
"Notice of Intent
to File a Letter of
Concern"

8

Consider Response to Letter of Concern. The Sponsoring Jurisdiction may initiate cooperative resolution discussions in writing and/or provide a written response letter to the Affected Jurisdiction, with copies of the documentation to the RTPC and Authority.

9

GPA Approval. Has the Sponsoring Jurisdiction approved the proposed General Plan Amendment?

Approval of the
GPA

→ **YES:** Sponsoring Jurisdiction shall move to step 10 of the GPA Review Process.

→ **NO:** GPA Review Process is concluded or suspended.

10

Affected Jurisdiction Response. Has the Affected Jurisdiction that submitted a Letter of Concern concluded that the Sponsoring Jurisdiction has adequately responded to the concerns and issues outlined in its Letter of Concern?

→ **YES:** Sponsoring Jurisdiction so informs the Authority in writing with a copy to the Affected Jurisdiction, and all involved parties move to Step 13 of the GPA review process.

→ **NO:** Affected Jurisdiction informs the Sponsoring Jurisdiction in writing, with a copy to the Authority, that its actions on the GPA do not adequately respond to the concerns and issues of the Affected Jurisdiction. Proceed to Step 11.

11

Initiate Cooperative Planning Discussions. At the request of either the Sponsoring or Affected Jurisdiction, the Authority shall facilitate cooperative discussions structured to offer an opportunity to create principles of agreement that will serve as a framework for monitoring, review, and mitigation of potential impacts as the GPA develops over time. The goal is for these discussions is to develop principles of agreement that will maintain a cooperative planning context regarding impacts on the affected Regional Route or Routes, proposed mitigations, responsibilities for implementing those mitigations, and the timing for monitoring and review. The principles of agreement shall be memorialized in a Memorandum of Understanding (MOU) between the sponsoring and affected jurisdictions. Have the involved jurisdictions entered into cooperative planning discussions?

→ **YES:** Sponsoring and Affected Jurisdictions move to Step 12 of the GPA review process.

→ **NO:** If either or all jurisdictions decline to participate in cooperative resolution discussions, those jurisdictions that have declined shall be subject to review, as specified through the Checklist review procedure, to a findings of

noncompliance by the Authority (Step 14).

12 Formulation of Principles of Agreement. Have the involved parties agreed to a set of principles, specified actions, timing and responsibilities for monitoring impacts, and for implementing mitigations on Regional Routes, memorialized in an MOU?

- **YES:** Sponsoring and Affected Jurisdictions have adopted Principles of Agreement and asked the RTPC to revise the affected Action Plan to reflect the actions in the agreement. (All involved parties move to Step 13)
- **NO:** Through their respective RTPCs, both the Sponsoring and Affected Jurisdictions report on progress to date on the development of principles of agreement. If Principles of Agreement have not been adopted by the time for Authority review of the GMP Biennial Compliance Checklist of one or more involved jurisdictions, then Step 14 comes into play.

13 RTPC Revises Action Plan. The affected RTPC, working with the Sponsoring and Affected jurisdictions, revises the Action Plan to incorporate projects, programs, systems management investments and processes, mitigations or other actions to address the anticipated impacts and proposed mitigations and monitoring as set forth in the Sponsoring Jurisdiction's response to the Letter of Concern (if the outcome of Step 10 was "yes"), or the MOU (if the outcome of Step 12 was "yes").

14 Good Faith Participation: If all of the above steps have been followed, and the GPA remains the subject of dispute, the Authority may find one or both of the parties out of compliance with the GMP. The Authority will evaluate good faith participation in the GPA review process through the GMP Biennial Compliance Checklist in consideration of a number of factors, as shown in Exhibit 1. If principles are adopted, future compliance would be assessed based on continuing adherence of the sponsoring and affected jurisdiction to the principles of agreement.

END OF PROCESS

Exhibit 1

EXAMPLES OF GOOD FAITH PARTICIPATION IN THE GPA REVIEW PROCESS

For the Initiating Jurisdiction, did it take the following actions:

1. Analysis: Was the Countywide Model and Authority *Technical Procedures* used to evaluate impacts on Routes of Regional Significance?
2. Evaluation: Were impacts to Routes of Regional Significance identified and appropriate and feasible mitigations defined?
3. Notification: Were all Affected Jurisdictions properly notified?
4. Meet and Confer: Did the Sponsoring Jurisdiction meet and confer with the Affected Jurisdiction, RTPC, and others who expressed interest in and/or concerns about the proposed GPA?
5. Responsiveness to concerns/comments: Did the Sponsoring Jurisdiction agree to evaluate specific concerns and impacts? Was the Sponsoring Jurisdiction responsive and did it attempt to resolve and work out issues and concerns? Did the Sponsoring Jurisdiction propose to and/or agree to participate in continued discussions?

For the Affected Jurisdiction, did it take a sufficient number of the following actions:

1. Accept Capacity Improvements: Agree to accept capacity improvements or modest physical modifications to regional routes which are not in fundamental conflict with the jurisdiction's socio-economic character.
2. Accept systems management procedures and protocols, and/or other "non-physical" improvements to enhance carrying capacity or system efficiency.
3. Accept additional transit service.
4. Support federal, state or regional funding for improvements that serve the proposed development.

For all involved parties, have they, for example:

1. Committed to monitor MTSOs;
2. Agreed on thresholds that would trigger mitigations; and
3. Assigned responsibilities for funding and implementing mitigations? (Mitigation may include participation in a Traffic Management Program.)

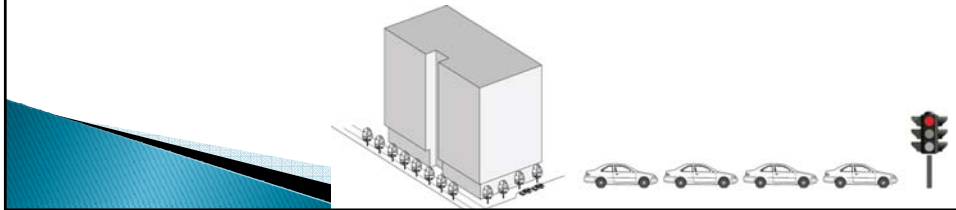


Overview

- ▶ Background
- ▶ Process
- ▶ Proposed GPA Review Procedure
- ▶ Questions and Comments

Upstream/Downstream Conundrum

- ▶ Generally, the “sponsoring” jurisdiction is upstream, and the “affected” jurisdiction is downstream
- ▶ A sponsoring jurisdiction’s GPA may generate traffic that could adversely affect the downstream jurisdiction
- ▶ Sometimes, the “affected” jurisdiction resides upstream from the “sponsor”

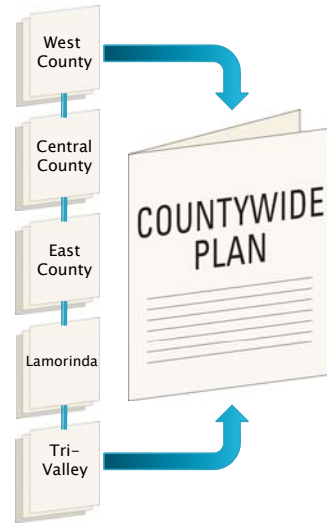


Measure J GMP Requirements

- ▶ Participate in an ongoing cooperative, multi-jurisdictional planning process
- ▶ Address housing options
- ▶ Local jurisdictions are required to comply with the GMP in order to receive:
 - 18% Local Street Maintenance and Improvement Funds and
 - 5% TLC

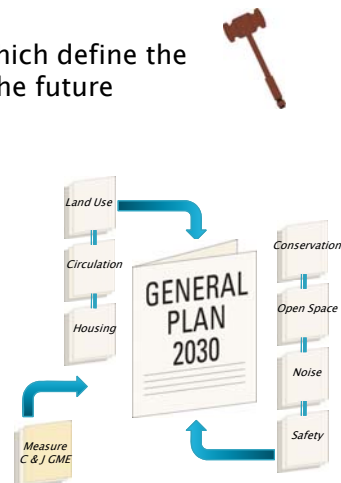
Role of the Action Plans

- ▶ Action Plans use adopted general plans to establish a 25-year time horizon for development
- ▶ Travel forecasts are based on adopted general plans
- ▶ Action Plans include MTSOs, which provide a framework for analysis of GPAs



Why Focus on General Plans?

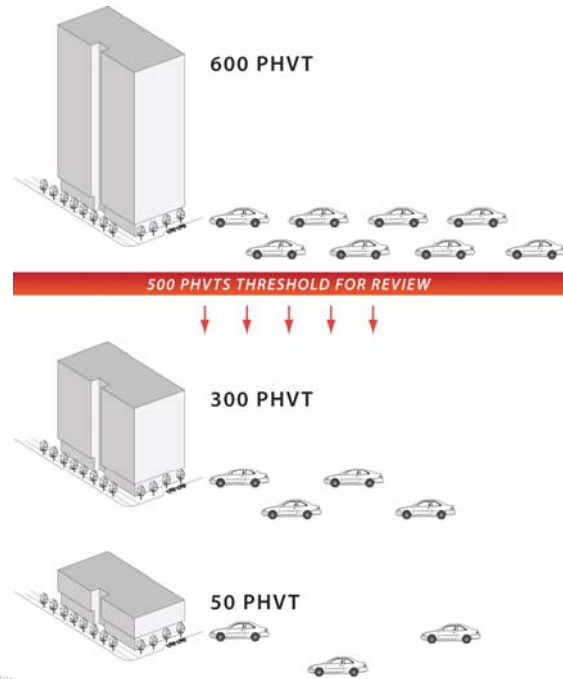
- ▶ Local General Plans serve as a guide in land use decisions
- ▶ GPs are a statement of policy goals which define the way a community desires to grow in the future
- ▶ GP *amendments* can significantly effect future traffic on the local and regional transportation system.
- ▶ These changes could hamper a local jurisdiction or an RTPC's ability to implement Action Plan policies or achieve the MTSOs.



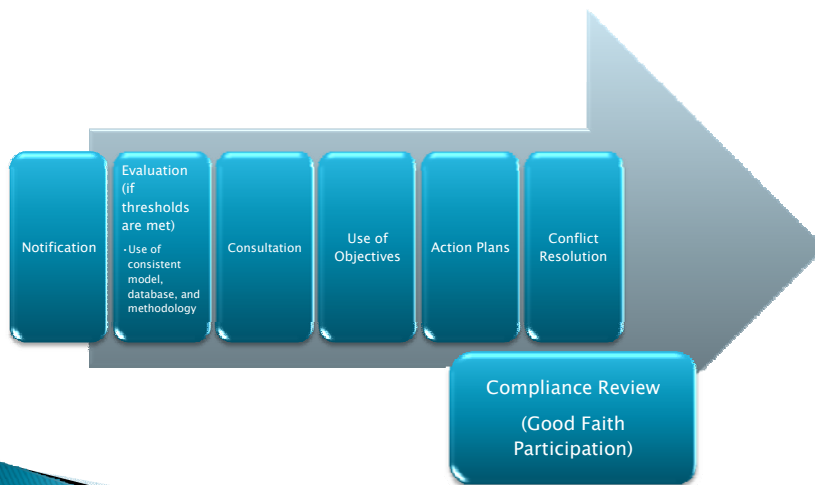
Trip Generation Ceiling

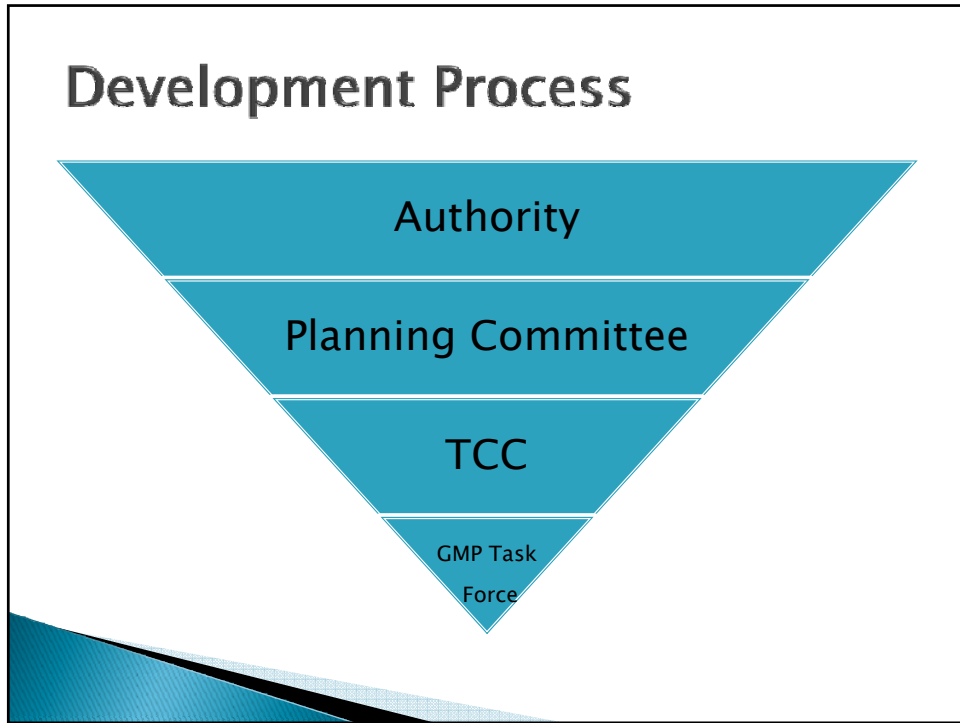
Review process applies to GPAs that generate 500 or more net new peak hour vehicle trips and add 50 or more trips to a RORS

RTPCs may set a more stringent threshold



Existing Policy





- ## Guiding Principles
- ▶ Build upon our experience with Measure C
 - ▶ Simplify/streamline the process as much as possible
 - ▶ Eliminate conflicts with CEQA
 - ▶ Work with stakeholders and involved parties to improve the process
 - ▶ Anticipate “on the ground” procedural issues
 - ▶ Consider SB 375 GHG emissions reductions objectives

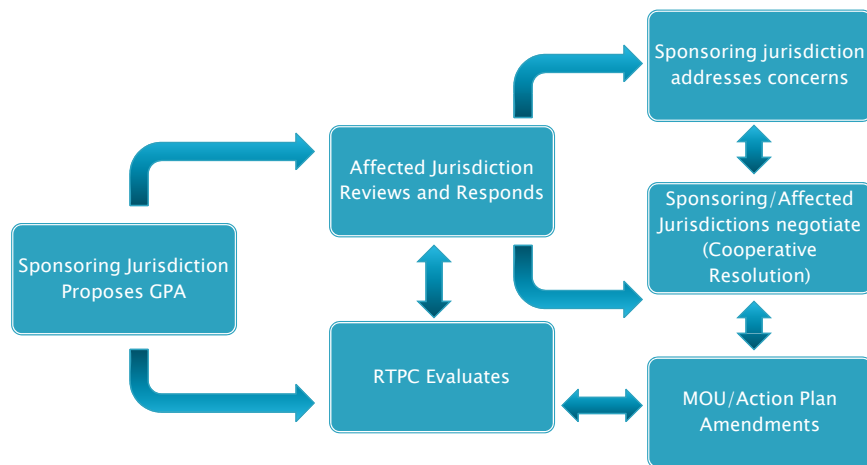
What Threshold Should Local Jurisdictions Use to Identify Impacts?

- ▶ MTSOs (Multimodal Transportation Service Objectives) can provide a frame of reference for analysis of GPAs
- ▶ To serve as thresholds of significance under CEQA, the MTSOs must be easily evaluated
- ▶ Examples include Level of Service and Delay Index

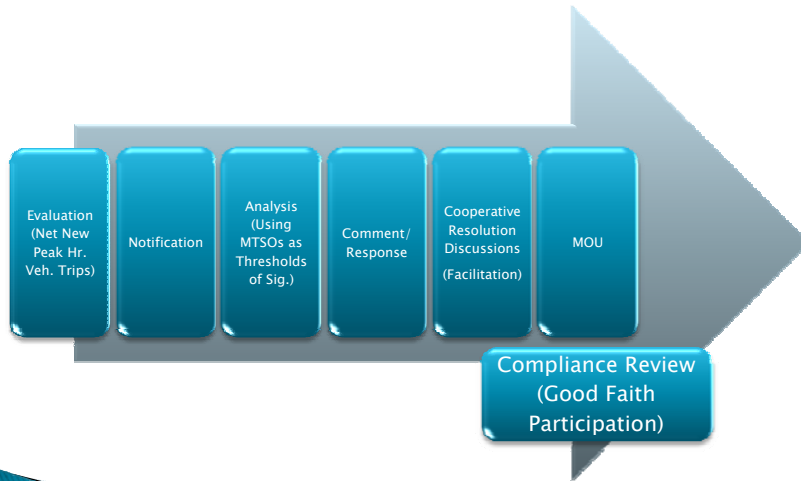


RTPCs have adopted a Level of Service "D" as an MTSO for many routes in Contra Costa

Basic Relationships



Proposed Process Summary



Summary Description

Steps	Action	Responsible Party			
		Sponsor Jurisdiction	Affected Jurisdiction	RTPC	CCTA
1	Evaluate Proposed GPA	√			
2	Notify Affected Jurisdiction	√			
3	Analyze Traffic Impact	√			
4	Prepare Comment Letter		√	√	
5	Respond to Comment Letter	√			
6-7	File a Letter of Concern		√		
8	Respond to Letter of Concern	√			
9-11	Initiate Cooperative Resolution Discussions	√	√		√
12	Formulate MOU	√	√		
13	Revise Action Plan			√	
14	Evaluate Compliance				√

Issues and Responses

ISSUES RAISED: WHAT WE HEARD	OUR RESPONSE
Use of mediation cumbersome, bureaucratic, outmoded.	Use facilitation, instead of mediation
Use of quantitative benchmarks conflicts with other goals?	Quantitative objectives may conflict with other goals, however, the GPA process should recognize and, where appropriate, address conflicting goals. Furthermore, the use of MTSOs as a benchmark should be carried forward.
The GPA review process unnecessarily replicates CEQA.	Realign process with CEQA
The Authority may not be the appropriate body for "judging" GPA conflicts.	CCTA has a role in determining GMP compliance in the context of Measure J
"Smart Growth" projects should be exempt	Exemptions were considered, but not recommended

Role of the MOU

- ▶ Acknowledgement that GPAs may take years (or decades) to reach fruition
- ▶ Project's impacts may change over time
- ▶ More realistic than "on the spot" settlement agreement
- ▶ Incorporates Principles of Agreement on how conflicts will be managed
- ▶ Specifies actions, timing, responsibilities for monitoring, and mitigations
- ▶ MOU could require that the parties return to negotiations



PDA Exemption

- ▶ Transit oriented developments that do not conflict with the objectives to reduce GHG emissions
- ▶ Priority Development Areas could be exempted under ABAG/MTC's broad criteria
- ▶ Additional criteria was developed and considered
- ▶ TCC elected not to allow PDA exemptions

Timeline for Development, Review, and Adoption

