

Federal D. Glover,  
Chair  
*Contra Costa County  
Board of Supervisors*

Bob Taylor,  
Vice-Chair  
*Brentwood  
City Council*

Brian Kalinowski  
*Antioch  
City Council*

Jim Frazier  
*Oakley  
City Council*

Michael Kee  
*Pittsburg  
City Council*

Gil Azevedo  
*Antioch  
Planning Commission*

Joseph Weber  
*Brentwood  
Planning Commission*

Carmen Gaddis  
*Representing the  
Contra Costa County  
Board of Supervisors*

Jack Hanna  
*East Contra Costa  
Regional Planning  
Commission*

Kevin Romick  
*Oakley  
Planning Commission*

Bruce Ohlson  
*Pittsburg  
Planning Commission*

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## TRANSPLAN Committee Meeting

Thursday, March 12, 2009, at 6:30 p.m.

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 7, 2009 TRANSPLAN meeting.** ♦ PAGE 3
- 3.1 **Adopt minutes from January 7, 2009 Joint TRANSPLAN and East Contra Costa Regional Fee and Financing Authority Meeting** ♦ PAGE 12
4. **Accept correspondence.** ♦ PAGE 18
5. **Accept recent news articles.** ♦ PAGE 37
6. **Accept environmental register.** ♦ PAGE 42
7. **Adopt Calendar:** Staff recommends adoption of the attached TRANSPLAN 2009 Calendar of Meetings. ♦ PAGE 44
8. **Accept 511 Contra Costa Program Status Report** ♦ PAGE 46
9. **Accept Contra Costa Transportation Authority Economic Stimulus Report:** Due to time constraints the attached report was not delivered in its entirety to Contra Costa Transportation Authority Board and was distributed to the Regional Transportation Planning Committees. ♦ PAGE 49

#### End of Consent Items

#### Action Items (see attachments where noted [♦])

10. **Support East Bay Regional Park District (EBRPD) request for \$150,000 in Measure J Pedestrian, Bicycle and Trail Facilities Program Funding:** The Technical Advisory Committee reviewed the request and recommends that the TRANSPLAN Committee support the allocation of funds. In Measure J, the EBRPD is directly allocated one third of funds of the subject program, subject to review and approval of the applicable subregional committee (see attachment). ♦ PAGE 53
11. **Direct Staff to Review and Make Recommendations on CCTA's 2009 Strategic Plan Update:** The Contra Costa Transportation Authority is

requesting that the Regional Transportation Planning Committees review funding implications of the economic downturn and make recommendations with regard to 1) deferral of projects and 2) utilizing program funding for capital projects. ♦ PAGE 58

12. **Consider supporting Contra Costa County Caltrans Community Grant Application.** County staff has requested that TRANSPLAN review their Knightsen-Byron Area Transportation study and consider signing a letter of support. ♦ PAGE 76
13. **Appoint staff to the Contra Costa Transportation Authority's (CCTA) Technical Coordinating Committee:** See attached request from CCTA. ♦ PAGE 81
14. **Review and Comment on State Route 4 Corridor Management Plan Initiatives:** Two State Route 4 corridor management planning efforts, one proposed and one underway are described in the attached material. ♦ PAGE 87
15. **Review and Comment on the Draft 2009 Countywide Comprehensive Transportation Plan (CTP) and Draft Environmental Impact Report (DEIR):** The Contra Costa Transportation Authority (CCTA) has released the subject documents for review and comment. The CTP focuses on implementing Measure J, the countywide transportation sales tax which goes in to effect in April 2009. The DEIR evaluates the environmental impacts, from a program level, of the CTP. ♦ PAGE 94
16. **Accept staff or Committee members' Reports.** Staff or members of TRANSPLAN may report on items of interest to TRANSPLAN.

#### ADJOURNMENT

17. Adjourn to next meeting on Thursday, April 9, at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

**ITEM 3**  
**ADOPT MINUTES FROM JANUARY 7, 2009 MEETING**

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

MINUTES  
January 7, 2009

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

**ROLL CALL**

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

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

STAFF: John Cunningham, TRANSPLAN Staff

**PUBLIC COMMENT**

There was no public comment.

**CONSENT ITEMS**

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

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

**RECOGNIZE OUTGOING CHAIR, WILL CASEY OF PITTSBURG**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **ELECT CHAIR AND VICE-CHAIR FOR 2009**

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

Chair

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

Vice-Chair

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

#### **REVIEW AND COMMENT ON EAST CONTRA COSTA COUNTY FEE PROJECTIONS**

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

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

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

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

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

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

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

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

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

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

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

**ACCEPT STAFF OR COMMITTEE MEMBERS' REPORTS**

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

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

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

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

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

**ADJOURNMENT**

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

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk

**ITEM 3.1**

**ADOPT MINUTES FROM JANUARY 7, 2009 JOINT TRANSPLAN AND  
EAST CONTRA COSTA REGIONAL FEE AND FINANCING AUTHORITY  
MEETING**

## JOINT MEETING

### TRANSPLAN COMMITTEE and EAST CONTRA COSTA REGIONAL FEE AND FINANCING AUTHORITY

Antioch - Brentwood - Pittsburg - Oakley and Contra Costa County

MINUTES  
January 7, 2009

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

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

#### ROLL CALL

#### TRANSPLAN COMMITTEE

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

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

STAFF: John Cunningham, TRANSPLAN Staff

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

#### EAST CONTRA COSTA REGIONAL FEE AND FINANCING AUTHORITY

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

ABSENT: None

STAFF: Dale Dennis, ECCRFFA Program Manager

## **PUBLIC COMMENT**

There was no public comment.

## **DETERMINATION ITEMS**

### **DRAFT EAST CONTRA COSTA COUNTY FEE PROJECTION STUDY**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Jim Frazier suggested that AB 375 would cripple transportation.

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

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

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



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

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

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

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

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

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

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

**ITEM 4**

**ACCEPT CORRESPONDENCE**



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2009 FEB 18 P 1:23

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February 11, 2009

John Cunningham  
Senior Transportation Planner  
Department of Conservation and Development  
651 Pine St, 4th Floor - North Wing  
Martinez, CA 94553

**RE: UPDATED OAKLEY PLANNING COMMISSION TRANSPLAN  
REPRESENTATIVE AND ALTERNATE**

Dear Mr. Cunningham:

The Oakley City Council is assuming the Planning Commission function as part of budget adjustments. On February 10, 2009, the Oakley City Council adopted a resolution appointing a new Planning Commissioner Representative and Alternate. The appointments will expire on December 31, 2009 and are as follows:

**TRANSPLAN Representative: Kevin Romick**

**TRANSPLAN Alternate: Bruce Connelley**

If you have any questions please call me at (925) 625-7036 or email me at [strelo@ci.oakley.ca.us](mailto:strelo@ci.oakley.ca.us).

Sincerely,

Kenneth W. Strelo  
Senior Planner

Attachment: City Council Resolution

RESOLUTION NO. 20-09

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAKLEY APPOINTING AN OAKLEY PLANNING COMMISSION REPRESENTATIVE AND ALTERNATE TO THE TRANSPLAN COMMITTEE**

**WHEREAS**, the administrative procedures for TRANSPLAN call for 11 voting members to serve on the TRANSPLAN Committee;

**WHEREAS**, TRANSPLAN procedures provide that each participating City Council shall appoint two voting members: one from the City Council and one from the Planning Commission;

**WHEREAS**, currently, it is proposed that the City Council appoint its members to also serve as members of the Planning; and

**WHEREAS**, the current representative and alternate to TRANSPLAN will no longer be members of the Planning Commission; and

**WHEREAS**, the City Council must appoint a new Planning Commission representative and an alternate so that Oakley will have proper representation on TRANSPLAN;

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Oakley that the following Planning Commissioners are hereby appointed to serve a two-year term on the TRANSPLAN Committee as Oakley's Planning Commission representative and alternate:


Planning Commission TRANSPLAN Representative: Kevin Romick  
Planning Commission TRANSPLAN Representative Alternate: Bruce Connelley

The foregoing resolution was introduced at a regular meeting of the Council of the City of Oakley held on the 10<sup>th</sup> day of February 2009, by Councilmember Frazier, who moved its adoption, which motion being duly seconded by Councilmember Anderson, was upon voice vote carried and the resolution adopted by the following vote:

AYES:	Anderson, Connelley, Frazier, Rios, Romick
NOES:	None
ABSTENTIONS:	None
ABSENT:	None

APPROVED:

  
\_\_\_\_\_  
Carol Rios, Mayor

ATTEST:  
  
\_\_\_\_\_  
Nancy Orterblad, City Clerk

UL

# TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
2300 Contra Costa Boulevard, Pleasant Hill, CA 94523 (925) 969-0841

February 23, 2009

The Honorable Maria Viramontes, Chair  
Contra Costa Transportation Authority  
3478 Buskirk Avenue, Suite 100  
Pleasant Hill, California 94523

DEPARTMENT OF CONSTRUCTION AND DEVELOPMENT  
2009 MAR -2 P 1:08  
CONTRA COSTA

Dear Chair Viramontes:

At its meeting on February 12, 2009, TRANSPAC took the following actions that may be of interest to the Transportation Authority.

1. Received a presentation from Cindy Dahlgren, Director of Administration, County Connection, to provide a project update on the DVC Transit Center and the Pacheco Transit Hub.
2. Discussed the Central County Action Plan, including the notification that the TRANSPAC and TRANSPLAN TACs are working on a recommendation to form a partnership to develop a Corridor Management Plan for SR 4 and connecting/supporting arterials. The continuing efforts by the Action Plan Subcommittee to finalize the document were also recognized.
3. Elected Councilmember Mark Ross as TRANSPAC Chair and Cindy Silva as TRANSPAC Vice Chair for the 2009 term.
4. Reappointed Councilmember David Durant to the position of TRANSPAC CCTA Representative for the 2009-11 term commencing February 1, 2008. Appointed Cindy Silva, City of Walnut Creek, as the second alternate for both TRANSPAC CCTA Representatives commencing March 1, 2009. Appointed Councilmember Guy Bjerke as a third alternate to both TRANSPAC CCTA representatives commencing March 1, 2009.

TRANSPAC hopes that this information is useful to you.

Sincerely,



David Durant  
TRANSPAC Chair

- cc: TRANSPAC Representatives (packet mailing)  
TRANSPAC TAC and staff  
Gayle B. Uilkema, Chair, SWAT  
Federal Glover, Chair, TRANSPLAN  
Sharon Brown, Chair, WCCTAC  
Robert McCleary, Paul Maxwell, Martin Engelmann, Arielle Bourgart, Hisham Noeimi,  
Danice Rosenbohm, CCTA  
Christina Atienza, WCCTAC  
John Cunningham, TRANSPLAN  
Andy Dillard, SWAT  
Steve Wallace, City of Pleasant Hill

# TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
2300 Contra Costa Boulevard, Suite 360, Pleasant Hill, CA 94523 (925) 969-0841

December 31, 2008

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

CONTRA COSTA COUNTY  
2009 JAN -2 P 1:41  
DEPARTMENT OF CONSERVATION  
AND DEVELOPMENT

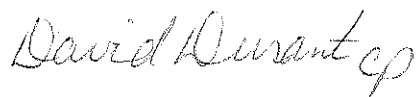
Dear Chair Hudson:

At its meeting on December 11, 2008, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation from Deborah Dagang of CH2M Hill outlining the three options for the RM2 I-680 HOV Express Bus Access Study. TRANSPAC recommended that Option B, Walnut Creek Perimeter Road, be analyzed for the Study and that this information be forwarded to the RM2 Policy Advisory Committee.
2. Discussed comments received from WCCTAC and the City of Lafayette concerning the Central County Action Plan. Approved sending a letter acknowledging these comments to the Mayor of the City of Lafayette. The Action Plan subcommittee will convene to formulate a response to the City's comments as well as review and make any minor revisions/refinements to the Action Plan.

TRANSPAC hopes that this information is useful to you.

Sincerely,



David Durant  
TRANSPAC Chair

cc: TRANSPAC Representatives (packet mailing)  
TRANSPAC TAC and staff  
Gayle B. Uilkema, Chair, SWAT  
Will Casey, Chair, TRANSPLAN  
Sharon Brown, Chair, WCCTAC  
Robert McCleary, Paul Maxwell, Martin Engelmann, Arielle Bourgart, Peter Engel, Hisham Noeimi, Danice Rosenbohm, CCTA  
Christina Atienza, WCCTAC  
John Cunningham, TRANSPLAN  
Andy Dillard, SWAT  
Steve Wallace, City of Pleasant Hill  
Leah Greenblatt, City of Lafayette

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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December 30, 2008

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

Dear Mr. Strelo:

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

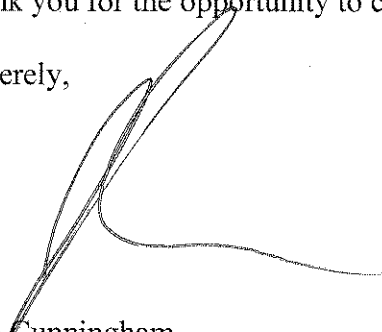
The guiding policy document that TRANSPLAN uses in the review of the impact of projects is the *East County Action Plan For Routes of Regional Significance*. TRANSPLAN is currently transitioning from the June 2000 version<sup>1</sup> to an updated release planned for adoption in early 2009<sup>2</sup>. While the 2000 document is the adopted document, TRANSPLAN requests that the City review both documents in the development of the DEIR.

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

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

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

Sincerely,



John Cunningham  
TRANSPLAN staff

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c: TRANSPLAN Technical Advisory Committee

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<sup>1</sup> Available here:

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

<sup>2</sup> Draft available here:

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

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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January 9, 2009

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

Dear Mr. McCleary:

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

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

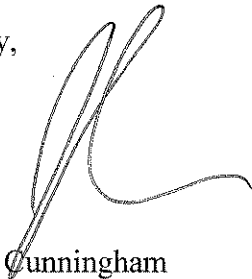
**Appoint TRANSPLAN representatives and alternates to the Contra Costa Transportation Authority (CCTA) Board:** The Committee moved to make the following appointments to the CCTA Board:

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

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

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

Sincerely,



John W. Cunningham  
TRANSPLAN staff

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



# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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January 7, 2008

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

Dear Chair Hudson:

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

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

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

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

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

The project will reconstruct and/or partially reconstruct the:

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

### **2. State Route 4 Bypass**

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

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

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

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

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

### **Vasco Road Safety Project**

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

TRANSPLAN is proposing a safety improvement project to:

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

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

Sincerely,

Federal D. Glover  
TRANSPLAN Committee Chair

cc: TRANSPLAN Committee  
TRANSPLAN Technical Advisory Committee

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## TRANSPLAN COMMITTEE

### EAST COUNTY TRANSPORTATION PLANNING

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

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February 26, 2009

Mr. Victor Carniglia  
City of Antioch  
Antioch, California 94531

Dear Mr. Carniglia:

TRANSPLAN appreciates the opportunity to comment on the City of Antioch's Draft Environmental Impact Report (DEIR) for the Hillcrest Station Area Specific Plan.

The guiding policy document that TRANSPLAN uses in the review of the impact of projects is the *East County Action Plan For Routes of Regional Significance*.

The DEIR notes correctly that both Hillcrest Avenue and State Route 4 are designated Routes of Regional Significance and goes on to report that the adopted level of service (LOS) standards on these routes are violated in 2035 representing a significant and unavoidable impact.

However, balancing these traffic service object (TSO) violations are the following:

The project fulfills numerous goals in the Action Plan directly supporting:

1. The transit ridership TSO (*25% increase by the Year 2010*)<sup>1</sup>, and
2. *Action #1: Implement Regional Transportation Improvements.*

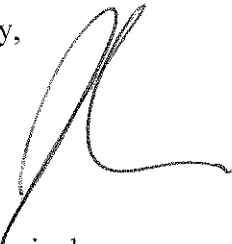
Indirectly, the project helps to fulfill the following actions:

3. *Action #13: Encourage Walking and Bicycling*
4. *Action #15 Pursue a Jobs-Housing Balance in East County*

In addition, the project is consistent regional transit ridership goals catalyzing the expansion of rapid transit into Eastern Contra Costa County fulfilling a high priority for all of Contra Costa County.

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

Sincerely,



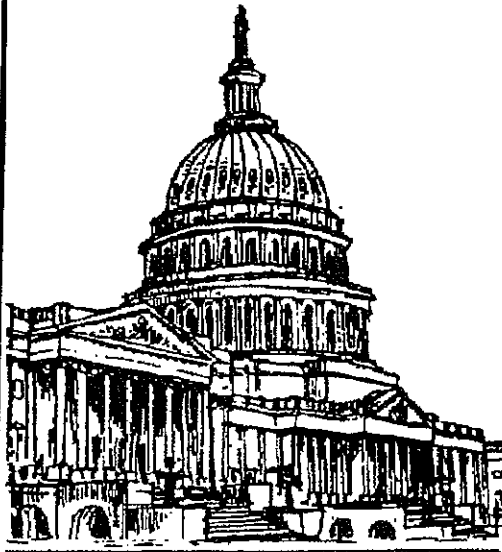
John Cunningham  
TRANSPLAN staff

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c: TRANSPLAN Technical Advisory Committee

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<sup>1</sup> Recognizing service is not anticipated to begin until 2014.



# A Fax from Congressman George Miller

(D-California, 7<sup>th</sup> District)



TO: Bob McCleary 925 407 2564701

FROM:  Kathy Hoffman  
 \_\_\_\_\_

Total Number of Pages: 2 (Including cover sheet)

Date: 1-5-09 Time: \_\_\_\_\_ P ST

Message: Thanks!

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

RECEIVED DEC 23 2008

11-20-08

To Whom It May Concern:

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

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

Sincerely,

Melissa Villalobos

179 Sunset Way

Pittsburg, CA 94565



CONTRA COSTA  
**transportation  
 authority**

COPY

January 6, 2009

COMMISSIONERS:

- Dave Hudson,  
Chair*
- Maria Viramontes,  
Vice Chair*
- Janet Abelson*
- Susan Bonilla*
- David Durant*
- Federal Glover*
- Julie Pierce*
- Karen Stepper*
- Don Tatzin*

Melissa Villalobos  
 179 Sunset Way  
 Pittsburg, CA 94565

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

Dear Ms. Villalobos:

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

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

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

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

*Robert K. McCleary  
 Executive Director*

3478 Buskirk Ave.  
 Suite 100

Pleasant Hill  
 CA 94523

PHONE:  
 925/ 256-4700

FAX:  
 925/ 256-4701

hi [www.ccta.net](http://www.ccta.net)

Ms. Melissa Villalobos

January 6, 2009

Page 2

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

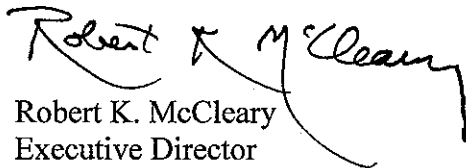
- Because of the economic downturn, our sales tax revenues are well below the relatively conservative forecasts made in 2004 when the voters extended the program.
- While we are well along with the planning of widening to eight lanes from Somersville to the Bypass, including a median for BART, at an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

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

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

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

Regards,

  
Robert K. McCleary  
Executive Director

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



**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:**             Barbara Neustadter, TRANSPAC                     Christina Atienza, WCCTAC  
                    Andy Dillard, SWAT                                     Lisa Bobadilla, TVTC  
                    John Cunningham, TRANSPLAN                     Calvin Wong, LPMC/SWAT (TAC)

**FROM:**        Robert K. McCleary, Executive Director

**DATE:**        February 19, 2009

**SUBJECT:**    **Items approved by the Authority on February 18, 2009, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **February 18, 2009** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Federal Transportation Reauthorization – Potential for Federal Earmarks.** In December the Authority recommended that Contra Costa develop priorities for a short list of high priority projects that could be candidates for a federal earmark in the federal transportation reauthorization bill anticipated later in 2009. The attachment lists the proposals that have been received from the regional committees. Staff will recommend a priority list at the March APC meeting. *Staff is meeting with Congresswoman Tauscher on February 27<sup>th</sup>, and hopes to prepare a draft list of priorities for earmarks prior to the APC meeting. We will include it in the packet if time permits, and in any case will post it on the web in advance of the APC meeting.*
  
2. **Measure J Paratransit Allocation for April 1 – June 30, 2009.** The Paratransit Coordinating Council is requesting that Measure J funds be allocated to existing Measure C recipients for the last quarter of FY 2008-09 to reduce the impact of the economic downturn on paratransit operators. The operators would be unable to maintain existing service levels without the allocations. The Measure J expenditure plan does not address a paratransit allocation until FY 2009-10, the recommendation is that 2.97% of sales tax revenues be allocated to the current Measure C recipients. This is below the 5% program levels identified in the expenditure plan. The original plan to “back-fill” the last quarter of FY 2008-09 with Measure C paratransit program reserves has proven to be insufficient as reserves did not meet projections as sales tax revenues declined. *The Authority approved the augmentation of funding in order to sustain its commitment to paratransit in the face of revenue downturns.*
  
3. **Projections 2009 “what if?” Scenarios.** In December 2008, ABAG released a preliminary forecast for 2035, showing a prospective major shift in growth trends for Contra Costa. Called Projections 2009, “what if?” the projections are now under review by local jurisdictions with final adoption expected in April 2009. According to the Draft Projections, Contra Costa is forecast to continue to grow through 2035, but at a slower rate than previously forecast. ABAG also proposes a policy shift that would direct new growth in households and jobs away from East County, towards Central County and points south and west. As the Congestion Management Agency (CMA) for Contra Costa, the Authority is responsible for maintaining a travel model and land use data set that is consistent with the ABAG forecast. Staff has reviewed the proposed “what if”



scenarios, and developed comments to forward to ABAG. *The Authority appreciated the presentation and insights provided by Paul Fassinger of ABAG, and the evolution to the third version of Projections 2009, which better reflects local plans. The Authority encourages local jurisdictions to review the most recent projections, and provide ABAG with comments if the projections appear to be inconsistent with local expectations and plans.*

*The Authority also noted that local jurisdictions, the Authority and ABAG will need to work closely together over the next four years, as ABAG prepares the “sustainable communities strategy” (i.e., the land use plan to be included in the 2013 Regional Transportation Plan per SB 375 (2008)). The Authority stressed that the SCS needs to both support the regional goals and be realistic.*

#### **4. Review of the Joint Policy Committee’s Proposed Policies for the Bay Area’s**

**Implementation of Senate Bill 375.** On January 23, 2009, JPC staff released a draft set of policies to guide the Bay Area’s regional agencies through implementation of SB 375. Policy recommendations include: (1) Setting aggressive targets for Greenhouse Gas (GHG) emissions reductions for the Bay Area; (2) Developing an “integrated” land-use transportation model that improves analyst’s ability to assess impacts of land use decisions on GHG emissions; (3) Commit to the development of a realistic and attainable Sustainable Communities Strategy (SCS – a presumed land use pattern for future development), leaving the Alternative Planning Strategy (APS – a set of policy alternatives not constrained by existing authority) only as a last resort; (4-6) Integrate, coordinate, and facilitate the process through the Partnership to arrive at a consensus SCS no later than June 2010; and (7) Starting immediately, allow for all regional policies affecting land use and transportation infrastructure to be vetted through the JPC, and filtered against the emerging SCS. These proposed policies could have major implications for the Authority’s programs and its local jurisdictions. *The Authority heard a presentation by Ted Droettboom, manager of the Joint Policy Committee (JPC) comprised of representatives from ABAG, the Air District (BAAQMD), BCDC, and MTC on the implementation of SB 375. The Authority found the presentation insightful, particularly with regards to the complex and still unfolding requirements of that legislation. The Authority directed staff to prepare a draft letter to the JPC consistent with the issues raised in the staff report and at the February Planning Committee meeting, i.e., acknowledging the importance of the goals and indicating a strong interest in having the Authority and local jurisdictions intimately involved in determining how SB 375 will be implemented in the Bay Area.*

*The letter will also reinforce Authority concerns, particularly with regard to the following aspects of the JPC’s proposed policy approach: (1) Encourage the JPC to promote a feasible and reasonable target for reducing carbon emissions for the Bay Area, rather than an aggressive target, in order to limit the risk of litigation against the RTP that might threaten the Authority’s ability to accomplish the Measure J program with state and federal augmentations, which will be necessary to accomplish the program promised to the voters; (2) limit “off the top” funding for the proposed “priority development area” (PDA) program so as not to undermine the “Fix It First” policy of maintaining the region’s local streets and roads and transit capital needs; (3) work in partnership with local jurisdictions to ensure that land use assumptions made in the planning process are consistent with local plans and directions, and are developed with a strong “bottom-up” approach that reflects buy-in from the Bay Area’s cities, towns and counties; and (4) recognize the need to balance investments in the PDA process – which analysis has shown will have a more modest and more long-term impact on reducing greenhouse gas emissions than other available tools – with investments needed to accomplish other regional, county and local objectives, including sustaining the economy and providing mobility and access.*

- 5. Update to the Measure J Strategic Plan: Revenue Projections and Development Schedule.** The significant downturn in the economy has adversely affected Measure J sales tax projections. Consequently, staff recommends updating the Measure J Strategic Plan. *The Authority authorized staff to initiate an update to the Authority's Strategic Plan, with the objective of completing the update in August or September in advance of the Authority's \$300 million bond sale, scheduled for September 23<sup>rd</sup>.*

*In light of the significant downturn in anticipated revenues, several points were made: (1) accomplishing key projects that are matched by several hundred million dollars over the next few years remains very important; (2) regardless of the downturn in revenues, the Authority remains committed to its 2004 vision as approved by the voters, and will seek other funds as necessary to accomplish them, just as has been done to fulfill the promises made in 1988 with Measure C; (3) equity among the sub-regions will continue to be a core policy of the Authority; and (4) within the context of the first three, the Strategic Plan process needs to look at not just projects, but programs, to assess how best to cope with the significantly lower sales tax revenues now forecast. The Authority will work closely with the RTPCs on all the update to the Strategic Plan over the next several months.*

- 6. Consideration of Measure J Enhancement Funding to Support Existing Transit and Paratransit Services.** The Bus Transit Coordinating Committee (BTCC) and the Paratransit Coordinating Council (PCC) are requesting that the Authority consider a Measure J Expenditure Plan amendment or policy action that would, under limited circumstances and with appropriate RTPC support, allow eligible bus and paratransit operators to use funds from Measure J bus and paratransit enhancement programs to maintain existing services when funding shortfalls threaten those services. *The Authority authorized staff to develop a proposal that would allow more flexibility in the use of funds from categories 16, 19, and 20. Subject to RTPC concurrence, the flexibility could allow transit operators to retain higher levels of service than would otherwise be possible in the face of the dramatic revenue reductions facing them, which are a result of both the downturn in the economy and the State's budget crisis, as reflected in the just-approved revised budget which eliminates the STA contributions in the near term.*

## Draft Federal Earmark Request List as submitted by Regional Committees

WCCTAC		Project Title	Project Description	Project Cost (x1,000)	Requested Earmark (x1,000)
Tier I	County	North Richmond Truck Route	Truck route over an existing private road (Soto St.) to divert truck traffic away from residential North Richmond.	\$22,000	\$15,500
Tier I	San Pablo	Reconstruct I-80/San Pablo Dam Road Interchange (stage 1)	Relocate WB I-80/El Portal Dr on-ramp.	\$25,000	\$15,000
Tier I	San Pablo	Reconstruct I-80/San Pablo Dam Road Interchange (stages 2 and 3)	Close WB I-80/McBryde WB Off-ramp, construct new Frontage Road, relocate the pedestrian overcrossing, and reconstruct I-80/San Pablo Dam Road I/C.	\$93,000	\$76,000
Tier I	El Cerrito and Richmond	I-80/Central Avenue Interchange Improvements	Phase 2 - Establish a new roadway connector to Pierce from San Mateo. Remove traffic signal at Pierce/Central and restrict to right-in/right-out only.	\$17,000	\$17,000
Tier II	Hercules and Richmond	Hercules and Richmond Ferry Service	High speed ferry service from Hercules and Richmond; funds are for capital improvements; operations; transit feeder service, etc. in cooperation with WETA.	\$102,000	\$39,850
Tier II	Hercules	Hercules Rail Station Improvements	Ferry, bus, Capitol Corridor Intermodal Transit Center, public improvements, and TOD.	\$45,000	\$12,580

Total Earmark Request: \$175,930

SWAT		Project Title	Project Description	Project Cost (x1,000)	Requested Earmark (x1,000)
1	CCTA	Caldecott Tunnel	Construct a two-lane fourth bore of the Caldecott Tunnel.	\$425,000	No Shortfall identified at this time.
2	CCTA	I-680 Transit Corridor Improvements	Includes Auxiliary Lanes and Norris Canyon Road Interchange.	\$126,400	\$74,400

Total Earmark Request: \$74,400

TRANSPAC		Project Title	Project Description	Project Cost (x1,000)	Requested Earmark (x1,000)
1	CCTA	SB I-680 HOV	Close HOV gap in SB Lane between N. Main & Livorna.	\$80,000	\$10,000
2a	Concord	Ygnacio Valley Road Widening	Widen Ygnacio Valley Road to six thru lanes from Michigan Boulevard to Cowell Road.	\$12,500	\$10,000
2b	Pleasant Hill	Contra Costa Blvd. Improvement Project	Between 2nd Ave. and Monument Blvd., construct left/right turn lanes, modify intersection alignment, pavement rehabilitation, add Class II Bike lane, signal upgrade, and improve traffic operations.	\$10,000	\$10,000
3	City of Martinez	Ferry Terminal	Construction of Ferry Terminal for Ferry system connecting Antioch and Martinez to San Francisco as part of an overall Water Emergency Transportation Agency (WETA) San Francisco Bay wide plan.	\$10,000	\$10,000

Total Earmark Request: \$40,000

<b>TRANSPLAN</b>		Project Title	Project Description	Project Cost (x1,000)	Requested Earmark (x1,000)
1	East County Corridor Project	State Route 4 East Widening - Somersville to SR160	Widen SR4 East to eight (8) lanes - three (3) mixed flow lanes and one (1) High Occupancy Vehicle (HOV) lane in each direction from Somersville Rd. to Hillcrest Ave. (plus auxiliary lanes), including a wide median for transit; and Widen SR4 East to six (6) lanes - three (3) mixed flow lanes in each direction from Hillcrest Ave. to the interchange with SR 160 and the new SR 4 Bypass.	\$739,000	\$90,000
		State Route 4 Bypass	Sand Creek Road Interchange, SR4 Bypass - 4-Lanes from Laurel Rd. to Sand Creek Rd., Balfour Road Interchange, SR4 Bypass: 4-lanes from Sand Creek Road to Balfour Rd., WB SR4 to NB SR160 Connector, SB 160 to EB SR4 Connector.		
		Vasco Road Safety Project	Extend the southbound passing lane through the Brushy Creek area near the Contra Costa/Alameda county line; Construct concrete median barrier for an approximate project length of 2.5 miles.		

Total Earmark Request: \$90,000

Request from Congresswoman's Tauscher's Office for 3 to 5 major projects Countywide. (Total \$40-\$50 million dollars)  
 Total Earmark Requests from the Regional Committees: \$380,330,000

**ITEM 5**

**ACCEPT RECENT NEWS ARTICLES**

## Vasco Road to receive \$10 million in stimulus money

By Rowena Coetsee  
East County Times

Posted: 02/27/2009 11:56:46 AM PST

Updated: 02/28/2009 07:15:24 AM PST

Vasco Road will receive \$10 million in federal stimulus money to make the major commute route between Alameda and Contra Costa counties safer, according to a news release from Contra Costa County Supervisor Mary Piepho's office.

Distributed by the Metropolitan Transportation Commission, the funds will be used to erect a one-mile concrete barrier as well as to extend a one-mile southbound passing lane by 4½ miles.

The work, which will be done in the Brushy Creek area where severe collisions have occurred most often, is expected to start in summer 2010.

This will be the first phase of safety improvements to Vasco Road, which also will receive money from Prop. 1B, developer fees and the city of Brentwood.

Concerted efforts to make the arterial route safer have paid off by eliminating fatalities on Vasco Road for more than two years.

For more information, call Piepho's office at 925-240-7260.

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## Plans for Contra Costa to San Joaquin freeway in motion

By Paul Bugarino  
East County Times

Posted: 02/28/2009 03:30:28 PM PST

Updated: 03/01/2009 09:59:06 PM PST

Plans are creeping forward for a highway in eastern Contra Costa County that could make for a quicker trip from the region to the Central Valley.

State Route 239, an expressway that would connect from Highway 4 near Brentwood to Interstate 205 near Tracy, is in preliminary planning stages, said John Greitzer, senior transportation planner with Contra Costa County. An exact route for the roughly 20-mile stretch of freeway hasn't been determined.

In 2005, the county was granted \$14 million in federal earmarks for planning and construction of State Route 239.

Recently, county staff completed a request to Caltrans to access those funds. That request includes a plan on how the county will carry out the project. Caltrans must review and approve the submittal for the county to get the money.

Upon approval, the project will include spending \$3.2 million of federal money for planning, including creating a multi-county partnership to oversee the project and a report providing a description and cost estimates.

About \$3.8 million will be used on environmental study and clearance, and the remainder will be used

for design, engineering, and "as much right-of-way acquisition and construction as funding will allow," Greitzer said.

The project will require significant collaboration among Contra Costa, San Joaquin and Alameda counties, two Caltrans Districts, and numerous other entities, Greitzer said.

Since 2000, plans and projects have been in progress to better connect East County to the west, including widening Highway 4, the Highway 4 bypass and eBART.

In light of these projects, there was more discussion about needing better connections in the opposite direction, Greitzer said, noting that East Contra Costa roadways have experienced a substantial increase in truck traffic to and from the Central Valley.

Further, East Contra Costa and southwestern San Joaquin County have continued to grow rapidly, while the undivided two-lane roads that connect the areas remain.

"It's the one place in the county where there's a freeway gap. It's needed," he said.

Tracy Mayor Brent Ives, who also heads the San Joaquin Council of Governments — which oversees that county's transportation — said he hasn't seen a formal proposal for the project but wouldn't do anything to keep it from happening.

He said records show that nearly 11,000 people commute to Tracy from East Contra Costa for work and shopping. He said people travel to Contra Costa County from Tracy as well, but not as many.

"I think we're going to be a major job generator, and I think it would be helpful for those commuters

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in our area," Ives said. "I would like them to coordinate with us, and agencies are pretty good about working together. At this point, this is a Contra Costa County project."

Andrew Chesley of the San Joaquin Council of Governments acknowledged that there's a lot of work to be done. In fact, he has a voice message from Greitzer he has to return, he said.

Contra Costa County Supervisor Mary Piepho, whose district includes Brentwood, Discovery Bay and Byron, said State Route 239 is important, but less of a priority than other road projects such as Vasco Road, Marsh Creek Road, Bixler Road and Sellers Avenue.

It's important to note, she said, that there is dedicated money for the highway.

"We have to use that money for 239 and use other funding on other roads, so it's important from a transportation-planning aspect to keep looking at it," she said.

The improved stretch of road would "help connect the loop" for East Contra Costa and ensure the area "isn't a dead end or cul-de-sac," said Ed Del Baccaro of Colliers International, a commercial brokerage firm.

That access would make East Contra Costa more attractive to regional business, he said.

Higher speed limits and more lanes will also keep drivers from staring at Eric Schroder's bumper.

Schroder, a truck driver from Concord, said that when he goes from Tracy to Brentwood or vice versa, he notices the line of cars behind him while driving on Byron Highway. Byron Highway, or J4, is a two-lane road that cuts southeast from Byron to

Tracy through agricultural land and past the growing suburban development Mountain House.

"I think to have a more direct route out here will be great," he said over eggs Benedict at the Byron Inn. "That way it is right now is kind of weird."

**Staff writer Mike Martinez contributed to this story. Reach Paul Burgarino at 925-779-7164 or [pburgarino@bayareanewsgroup.com](mailto:pburgarino@bayareanewsgroup.com) .**

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# CONTRA COSTA TIMES

ContraCostaTimes.com

## Concord approves plan for weapons station

By Tanya Rose  
Contra Costa Times

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

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

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

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

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

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

and toward employment and other service programs.

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

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

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

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

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**ITEM 6**

**ENVIRONMENTAL REGISTER**

<b>TRANSPLAN COMMITTEE REGISTER OF ENVIRONMENTAL NOTICES AND DOCUMENTS RECEIVED: December 1 – December 23, 2008</b>						
<b>LEAD AGENCY</b>	<b>GEOGRAPHIC LOCATION</b> (City, Region, etc.)	<b>NOTICE /DOCUMENT</b>	<b>PROJECT NAME</b>	<b>DESCRIPTION</b>	<b>COMMENT DEADLINE</b>	<b>RESPONSE REQUIRED</b>
City of Antioch	East County	Notice of Availability: DEIR	Hillcrest eBART Station	The proposed Specific Plan allows for the creation of two transit villages, one around the eBART station and the potential for creating a second transit village in the eastern end of the planning area contingent on a second eBART station being constructed. A maximum of 2500 residential units are proposed, with densities potentially ranging as low as 6 units to the acre to as high as 40 units/acre. The proposed Specific Plan would accommodate commercial use, potential for ~2.2 million sf of office and retail space and open space is planned..	March 2, 2009	Staff provided comment letter regarding impacts in the East County.
City of Antioch	East County	Notice of Availability: DEIR	Roddy Ranch	The project would develop approximately 392 acres of residential, recreational, resort, and hotel uses on approximately 540 acres. The project proposes development of 574 single-family detached residential units and up to 100 multi-family townhomes/villas. The project also includes a 250-room hotel, recreational facilities, parks and open space, trails, roadways and site access and drainage features.	March 5, 2009	Staff provided comment letter regarding impacts in the East County.
City of Oakley	East County	Notice of Preparation, Environmental Impact Report	Oakley Downtown Specific Plan	The Specific Plan will redevelop the area with commercial and residential uses. The plan will include a Main Street realignment and accommodate the development of up to 360,000 square feet of commercial space and up to 300 dwelling units.	December 24, 2009	Staff submitted comments to the City.

**ITEM 7**  
**ADOPT CALENDAR.**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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**TO:** TRANSPLAN Board Members  
TRANSPLAN Technical Advisory Committee (TAC)

**FROM:** John Cunningham, TRANSPLAN staff

**DATE:** March 3, 2009

**SUBJECT:** **Adoption of the TRANSPLAN Committee and TRANSPLAN Technical Advisory Committee Meeting Calendar**

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**Background:** None

**Recommendation:** Staff recommends the Committee adopt the 2009 TRANSPLAN Committee and Technical Advisory Committee Meeting Calendar:

### 2009 TRANSPLAN Committee Meeting Dates

All meetings to be on Thursdays at 6:30 PM at the Tri-Delta Board Room (Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch) unless otherwise noticed:

April 9<sup>th</sup>  
May 14<sup>th</sup>  
June 11<sup>th</sup>  
July 9<sup>th</sup>  
August 13<sup>th</sup>  
September 10<sup>th</sup>  
October 8<sup>th</sup>  
November 12<sup>th</sup>  
December 10<sup>th</sup>

### 2009 TRANSPLAN Technical Advisory Committee Meeting Dates

All meetings to be on Tuesdays starting at 1:30 PM in the Antioch City Hall (200 H Street) unless otherwise noticed:

March 17<sup>th</sup>  
April 14<sup>th</sup>  
May 19<sup>th</sup>  
June 16<sup>th</sup>  
July 21<sup>st</sup>  
August 18<sup>th</sup>  
September 15<sup>th</sup>  
October 20<sup>th</sup>  
November 17<sup>th</sup>  
December 15<sup>th</sup>

**ACCEPT 511 CONTRA COSTA PROGRAM STATUS REPORT**

## MEMORANDUM

**DATE:** March, 2009  
**TO:** TRANSPAC and TRANSPLAN Committees  
**FROM:** Lynn Osborn Overcashier, 511 Contra Costa and  
TRANSPAC/TRANSPLAN TDM Program Manager  
**RE:** 511 Contra Costa/TRANSPAC-TRANSPLAN TDM Program Status  
Report

### Employer Outreach

Staff has worked on the following program elements of the 511 Contra Costa program to promote VMT reduction and GHG emission reductions:

- With the Northern California Chapter of the Association for Commuter Transportation, coordinated a conference with MTC on SB 375 and AB 32.
- Currently developing GHG emissions reports for each jurisdiction in the TRANSPAC and TRANSPLAN regions. These include the 2005 baseline calculations as well as 2008 reports showing the emissions reduction totals based on the demonstrated results of the 511 Contra Costa TDM programs. These programs are conducted on behalf of the ten eastern and central Contra Costa jurisdictions. This information may be included in the Climate Action Plans being developed under AB 32 and for future Sustainable Communities Strategies under SB 375.
- Researching the possibilities of partnering with local jurisdictions to place electric vehicle charging stations at key locations available to the public.
- Met with the Walnut Creek Downtown Business Association to brainstorm ideas on ridesharing programs for the merchants located in the downtown business area.
- Attended the State of the City luncheon for the City of Concord. 511 Contra Costa Green Ride reusable market bags were provided to each attendee.
- Coordinating a bicycle safety training course with the City of Antioch Park and Recreation for the summer/fall schedule.
- Preparing invitations to jurisdictions and employers for a free lunchtime seminar on how to formulate a telework program and compressed work schedules.

### Comprehensive Incentive Program

- The Carpool and Transit Incentive Programs continue to be well utilized by the public. The program is being streamlined to provide incentives for multiple modes.
- Follow-up surveys for the 2007/08 incentive programs are being tabulated and final reports written for submittal to CCTA and the BAAQMD.
- Final edits to the Transportation Resource Guide are being made and plans are to publish the updated booklet this Spring.

### Bike to Work Day

- The TRANSPAC/TRANSPLAN TDM office is coordinating the Bike-To-Work Day efforts for Contra Costa County. Bike-to-Work Day is May 14, 2009. This year Kaiser Permanente is the event sponsor. At this time volunteers have signed up to host Energizer Stations in Antioch, Brentwood, Concord, Martinez, Pittsburg, Walnut Creek

LMC, DVC, Pleasant Hill BART, Walnut Creek BART, and various locations on the Canal and Iron Horse Trail.

[www.511contracosta.org](http://www.511contracosta.org)

- The website has been updated and was launched with a new “green” look to it late last month. Social networking programs such as Twitter and blogging are being used to maximize the traffic to the site. There will be new information posted and transportation news, a blog and other important GHG emissions and trip reduction information added. Publications, including the Transportation Resource Guide will also be posted as they are available.

Staff distributed grant information from the Department of Energy, Community Planning Grants and State Safe Routes to Schools information to the TRANSPAC and TRANSPLAN TAC members with an offer to pay for grant writing on behalf of the jurisdictions, and the possibility of providing matching funds for grants requiring a match. Several inquiries have been made and staff is assisting in determining whether projects are viable candidates.



**ITEM 9**

**ACCEPT CONTRA COSTA TRANSPORTATION AUTHORITY  
ECONOMIC STIMULUS REPORT**

**Report to Contra Costa Transportation Authority  
February 18, 2009**

**American Recovery and Reinvestment Act of 2009**

On February 17, President Obama signed a \$ 787 Billion Federal Stimulus Bill with the goal of resuscitating the flagging economy and creating an estimated 3.5 million U.S. jobs over the next two years. The bill provides \$311 billion in spending appropriation and \$476 billion in tax provisions. While the transportation sector stands to benefit from the bill, it's interesting to note that infrastructure funding represents only 15% of the stimulus package, and transportation infrastructure only 6%.

**California's transportation system will be a beneficiary of this legislation in the form of:**

- A \$2.57 billion formula allocation for highways and roads
- \$1 billion in transit funding (most of which will be allocated to operators by formulas)

Both funding categories include a 'use it or lose it' provision. 50% of the highway/road funds allocated to the State per the federal legislation must be obligated within 120 days; the remainder within a year. Highway/road funds allocated by federal legislation directly to the regions must be obligated within a year.

50% of the transit funds must be obligated within 180 days; the remainder within one year.

In the event these obligation deadlines aren't met, the funds will be redirected to another state. So the pressure will be on to get and keep projects on track to ensure that California doesn't lose this essential funding.

- In addition, the bill provides \$9.3 billion for intercity and high-speed rail, a portion for which California is in a good position to compete, given the high ridership on existing intercity lines (Capitol Corridor, San Joaquin, Pacific Surfliner) and the fact that we just passed a \$10 billion high-speed rail bond measure.
- There's also a \$1.5 billion Discretionary Program, under the direction of the Secretary of Transportation (with a \$300 million per state limit). This will take the form of a competitive grant program, with funds applicable to highway, transit, freight and passenger rail and port infrastructure.

**How highway/road stimulus funds will be allocated in California:**

- The federal legislation provides that, of the highway and roads funding allocated to each state:
  - 70% (including 3% set-aside for the Transportation Enhancement Program) goes directly to the state (through the DOT); and

- 30% will be sub-allocated to the regions using the existing Surface Transportation Program (STP) formula

Within these general parameters, however, once the funds essentially ‘cross the state line’ into California, it becomes a matter of California law how the state and regional allocations are directed. In other words, the state may elect to sub-allocate all or part of its share to the regional and/or local agencies. Why would they do that?

Attachment *HR 1 California Distribution, Existing Law* shows how things would transpire under the federal legislation and existing state law—with 70% going to the state for the State Highway Operations and Protection Program to maintain and rehabilitate existing facilities; the remainder would be allocated through the existing STIP process, which involves a potentially time consuming process.

Caltrans was interested in more flexibility in allocating the money, both in the interest of meeting the federal obligation deadlines and to be able to direct funds to the 1B bond projects—of which they estimate there are \$1 billion worth ready to go. In addition, they estimate there are \$300-\$400 million in SHOPP projects, also ready to go.

So they put together a working group with the MPOs and COGs around the state and have drafted legislation that would provide 37.5% of funds to the state for bond projects and the SHOPP. The remaining 62.5% would go to the regions, with the stated intent that 40% of that would be ‘available’ to cities and counties for eligible projects. That scenario is depicted on the attachment ***Draft California Distribution***. This, or a similar, scenario would potentially make additional funds available to Contra Costa for local streets and roads projects, however, the allocations would be made by MTC at its discretion.

## Timelines American Recovery Reinvestment Act 2009

2/19/2009 R

Program/Activity	Federal Action	Date	Date Dependents
	Enactment	2/17/2009	
	Governor Certification	3/19/2009	Enactment + 30 Days
Maintenance of Effort & Reporting	State Report 90 days	5/18/2009	Enactment + time shown
	State Report 180 days	8/16/2009	Enactment + time shown
	State Report 1 year	2/17/2010	Enactment + time shown
	State Report 2 years	2/17/2011	Enactment + time shown
	State Report 3 years	2/17/2012	Enactment + time shown
	2nd Q'ly Report	4/10/2009	Estimated, needs federal confirmation of actual start dates, also ruling on conflicting dual reporting requirements, unknown end date of reporting.
	3rd Q'ly Report	7/10/2009	
	4th Q'ly Report	10/10/2009	
	1st Q'ly Report	1/10/2010	
	2nd Q'ly Report	4/10/2010	
	3rd Q'ly Report	7/10/2010	
	4th Q'ly Report	10/10/2010	
	1st Q'ly Report	1/10/2011	
	2nd Q'ly Report	4/10/2011	
3rd Q'ly Report	7/10/2011		
	4th Q'ly Report	10/10/2011	Could continue beyond this date depending on program
Discretionary (HIGHWAY/TRANSIT/FREIGHT/RAIL/PORTS)	Discretionary Criteria Published	5/18/2009	Enactment + 90 days
	Discretionary Applications Due	11/14/2009	Enactment + 180 days
	Discretionary Project Selection	2/17/2010	Enactment + 1 year
	Discretionary Obligation Deadline	9/30/2011	
	Priority Const Complete	2/17/2012	Enactment + 3 years
Highways (FHWA)	<b>Highway Apportionment (Target)</b>	<b>3/2/2009</b>	<b>Enactment + 21 days, federal action targeted for 3/2/2009</b>
	Priority Const Complete	2/17/2012	Priority to projects completed within 3 years
	Redistribute remaining 50% "State" Obligation	6/30/2009	Apportionment + 120 days
	Redistribution Unobligated Balances (All)	3/2/2010	Apportionment + 1 year
	<b>Funds Available Until</b>	<b>9/30/2010</b>	
Transit (FTA)	Transit Apportionment (late)	3/10/2009	Enactment + 21 days, federal action could be earlier
	Obligate Capital Inv. Grants	8/7/2009	Apportionment + 150 days
	Redistribute remaining 50% Obligation	9/6/2009	Apportionment + 180 days
	Redistribution Unobligated Balances	3/10/2010	Apportionment + 1 year
Rail (FRA) Cap Assist Hi Spd Rail	US DOT Strategic Plan	4/18/2009	Enactment + 60 days
	Guidance on Grant App	6/17/2009	Enactment + 120 days
	Funds Available Until	9/30/2014	
Rail (FRA) AMTRAK	Award	3/19/2009	Enactment + 30 days
	Const. Complete	2/17/2011	Enactment + 2 years
	Funds Available Until	9/30/2014	

Note: Revisions in **Bold**

**ITEM 310**  
**SUPPORT EAST BAY REGIONAL PARK DISTRICT (EBRPD) REQUEST**  
**FOR \$150,000 IN MEASURE J PEDESTRIAN, BICYCLE AND TRAIL**  
**FACILITIES PROGRAM FUNDING**

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

A summary of the Transportation for Livable Communities program is included in Part IV.

**13 Pedestrian, Bicycle and Trail Facilities ..... 1.5% (\$30 million)**

Pedestrian, bicycle, and trail facilities, including regional trails are an important component of the regional transportation system. Two-thirds of the funds are to complete projects in the Countywide Bicycle and Pedestrian Plan. Consistent with the Bicycle Plan and the importance of bicycle and pedestrian facilities, other potential funding categories in this Plan for pedestrian/bicycle/trail facilities include: (a) Major Streets: Traffic Flow, Safety, and Capacity Improvements; (b) Safe Transportation for Children; (c) Local Streets and Road Maintenance; and (d) the Transportation for Livable Communities project grants. Moreover, where it is appropriate, routine accommodation for pedestrians and bicyclists should be incorporated in construction projects funded from these other categories.

One third of the funds are to be allocated to the East Bay Regional Park District (EBRPD) for the development and rehabilitation of paved regional trails. EBRPD is to spend its allocation equally in each subregion, subject to the review and approval of the applicable subregional committee, prior to funding allocation by the Authority. The Authority in conjunction with EBRPD will develop a maintenance-of-effort requirement for funds under this category.

### Other Countywide Programs

The following programs will be available to fund countywide operational programs, based on a specific percentage of annual revenues received. With respect to transit operations (bus, transportation for seniors and people with disabilities, and express bus), the Authority will allocate funds on an annual basis and will establish guidelines (in cooperation with transit operators through the Bus Transit Coordinating Council) so that the additional revenues will fund additional service in Contra Costa. The guidelines may require provisions such as maintenance of effort; operational efficiencies including greater coordination; promoting and developing a seamless service; a specified minimum allowable farebox return on sales tax extension funded services; and reserves for capital replacement.

# EAST BAY REGIONAL PARK DISTRICT



## TRAILS DEVELOPMENT DEPARTMENT

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### Memo

DATE: February 11, 2009

TO: TRANSPLAN

FROM: Jim Townsend Trails Development Program Manager  
510-544-2602 [jtownsend@ebparks.org](mailto:jtownsend@ebparks.org)

SUBJECT: Measure J Funding Request  
Delta DeAnza Regional Trail  
Hillcrest to Temblor, Antioch

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As a condition of approval for the Vierra Ranch residential development in Antioch, the developer was required by the city to construct a segment of the Delta DeAnza Regional Trail extending from Hillcrest Avenue to Neroly Road adjacent to the Contra Costa Canal. Once completed and accepted, operation and maintenance of the trail was to be assumed by East Bay Regional Park District. The trail was constructed, but the construction was substandard and not acceptable to EBRPD. EBRPD has been working with the city, KB Homes and CCWD for some time to address the construction defects so that the trail may be opened to the public.

However, a section of the trail from Hillcrest to Temblor, about 4/10ths of a mile, was accepted by the city, relieving KB Homes of any responsibility for the defects. Due to current financial circumstances, the city is probably not in a position to undertake the required repairs at their expense.

It appears that KB Homes is finally prepared to undertake the reconstruction of the trail east of Temblor so that it may be opened to the public under EBRPD management. EBRPD is requesting TRANSPLAN's support for an allocation of \$150,000 in Measure J Bicycle and Pedestrian funds to reconstruct the Hillcrest to Temblor segment so it also may be opened.







**ITEM 11**

**DIRECT STAFF TO REVIEW AND MAKE RECOMMENDATIONS ON  
CCTA'S 2009 STRATEGIC PLAN UPDATE:**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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**TO:** TRANSPLAN Board Members  
TRANSPLAN Technical Advisory Committee (TAC)

**FROM:** John Cunningham, TRANSPLAN staff

**DATE:** March 3, 2009

**SUBJECT: 2009 Strategic Plan: Project Prioritization**

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### Background

The Contra Costa Transportation Authority (CCTA) recently completed an east county fee projections report which quantified, to the extent possible, the downturn in revenues to be expected in the future. TRANSPLAN reviewed and commented on this report. In addition, CCTA adjusts the Measure J revenue forecasts on an ongoing basis as a part of its update to the Measure J Strategic Plan.

The attached letter from CCTA details the impact of the economic downturn to Measure J revenues. (and resultant changes in bonding capacity).

CCTA is asking the Regional Transportation Planning Committees to consider the anticipated reduction in revenues and:

1. Make recommendations as to what projects to defer beyond Fiscal Year 2015, and
2. Consider utilizing sub-regional programs for capital projects (see attached excerpts from the *Measure J Sales Tax Expenditure Plan*).

In communication material provided to the public prior to the Measure J vote, the *Measure J Sales Tax Expenditure Plan* was used to describe how the sales tax funds would be used. With regard to #2 above, other than the *Sub-Regional Transportation Needs Program*, altering the use of program funds requires an amendment to the *Measure J Sales Tax Expenditure Plan*.

The Technical Advisory Committee (TAC) has not had a chance to review this information. This is being provided to the Committee for information and preliminary discussion. CCTA needs feedback from the RTPCs by April 10. Staff, with the assistance of the TAC, will bring this item to TRANSPLAN at their April 9<sup>th</sup> meeting with a recommendation.

### Recommendation

Direct the TAC and staff to review the information provided by CCTA and bring a recommendation to TRANSPLAN at their April 9, 2009 meeting.

Attachments: 1) 3-2-09 Letter From CCTA (Robert McCleary)  
2) Relevant Excerpts from Measure J Sales Tax Expenditure Plan



CONTRA COSTA  
transportation  
authority

COMMISSIONERS:

March 2, 2009

Maria Viramontes,  
Chair

Re: 2009 Measure J Strategic Plan

Robert Taylor,  
Vice Chair

To: Regional Transportation Planning Committee Managers, County Staff and Transit Managers:

Janet Abelson

Newell Americh

At its February meeting, the Contra Costa Transportation Authority initiated work on the 2009 Measure J *Strategic Plan*. This *Strategic Plan*, which will cover the seven-year period extending from FY2009 through FY2015, will update assumptions used in the 2007 Measure J *Strategic Plan* related to revenue projections, debt capacity, debt service on proposed bonds, interest rates and inflation. It will also examine project priorities based on latest information on projects funding, costs, and schedules.

Ed Balico

Susan Bonilla

David Durant

Federal Glover

Michael Kee

While the Authority's finances are sound and we have an "AA" rating, this *Update* comes during a significant downturn in the economy which is adversely affecting Measure J revenues and increasing debt service costs on proposed bonds. The reduction in revenues, combined with the projected increase in bond debt service costs, lessens the amount of funding available for *Capital Projects* in the seven years covered by the *Strategic Plan* by more than \$200 million. Because the Measure J Expenditure Plan does not contain a contingency for economic downturns, the Authority will need to consider delaying some projects, tightening the funding caps on *Capital Projects*, or both. The Authority's decision to infuse State Local Partnership funds over the next five years (~ \$26 million) into Measure J *Capital Projects* will soften the impact.

Mike Metcalf

Julie Pierce

Robert K. McCleary  
Executive Director

To expedite high priority projects throughout Contra Costa, the Authority has already committed to a bond issuance of \$300 million in September 2009. This was intended to be the first of a series of three planned bond issues secured by Measure J sales tax revenues. In light of the current economic conditions, the sale of additional bonds beyond 2009 will be carefully evaluated in the 2009 *Strategic Plan*. We will reconsider our financial assumptions and build in sufficient safeguards to not overextend the financial commitments to projects, beyond the proportion of the Measure J program reserved for them.

3478 Buskirk Ave.  
Suite 100

Pleasant Hill  
CA 94523

PHONE:  
925/ 256-4700

FAX:  
925/ 256-4701

<http://www.ccta.net>

Anticipated Measure J funding capacity for *Capital Projects* is forecast to shrink by a total of \$204 million in escalated dollars (or \$165 million in 2004 dollars) during the 2009-2015 period. This reduction and the revised revenue trend may impact our anticipated capacity to issue previously planned bonds of \$150 million in 2012 and \$138 million in 2015.

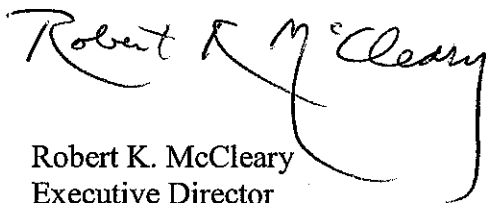
In considering our projections and the potential impacts on projects, it is important to also keep in mind that our projections will be updated periodically as economic conditions change. The projections are not 'cast in stone'. The economy will improve and the timing and strength of the recovery may very well put us back on a trajectory to achieve our financial goals. However, in the near term the impact of the recession will need to be considered in the 2009 Measure J Strategic Plan.

**Attachment A** details the needed reduction in programmed projects by sub-region (in both 2004 dollars and escalated) after the infusion of State Local Partnership Program funds. **Attachment B** summarizes the current 2007 Strategic Plan *Program of Projects* (in both 2004 and escalated dollars) by sub-region, modified per the latest inflation rates assumptions.

The Authority is seeking Regional Transportation Planning Committees (RTPCs) assistance in identifying *Capital Projects* in their sub-region that can be delayed beyond fiscal year 2015, and whether the RTPC would be supportive of utilizing funding from any of the sub-region programs (e.g. Sub-regional Transportation Needs) for *Capital Projects*.

Please provide us your input no later than **Tuesday, April 7, 2009**. Should you have any questions, please contact Hisham Noeimi at 925.256.4731 or by email at [hnoeimi@ccta.net](mailto:hnoeimi@ccta.net).

Sincerely,



Robert K. McCleary  
Executive Director

Attachments

Comparison between the 2007 Strategic Plan and the 2009 Update  
(\$ x 1000)

	2007 SP Adjusted for 2009 SP inflation assumptions	2009 SP	Difference
<b>Measure J Revenues (2009-2015):</b>			
2004 \$	\$ 449,441	\$ 353,720	\$ (95,720)
Escalated	\$ 544,330	\$ 428,196	\$ (116,135)
<b>Bond Proceeds (2009-2015) (see Note 1)</b>			
2004 \$	\$ 492,927	\$ 386,304	\$ (106,623)
Escalated	\$ 588,000	\$ 454,962	\$ (133,038)
<b>Debt Service (2009-2015):</b>			
2004 \$	\$ 99,579	\$ 118,942	\$ 19,363
Escalated	\$ 121,066	\$ 144,539	\$ 23,473
<b>Funding Available for Projects (2009 - 2015) (see Note 2)</b>			
2004 \$	\$ 577,619	\$ 412,387	\$ (165,232)
Escalated	\$ 690,109	\$ 485,983	\$ (204,126)

(1) Projected capacity in the 2007 Strategic Plan was for 3 bonds issuances: \$300M (FY10), \$150M (FY12), & \$138M (FY15) in the 2009 Strategic Plan, projected capacity is lower

(2) Funding available for Projects = 0.41 x Measure J Revenues + Bond Proceeds - Debt Service

IMPACT OF MEASURE J REVENUE REDUCTIONS ON PROJECTS BY SUBREGION THROUGH FY2015

	% share based on 2007 SP Program of Projects (2004 \$)	Reduction in Programmed funds for Projects (2004 \$)	Reduction in Programmed funds for Projects (Esc \$)
<b>West County</b>	9.1%	\$ (14,979)	\$ (18,505)
<b>East County</b>	56.4%	\$ (93,117)	\$ (115,035)
<b>Central County</b>	24.2%	\$ (39,950)	\$ (49,354)
<b>Southwest County</b>	10.4%	\$ (17,187)	\$ (21,232)
		\$ (165,232)	\$ (204,126)

+

STATE LOCAL PARTNERSHIP PROGRAM FUNDS INFUSION PER SUBREGION THROUGH 2015

	% share based on Expenditure Plan	SLPP Added for Projects (2004 \$)	SLPP Added for Projects (Esc \$)
<b>West County</b>	9.0%	\$ 1,988	\$ 2,340
<b>East County</b>	48.5%	\$ 10,711	\$ 12,610
<b>Central County</b>	29.7%	\$ 6,559	\$ 7,722
<b>Southwest County</b>	12.8%	\$ 2,827	\$ 3,328
		\$ 22,084	\$ 26,000

=

NET IMPACT OF REDUCED MEASURE J REVENUES AFTER ADDING SLPP FUNDS THROUGH 2015

	Net Reduction in Programmed funds for Projects (2004 \$)	Net Reduction in Programmed funds for Projects (Esc \$)
<b>West County</b>	\$ (12,992)	\$ (16,165)
<b>East County</b>	\$ (82,406)	\$ (102,425)
<b>Central County</b>	\$ (33,391)	\$ (41,632)
<b>Southwest County</b>	\$ (14,360)	\$ (17,904)
	\$ (143,148)	\$ (178,126)

**CONTRA COSTA TRANSPORTATION AUTHORITY  
PROGRAM OF PROJECTS - Central County**  
(2004 Dollars x 1000)

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16-34	TOTAL
<b>9625 CALDECOTT TUNNEL FOURTH BORE</b>										
1001 Caldecott Tunnel Fourth Bore **	-	-	10,000	53,000	49,500	-	-	-	-	112,500
<b>9628 CAPITOL CORRIDOR IMPROVEMENTS</b>										
4002 Martinez Intermodal Station - Phase 3 **	5,394	-	816	-	-	-	-	-	-	6,210
4003 Commercial Paper Net Cost to Martinez Intermodal Station - Phase 3 **	-	-	540	-	-	-	-	-	-	540
<b>9630 INTERCHANGE IMPROVEMENT ON I-680 &amp; STATE ROUTE 242</b>										
6001 I-680/SR4 Interchange Improvements - Phase 1	-	-	-	-	7,105	-	-	-	18,239	25,344
6002 SR242/Clayton Road Southbound Off-Ramp	-	-	2,518	-	-	-	-	-	-	2,518
6003 I-680/Marina Vista Interchange Modifications	-	-	-	-	1,018	-	-	-	-	1,018
6004 SR242/Clayton Road Northbound On-Ramp	-	-	-	-	1,175	-	-	-	-	1,175
6005 Willow Pass Road/SR4 Ramp Reconstruction	-	695	839	811	-	-	-	-	-	2,345
<b>9632 I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.</b>										
8001 I-680 Carpool Lane Gap Closure (Central County)	-	-	-	-	972	-	-	-	64,000	64,972
8002 I-680 Southbound Carpool Lane Extension (Restripe) **	-	300	2,228	-	-	-	-	-	-	2,528
<b>9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS</b>										
10001 BART Parking, Access and Other Improvements - Central County	-	-	-	-	7,560	3,240	-	-	-	10,800
<b>9648 MAJOR STREETS: TRAFFIC FLOW, SAFETY, &amp; CAPACITY IMPROV.</b>										
24001 Marsh Creek Road Upgrade (Clayton)	-	-	-	-	-	984	-	-	-	984
24002 Pine Hollow Road Widening (Clayton)	-	-	252	-	-	-	-	-	-	252
24003 Pacheco Blvd Realignment and Widening (Contra Costa County)	-	-	-	3,997	-	-	-	-	-	3,997
24004 Kirker Pass Road Truck Lanes (Contra Costa County)	-	-	-	-	4,544	-	-	-	-	4,544
24005 Court Street Overcrossing - Phase 1 (Martinez)	-	-	1,511	3,973	2,350	-	-	-	-	7,834
24006 Buskirk Avenue Widening - Phase 2 (Pleasant Hill)	-	-	-	-	-	6,017	-	-	-	6,017
24007 Geary Rd. Widening - Phase 3 (Walnut Creek & Pleasant Hill)	-	-	7,553	-	-	-	-	-	-	7,553
24008 Waterworld Parkway Bridge (Concord)	-	-	-	2,817	-	-	-	-	-	2,817
24009 Major Streets in Central County (TBD)	-	-	-	-	-	-	-	4,587	-	4,587
24010 Ygnacio Valley Road Permanent Restoration - Phase 2 (Concord) **	-	-	2,937	-	-	-	-	-	-	2,937
24011 Clayton Rd/Treat Blvd/Denkinger Rd Intersection Capacity Improvements (Concord)	-	-	1,678	-	-	-	-	-	-	1,678
<b>9638 CAPITOL CORRIDOR RAIL STATION IMPROVEMENTS AT MARTINEZ</b>										
27001 Capitol Corridor Rail Station Improvements at Martinez	-	-	2,250	-	-	-	-	-	-	2,250

SUM\* \$ 219,151  
SUM (2008-2015)\* \$ 136,912

\* Includes only half of the Caldecott's funding

\*\* Committed funding



**CONTRA COSTA TRANSPORTATION AUTHORITY  
PROGRAM OF PROJECTS - Central County**  
(Escalated Dollars x 1000)

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY 16-34	TOTAL
<b>9625 CALDECOTT TUNNEL FOURTH BORE</b>										
1001 Caldecott Tunnel Fourth Bore**	-	-	11,547	62,421	59,465	-	-	-	-	133,433
<b>9628 CAPITOL CORRIDOR IMPROVEMENTS</b>										
4002 Martinez Intermodal Station - Phase 3**	6,015	-	943	-	-	-	-	-	-	6,957
4003 Commercial Paper Net Cost to Martinez Intermodal Station - Phase 3**	-	-	624	-	-	-	-	-	-	624
<b>9630 INTERCHANGE IMPROVEMENT ON I-680 &amp; STATE ROUTE 242</b>										
6001 I-680/SR4 Interchange Improvements - Phase 1	-	-	-	-	8,536	-	-	-	23,949	32,485
6002 SR242/Clayton Road Southbound Off-Ramp	-	-	2,907	-	-	-	-	-	-	2,907
6003 I-680/Marina Vista Interchange Modifications	-	-	-	-	1,223	-	-	-	-	1,223
6004 SR242/Clayton Road Northbound On-Ramp	-	-	-	-	1,412	-	-	-	-	1,412
6005 Willow Pass Road/SR4 Ramp Reconstruction	-	787	969	955	-	-	-	-	-	2,711
<b>9632 I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.</b>										
8001 I-680 Carpool Lane Gap Closure (Central County)	-	-	-	-	1,168	-	-	-	84,038	85,206
8002 I-680 Southbound Carpool Lane Extension (Restripe)**	-	339	2,573	-	-	-	-	-	-	2,912
<b>9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS</b>										
10001 BART Parking, Access and Other Improvements - Central County	-	-	-	-	9,082	3,970	-	-	-	13,052
<b>9648 MAJOR STREETS: TRAFFIC FLOW, SAFETY, &amp; CAPACITY IMPROV.</b>										
24001 Marsh Creek Road Upgrade (Clayton)	-	-	-	-	-	1,206	-	-	-	1,206
24002 Pine Hollow Road Widening (Clayton)	-	-	291	-	-	-	-	-	-	291
24003 Pacheco Blvd Realignment and Widening (Contra Costa County)	-	-	-	4,708	-	-	-	-	-	4,708
24004 Kirker Pass Road Truck Lanes (Contra Costa County)	-	-	-	-	5,458	-	-	-	-	5,458
24005 Court Street Overcrossing - Phase 1 (Martinez)	-	-	1,745	4,679	2,823	-	-	-	-	9,247
24006 Buskirk Avenue Widening - Phase 2 (Pleasant Hill)	-	-	-	-	-	7,373	-	-	-	7,373
24007 Geary Rd. Widening - Phase 3 (Walnut Creek & Pleasant Hill)	-	-	8,721	-	-	-	-	-	-	8,721
24008 Waterworld Parkway Bridge (Concord)	-	-	-	3,318	-	-	-	-	-	3,318
24026 Major Streets in Central County (TBD)	-	-	-	-	-	-	-	-	-	-
24027 Ygnacio Valley Road Permanent Restoration - Phase 2 (Concord)**	-	-	3,391	-	-	-	-	5,848	-	9,239
24028 Clayton Rd/Treat Blvd/Denlinger Rd Intersection Capacity Improvements (Concord)	-	-	1,938	-	-	-	-	-	-	1,938
<b>9651 CAPITOL CORRIDOR RAIL STATION IMPROVEMENTS AT MARTINEZ</b>										
27001 Capitol Corridor Rail Station Improvements at Martinez	-	-	2,598	-	-	-	-	-	-	2,598

\* Includes only half of the Caldecott's funding

\*\* Committed funding

SUM\* \$ 270,303  
SUM (2008-2015)\* \$ 162,316

**CONTRA COSTA TRANSPORTATION AUTHORITY  
PROGRAM OF PROJECTS - East County**  
(2004 Dollars x 1000)

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16-34	TOTAL
<b>9626 BART - EAST CONTRA COSTA EXTENSION</b>										
2001 East Contra Costa Rail Extension (eBART)	-	-	-	-	-	-	7,820	115,930	-	123,750
<b>9627 STATE ROUTE 4 EAST WIDENING</b>										
3001 SR 4 East Widening: Somersville Road to SR160**	3,776	17,892	3,650	57,567	27,517	-	-	-	-	110,403
3002 Commercial Paper Net Cost	-	-	2,097	-	-	-	-	-	-	2,097
<b>9629 EAST COUNTY CORRIDORS</b>										
5001 SR4 Bypass: WB SR4 to NB SR160 Connector	-	-	535	542	-	-	-	-	-	1,077
5002 SR4 Bypass: Widen to 4 Lanes - Laurel Rd to Sand Creek Rd ***	1,747	1,772	-	12,389	19,609	-	-	-	-	35,517
5003 SR4 Bypass: Sand Creek Interchange - Phase 1 ***	5,698	1,963	7,698	-	-	-	-	-	-	15,358
5005 SR4 Bypass: Balfour Road Interchange - Phase 1	-	-	1,263	1,281	-	-	-	-	-	2,544
5006 Vasco Road Safety Improvements (CC County)	283	287	-	-	-	-	-	-	-	571
5007 SR239 Study	-	-	839	811	313	-	-	-	-	1,963
5008 Commercial Paper Net Cost**	-	-	3,365	-	-	-	-	-	-	3,365
5009 Other East County Corridors Projects (TBD)	-	-	-	-	-	-	-	-	2,181	2,181
5010 SR4 Bypass Seg 1 and 3**	22,474	-	-	-	-	-	-	-	-	22,474
<b>9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS</b>										
10004 BART Parking, Access and Other Improvements - East County	-	-	-	-	-	-	-	-	9,900	9,900
<b>9648 MAJOR STREETS: TRAFFIC FLOW, SAFETY, &amp; CAPACITY IMPROV.</b>										
24025 Major Streets in East County	-	-	-	-	-	-	-	-	16,200	16,200

\*\* Committed funding

\*\*\* Partially committed funding

SUM  
SUM (2008 -2015)

\$347,400  
\$319,119

**CONTRA COSTA TRANSPORTATION AUTHORITY  
PROGRAM OF PROJECTS - East County**  
(Escalated Dollars x 1000)

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY 16-34	TOTAL
<b>9626 BART - EAST CONTRA COSTA EXTENSION</b>										
2001 East Contra Costa Rail Extension (eBART)	-	-	-	-	-	-	9,774	147,793	-	157,567
<b>9627 STATE ROUTE 4 EAST WIDENING</b>										
3001 SR 4 East Widening: Somersville Road to SR160**	4,210	20,255	4,215	67,800	33,057	-	-	-	-	129,537
3002 Commercial Paper Net Cost	-	-	2,421	-	-	-	-	-	-	2,421
<b>9629 EAST COUNTY CORRIDORS</b>										
5001 SR4 Bypass: WB SR4 to NB SR160 Connector	-	-	617	639	-	-	-	-	-	1,256
5002 SR4 Bypass: Widen to 4 Lanes - Laurel Rd to Sand Creek Rd ***	1,948	2,006	-	14,591	23,557	-	-	-	-	42,102
5003 SR4 Bypass: Sand Creek Interchange - Phase 1 ***	6,354	2,222	8,888	-	-	-	-	-	-	17,464
5005 SR4 Bypass: Balfour Road Interchange - Phase 1	-	-	1,458	1,509	-	-	-	-	-	2,967
5006 Vasco Road Safety Improvements (CC County)	316	325	-	-	-	-	-	-	-	641
5007 SR239 Study	-	-	969	955	376	-	-	-	-	2,300
5008 Commercial Paper Net Cost***	-	-	3,885	-	-	-	-	-	-	3,885
5009 Other East County Corridors Projects (TBD)	-	-	-	-	-	-	-	-	2,864	2,864
5010 SR4 Bypass Seg 1 and 3***	25,061	-	-	-	-	-	-	-	-	25,061
<b>9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS</b>										
10004 BART Parking, Access and Other Improvements - East County	-	-	-	-	-	-	-	-	13,000	13,000
<b>9648 MAJOR STREETS: TRAFFIC FLOW, SAFETY, &amp; CAPACITY IMPROV.</b>										
24025 Major Streets in East County	-	-	-	-	-	-	-	-	21,272	21,272

\*\* Committed funding  
\*\*\* Partially committed funding

SUM  
SUM (2008-2015)

\$422,337  
\$385,201

**CONTRA COSTA TRANSPORTATION AUTHORITY  
PROGRAM OF PROJECTS - Southwest County**  
(2004 Dollars x 1000)

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16-34	TOTAL
<b>9625 CALDECOTT TUNNEL FOURTH BORE</b>										
1001 Caldecott Tunnel Fourth Bore**	-	-	10,000	53,000	49,500	-	-	-	-	112,500
<b>9632 I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.</b>										
8003 I-680/Norris Canyon Road Bus/Carpool On- and Off-Ramps***	-	-	450	-	-	-	-	2,200	19,850	22,500
<b>9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS</b>										
10003 BART Parking, Access and Other Improvements - Southwest County	-	-	-	-	-	-	-	-	2,700	2,700
<b>9648 MAJOR STREETS: TRAFFIC FLOW, SAFETY, &amp; CAPACITY IMPROV.</b>										
24009 Major Streets in Danville	-	-	-	-	-	-	-	-	2,742	2,742
24010 Major Streets in Lafayette	-	-	-	-	-	-	-	-	1,780	1,780
24016 Major Streets in Moraga	-	-	-	-	-	-	-	-	1,180	1,180
24017 Major Streets in Orinda	-	-	-	-	-	-	-	-	1,592	1,592
24021 Major Streets in San Ramon	-	-	-	-	-	-	-	-	2,973	2,973
24024 Major Streets in County (Southwest)	-	-	-	-	-	-	-	-	2,693	2,693

\* Includes only half of the Caldecott's funding

\*\* Committed funding

\*\*\* Partially committed funding

SUM\* \$ 94,410  
SUM (2008-2015)\* \$ 58,900

CONTRA COSTA TRANSPORTATION AUTHORITY  
**PROGRAM OF PROJECTS - Southwest County**  
 (Escalated Dollars x 1000)

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY 16-34	TOTAL
<b>9625 CALDECOTT TUNNEL FOURTH BORE</b>										
1001 Caldecott Tunnel Fourth Bore **	-	-	11,547	62,421	59,465	-	-	-	-	133,433
<b>9632 I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.</b>										
8003 I-680/Norris Canyon Road Bus/Carpool On- and Off-Ramps ***	-	-	520	-	-	-	-	2,805	26,065	29,389
<b>9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS</b>										
10003 BART Parking, Access and Other Improvements - Southwest County	-	-	-	-	-	-	-	-	3,545	3,545
<b>9648 MAJOR STREETS: TRAFFIC FLOW, SAFETY, &amp; CAPACITY IMPROV.</b>										
24009 Major Streets in Danville	-	-	-	-	-	-	-	-	3,600	3,600
24010 Major Streets in Lafayette	-	-	-	-	-	-	-	-	2,337	2,337
24016 Major Streets in Moraga	-	-	-	-	-	-	-	-	1,549	1,549
24017 Major Streets in Orinda	-	-	-	-	-	-	-	-	2,090	2,090
24021 Major Streets in San Ramon	-	-	-	-	-	-	-	-	3,904	3,904
24024 Major Streets in County (Southwest)	-	-	-	-	-	-	-	-	3,536	3,536

SUM\* \$ 116,667  
 SUM (2008-2015)\* \$ 70,041

\* Includes only half of the Caldecott's funding  
 \*\* Committed funding  
 \*\*\* Partially committed funding

**CONTRA COSTA TRANSPORTATION AUTHORITY  
PROGRAM OF PROJECTS - West County**

(2004 Dollars x 1,000)

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16-34	TOTAL
<b>9628 CAPITOL CORRIDOR IMPROVEMENTS</b>										
4001 Hercules Rail Station	-	-	6,750	-	-	-	-	-	-	6,750
<b>9631 I-80 CARPOOL LANE EXTENSION AND INTERCHANGE IMPROV.</b>										
7002 I-80/San Pablo Dam Road Interchange Improvements ***	-	-	1,846	8,224	-	-	-	-	-	10,070
7003 I-80/Central Avenue Interchange Improvements ***	-	-	425	-	-	-	3,059	4,550	4,555	12,589
7005 I-80 Integrated Corridor Mobility **	-	3,969	269	-	-	-	-	-	-	4,238
7006 Commercial Paper Net Cost to I-80 Integrated Corridor Mobility	-	-	104	-	-	-	-	-	-	104
<b>9633 RICHMOND PARKWAY</b>										
9001 Richmond Parkway Upgrade Study **	-	-	140	-	-	-	-	-	-	140
9002 Richmond Parkway Upgrade	-	-	-	-	-	-	-	-	4,160	4,160
9003 Marina Bay Parkway Grade Separation **	-	-	-	10,100	-	-	-	-	-	10,100
<b>9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS</b>										
10002 BART Parking, Access and Other Improvements - West County	-	-	2,670	4,530	-	-	-	-	6,300	13,500
<b>9643 ADDITIONAL BUS TRANSIT ENHANCEMENT</b>										
19001 AC Transit Capital Improvements	-	-	1,000	-	-	-	-	-	-	1,000
19002 WestCAT Transit Capital Improvements	-	-	2,450	1,250	-	-	-	-	-	3,700

\*\* Committed funding

\*\*\* Partially committed funding

SUM \$ 66,351

SUM (2008 - 2015) \$ 51,336

**CONTRA COSTA TRANSPORTATION AUTHORITY  
PROGRAM OF PROJECTS - West County**  
(Escalated Dollars x 1000)

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY 16-34	TOTAL
<b>9628 CAPITOL CORRIDOR IMPROVEMENTS</b>										
4001 Hercules Rail Station	-	-	7,794	-	-	-	-	-	-	7,794
<b>9631 I-80 CARPOOL LANE EXTENSION AND INTERCHANGE IMPROV.</b>										
7002 I-80/San Pablo Dam Road Interchange Improvements ***	-	-	2,132	9,685	-	-	-	-	-	11,817
7003 I-80/Central Avenue Interchange Improvements ***	-	-	491	-	-	-	3,823	5,801	5,980	16,095
7005 I-80 Integrated Corridor Mobility **	-	4,493	310	-	-	-	-	-	-	4,803
7006 Commercial Paper Net Cost to I-80 Integrated Corridor Mobility	-	-	120	-	-	-	-	-	-	120
<b>9633 RICHMOND PARKWAY</b>										
9001 Richmond Parkway Upgrade Study **	-	-	162	-	-	-	-	-	-	162
9002 Richmond Parkway Upgrade	-	-	-	-	-	-	-	-	5,462	5,462
9003 Marina Bay Parkway Grade Separation **	-	-	-	11,895	-	-	-	-	-	11,895
<b>9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS</b>										
10002 BART Parking, Access and Other Improvements - West County	-	-	3,083	5,335	-	-	-	-	8,272	16,691
<b>9643 ADDITIONAL BUS TRANSIT ENHANCEMENT</b>										
19001 AC Transit Capital Improvements	-	-	1,155	-	-	-	-	-	-	1,155
19002 WestCAT Transit Capital Improvements	-	-	2,829	1,472	-	-	-	-	-	4,301

\*\* Committed funding

\*\*\* Partially committed funding

SUM \$ 80,295  
SUM (2008 - 2015) \$ 60,581

# EXECUTIVE SUMMARY

At the November 8, 1988 general election, the voters of Contra Costa approved a half-cent local transportation sales tax that would be in place for 20 years. The major capital projects envisioned by the voters are largely complete. The funds that go to the cities, towns and the County to maintain local streets and roads, help fund transportation services for the elderly and persons with disabilities, and provide bus transit services will continue until the current measure sunsets in 2009.

Recognizing that Contra Costa’s population is expected to increase from 1 million to 1.25 million over the next 25 years, and the broad support for continued investment in Contra Costa’s transportation systems, the Contra Costa Transportation Authority considered what transportation projects and programs would be possible if the transporta-

tion sales tax were extended. The Authority, together with the 19 cities of Contra Costa, and the Contra Costa County Board of Supervisors invested two years to assemble a Transportation Expenditure Plan for consideration by the voters. The Plan that follows is a result of those efforts. It reflects the competing interests and priorities inherent in the diverse communities of Contra Costa. It includes highways, arterials, transit facilities and services, bicycle and pedestrian facilities, and transportation projects that support all alternative modes of travel and reflects projects and programs of countywide, sub-regional, and local interest.

A summary of the projects and programs is shown below. A more detailed description of these projects and programs is contained in the balance of this booklet.

## Summary of Projects and Programs

### Capital & Maintenance Investments

*Caldecott Tunnel Fourth Bore*  
*BART – East Contra Costa Rail Extension*  
*State Route 4 East Widening*  
*Capitol Corridor Improvements Including Rail Stations at Hercules and Martinez*  
*East County Corridors: Vasco Rd, SR4 Bypass, Byron Hwy, Non Freeway SR4*  
*Interchange Improvements on I-680 & State Route 242*  
*I-80 Carpool Lane Extension and Interchange Improvements*  
*I-680 Carpool Lane Gap Closure/ Transit Corridor Improvements*  
*Richmond Parkway*  
*BART Parking, Access and Other Improvements*  
*Local Streets Maintenance & Improvements*  
*Transportation for Livable Communities Project Grants*  
*Pedestrian, Bicycle and Trail Facilities*  
*Major Streets: Traffic Flow, Safety and Capacity Improvements*

### Programs

*Bus Services*  
*Transportation for Seniors & People with Disabilities*  
*Express Bus*  
*Commute Alternatives*  
*Congestion Management, Transportation Planning, Facilities & Services*  
*Safe Transportation for Children*  
*Ferry Service in West County*  
*Subregional Transportation Needs*  
*Growth Management Program*



# THE CONTRA COSTA TRANSPORTATION SALES TAX EXPENDITURE PLAN

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The projects and programs that follow constitute the Transportation Expenditure Plan for the extension of the transportation sales tax initially authorized by the passage of Contra Costa Measure C in November 1988. As required under the Local Transportation Authority and Improvement Act (SB 142, Chapter 786, Statutes of 1987: Sections 180000 *et seq.* of the Public Utilities Code), the expenditures are “for the construction and improvement of state highways, the construction, maintenance, improvement, and operation of local streets, roads, and highways, and the construction, improvement, and operation of public transit systems”, including paratransit services

(California Public Utilities Code §180205), and for specific efforts supporting such investments.

All of the following projects are necessary to address current and future transportation needs in Contra Costa, and the proposed projects and programs constitute a “fair share” distribution of funding allocations to each subregion. However, through the course of the Measure, if any of the projects prove to be infeasible or cannot be implemented, the affected subregion may recommend to the Authority that funds be reassigned to another project in the same subregion so that the “fair share” allocation is maintained.

## Contents

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The Growth Management Program	23
Attachment A: Principles of Agreement for Establishing the Urban Limit Line	27
Summary of the Contra Costa Transportation for Livable Communities Program	29

## Table of Expenditure Plan Allocations

		Distribution of Funding By Subregion					
		\$ millions	%	Central (a)	West (b)	Southwest (c)	East (d)
<b>CAPITAL IMPROVEMENT PROJECTS <sup>1</sup></b>							
1	Caldecott Tunnel Fourth Bore	125	6.3%	62.5		62.5	
2	BART - East Contra Costa Rail Extension	150	7.5%				150.0
3	State Route 4 East Widening	125	6.3%				125.0
4	Capitol Corridor Improvements Including Rail Stations at Hercules and Martinez	15	0.8%	7.5	7.5		
5	East County Corridors: Vasco Rd, SR4 Bypass, Byron Hwy, Non Freeway SR4	94.5	4.7%				94.5
6	Interchange Improvements on I-680 & State Route 242	36	1.8%	36.0			
7	I-80 Carpool Lane Extension and Interchange Improvements	30	1.5%		30.0		
8	I-680 Carpool Lane Gap Closure/ Transit Corridor Improvements	100	5.0%	75.0		25.0	
9	Richmond Parkway	16	0.8%		16.0		
SUBTOTAL		691.5	34.6%	181.0	53.5	87.5	369.5
<b>COUNTYWIDE CAPITAL AND MAINTENANCE PROGRAMS</b>							
10	BART Parking, Access and Other Improvements	41	2.1%	12.0	15.0	3.0	11.0
11	Local Streets Maintenance & Improvements <sup>2</sup>	360	18.0%	108.0	82.8	79.2	90.0
12	Transportation for Livable Communities Project Grants <sup>2</sup>	100	5.0%	29.0	24.0	18.0	29.0
13	Pedestrian, Bicycle and Trail Facilities <sup>3</sup>	30	1.5%	2.5	2.5	2.5	2.5
SUBTOTAL		531	26.6%	151.5	124.3	102.7	132.5
<b>OTHER COUNTYWIDE PROGRAMS</b>							
14	Bus Services <sup>4</sup>	100	5.0%	24.0	52.0	15.0	9.0
15	Transportation for Seniors & People with Disabilities <sup>4</sup>	100	5.0%	25.0	35.0	17.0	23.0
16	Express Bus <sup>4</sup>	86	4.3%	20.0	40.0	20.0	6.0
17	Commute Alternatives	20	1.0%	5.8	4.8	3.6	5.8
18	Congestion Management, Transportation Planning, Facilities & Services	60	3.0%				
SUBTOTAL		366	18.3%	74.8	131.8	55.6	43.8
<b>SUBREGIONAL PROJECTS AND PROGRAMS</b>							
19	Additional Bus Transit Enhancements <sup>4</sup>	68.5	3.4%	24.0	44.5		
20	Additional Transportation for Seniors and People with Disabilities <sup>4</sup>	23	1.2%	10.0	13.0		
21	Safe Transportation for Children <sup>4</sup> (Lamorinda and San Ramon Valley School Bus Programs, West County Low Income Student Bus Pass Program, Central County School Access Programs, Pedestrian and Bicycle Improvements, etc.)	90.9	4.5%	10.0	14.5	66.4	

TRANSPORTATION SALES TAX EXPENDITURE PLAN

	\$ millions	%	Distribution of Funding By Subregion			
			Central (a)	West (b)	Southwest (c)	East (d)
22 Ferry Service in West County <sup>4</sup>	45	2.3%		45.0		
23 Additional Local Streets and Roads Maintenance & Improvements	41.8	2.1%	20.0	11.0	10.8	
24 Major Streets: Traffic Flow, Safety and Capacity Improvements	80.4	4.0%	48.0		14.4	18.0
25 Additional Transportation for Livable Communities Project Grants <sup>5</sup>	8	0.4%		8.0		
26 Additional Pedestrian, Bicycle and Trail Facilities	0.8	0.0%		0.8		
27 Capitol Corridor Rail Station Improvements at Martinez	2.5	0.1%	2.5			
28 Subregional Transportation Needs	30.6	1.5%	16.2	6.0	4.7	3.7
<b>SUBTOTAL</b>	<b>391.5</b>	<b>19.6%</b>	<b>130.7</b>	<b>142.8</b>	<b>96.3</b>	<b>21.7</b>
<b>OTHER</b>						
29 Administration	20	1.0%				
<b>TOTAL</b>	<b>2,000</b>	<b>100.0%</b>				

		Central	West	Southwest	East
Specific Projects and Programs (Total) <sup>6</sup>	1,900	538.0	452.4	342.1	567.5
Population Share (2020 Estimate) of Total		29.0%	24.0%	18.0%	29.0%
% allocated to Projects and Programs in subregion		28.3%	23.8%	18.0%	29.9%
% of "Fair Share" of Projects and Programs		97.6%	99.2%	100.0%	103.0%

- 1: Funding is for both capital improvements and costs incurred to accelerate delivery into the early years of the program (2009-10 through 2015-16)
- 2: Actual funding levels will be determined by formula: For 18% Local Street Maintenance and Improvements funds, annually; for TLC, every three to five years.
- 3: Pedestrian and bicycle facilities improvements are also eligible to be funded from the Transportation for Livable Communities Project Grants, Local Streets and Roads Maintenance & Improvements, and Major Streets: Traffic Flow, Safety, and Capacity Improvements categories. \$20 million out of the \$30 million to be made available countywide. Remainder (\$10 million) to be divided by sub-region.
- 4: Transit Operators are required to set aside up to 3% of their annual allocation as a reserve to offset potential future revenue downturns.
- 5: A summary of the Transportation for Livable Communities (TLC) program is included in Part IV.
- 6: "Total" excludes \$20 million for Pedestrian, Bicycle and Trail facilities, \$60 million for Congestion Management, Transportation Planning, Facilities & Services, and \$20 million for Administration

**ITEM 12**

**CONSIDER SUPPORTING CONTRA COSTA COUNTY CALTRANS  
COMMUNITY GRANT APPLICATION.**

# **TRANSPLAN COMMITTEE**

## **EAST COUNTY TRANSPORTATION PLANNING**

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

---

**TO:** TRANSPLAN Board Members  
TRANSPLAN Technical Advisory Committee (TAC)

**FROM:** John Cunningham, TRANSPLAN staff

**DATE:** March 3, 2009

**SUBJECT: **Contra Costa County Request for Letter of Support for Caltrans Community Based Transportation Planning Grant****

---

### **Background**

Staff received a letter from County staff requesting the Committee review their proposal for a Knightsen-Byron Area Transportation Study (attached) and consider providing a letter of support (draft attached) for a grant application to Caltrans under the Community Based Transportation Planning Grant Program.

### **Recommendation**

The Technical Advisory Committee (TAC) has not had a chance to review this information. Staff will consult with the TAC prior to our March 12 meeting. Staff will provide comment at the meeting and County staff will be available to discuss the provide verbal comment

Attachments: 2-25-09 Letter From Contra Costa County (Steven L. Goetz)  
Draft Letter of Support

# Department of Conservation & Development

County Administration Building  
651 Pine Street  
North Wing, Fourth Floor  
Martinez, CA 94553-1229

Phone:

(925) 335-1220

# Contra Costa County



**Catherine O. Kutsuris**  
Director

**Aruna Bhat**  
Deputy Director  
Community Development Division

**Jason Crapo**  
Deputy Director  
Building Inspection Division

**James Kennedy**  
Deputy Director  
Redevelopment Division

February 25, 2009

John Cunningham  
TRANSPLAN  
651 Pine Street, North Wing, 4<sup>th</sup> Floor  
Martinez, CA 94553

**RE: Knightsen-Byron Area Transportation Study**

Dear John:

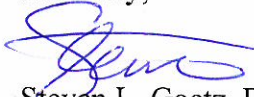
This letter requests TRANSPLAN review the enclosed Knightsen-Byron Area Transportation Study proposal and consider providing a letter of support for the County's application to Caltrans to fund this proposal.

East Contra Costa communities have discussed 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.

Currently, The County is seeking funding from the Caltrans Community-Based Transportation Planning Grant Program 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 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

County staff would be happy to address any questions TRANSPLAN may have on the Knightsen-Byron Area Transportation Study. A sample letter of support is also enclosed for your use. Please contact Jamar Stamps at (925) 335-1220 to let us know if you will be scheduling this for your Council's review or if you have any questions.

Sincerely,



Steven L. Goetz, Deputy Director  
Transportation Planning Section

Enclosures: Knightsen-Byron Area Transportation Study Proposal  
Sample Letter of Support

c: Jamar Stamps, DCD

g:\transportation\grant apps\caltrans cbtp\support ltr\_transplan.doc

## **KNIGHTSEN-BYRON AREA TRANSPORTATION STUDY PROPOSAL**

The Knightsen-Byron Area Transportation Study proposes to re-evaluate the Circulation Element of the General Plan to improve its consistency with the Urban Limit Line and related policies that ensure preservation of non-urban agricultural, open space and other areas identified outside this line.

### **Background**

In 1991, Contra Costa voters adopted an Urban Limit Line. The Urban Limit Line and related policies were incorporated into the General Plan. The Urban Limit Line policies were updated and reaffirmed by the voters in 2006. Since 1991, there have been no significant changes to the Circulation Element in the Knightsen-Byron area, which is the center of the County's agricultural-based activities.

As growth has occurred in the areas surrounding the Knightsen-Byron area, there has been increased pressure to widen and extend roads in the Knightsen-Byron area to accommodate commuter traffic. As work on these projects has commenced, the following issues have surfaced:

- The quality of life for residents in the Knightsen-Byron area may be degraded;
- Road projects that increase capacity may interfere with more important projects to improve safety;
- The planned road projects are too expensive to build;
- The planned road projects will be growth inducing; and
- The planned road projects will conflict with the area's agricultural and rural uses.

### **Study Objectives**

The proposed study area is described in the attached map. Study objectives include:

- to promote the safety of motorists, pedestrians and bicyclists;
- to support the desired quality of life in the Knightsen-Byron area;
- to provide a circulation system appropriate to rural development to support land uses and economic activity allowed by the General Plan;



**ITEM 13**

**APPOINT STAFF TO THE CONTRA COSTA TRANSPORTATION  
AUTHORITY'S TECHNICAL COORDINATING COMMITTEE**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

---

**TO:** TRANSPLAN Board Members  
**FROM:** TRANSPLAN Technical Advisory Committee by  
John Cunningham, TRANSPLAN staff  
**DATE:** March 3, 2009  
**SUBJECT:** **TRANSPLAN Appointments to the Technical Coordinating Committee**

---

### Background

TRANSPLAN appoints three staff people to the Contra Costa Transportation Authority's (CCTA) Technical Coordinating Committee (TCC). Appointments are for two years. One of the existing appointments has retired and the current appointments expire on March 31, 2009.

For more detail on these appointments and the role of the TCC please see the attached letter from CCTA.

### Recommendations

The Technical Advisory Committee discussed the appointments at their February 17<sup>th</sup> meeting and made the following recommendations:

1. Appoint to the TCC, for the current two year cycle:  
Victor Carniglia, Antioch
2. Appoint to the TCC, for the two year cycle beginning on April, 1, 2009:  
Ahmed Abu-Aly, Antioch  
Paul Reinders, Pittsburg  
Victor Carniglia, Antioch  
Joe Sbranti, Pittsburg (Alternate)

Attachment: 3/3/09 Letter from CCTA (Robert K. McCleary)



CONTRA COSTA  
transportation  
authority

CONTRA COSTA

2009 MAR -4 P 1:10

DEPARTMENT OF CONSERVATION  
AND DEVELOPMENT

COMMISSIONERS:

María Viramontes,  
Chair

Robert Taylor,  
Vice Chair

Janet Abelson

Newell Americh

Ed Balico

Susan Bonilla

David Durant

Federal Glover

Michael Kee

Mike Metcalf

Julie Pierce

March 3, 2009

Federal Glover  
TRANSPLAN  
c/o John Cunningham, Community Development  
651 Pine Street, N. Wing, 4th Floor  
Martinez, CA 94553

Dear <sup>Federal</sup> Chair Glover:

Presently your agency appoints a representative and an alternate to the Authority's Technical Coordinating Committee (TCC). Your current appointees are Ahmed Abu-Aly, Ed Franzen and Paul Reinders as member and John Cunningham as alternate. Under the provisions of the TCC Charter, the current two-year term will expire on March 31, 2009. According to our records, we have not received notification of your appointees for the upcoming term. Accordingly, I am requesting that your agency either re-appoint or name a new staff representative and alternate for the next two year term ending March 31, 2011.

For your convenience, a copy of the TCC Charter as well as the current TCC membership roster is enclosed.

Sincerely,

*Robert K. McCleary*  
Robert K. McCleary  
Executive Director

cc: Ellen Wilson, CCTA

Enclosures

3478 Buskirk Ave.  
Suite 100

Pleasant Hill  
CA 94523

PHONE:  
925/ 256-4700

FAX:  
925/ 256-4701

<http://www.ccta.net>

## TECHNICAL COORDINATING COMMITTEE CHARTER

June 19, 1991

### MISSION OF THE COMMITTEE

The Technical Coordinating Committee (TCC) provides advice on technical matters that may come before the Authority. The Committee members also act as the primary technical liaison between the Authority and the Regional Committees.

### RESPONSIBILITIES OF THE COMMITTEE

The TCC provides advice on the following issues:

- review and comment on project design, scope and schedules
- development of priority transportation improvement lists for submittal to the Metropolitan Transportation Commission (MTC)
- review and comment on the Strategic Plan
- review and comment on the Congestion Management Program
- review of the regional Action Plans and the proposed merging of the Action Plans to form the Countywide Transportation Plan
- review and comment on the Growth Management Plan Implementation documents

### COMMITTEE MEMBERSHIP

The Committee shall be composed of twenty four (24) technical staff members as follows:

1. Each Regional Committee to appoint three members representing the planning, engineering and transportation disciplines. (twelve members)
2. The Board of Supervisors to appoint three members representing the planning and engineering disciplines.(three members)
3. Each transit operator to appoint one representative: Bart, CCCTA, AC Transit, Tri Delta and WestCat.(five members)
4. The City County Engineering Advisory Committee shall appoint one member.
5. Caltrans, MTC, and the Bay Area Air Quality Management District (BAAQMD) each to have one ex-officio non voting member. (three members)

Appointments to the Committee shall be for a renewable two year term. The first term shall expire March 31 1993.

Notwithstanding the above formal membership roster, all interested technical staff will be welcome to attend and participate in the committee deliberations.

**TECHNICAL COORDINATING COMMITTEE CHARTER**  
page 2

June 19, 1991

**COMMITTEE ORGANIZATION**

With the exception of the ex-officio members, each Committee member shall have one vote, although the preferred method of conducting business shall be by consensus. The Committee shall elect a chair and vice chair to serve a one year term. The initial term shall expire March 31, 1992.

The Committee may form sub-committees to deal with major programmatic issues. Full committee meetings shall be once per month, or as needed; with committee and sub committee meetings scheduled as necessary.

# TCC Membership

February 19, 2009

## Members

### Chair

Jerry Bradshaw

### Vice Chair

Diedre Heitman

### TCC Appointees

### Alternates

### Staff Designee\*

#### TRANSPAC:

John Hall, Walnut Creek  
Ray Kuzbari, Concord  
Eric Hu, Pleasant Hill

Steve Goetz

Barbara Neustadter

#### SWAT:

Tony Coe, Lafayette  
Tai Williams, Danville  
Janice Carey, Orinda

Leah Greenblat, Lafayette  
Andy Dillard, Danville  
Lisa Bobadilla, San Ramon

Andy Dillard, Danville

#### TRANSPLAN:

Ahmed Abu-Aly, Antioch  
Ed Franzen, Antioch  
Paul Reinders, Pittsburg

John Cunningham, County

#### WCCTAC:

Steve Lawton, Hercules  
Jerry Bradshaw, El Cerrito  
Rich Davidson, Richmond

Adèle Ho, San Pablo

#### COUNTY:

Planning: Catherine Kutsuris  
Trans. Plng: Steve Goetz  
Engineering: Mike Carlson

Robert Drake

Bill Fernandez

#### MTC:

Ashley Nguyen

Raymond Kan

#### CCEAC:

Jerry Bradshaw, El Cerrito

Adèle Ho, San Pablo

#### TRANSIT:

Cindy Dalhgren, CCCTA  
Christina Verdin, AC Transit  
Diedre Heitman, BART  
Tom Harais, Tri Delta Transit  
Rob Thompson, WestCAT

Nathan Landau, AC Transit  
Cindy Church, BART  
Steve Ponte, Tri Delta Transit

#### CALTRANS:

Mark Zabaneh

Laurie Lau

#### BAAQMD

Geraldina Grünbaum

Joseph Steinberger

\* Staff person assigned to Regional Transportation Planning Committee

**ITEM 14**  
**REVIEW AND COMMENT ON STATE ROUTE 4 CORRIDOR**  
**MANAGEMENT PLAN INITIATIVES**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

---

**TO:** TRANSPLAN Board Members  
TRANSPLAN Technical Advisory Committee (TAC)

**FROM:** John Cunningham, TRANSPLAN staff

**DATE:** March 3, 2009

**SUBJECT:** **State Route 4 Corridor Management Plan Initiatives**

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### Background

Related to the Comprehensive Countywide Transportation Plan (CTP-Agenda Item # - Page ##) are two corridor management planning efforts, one proposed and one underway:

- 1. Proposed Joint TRANSPLAN/TRANSPAC/WCCTAC State Route 4 Corridor Management Plan:** At the January 2009 TRANSPLAN Committee meeting a summary<sup>1</sup> of TAC comments on TRANSPAC's Action Plan<sup>2</sup> related to State Route 4 (SR 4) were provided.

The discussion at TRANSPLAN led to a special, joint TRANSPLAN/TRANSPAC TAC meeting being called to discuss the issue. The two TACs developed a joint, unanimous recommendation which is discussed in the recommendations section of the memo from TRANSPLAN staff regarding the Draft Countywide Comprehensive Transportation Plan (Agenda Item # - Page #).

In summary, the recommendation was to coordinate more closely with TRANSPLAN through a collaboratively managed SR 4 Corridor Management Plan. This would allow more effective, integrated solutions being found than likely would with the simple exchange of comment letters on our respective Action Plans.

After the joint TRANSPLAN/TRANSPAC TAC meeting the WCCTAC Committee expressed an interest in participating in the effort and has since resolved to participate.

- 2. Caltrans/Metropolitan Transportation Commission Corridor System Management Plan (CSMP):** This is a joint effort of Caltrans and MTC being initiated to develop a "corridor management vision" to "...improve the performance of the SR 4 Corridor". There has been

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<sup>1</sup> *The TRANSPLAN TAC met in December and discussed possible comments on the TRANSPAC Action plan. A meeting is currently being scheduled to review issues raised by the TAC, discrepancy between TRANSPAC Multi-Modal Transportation Service Objective (MTSO) for State Route 4 (Delay Index 5.0) and TRANSPLAN MTSO (Delay Index 2.5), identification of potential projects on Kirker Pass Road (and possible establishment of an MTSO on the same), identification of improvements to frontage (SR4) roads, identification of I-680/SR4 interchange improvements, identification of possible HOV improvements, identification of improvements at the Willow Pass interchange.*

<sup>2</sup> Be aware that the Action Plans of the Regional Transportation Planning Committees are subsumed into the Countywide Comprehensive Transportation Plan (see Agenda Item 1 - Page).



one meeting that TRANSPLAN staff attended. Another meeting is scheduled for March 11. Staff will provide a verbal report on at the March 12 TRANSPLAN meeting.

Material developed in support of the CSMP process is attached to this staff report.

The following are observations from the initial meeting and on the process which may be used to guide the discussion at the March 12 TRANSPLAN meeting:

- The CSMP will inform the Action Plans (which in turn inform the CTP).
- The intent is for the CSMP to “influence the investment priorities” in the corridor.
- The proposed oversight structure is as follows:
  - 1 representative from each affected RTPC TAC
  - 1 BART representative
  - RTPC Manager from each affected subregion
- The statement at the meeting was that the development of this plan is on an “accelerated” schedule (because of funding deadlines) and thus will not be circulated directly to the RTPCs for review. Rather, the plan development will have an independent technical advisory committee and policy oversight directly from the CCTA Board. All RTPC TAC members have been invited to participate on the CSMP TAC.
- There is a potential to merge, both topically and financially, the CMSP effort with the TRANSPAC/TRANSPLAN/WCCTAC SR4 Corridor Management Plan (see **Recommendations** below).

Please also review the memo *Review and Comment on the Draft 2009 Countywide Comprehensive Transportation Plan (CTP) and Draft Environmental Impact Report (DEIR)* from TRANSPLAN Staff as it includes input relevant to the SR 4 Corridor Management Plan discussion.

### **Recommendations**

Review and discuss the attached material, consider endorsing the TAC recommendations below and develop additional comments as the Committee sees fit:

- a)** Appoint staff member(s) to the CSMP TAC,
- b)** Direct staff to report back on the progress of the CSMP effort and provide recommendations,
- c)** Express support for the concept of a joint TRANSPLAN/TRANSPAC/WCCTAC SR 4 Corridor Management Plan and direct staff to engage the other RTPCs and pursue the effort,
- d)** Request that CCTA manage the joint TRANSPLAN/TRANSPAC/WCCTAC SR 4 Corridor Management Planning effort and explore funding options with the support of the respective TACs, and
- e)** Request that CCTA facilitate the coordination of the MTC/Caltrans Corridor Management Plan and the RTPC initiated effort.

Attachments:

Caltrans Brochures on the Corridor System Management Plans:

1. *Increasing Efficiency, Improving Mobility*
2. *State Route 4 CSMP: Congestion Relief along the California Delta Highway*

# Fact Sheet

STATE ROUTE 4 corridor system management plan



## Steps in State Route 4 CSMP Development Process

- Identify Stakeholder Team and Describe Corridor (Jan. 2008)
- Identify Existing Corridor Performance and Current Corridor Management Strategies (Sept. 2008)
- Complete Corridor Performance Assessment & Identify Potential Strategies (April 2009)
- Complete Evaluation of Potential Strategies (June 2009)
- Complete Draft CSMP (June 2010)
- Adopt Final CSMP (Sept. 2010)

## State Route 4 CSMP: Congestion Relief along the California Delta Highway

State Route 4 is an east-west route providing interregional connection between the Central Valley and Bay Area. State Route 4 provides access to the interstate system (connecting to I-80, I-680) and regional routes such as State Route 242. As the SR 4 bypass is completed State Route 4 will then provide access to I-580 in the Tri Valley.

The State Route 4 corridor being addressed in the CSMP is over 31 miles long and begins in the city of Hercules at I-80, traversing unincorporated Contra Costa County, as well as the cities of Martinez, Concord, Pittsburg and Antioch before ending at the SR 4/SR 160 interchange. The segment between I-80 and I-680 is classified as a principal arterial while the remaining segments are freeway.

## Understanding CSMPs

A CSMP responds to the following questions:

- How is a corridor performing?
- Why is it performing that way?
- What strategies and improvements best address the problems?

The need for preparing CSMPs is based on the need to efficiently and effectively use all transportation modes and facilities in congested corridors so as to maximize mobility, improve safety and reduce delay costs. Each CSMP will address highways, local parallel roadways, regional transit services and other regional modes pertinent to corridor mobility.

The California Transportation Commission (CTC) required Corridor System Management Plans (CSMPs) be developed for corridors within which projects are funded from the Corridor Mobility Improvement Account (CMIA - created by the passage of Proposition 1B in Nov. 2006).

## Corridor Area and Partner Agencies

Caltrans is working in partnership with local agencies and groups to develop a Corridor System Management Plan (CSMP) for the SR 4 Corridor, which traverses Contra Costa County from I-80 in the City of Hercules to the SR 4/SR 160 Interchange in the City of Antioch.

This SR 4 CSMP is expected to be completed by Fall 2010. Its recommendations will then be considered in the transportation planning processes that are conducted by the Metropolitan Transportation Commission (MTC), Caltrans and the Contra Costa Transportation Authority (CCTA); all the agencies that are responsible for funding and implementing regional and interregional-scale transportation projects.

# Fact Sheet



## STATE ROUTE 4 corridor system management plan

### Congested Locations (2007) for SR 4

#### Morning Peak-Period

- 1 West Bound SR 4 from A Street/Lone Tree Way to SR 242 — 4,750 VHD\*

#### Evening Peak-Period

- 2 East Bound SR 4 from Bailey Road to G Street — 3,140 VHD
- 3 East Bound SR 4 from Solano Way to Port Chicago Highway — 1,220 VHD

Source: State of the System 2008

\* VHD stands for Daily Vehicle Hours of Delay. Delay occurs when average travel speed falls below 35 mph for 15 minutes or more.



The CSMP requirement is noted in the Baseline Agreements of all projects receiving CMIA funding. CMIA funds have been allocated for the following improvement project on the SR 4 Corridor:

- Widen from Somersville Road to SR 160

Caltrans District 4 is the lead on CSMP development in cooperation with regional and local transportation partners and stakeholders. Progress on CSMP milestones is monitored by the CTC-appointed CMIA Delivery Council.

### Corridor Specific Issues

- Regional connection between I-80 and I-680; interregional connection to Delta region and Stockton
- Commuter link between East Contra Costa County and other East Bay-San Francisco employment centers
- High rates of delay due to commute, freight and recreational traffic
- Adoption of the State Route 4 Bypass into the State Highway System in progress

For questions regarding the CSMP, please contact D4 Senior Transportation Planner **Erik Alm** at 510-286-6053 or email at [erik\\_alm@dot.ca.gov](mailto:erik_alm@dot.ca.gov)

## How is a corridor performing and why? What strategies best address the problems?

In major District 4 travel corridors, Caltrans and its partners will develop answers to these questions. Each Corridor System Management Plan will entail the following steps:

1. Define the corridor limits and transportation network to be managed and identify and ensure the involvement of stakeholders in the corridor planning team.
2. Identify performance measures, summarize existing travel conditions and inventory existing system management practices along the corridor.
3. Forecast future travel conditions based on current trends and policies.
4. Identify the causes to current and future corridor mobility challenges, and evaluate promising solutions.
5. Prepare a corridor management plan that prioritizes recommended strategies and projects, and suggests an action plan for implementation.
6. Adopt, implement and update the CSMP.

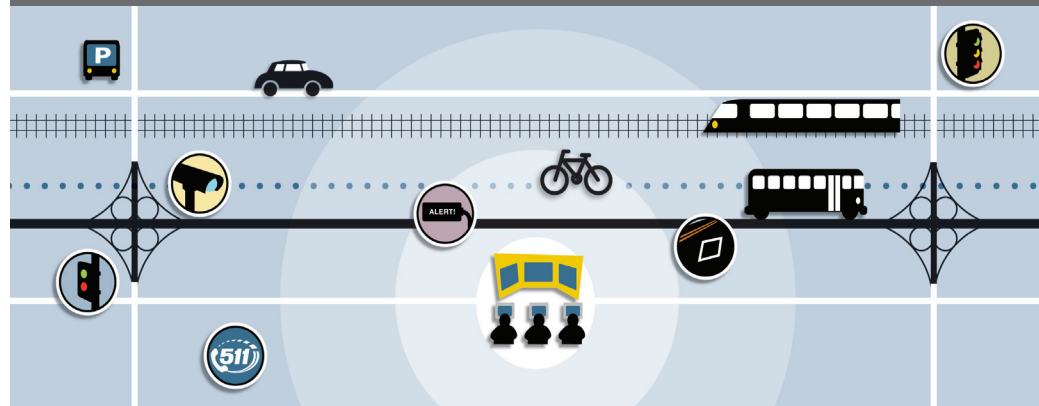


for more information

[www.dot.ca.gov/dist4/transplanning/tplanning.htm](http://www.dot.ca.gov/dist4/transplanning/tplanning.htm)



### Corridor System Management

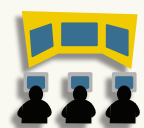


### CSMPs: Improving mobility throughout the Bay Area with coordinated planning and partnerships

Keeping people and goods moving in the Bay Area is critically important and that's what the CSMPs will help guarantee into the future.

This effort requires coordination and Caltrans is working with local partners to coordinate this effort with related planning processes. Each corridor planning process includes representation from local jurisdictions, transportation agencies, and other stakeholders. Represented stakeholders include:

- Metropolitan Transportation Commission (MTC)
- County Congestion Management Agencies (CMAs)
- Cities and Counties
- Transit Agencies
- Industry/Civic Groups
- General Public



The District 4 Traffic Management Center (TMC) monitors and coordinates transportation in the corridor.



Traveler Information



Bus/Carpool Lane



Bus



Auto



Bicycles



Rail



Traffic Lights



Park & Ride



Changeable Message Sign



Traffic Camera



Ramp Metering Light

# Increasing Efficiency, Improving Mobility

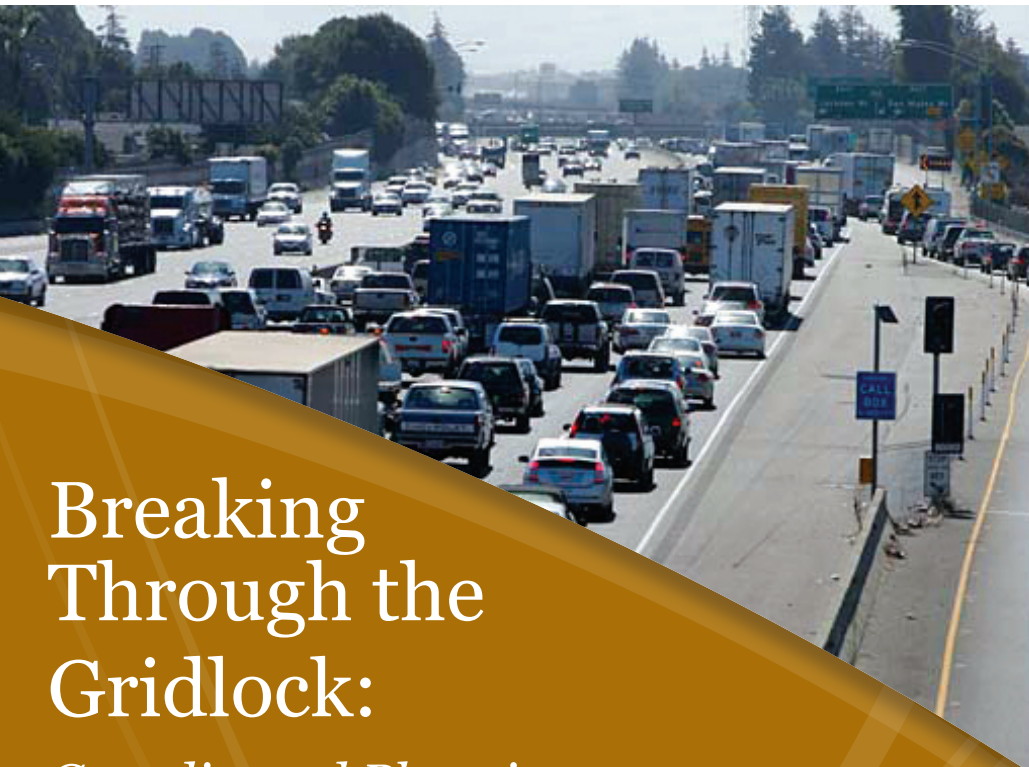
CORRIDOR SYSTEM MANAGEMENT PLANS

csmp

CALTRANS DISTRICT 4

corridor system management plans





# Breaking Through the Gridlock:

## Coordinated Planning for the Future

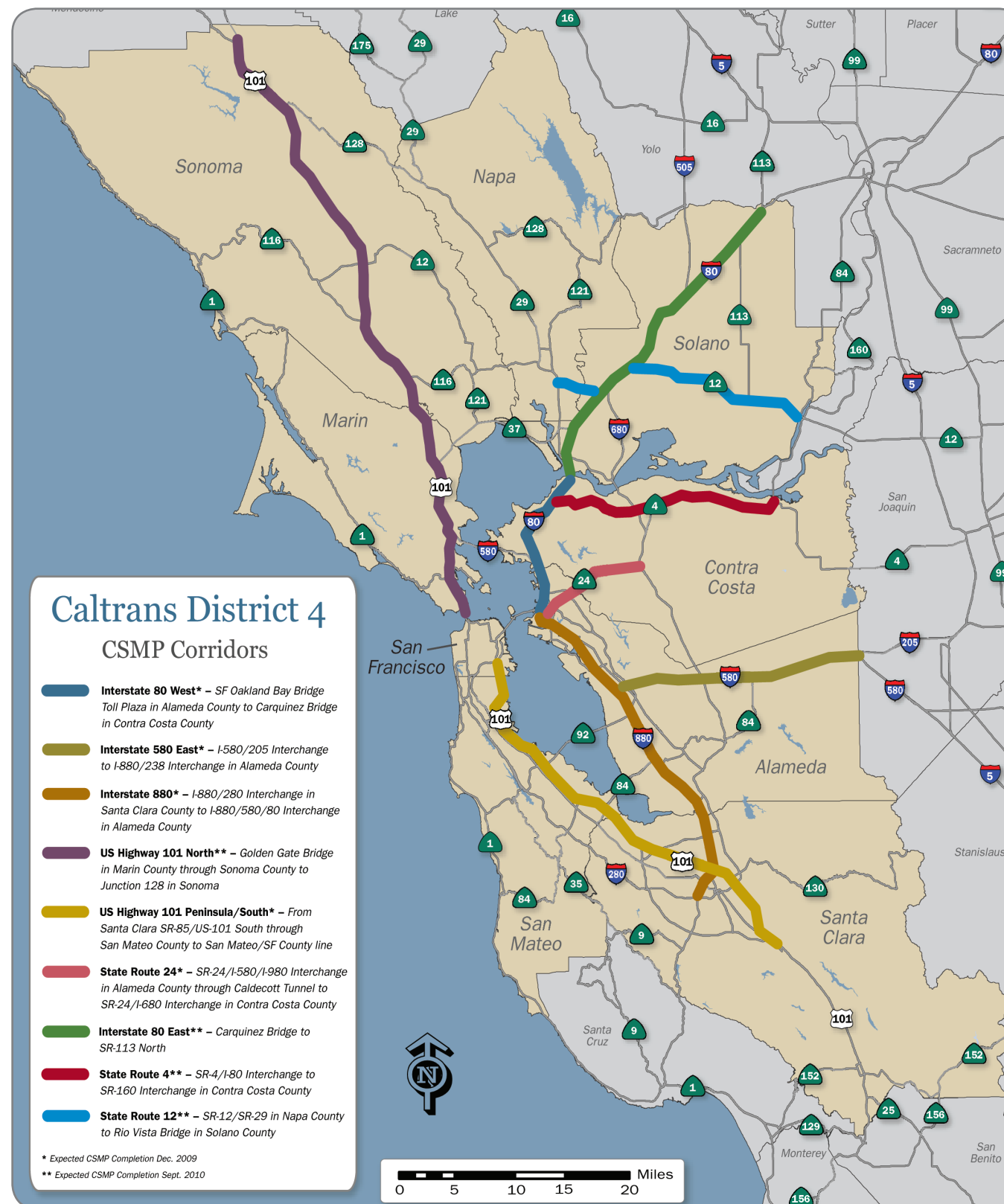
Caltrans is bringing an intense focus to California's most congested travel corridors - seeking safety and efficiency as well as integration and coordination of travel modes.

Californians recognized the critical need to reduce congestion on our vital travel corridors when they approved new transportation funding through the *Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act*, known as Proposition 1B, in November 2006.

Along with new funding came the responsibility to ensure that money is used wisely and produces measurable results. Toward that end, Caltrans is developing Corridor System Management Plans (CSMPs), working together with cities, counties, regional transportation planning agencies, transit operators and others. This will move us forward toward a common goal: keeping people and goods moving safely and efficiently through a corridor.

Current CSMP study limits are defined by travel corridors where Prop 1B funded projects in the Corridor Mobility Investment Account (CMIA) Program are located.

*CSMPs are based on the need to efficiently and effectively use all transportation modes and facilities in congested corridors so as to maximize mobility, improve safety and reduce delay costs.*



### Key Values of Corridor Management Planning

- Improve problem identification
- Optimize use of transportation network
- Strengthen interagency partnerships
- Ensure effective use of funds through performance-based investment choices

*CSMPs are the Wave of the Future!  
Caltrans will eventually develop CSMPs for all major urban corridors in the State.*

## CSMPs: Optimize Taxpayer Dollars by Planning for Results

A CSMP is a comprehensive, integrated management plan for travel modes in a corridor, including:

- State highways and freeways
- Major parallel and connector roadways
- Public transit (bus and rail) and related transfer facilities

CSMPs present an analysis of existing and future traffic conditions and propose traffic management strategies and capital improvements to maintain and enhance mobility within the corridor. Among the proven methods and technologies to be considered include:

- Carpool lanes
- Coordinated traffic signals
- Ramp metering
- Transit and rail strategies
- Traveler information systems
- Incident management

A CSMP will evaluate, recommend and prioritize operational strategies, needed capital improvement projects, and opportunities for transportation technology integration. Importantly, CSMPs will include extensive performance measures to ensure taxpayer money is being effectively used.

Caltrans is ultimately responsible for developing each CSMP and presenting them to the California Transportation Commission. In the San Francisco Bay Area, Caltrans is working with the Metropolitan Transportation Commission (MTC) to develop CSMPs in partnership with a related regional program, the Freeway Performance Initiative (FPI). The FPI is tied to the Regional Transportation Plan (T2035) process.

#### For additional copies of this brochure, contact:

California Department of Transportation, District 4  
Division of Transportation Planning and Local Assistance  
Office of System & Regional Planning  
111 Grand Ave./P.O. Box 23660 (MS-10C)  
Oakland, CA 94623  
Telephone: 510-286-6174

**ITEM 15**

**REVIEW AND COMMENT ON THE DRAFT 2009 COUNTYWIDE  
COMPREHENSIVE TRANSPORTATION PLAN (CTP) AND DRAFT  
ENVIRONMENTAL IMPACT REPORT (DEIR)**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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651 Pine Street -- North Wing 4<sup>TH</sup> Floor, Martinez, CA 94553-0095

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**TO:** TRANSPLAN Board Members  
TRANSPLAN Technical Advisory Committee (TAC)

**FROM:** John Cunningham, TRANSPLAN staff

**DATE:** March 3, 2009

**SUBJECT:** **Draft 2009 Countywide Comprehensive Transportation Plan (CTP) and Draft Environmental Impact Report (DEIR)**

---

### Background

The Contra Costa Transportation Authority (CCTA) has released the subject documents for public review and comment. The CTP focuses on implementing Measure J, the countywide transportation sales tax which goes in to effect in April 2009. The DEIR evaluates the environmental impacts, from a program level, of the CTP.

The Action Plans and visions, goals and strategies included in the CTP were developed last year with input from TRANSPLAN, the other Regional Transportation Planning Committees, and the CCTA Board and subcommittees.

Please see attached letter from CCTA. CCTA staff will make a presentation at the March 12 TRANSPLAN Committee meeting and will be available to answer questions and take comments.

Comments on both the CTP and DEIR are due on Monday, April 6<sup>th</sup> by 5:00 p.m.

Please also review the memo *State Route 4 Initiatives* from TRANSPLAN Staff as it includes input relevant to the CTP discussion.

### Recommendations

Review and discuss the documents, consider endorsing the TAC comments and developing any additional comments:

**a)** Insert language in the East County Action Plan (included in the CTP), “*Partner with TRANSPLAN and WCCTAC to develop a SR 4 Corridor Management Plan from East County to West County (boundaries to be defined) including connecting and/or supporting arterials. This process will identify an MTSO(s) for SR 4, actions, projects and define an approach to managing arterials in the corridor. TRANSPAC, TRANSPLAN and WCCTAC will jointly seek funding for the Corridor Management Plan from CCTA and other available sources.*”

**b)** Annotate the SR 4 Multi-modal Transportation Service Objective as follows, “*Upon acceptance of the SR 4 Corridor Management Plan recommendation by TRANSPAC, TRANSPLAN, and WCCTAC, current SR 4 MTSOs are expected to be revised upon completion and adoption of the Corridor Management Plan by TRANSPAC, TRANSPLAN and WCCTAC.*”

### Attachments:

1. 2/18/09 Letter from CCTA Transmitting the CTP and DEIR
2. Executive Summary of the Countywide Comprehensive Transportation Plan
3. Executive Summary of the Draft Environmental Impact Report

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CONTRA COSTA  
transportation  
authority

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- Michael Kee
- Mike Metcalf
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- Robert Taylor
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PHONE:  
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<http://www.ccta.net>

February 18, 2009

**RE: Draft 2009 Countywide Comprehensive Transportation Plan**

Dear Transportation Constituents and Stakeholders:

We are pleased to release the **Draft 2009 Countywide Comprehensive Transportation Plan (CTP)**. This document, the third major update to the Plan, is built on the efforts of elected officials and staff from cities, towns and the County of Contra Costa, and staff from other county, regional, and State transportation agencies.

The 2009 CTP focuses on implementing Measure J, the half-percent sales tax passed by the voters in November 2004. It also refines the Authority's vision, goals and strategies for managing the impacts of growth and improving mobility on our streets, highways, transit systems, and bicycle and pedestrian facilities.

If you have any questions on the Plan, please contact Martin Engelmann, Deputy Executive Director for Planning, at 925.256.4729 ([mre@ccta.net](mailto:mre@ccta.net)), or Brad Beck, Senior Transportation Planner, at 925.256.4726 ([bbeck@ccta.net](mailto:bbeck@ccta.net)).

Our website at [www.ccta.net](http://www.ccta.net) contains additional information on the 2009 CTP, including downloadable copies of the plan documents, the Draft EIR, and other supporting documents such as the Action Plans for Routes of Regional Significance. **Comments on the draft 2009 CTP are due by 5:00 p.m., Monday, April 6, 2009.**

We appreciate your interest and look forward to your continued involvement in improving Contra Costa's transportation system and quality of life.

Sincerely,

Robert K. McCleary  
Executive Director

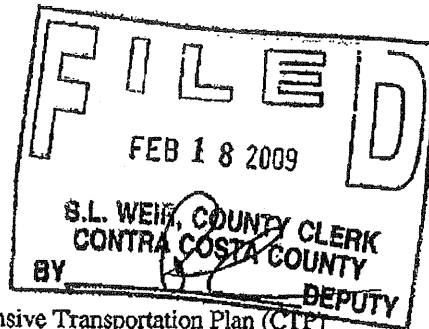
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**Notice of Availability**

February 18, 2009

**Project Title:** 2009 Contra Costa Countywide Comprehensive Transportation Plan (CTP) (SCH# 2008052073) Draft Environmental Impact Report.

**Project Location:** The project will apply throughout Contra Costa County, one of nine counties that make up the San Francisco Bay Area.

**Public Review Period:** February 18, 2009 to April 6, 2009 at 5:00 PM  
The DEIR is available at [www.ccta.net](http://www.ccta.net)

Public meetings at which comments on the DEIR can be made:

*West County (WCCTAC)*  
8:00 AM, Friday, February 27, 2009  
City Council Chambers  
City of San Pablo  
13831 San Pablo Avenue  
San Pablo, CA 95806

*Central County (TRANSPAC)*  
9:00 AM, Thursday, March 12, 2009  
City of Pleasant Hill Community Room  
100 Gregory Lane  
Pleasant Hill, CA 94523

*East County (TRANSPAN)*  
6:30 PM, Thursday, March 12, 2009  
Board Room  
Tri Delta Transit Building  
801 Wilbur Avenue  
Antioch, CA 94509

*Southwest County (SWAT)*  
3:00 PM, March 2, 2009  
Office of Supervisor Gayle B. Uilkema  
3338 Mt. Diablo Blvd  
Lafayette, CA 94549

*CCTA Planning Committee*  
6:00 PM, Wednesday, March 4, 2009  
Contra Costa Transportation Authority  
3478 Buskirk Avenue., Suite 100  
Pleasant Hill, CA 94523

*Tri-Valley Transportation Council (TVTC)*  
4:30 PM, Thursday, March 12, 2009  
Doughtery Station Community Center  
17011 Bollinger Canyon Road  
San Ramon, CA 94582

**Project Issues Discussed in Document:** Environmental Setting, Impact Analysis, Mitigation Measures, Transportation and Circulation, Air Quality, Energy, Geology and Seismicity, Biological Resources, Hydrology and Water Resources, Visual Resources, Noise, Cultural

Resources, Hazardous Materials, Land Use and Housing, Greenhouse Gases and Climate Change

**Description of Project:** As part of its Measure C responsibilities and subsequent Measure J responsibilities, CCTA must prepare a Countywide Comprehensive Transportation Plan (CTP) to "support efforts to develop and maintain an ongoing planning process with the cities and the county." The CTP is intended to provide the overall direction and a coordinated approach for achieving and maintaining a balanced and functional transportation system within the county while strengthening links between land use decisions and transportation. It outlines the CCTA's vision for Contra Costa and its transportation system and the goals, strategies and specific projects and other actions for achieving that vision. The projects and programs included are composed of a mix of highway, arterial, transit, operational, and non-motorized improvements.

**Hazardous Materials Site:** The proposed project is a plan for transportation improvements and growth management and would apply throughout Contra Costa. The draft environmental document, as a program EIR, divides the county into areas with a high, moderate or low potential for encountering hazardous materials.

**Lead Agency Name and Address:**

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

**Contact Person and Phone Number:**

Brad Beck, Senior Transportation Planner  
Phone: 925 256 4726 | Fax: 925 256 4701 | bbeck@ccta.net

Robert K. McCleary  
Robert K. McCleary, Executive Director  
Contra Costa Transportation Authority

18 February 2009  
Date

File: 13.15.13.08

## Executive Summary

Despite the current economic downturn, we expect that, over the next 25 years, Contra Costa and the Bay Area will continue to grow. Over the last 60 years, Contra Costa has grown ten-fold to a population of more than a million persons, and the region is now home to more than 7.3 million. We expect Contra Costa to grow by another 20 percent by 2030 with comparable growth in the region as a whole. These increases in population and jobs will place further demands on the local and regional transportation system.

This document lays out the Authority's vision for Contra Costa's future, the goals and strategies for achieving that vision, and future transportation priorities. For the Authority, that Vision is:

*Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and a strong economy to benefit the people and areas of Contra Costa, sustained by 1) a balanced, safe and efficient transportation network; 2) cooperative planning; and 3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.*

The CTP is intended to carry out the Authority's four major goals, while responding to changes in the area's population and the way in which residents understand and utilize the transportation system. The following are the Authority's goals:

- Enhance the movement of people and goods on highways and arterial roads;
- Manage the impacts of growth to sustain Contra Costa's economy and preserve its environment;
- Expand safe, convenient and affordable alternatives to the single-occupant vehicle; and
- Maintain the transportation system.

The 2009 CTP also incorporates the recommendations of the Action Plans for Routes of Regional Significance, which the Regional Transportation Planning Committees

(RTPCs) updated as part of the development of the 2009 CTP. The RTPCs, which represent the eastern, western, central, and southwestern parts of Contra Costa County, have outlined the goals and objectives for managing the transportation system within their subareas.

## **MEASURE J**

In 1988, voters approved Measure C, which established a half-cent sales tax to fund transportation improvements and a process for growth management and transportation planning. The program was extended in 2004 through Measure J, which continues the funding for transportation projects and programs for 25 years beyond the initial 20-year span provided by Measure C. Because the extension will go into effect in 2009, the 2009 CTP focuses on strategies for adapting to the new requirements contained in Measure J.

Measure J will generate an estimated \$2 billion in funds for a variety of projects and programs. While it will continue the funding of local streets maintenance, transit and paratransit operations and commute alternatives programs, the measure adds or expands others: support for school bus service is expanded to the San Ramon Valley and new express bus and transportation for livable communities programs are added. Major new projects are also added, including the fourth bore of the Caldecott Tunnel, the extension of rail transit further into East County and the widening of State Route 4 East.

Measure J also continues the Growth Management Program (GMP) begun with Measure C. While it retains the underlying philosophy of the original GMP, Measure J brings a few key changes to Contra Costa's growth management policies. The two most significant changes are the elimination of the requirement that local jurisdictions establish level-of-service standards for non-regional routes and Performance Standards for public services, and the new requirement that they adopt a voter-approved Urban Limit Line (ULL).

In summary, jurisdictions must meet the following requirements in order to be eligible for their share of sales tax revenue collected under Measure J:

- Adopt a growth management element, as part of its General Plan, that outlines how the jurisdiction will comply with the other requirements listed below;
- Adopt a development mitigation program that ensures that new growth pays for its share of the costs associated with that growth;

*2009 Countywide Comprehensive Transportation Plan*

- Participate in an ongoing, cooperative planning process with other jurisdictions in Contra Costa;
- Demonstrate reasonable progress in providing housing options for people of all income levels in a report on the implementation of actions outlined in the adopted Housing Element;
- Develop a five-year capital improvement program to meet or maintain traffic service and performance standards;
- Adopt a transportation demand management ordinance that complies with the direction of the Authority; and
- Adopt an Urban Limit Line (ULL) that complies with either a Countywide, voter-approved ULL or the local jurisdiction's voter-approved ULL.

**PROJECT SETTING AND POPULATION TRENDS**

Although the growth rate in Contra Costa County continues to slow, projections indicate that the area will increase in population through the end of 2030. By that date, approximately 1,244,800 people will call Contra Costa home, up from 1,023,642 in 2008, and the average age of residents will increase as a result of declining birth rates and rising life expectancy. Based on this increase, and including the Alameda jurisdictions of Dublin, Livermore, and Pleasanton, which are part of the study area for this plan, we can expect to add 113,000 households, 235,000 workers, and 235,000 jobs in the same time period.

These changes in population will have a significant impact on the future of the transportation system. In many areas of Contra Costa County, transportation demand will rise more quickly than increases in roadway capacity, largely because the County is running out of room to expand roads, and the cost of expansion continues to rise. Chapter 2 compares forecast increases in demand to planned capacity increases for many major routes in the County, showing various areas where traffic may increase by 30 to 50 percent with little or no change in capacity. The Authority's strategy must identify realistic ways to compensate for this pressure on the system.

**THE AUTHORITY'S STRATEGY**

The Authority has identified four key goals with corresponding strategies for the 2009 update.

*Enhance the Movement for People and Goods on Highways and Arterial Roads.* Reduction in congestion can occur through a variety of approaches. The CTP outlines several

2009 Countywide Comprehensive Transportation Plan

strategies for achieving this goal including capital improvements to the roadway system itself, influencing the location and nature of new growth, increased traffic management, and expansion of multi-modal mobility.

*Manage the Impacts of Growth to Sustain Contra Costa's Economy and Preserve its Environment.* The strategies proposed under this goal include expansions of partnerships and cooperative planning among local jurisdictions, as well as an expansion of regional land use planning coordination outside of the County. The proposal also calls for more context-sensitive transportation and land use planning by requiring new growth to pay its fair share for public improvements, supporting the establishment of an Urban Limit Line, promoting infill and redevelopment, and respecting community character and the environment.

*Expand Safe, Convenient and Affordable Alternatives to the Single-Occupant Vehicle.* The goal calls for the expansion of alternative modes of transportation. Various possibilities are identified, including the expansion of BART and bus service, paratransit, pedestrian and bicycle routes, and carpools.

*Maintain the Transportation System.* This goal depends upon acquiring adequate, stable funding for transit operations and reducing the backlog of rehabilitation and maintenance needs. In the long term, the strategy calls for increasing preventative maintenance to promote the long-term health of the transportation system.

#### **ACTION PLANS FOR ROUTES OF REGIONAL SIGNIFICANCE**

In 2008, each of the County's RTPCs updated its Action Plan for Routes of Regional Significance to reflect the new requirements of Measure J. The Action Plans proposed by each RTPC are summarized in Chapter 7 of this document.

Generally, each Action Plan includes long-term projections of land use changes and impacts on the transportation system, quantifiable measurements of performance called Multimodal Transportation Service Objectives (MTSOs), specific actions to be implemented, a process for environmental consultation, and a schedule and procedure for review.

The Action Plans include upgrades to major corridors and routes, along with other elements such as bicycle and pedestrian improvements, park-and-ride lots, carsharing programs, BART and bus system upgrades, ferry service, and others.

The completed Action Plans from each RTPC are available as supplementary documents to this plan.

## **THE CTPL**

The end of this plan includes an updated Comprehensive Transportation Project List (CTPL), which is a financially unconstrained list of all current and planned transportation projects. The CTPL includes projects generated from the Action Plans, the 2007 Contra Costa CMP, and MTC's 2009 RTP. The projects are stored in a database that can be queried and reorganized for a variety of purposes. For this CTP, the CTPL is organized by region and project type, and includes projected costs and the primary sponsor of the project.

Total estimated cost for all of the projects listed in the CTPL is on the order of \$8 billion. Because costs for some projects are yet to be identified, this total may not reflect the full extent of funding needed to complete all of the projects,

Inclusion of a project in the CTPL is an important first step toward obtaining project funding through the various funding sources outlined in Chapter 8 – Implementation.

## **IMPLEMENTATION**

The 2009 Update will play an important role in shaping our transportation policy and investment decisions. But how will the Plan be carried out? The Authority will need to work with many agencies to fund and prioritize the programs and projects that will work towards achieving our goals. In Chapter 8, Implementation, we outline the strategies, the partnerships and the guidelines essential for a smooth transition from concept to reality, building on lessons learned since the first CTP was prepared.

Detailed implementation tasks fall under the following eight broad categories:

- Complete the transition to Measure J
- Implement Measure J funding programs
- Plan for Contra Costa's transportation future
- Support growth management
- Develop transportation improvements
- Improve system management

*2009 Countywide Comprehensive Transportation Plan*

- Build and maintain partnerships
- Fund transportation improvements

The 2009 CTP represents the Authority's long-term plan for achieving a healthy environment and a strong economy that benefits the people and areas of Contra Costa through investment in our transportation system, cooperative planning and growth management. Working with our partner agencies, the Authority will apply these strategies outlined in the 2009 CTP to achieve this vision for Contra Costa's future.



## Executive Summary

This Program Environmental Impact Report (EIR) for the proposed 2009 Contra Costa Countywide Comprehensive Transportation Plan (CTP) has been prepared on behalf of the Contra Costa Transportation Authority (the Authority, or CCTA). This Executive Summary provides a condensed description of the proposed CTP, the approach taken in this EIR, public concerns and involvement, project setting, project impacts, and project alternatives.

### Purpose of EIR

This environmental assessment fulfills the requirements of the California Environmental Quality Act (CEQA) and CEQA Guidelines and is designed to inform decision-makers, responsible and trustee agencies, and the general public of the range of potential environmental impacts that could result from implementation of the proposed 2009 CTP. This EIR recommends a set of measures to mitigate any significant adverse regional impacts identified. It also analyzes a range of alternatives to the proposed Plan. As the lead agency for preparing this EIR, the Authority will use it in its review of the proposed 2009 CTP prior to taking action on the Plan.

The EIR for the 2009 CTP is a program EIR as defined in the CEQA Guidelines. The CEQA Guidelines state that a program EIR may be prepared on a series of actions that can be characterized as one large project and are related either:

- Geographically;
- As logical parts in the chain of contemplated actions;
- In connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or
- As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways (Title 14, California Code of Regulations, Section 15168).

This program EIR is thus intended to be an evaluation of the 2009 CTP as a whole, rather than an assessment of each of the individual projects contained in the Plan.

### **Proposed Project**

The 2009 CTP focuses on refining the Authority's vision and on identifying priorities for making future transportation improvements. The Update includes:

- The Authority's vision, goals, and strategies;
- A broader framework and greater detail for Measure J expenditures;
- Detailed components from the proposed Action Plans;
- An updated Growth Management Program (GMP) component;
- An updated Comprehensive Transportation Project List (CTPL); and
- Discussion of project implementation.

The CTP will serve as the long-range transportation planning document for the county. The 2009 CTP will be the third major update to the CTP plan since it was first adopted in 1995. The 1995 CTP established the overall direction of CCTA's transportation and growth management, knitting together Action Plans prepared by the Regional Transportation Planning Committees (RTPCs) and building on the requirements of the Measure C GMP. The 2000 Update further refined CCTA's vision, goals and strategies, and built on the refinements to the Action Plans carried out in 1999 and 2000. The 2004 Update kept the goals and strategies of the previous CTP and focused primarily on the development of an Expenditure Plan and Growth Management Program for the proposed Measure J, which was passed by the voters in November of 2004.

The 2009 CTP identifies the Authority's vision for Contra Costa, goals and strategies for achieving that vision, and future transportation priorities. The 2009 CTP builds on the analysis and recommendations of RTPCs—representing the eastern, western, central and southwestern parts of Contra Costa County—2009 Action Plan Updates.

The Action Plans have been updated from their 2000 versions and are in draft form at the time of the review of the Draft EIR. These updated Action Plans include a vision and goals for each sub-region, new or revised multi-modal transportation service objectives, actions to achieve those objectives, and responsibilities for implementing those actions.

The 2009 CTP is intended to help carry out the Authority's four goals:

- Enhance the movement of people and goods on highways and arterial roads;
- Manage the impacts of growth to sustain Contra Costa's economy and preserve its environment;
- Provide and expand safe, convenient and affordable alternatives to the single-occupant automobile; and

- Maintain the transportation system.

Measure C, which was passed by voters in 1988, established a half-percent sales tax to fund transportation improvements and establish a process for growth management and transportation planning. In 2004, the voters of Contra Costa approved Measure J, which extended the half-percent sales tax from 2009 through 2034; this extension will bring the total revenues of Measure C and Measure J to \$2.7 billion. Measure J will continue six of the eight requirements of the GMP first established by Measure C. The revised GMP deletes two requirements – 1) performance standards for public facilities and 2) fixed level-of-service (LOS) standards for non-regional routes – but adds the requirement for a voter-approved urban limit line. The requirement for local involvement in the development and implementation of Action Plans for Routes of Regional Significance is more clearly stated in Measure J. In addition, the flexible Traffic Service Objectives (TSOs) of Measure C are now called “multimodal transportation services objectives” or MTSOs.

### **Public Involvement**

Public participation was facilitated for this environmental assessment primarily through issuance of a Notice of Preparation (NOP) on May 16, 2008. Additionally, a public scoping meeting was held on May 30, 2008, at the Authority offices in Pleasant Hill, California to solicit comments on the scope of the EIR. The Authority’s website ([www.ccta.net](http://www.ccta.net)) is also a means by which the Authority disseminates information. The website, together with the NOP and public hearing, are designed to ensure broad and inclusive public participation in the planning process.

### **Project Setting**

The 2009 CTP, when adopted by the Authority, will apply throughout Contra Costa County, one of the nine counties that make up the San Francisco Bay Area. Located northeast of the City of San Francisco, the county is bounded on the west by the San Francisco and San Pablo Bays; on the north by the Carquinez Straight, Suisun Bay and Sacramento-San Joaquin River delta; on the east by San Joaquin County and the Central Valley; and on the south by Alameda County.

As of 2007, Contra Costa had a population of a little over one million, making it the third-most populous county in the Bay Area. According to Association of Bay Area Governments (ABAG) Projections 2005, by 2030, Contra Costa will grow to a population of 1.2 million and remain the third-most populous county in the region. Contra Costa will experience the most growth in East County, even though Central County will continue to have more households and employment.

### **Alternatives to the Project**

This EIR analyzes four alternatives:

- No Project Alternative
- Alternative 1: Freeway Performance Initiative
- Alternative 2: Frequent Service Transit Network
- Alternative 3: Climate Change Alternative

#### **NO PROJECT ALTERNATIVE**

CEQA requires all EIRs to consider a No Project Alternative. The No Project alternative for this EIR includes a set of highway, transit, local roadway, bicycle, and pedestrian projects that are in advanced planning stages and slated to go forward since they already have full funding commitments. Specifically, this alternative includes projects that are:

- included in the adopted 2008 State Transportation Improvement Program (STIP);
- not yet in the STIP but are specifically named projects in the Measure J Expenditure Plan;
- included in the most recent Measure C and Measure J Strategic Plans; or
- within Contra Costa or the Tri-Valley that have specifically committed funding.

The “specifically named” projects include the Caldecott Tunnel Fourth Bore, State Route 4 East widening, eBART to Antioch, Capitol Corridor improvements at Martinez and Hercules, and the school bus program in San Ramon Valley. The Measure J Strategic Plan includes several phases of the State Route 4 Bypass, safety improvements on Vasco Road, and improvements to several interchanges, including I-680/SR 4, I-80/Central, I-80/San Pablo Dam Road, and SR 242/Clayton Road.

#### **ALTERNATIVE 1: FREEWAY PERFORMANCE INITIATIVE (FPI)**

This alternative uses the approach that MTC used in its Vision analysis (MTC, 2007). Called the “Freeway Performance Initiative” (FPI), this alternative assumes implementation of a variety of “intelligent transportation systems” (ITS) and operational improvements such as ramp metering, changeable message signs and variable speed limits. According to MTC and Caltrans, these improvements could result in an increase in freeway capacity of approximately eight percent.

The proposed Project already includes ITS on the I-80 corridor in West Contra Costa County through the Integrated Corridor Management (ICM) Project on that route. This alternative assumes implementation of an ICM project on all freeways within Contra Costa. The FPI alternative is modeled by increasing hourly freeway capacity on all freeways within Contra Costa by eight percent. This theoretical increase in freeway capacity only has a beneficial impact on freeway segments that are at or above capacity.

## **ALTERNATIVE 2: FREQUENT SERVICE TRANSIT NETWORK**

This alternative uses the Frequent Service Transit Network (FSTN) that MTC developed in consultation with transit agency staff throughout the region. The FSTN focuses on an expanded HOV lane network and enhanced express bus service in the region.

Generally speaking, in addition to increasing transit frequency, this alternative would add HOV lanes, based on MTC's HOV Master Plan (MTC 2002). MTC is also proposing a HOT lane network, where SOVs could use the HOV lanes by paying a toll. Tolls for lanes would increase over time and would vary with congestion levels. The viability of HOT lanes is currently being analyzed by MTC. Because operating strategies will vary by time-of-day, roadway location and qualifying minimum occupancy of 2 or 3 persons, the proposal for HOT lanes is not analyzed here.

To increase the attractiveness of transit service, this alternative incorporates a Frequent Transit Service network in the travel model for analysis in this EIR. To do this, some transit routes in countywide model (which contains fixed-route transit routes and headways) were given a more frequent day-long headway of 15 minutes. While the actual routes in such a program may vary, this provides a tool by which to simulate the effects of running buses more frequently. Those routes assumed with enhanced day-long frequencies were County Connection Routes 107, 116, 121 and 115, as well as Tri-Delta Transit Route 391. Another key route, AC Transit Route 72R, was already operating at a headway of less than 15 minutes. Furthermore, this alternative adds HOV lanes on I-80, I-680, and SR4.

## **ALTERNATIVE 3: GREENHOUSE GAS REDUCTION ALTERNATIVE**

This alternative incorporates measures to limit conditions that increase emissions of greenhouse gases (GHG) such as carbon dioxide (CO<sub>2</sub>) and methane (CH<sub>4</sub>). In June 2008, the Office of Planning and Research (OPR) released a "technical advisory" on CEQA and climate change. The advisory notes that:

*Lead agencies should determine whether greenhouse gases may be generated by a proposed project, and if so, quantify or estimate the GHG emissions by type and source [and] must assess whether those emissions are individually or cumulatively significant. . . . If the lead agency determines that the GHG emissions from the project as proposed are potentially significant, it must investigate and implement ways to avoid, reduce, or otherwise mitigate the impacts of those emissions.*

The California Attorney General's (AG) office has identified a long list of measures that lead agencies can take to reduce greenhouse gas emissions.<sup>1</sup> A subset of those measures applies to transportation projects. Several of the transportation measures identified by the Attorney

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<sup>1</sup> The Attorney General published a document *The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level*, updated May 21, 2008 and available at <http://ag.ca.gov/globalwarming/ceqa.php>

General's Office are already part of the Measure J Expenditure Plan, including funding intermodal stations, supporting school bus programs, funding bicycle and pedestrian facilities, and providing TDM support through the 511 Contra Costa program. Many of the Attorney General's additional measures fall outside the scope of the 2009 CTP either because they would apply to a more detailed level of design or would apply to different aspects of the environment, such as land use or water conservation, over which the Authority does not have control.

There are, however, a few additional measures that could apply to the 2009 CTP. One measure that is applicable – to “increase the cost of driving and parking private vehicles by, e.g., imposing tolls and parking fees” - forms the basis for this alternative. It is reflected in the Countywide Model by assuming higher parking costs in several commercial districts in the county. Specifically, these were added in the “downtown” sections of Richmond, El Cerrito, Walnut Creek, Concord, Pleasant Hill, Martinez, Pittsburg and Antioch. Another AG-suggested measure, an increase in tele-work, was reflected in the modeling for upper income workers and their response to forecast congestion, higher driving costs and improved communications technology. The Countywide Model contains four home-to-work trip purpose tables, which are stratified by household income. A reduction of seven percent was applied to the top two income category tables.

This approach is also consistent with the suggestions outlined in the recent update to the CTC's regional transportation guidelines, which were amended to address SB 375 and AB 32.<sup>2</sup> Suggestions made by the CTC, in addition to pricing, are already included in the 2009 CTP Project network, such as shifting more investment towards alternative modes, implementing operational efficiencies that reduce congestion, and including land-use requirements and performance measures (as found in the Measure J Growth Management Program and Action Plan framework).

Under this alternative, CCTA would also incorporate additional measures, based on the Attorney General's comments on RTPs, Draft EIRs on RTPs, and on General Plan policies related to GHGs and climate change. These measures include the following types of actions or commitments:

- Require the preparation of RTPC Climate Action Plans (the West County Action Plan already includes this commitment).
- Offer voluntary incentives (or funding priorities) for projects or programs that include a component for reducing GHG emissions. This might include incentives for replacement buses that are hybrid electric or maybe even buses with hydrogen fuel cells.

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<sup>2</sup> The California Transportation Commission adopted *Addendum to the 2007 Regional Transportation Plan Guidelines: Addressing Climate Change and Greenhouse Gas Emissions During the RTP Process* on May 29, 2008.

- Adopt “green construction” policies and practices for Measure J funded work, modeled on the State’s requirements. These might include requirements for use of the lowest emitting construction equipment and fuels (e.g. diesel-powered vehicles with EPA Tier 3 or better engines or retrofitting to meet equivalent emission standards as Tier 3 engines).
- Promote use of light colored pavement for solar reflectivity and reduced heat island effects.
- Require shade tree planting as part of specified types of 2009 CTP construction projects or wherever Measure J-funded construction results in loss of tree cover (trees have a temporary carbon sequestration capacity depending on the life of the tree).
- Establish minimum standards for Measure J-funded or Authority-supported construction management, including specifying minimum content for recycled products in aggregate, concrete, etc. and construction waste management.<sup>3</sup>

### Approach to the Study

The impact analysis in this EIR focuses on the impacts of the proposed 2009 CTP as a whole. The focus of this analysis is to address the impacts that, individually or in the aggregate, may be regionally significant.

Under CEQA, a program EIR should focus on the secondary effects that can be expected to follow its adoption, but need not be as detailed as an EIR on the specific construction projects that might follow (CEQA Guidelines, Section 15146). Therefore, the 2009 CTP EIR emphasizes countywide effects and general areas of environmental sensitivity. Detailed analysis of the specific impacts of the projects proposed in the 2009 CTP would be the responsibility of the agencies proposing or approving those projects. Therefore, projects listed in the proposed 2009 CTP will still need to comply with the requirements of CEQA, which may entail the preparation of a later EIR focused the specific impacts of that project. The determination of whether an EIR is needed, however, is the responsibility of the lead agency.

### Key EIR Assumptions

To assess the effects of the proposed 2009 CTP, the analysis makes assumptions about future conditions in 2030 when the Plan would be fully implemented. Other key assumptions in the impact analysis include the following:

- The base year or existing conditions for the analysis is 2007. For comparisons where 2007 data are not available, the closest available year (typically 2006 or 2008) is used.

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<sup>3</sup> In a May 2007 letter, the AG mentioned the value of “warm mix” asphalt to reduce GHG emissions as a feasible alternative paving material, Alameda County also mentioned the value of requiring use of fly ash in concrete.

- ABAG's adopted Projections 2005 and Contra Costa's Land Use Information System (LUIS) form the basis for developing future baseline population and employment scenarios for the proposed Project. The land use projections reflect growth for the entire Bay Area and adjoining county through 2030.
- Forecast transportation demands on the multi-modal system are analyzed using the CCTA Countywide Travel Demand Forecasting Computer Model (the Countywide Model) which is consistent with MTC's Model.
- This analysis does not consider phasing of improvements or interim stages of the proposed 2009 CTP between 2008 and 2030 because the purpose of the analysis is to evaluate the Plan as a whole.

#### **CUMULATIVE IMPACT ASSUMPTIONS**

The term "cumulative impact", as defined in the CEQA Guidelines (Section 15355), "refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Some impacts on the environment are not under the influence of the Agency and occur for reasons unrelated to its adoption and implementation of the 2009 CTP. The cumulative impact analysis focuses on the environmental effects that could result from implementation of the 2009 CTP, together with forecast land use changes. This cumulative analysis assumes that demographic forecasts, discussed in greater detail in the introduction to Chapter 2, would occur regardless of whether the proposed CTP projects are developed.

Where possible, this EIR distinguishes between the impacts of the 2009 CTP as a whole and the independent impacts of the region's forecast population and employment growth, which the projects and programs would serve. However, because the Authority cannot significantly affect regional growth, the transportation, air quality, greenhouse gases, noise, and energy analyses evaluate the effects of the proposed Project assuming projected population and employment growth. Cumulative impacts are analyzed in each issue area section, as well as in Chapter 3.2.

#### **Project Impacts**

As required by CEQA, this EIR identifies three types of impacts:

- Short-term impacts;
- Long-term impacts; and
- Cumulative impacts.

The EIR identifies temporary direct impacts that occur during the construction of proposed projects, longer-term direct impacts occurring from project development, and impacts of the 2009 CTP in conjunction with forecast growth within the Contra Costa and throughout the



Bay Area. Impacts are evaluated relative to existing conditions, as required by CEQA. Table S-1 summarizes the impact conclusions and recommended mitigation measures identified in this EIR. The impacts are organized by environmental impact area in the order in which they appear in Part Two. Most issue areas were found to have less than significant or mitigable impacts. The exceptions include construction related as well as cumulative noise impacts, impacts on visual resources, and the potential conversion of agricultural land. All potentially significant impacts are further described in Section 3.2 of this EIR.

### **Environmentally Superior Alternative**

The CEQA Guidelines require each EIR to identify the environmentally superior alternative among the alternatives analyzed. If the No Project alternative is identified as the environmentally superior alternative, then the EIR must identify another alternative as environmentally superior among the alternatives analyzed. This CEQA analysis concludes that **Alternative 3, the Greenhouse Gas Reduction Alternative, is the environmentally superior alternative**, primarily because it provides environmental advantages, relative to the proposed Project, No Project and Alternatives 1 and 2 in the key issue areas of transportation, air quality, and greenhouse gas emissions. Also, it provides environmental advantages over the Project and Alternatives 1 and 2 in energy.

Alternatives 1, 2 and 3 would have similar level of impact on many issue areas, including biological resources, hydrology and water resources, visual resources, noise, cultural resources, and hazardous materials, with the FPI Alternative performing slightly less well. The only area in which the Greenhouse Gas Reduction Alternative did not provide environmental advantages was in land use, due to potential impacts on accessibility associated with increased costs, though its impacts related to the evaluated criteria were similar to the other alternatives. Given the potential for overall environmental advantages, the Greenhouse Gas Reduction Alternative is considered the environmentally superior alternative.

The proposed Project has similar outcomes to Alternatives 1, 2 and 3 in many issue areas, particularly those where the construction of projects is the primary indicator of impacts, such as in biology, hydrology, geology, and hazards. For many of the issue areas that are significantly affected by changes in the use of the transportation system, such as increases in VMT, decreases in congestion, etc, Alternatives 1, 2 and 3 would result in slightly less congestion and fewer VMT than the Project and so have preferred outcomes. This applies in particular to air quality, noise, greenhouse gases, and energy. The proposed Project offers environmental advantages over the No Project in transportation, air quality, noise, and climate change and greenhouse gases. It also offers environmental advantages over Alternative 3 in Land Use and Housing, and environmental advantages over the FPI Alternative in visual resources, noise, and cultural resources.

All of the alternatives are likely to meet most of the basic objectives of the proposed Project. There are, however, some important unanswered questions about the feasibility of the Greenhouse Gas Reduction Alternative. The Greenhouse Gas Reduction Alternative presumes

that CCTA has the authority to impose new pricing strategies, some of which are likely subject to legislative or voter approval. The Authority, however, may not have the authority to implement pricing strategies, or would need to rely on other agencies or new authority to do so. For those strategies that do require legislative or voter approval, an economic downturn may reduce public support for “taxing” schemes that intentionally raise the price of driving.

While all Alternatives would meet the basic goals of the CTP, there are tradeoffs among the various issue areas analyzed for the alternatives. The alternatives also would result in varying degrees of success at achieving the proposed Project objectives. For instance, the Freeway Performance Initiative Alternative is effective at reducing congestion during peak hours, whereas the Frequent Service Transit Network Alternative provides more convenient and affordable alternatives to single-occupant automobile use.

#### **AREAS OF KNOWN CONTROVERSY**

Areas of known controversy related to the proposed 2009 CTP and EIR include:

- Choosing the most appropriate and transparent approach to assessing and mitigating loss of farmlands at the program level;
- Determining the best analytical approach to evaluating greenhouse gas emissions and associated sea level risk impacts of the proposed Project, and the relationship between selected significance criteria, significance conclusions, and proposals for mitigation measures; and
- The relationship between the increased capacity of the transportation system and increased travel and land development. While “induced growth” is often used to describe both additional trip-making and additional land development, they are separate phenomena. Induced travel can be strictly defined as new trips that result from the creation of new roadways or transit facilities. For example, the widening of a congested freeway may encourage trips to shift from other roadways, encourage shifts from off-peak periods, and encourage people to make more trips overall (what Anthony Downs calls the “triple convergence”). The Authority’s Countywide Model reflects shifts in routes resulting from changes in capacity as well as changes in demand resulting from forecast development. Like most travel demand models, however, it does less well reflecting shifts in the timing of trips and does not estimate entirely new trips that are not based on demographic projections. One of the difficulties of estimating truly new trips is that, as forecasts show, the region will grow more quickly than increases in capacity and any new capacity will be “used up” by new growth and current rates of trip-making.

Economic theory and studies on the topic suggest that increases in transportation capacity do tend to encourage additional land development near the improved facility, whether roadway or transit. Studies have been less conclusive in determining whether

this additional development would have occurred even without the new transportation capacity. The Bay Area, like most regions, has a well-developed transportation system and the capacity increases being proposed will represent relatively small increases.

This EIR acknowledges and attempts to address these known controversies as reported during the NOP scoping period and on-going agency consultation. Other areas of controversy may emerge during public review of the Draft EIR.

**Table S-1: Summary of Impacts and Mitigation**

	<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
<b>2.1</b>	<b>Transportation and Circulation</b>			
2.1-1	An increase in vehicle miles traveled (VMT) at level-of-service (LOS) F would occur compared to the existing conditions.	Significant Cumulative Impact, Project Contribution Not Cumulatively Considerable	None required	
2.1-2	Total vehicle hours traveled (VHT) would increase when compared to existing conditions.	Significant Cumulative Impact, Project Contribution Not Cumulatively Considerable	None required	
2.1-3	Average systemwide vehicle speed decreases, compared to the existing conditions.	Significant Cumulative Impact, Project Contribution Not Cumulatively Considerable	None required	
2.1-4	Transit mode share increases or stays essentially the same when compared to existing conditions.	Beneficial	None required	
2.1-5	Total number of vehicle trips increases, compared to existing conditions.	Significant Cumulative Impact, Project Contribution Not Cumulatively Considerable	None required	
2.1-6	Transit ridership increases compared to existing condition.	Beneficial	None required	
<b>2.2</b>	<b>Air Quality</b>			
2.2-1	The construction of proposed projects in the 2009 CTP could result in significant short-term	Significant, but Mitigable	<i>Mitigation Measure 2.2-1</i> Where construction of proposed projects could	Less than Significant

**Table S-1: Summary of Impacts and Mitigation**

<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
direct impacts on air quality near construction sites.		<p>result in significant short-term direct impacts on air quality near construction sites, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential mitigation measures could be drawn from or be consistent with the BAAQMD approach and Caltrans' <i>Highway Design Manual</i> and, where appropriate, based on consultation with BAAQMD staff. Typical mitigation measures include:</p> <ul style="list-style-type: none"> <li>▪ Appropriate dust abatement programs as described in the BAAQMD approach, which calls for “basic” control measures that should be implemented at all construction sites, “enhanced” control measures that should be implemented at construction sites greater than four acres in area, and “optional” control measures that should be implemented on a case-by-case basis at construction sites that are large in area, located near sensitive receptors or which, for any other reason, may warrant additional emissions reductions (BAAQMD, 1999);</li> <li>▪ Use of Caltrans policies for dust abatement during construction at construction sites. There are far-reaching measures such as the use of special contract provisions to require that material, borrow and disposal sites as well as temporary haul roads be restored to a condition such that their potential as sources of blowing dust or other pollution is</li> </ul>	

**Table S-1: Summary of Impacts and Mitigation**

Impact	Significance	Mitigation Measures	Significance after Mitigation
		no greater than that of their original condition. The checklist of on-site measures includes provisions for control measures such as planting, stabilizing emulsion, protective blankets or use of other control measures to prevent erosion; and <ul style="list-style-type: none"> <li>▪ Project sponsors of specific projects entailing the demolition of a building containing asbestos materials shall consult with BAAQMD staff concerning the specific requirements of Regulation 11, Rule 2 (Asbestos Demolition, Renovation and Manufacturing) of BAAQMD's regulations.</li> </ul>	
2.2-2	Implementation of the 2009 CTP would not contribute considerably to the cumulative net increase in emissions of PM-10 and PM-2.5 when compared to existing conditions.	Significant Cumulative Impact, Project Contribution Not Cumulatively Considerable	None Required
<b>2.3 Energy</b>			
2.3-1	Cumulative implementation of the 2009 CTP, combined with regional growth and State fuel efficiency standards, would result in increased energy consumption.	Significant Cumulative Impact, Project Contribution Not Cumulatively Considerable	None Required
<b>2.4 Geology and Seismicity</b>			
2.4-1	Seismic events could damage proposed transportation infrastructure through surface rupture, ground shaking, liquefaction, landslides and tsunamis, causing impacts on property and public safety.	Significant, but Mitigable	<i>Mitigation Measure 2.4-1</i> Where seismic events could significantly affect a project, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental

**Table S-1: Summary of Impacts and Mitigation**

<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
		<p>review under CEQA and NEPA. Potential mitigation measures could be drawn from or be consistent with the California Building Code, Caltrans’ standards for construction, and the California Geological Survey Guidelines for Evaluation the Hazard of Earthquake Fault Rupture and, where appropriate, based on a review or investigation by a State licensed geotechnical professional. Typical mitigation measures include:</p> <ul style="list-style-type: none"> <li>▪ Minimization of tsunami inundation hazards through designs to diminish wave inundation and associated damage. For example, precautionary measures such as specifying final foundation or roadbed elevations higher than the expected height of a tsunami with a given return frequency would be effective.</li> </ul>	
2.4-2	Highway and rail construction could require significant earthwork and road cuts, increasing the potential for short-term and long-term soil erosion and slope failure.	<p><i>Mitigation Measure 2.4-2</i></p> <p>Where highway and rail construction could require significant earthwork and road cuts that increase the potential for short term and long term soil erosion and slope failure, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential mitigation measures could be drawn from or be consistent with the California Building Code and Caltrans’ standards for construction, and, where appropriate, based on a review or investigation by a State licensed geotechnical professional. Typical mitigation measures include:</p>	Less than Significant

**Table S-1: Summary of Impacts and Mitigation**

<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
2.4-3 Projects built on highly compressible or expansive soils could become damaged and weakened over time.	Significant, but Mitigable	<ul style="list-style-type: none"> <li>▪ Project designs shall provide adequate slope drainage and appropriate landscaping to minimize potential future occurrences of slope instability and erosion. Design features shall include measures to reduce erosion from storm water. Road cuts shall be designed to maximize the potential for revegetation.</li> </ul> <p><i>Mitigation Measure 2.4-3</i> Where projects would be built on highly compressible or expansive soils, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Typical mitigation measures include:</p> <ul style="list-style-type: none"> <li>▪ A site-specific geotechnical investigation conducted by qualified professionals (California registered civil and geotechnical engineers, or California registered engineering geologists) to identify potential geologic hazards associated with soils underlying proposed improvements; and</li> <li>▪ Recommended corrective measures, such as structural reinforcement, soil treatment, or replacing existing soil with engineered fill, in accordance with recommendations of the geotechnical investigation and the most recent version of the California Building Code.</li> </ul>	Less than Significant
<b>2.5 Biological Resources</b>			
2.5-1 Projects included in the 2009 CTP could	Significant, but	<i>Mitigation Measure 2.5-1</i>	Less than



**Table S-1: Summary of Impacts and Mitigation**

<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
adversely affect rare, threatened or endangered, candidate, sensitive, or other special-status species of plants and animals and their habitats, including potential interference with the movement of wildlife species.	Mitigable	<p>Where projects included in the 2009 CTP could adversely affect rare, threatened or endangered, candidate, sensitive, or other special-status species of plants and animals and their habitats, including potential interference with the movement of wildlife species, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential mitigation measures shall be consistent with federal, state, regional and local regulatory requirements, as discussed in the Regulatory Setting above. Typical mitigation measures include:</p> <ul style="list-style-type: none"> <li>▪ Select alignments to avoid areas of resource sensitivity and to minimize the need for large areas of cut and fill that would remove vegetation and habitat;</li> <li>▪ Avoid construction in aquatic habitats and control runoff so that litter, solvents, greases and other chemicals do not pollute these habitats. Keep disruption of soils within streambeds to a minimum and implement erosion controls around support pillars;</li> <li>▪ Preserve existing and mature trees and snags as nesting and roosting habitat to the extent feasible, except when trees are diseased, over-aged, or otherwise constitute a hazard to persons or property;</li> <li>▪ Conduct field surveys for rare and endangered plants, sensitive species, and</li> </ul>	Significant

**Table S-1: Summary of Impacts and Mitigation**

<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
		<p>nesting birds where suitable habitat exists. Such surveys provide critical information for assessing impacts and determining if effective mitigation is possible;</p> <ul style="list-style-type: none"> <li>▪ Protect rare and endangered animal species through controlling or eliminating development in primary habitat areas. Where wildlife habitat is disturbed, undertake relocation efforts where feasible;</li> <li>▪ Where possible, avoid known animal movement corridors when designing new road and rail alignments, pedestrian/ bike paths, and other transportation facilities. Place pass-through-culverts under highways to allow wildlife movement; consider fencing to prevent wildlife from entering highways. Schedule construction activities to avoid disturbance to wildlife by implementing seasonal or circadian avoidance measures. Design lighting to be responsive to wildlife sensitivities; and</li> <li>▪ Require appropriate erosion control measures in conjunction with new development to minimize wildlife habitat destruction. Stabilize cut-and-fill slopes and revegetate immediately following construction. Remove topsoil, stockpile and respread to preserve natural vegetation. To the extent possible, use native vegetation to landscape project sites and minimize the need for fertilizers and pesticides. Avoid introducing invasive species and monitor and</li> </ul>	

**Table S-1: Summary of Impacts and Mitigation**

Impact	Significance	Mitigation Measures	Significance after Mitigation	
2.5-2	Projects included in the 2009 CTP could adversely affect wetlands and other aquatic resources.	Significant, but Mitigable	control weedy plants. Additional erosion control measures are detailed in Section 2.6 Hydrology and Water Resources, Mitigation Measure 2.6-2.	Less than Significant
			<p data-bbox="1100 431 1356 454"><i>Mitigation Measure 2.5-2</i></p> <p data-bbox="1100 464 1619 860">Where projects could adversely affect wetlands and other aquatic resources, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Project proponents shall implement measures to avoid, minimize, and compensate for significant impacts on jurisdictional wetlands and other aquatic resources within or adjacent to the project area. Potential mitigation measures should be drawn from or be consistent with guidelines of the Corps, RWQCB, BCDC, and CDFG. Typical mitigation measures include:</p> <ul data-bbox="1100 876 1619 1302" style="list-style-type: none"> <li data-bbox="1100 876 1619 1023">▪ In accordance with guidelines of the Corps, RWQCB, BCDC, and CDFG, a goal of “no net loss” of wetland acreage and value will be implemented, wherever possible, through avoidance of the resource;</li> <li data-bbox="1100 1039 1619 1185">▪ Wetlands and other aquatic resources in the project area shall be inventoried and project components sited to avoid and minimize direct and indirect impacts to wetlands and stream drainage channels;</li> <li data-bbox="1100 1201 1619 1302">▪ The number and area of stream channel and wetland crossings should be reduced, where feasible;</li> </ul>	

**Table S-1: Summary of Impacts and Mitigation**

<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>	
2.5-3	Projects included in the 2009 CTP could conflict with an approved Habitat Conservation Plan/Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	Less than Significant	None Required	
2.5-4	Projects included in the 2009 CTP could adversely impact riparian habitat or other sensitive natural communities.	Significant, but Mitigable	<p data-bbox="1100 862 1360 889"><i>Mitigation Measure 2.5-4</i></p> <p data-bbox="1100 894 1625 1166">Where projects could adversely affect riparian habitat or other sensitive natural communities, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential mitigation measures could be drawn from or be consistent with CDFG guidelines. Typical mitigation measures include:</p> <ul data-bbox="1100 1182 1625 1331" style="list-style-type: none"> <li data-bbox="1100 1182 1625 1331">▪ Conformance, where applicable, with the provisions of special area-management or restoration plans outlining specific measures to protect sensitive vegetation communities, including preserving habitats in their natural</li> </ul>	Less than Significant

**Table S-1: Summary of Impacts and Mitigation**

Impact	Significance	Mitigation Measures	Significance after Mitigation
2.5-5 Projects included in the 2009 CTP could result in the removal of trees protected by local ordinances.	Significant, but Mitigable	state, respecting setback areas, and limiting the removal of trees and vegetation.  <i>Mitigation Measure 2.5-5</i> Where projects could result in the removal of trees protected by local ordinances, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential mitigation measures should be drawn from or be consistent with Contra Costa County or City Ordinances. Typical mitigation measures include: <ul style="list-style-type: none"><li>▪ Avoiding work activities within the drip-line of protected or designated heritage trees. In the event that it is infeasible to avoid the drip-line of protected or heritage trees, the project proponents shall apply for any applicable permits and comply with local City or County replacement mitigation guidelines for impacts on protected trees specified in the permits.</li></ul>	Less than Significant
2.5-6 Implementation of the 2009 CTP combined with regional growth and development could contribute to cumulative impacts on special-status plant and animal species or wetlands, riparian habitat, and related resources.	Significant, but Mitigable	Where projects could contribute to cumulative impacts on special-status plant and animal species or wetlands, riparian habitat, and related resources, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA, as discussed in Mitigation Measures 2.5-1 through 2.5-5.	Less than Significant
<b>2.6 Hydrology and Water Resources</b>			
2.6-1 Construction of transportation improvements would increase impervious surface areas causing	Significant, but Mitigable	<i>Mitigation Measure 2.6-1</i> Where construction of transportation	Less than Significant

**Table S-1: Summary of Impacts and Mitigation**

<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
an increase in storm water runoff volume and rate, nonpoint-source pollutant levels and decreased rates of groundwater recharge.		<p>improvements would increase impervious surface areas, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential mitigation measures should be drawn from or be consistent with Caltrans' design requirements, the Bay Area Stormwater Management Agencies Association's (BASMAA) Start at the Source Design Guidance Manual for Stormwater Quality Protection, and the California Storm Water Best Management Practice Handbook for New Development and Redevelopment. These measures may include:</p> <ul style="list-style-type: none"> <li>▪ Preservation of existing pervious surfaces to minimize the amount of storm runoff to the greatest extent possible;</li> <li>▪ Incorporation of appropriate water pollution and storm water runoff control measures;</li> <li>▪ Design projects to allow lateral transmission of storm water flows across transportation corridors with no increased risk of upstream flooding; and</li> <li>▪ Culverts and bridges designed to adequately carry drainage waters through project sites.</li> </ul>	
2.6-2 Construction activities could result in erosion and cause subsequent sedimentation of storm water runoff, or introduce pollutants to runoff from the use of automotive fluids and hazardous materials.	Significant, but Mitigable	<p><i>Mitigation Measure 2.6-2</i> Where construction activities could result in erosion and cause subsequent sedimentation of storm water runoff or introduce pollutants to runoff from the use of automotive fluids and hazardous materials, sponsors shall consider</p>	Less than Significant

**Table S-1: Summary of Impacts and Mitigation**

<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
		<p>measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential mitigation measures should be drawn from or be consistent with the California Stormwater Quality Association (CASQA), Stormwater Best Management Practice Handbook for Construction, NPDES permit regulations, SWRCB NPDES General Construction Permitting for construction projects that incorporate over one acre, the Manual of Standards for Erosion and Sedimentation Control by the Association of Bay Area Governments, policies and recommendations of the local city or county urban runoff programs, and the recommendations of the applicable RWQCB. Under NPDES permit regulations, the project proponent would be required to prepare and implement a SWPPP, consistent with the above agencies, guidelines, programs and permits. Implementation of the SWPPP shall be enforced by inspecting agencies during the construction period. Typical elements of an SWPPP include:</p> <ul style="list-style-type: none"> <li>▪ Excavation and grading activities will be scheduled for the dry season only (April 15 to October 15), to the extent possible. This will reduce the chance of severe erosion from intense rainfall and surface runoff, as well as the potential for soil saturation in swale areas;</li> <li>▪ If excavation occurs during the rainy season,</li> </ul>	

**Table S-1: Summary of Impacts and Mitigation**

<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
		<p>regulation of storm runoff from the construction area through a storm water management/erosion control plan that may include temporary onsite silt traps and/or basins with multiple discharge points to natural drainages and energy dissipaters. Stockpiles of loose material will be covered and runoff diverted away from exposed soil material. If work is stopped due to rain, a positive grading away from slopes will be provided to carry the surface runoff to areas where flow can be controlled, such as the temporary silt basins. Sediment basin/traps will be located and operated to minimize the amount of offsite sediment transport. Any trapped sediment will be removed from the basin or trap and placed at a suitable location onsite, away from concentrated flows, or removed to an approved disposal site;</p> <ul style="list-style-type: none"> <li data-bbox="1100 902 1629 1114">▪ Use of temporary erosion control measures until perennial revegetation or landscaping is established and can minimize discharge of sediment into nearby waterways. For construction within 500 feet of a water body, straw bales will be placed upstream adjacent to the water body;</li> <li data-bbox="1100 1133 1629 1313">▪ After completion of grading, installation of erosion protection on all cut-and-fill slopes. Revegetation will be facilitated by mulching, hydroseeding, or other methods and should be initiated as soon as possible after completion of grading and prior to the onset</li> </ul>	



**Table S-1: Summary of Impacts and Mitigation**

<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
		<p>of the rainy season (by October 15);</p> <ul style="list-style-type: none"> <li>▪ Permanent revegetation/ landscaping that emphasizes drought-tolerant perennial ground coverings, shrubs, and trees to improve the probability of slope and soil stabilization without adverse impacts to slope stability due to irrigation infiltration and long-term root development;</li> <li>▪ BMPs selected and implemented for the project will be in place and operational prior to the onset of major earthwork on the site. The construction phase facilities will be maintained regularly and cleared of accumulated sediment as necessary; and</li> <li>▪ Storage of hazardous materials such as fuels and solvents used on the construction sites in covered containers and protected from rainfall, runoff, and vandalism. A stockpile of spill cleanup materials will be readily available at all construction sites. Employees will be trained in spill prevention and cleanup, and individuals will be designated as responsible for prevention and cleanup activities.</li> </ul>	
2.6-3	Construction activities may discharge groundwater impacted with hazardous materials during dewatering.	Less than Significant	None Required
2.6-4	Cumulative growth and development in the San Francisco Bay Area would result in additional vehicle usage in Contra Costa County, potentially increasing automobile-related pollutant levels in storm water runoff generated	Less than Significant	None Required

**Table S-1: Summary of Impacts and Mitigation**

	<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
	from county roads.			
2.6-5	Transportation facilities and programs constructed or operating in flood-prone areas may subject people or structures to flood hazards, or could serve to redirect flood flows.	Less than Significant	None required	
<b>2.7</b>	<b>Visual Resources</b>			
2.7-1	Construction of new transportation projects in the 2009 CTP could affect visual resources in Contra Costa during construction.	Significant but Mitigable	<p><i>Mitigation Measure 2.7-1</i></p> <p>Where new transportation projects could affect visual resources during construction, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential mitigation measures could be drawn from or be consistent with Caltrans' standards for construction. Typical mitigation measures include:</p> <ul style="list-style-type: none"> <li>▪ Minimize the visibility of construction staging areas where possible; use fencing and screening materials that are low contrast and consistent with the surrounding landscape; and</li> <li>▪ Revegetate graded slopes and exposed earth surfaces at the earliest opportunity.</li> </ul>	Less than Significant
2.7-2	Construction or expansion of certain transportation projects included in the 2009 CTP could adversely alter views in the County over the long-term by adding incongruous elements to the existing landscape, thereby blocking view or altering the scale, character, and quality of rural or open space areas, important vistas along roadways, and urban communities.	Significant, Unavoidable	<p><i>Mitigation Measure 2.7-2</i></p> <p>Where construction or expansion of transportation projects could adversely alter views over the long-term, sponsors shall consider measures to minimize or eliminate significant visual impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential mitigation measures</p>	Significant

**Table S-1: Summary of Impacts and Mitigation**

<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
		<p>could be drawn from or be consistent with Caltrans' standards for construction. Typical mitigation measures include:</p> <ul style="list-style-type: none"> <li>▪ Design projects to minimize contrast in scale and massing between the project and surrounding natural forms and urban development;</li> <li>▪ Site or design projects to minimize their intrusion into important view sheds;</li> <li>▪ Use natural landscaping to minimize contrasts between the projects and existing natural and human-made features. Wherever possible, develop interchanges and transit lines at the grade of the surrounding land to limit view blockage. Contour the edges of major cut and fill slopes to provide a more natural looking finished profile;</li> <li>▪ Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard edges and linear travel experience that would otherwise occur; and</li> <li>▪ Complete design studies for projects in designated or eligible State Scenic Highway corridors. Consider the "complete" highway system and develop mitigation measures to minimize the impacts on the quality of the views of visual experience that originally qualified the highway for Scenic Highway designation.</li> </ul>	

**Table S-1: Summary of Impacts and Mitigation**

	<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
2.7-3	The construction of soundwalls along arterials proposed in the 2009 CTP could significantly alter views.	Significant, but Mitigable	<p><i>Mitigation Measure 2.7-3</i></p> <p>Where construction of soundwalls could significantly alter views, sponsors shall consider measures to minimize or eliminate significant visual impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential mitigation measures could be drawn from or be consistent with Caltrans' standards for construction. Typical mitigation measures include:</p> <ul style="list-style-type: none"> <li>▪ Develop new or expanded roadways below the grade of surrounding areas to minimize the need for tall soundwalls;</li> <li>▪ Use transparent panels to preserve views where soundwalls would block views from residences;</li> <li>▪ Use landscaped earth berm or a combination wall and berm to minimize the apparent soundwall height;</li> <li>▪ Construct soundwalls of materials whose color and texture complements the surrounding landscape and development;</li> <li>▪ Design soundwalls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and</li> <li>▪ Landscape the soundwalls with plants that screen the soundwall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.</li> </ul>	Less than Significant

**Table S-1: Summary of Impacts and Mitigation**

	<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
2.7-4	The impact of 2009 CTP projects in conjunction with regional population growth and urban development could have a cumulatively significant impact on visual resources.	Significant Cumulative Impact, Project Contribution Not Cumulatively Considerable	None Required.	
2.8	<i>Noise</i>			
2.8-1	Construction of the projects proposed in the 2009 CTP would have short-term noise impacts on surrounding areas.	Significant, Unavoidable	<p><i>Mitigation Measure 2.8-1</i></p> <p>Where construction of the projects would have short-term noise impacts on surrounding areas, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential mitigation measures could be drawn from or be consistent with Caltrans' standards for construction, and shall be consistent with federal, state, regional and local regulatory requirements, as discussed in the Regulatory Setting above. Typical mitigation measures include:</p> <ul style="list-style-type: none"> <li>▪ Requiring mufflers on heavy construction equipment;</li> <li>▪ Specifying time restrictions consistent with local noise ordinances and with the activities of sensitive land uses in the vicinity. It is noted that limitations on allowable hours for construction could also result in significant adverse impacts on traffic movement if construction is limited to the daylight hours and prohibited during nighttime hours. Project level analysis will determine the level of mitigation;</li> </ul>	Significant

**Table S-1: Summary of Impacts and Mitigation**

Impact	Significance	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> <li>▪ Using equipment and trucks for project construction with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible);</li> <li>▪ Use of hydraulically or electrically powered impact tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment whenever feasible;</li> <li>▪ Locating stationary noise sources as far from sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds; incorporate insulation barriers; or apply other measures to the extent feasible;</li> <li>▪ To reduce the potential for noise impacts from pile driving, use of alternate methods of driving, if feasible. Alternate measures may</li> </ul>	

**Table S-1: Summary of Impacts and Mitigation**

<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
		<p>include pre-drilling of piles or the use of more than one pile driver to lessen the total time required for driving piles;</p> <ul style="list-style-type: none"> <li>▪ Erect temporary plywood noise barriers around the entire construction site if necessary to buffer noise from sensitive land uses;</li> <li>▪ Use noise control blankets on any structure as it is erected to reduce noise emission from the site where applicable;</li> <li>▪ Evaluate the feasibility of noise control at the receivers (i.e., nearby sensitive receptors such as residences, schools, hospitals, etc.) by temporarily improving the noise reduction capability of adjacent buildings;</li> <li>▪ Monitor the effectiveness of noise attenuation measures with noise measurements; and</li> <li>▪ Establish a process for responding to and tracking complaints pertaining to construction noise with the following components:                             <ul style="list-style-type: none"> <li>▪ A procedure for notifying local jurisdictions, sheriff and/or police department staff, and building division staff throughout Contra Costa;</li> <li>▪ A plan for posting signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in</li> </ul> </li> </ul>	

**Table S-1: Summary of Impacts and Mitigation**

<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
		the event of a problem; <ul style="list-style-type: none"> <li>▪ A listing of telephone numbers (during regular construction hours and off-hours);</li> <li>▪ The designation of a construction complaint manger for the project; and</li> <li>▪ Notify neighbors within 300 feet of the project construction area at least 30 days in advance of pile-driving activities about the estimated duration of the activity.</li> </ul>	
2.8-2 Transportation improvements proposed as part of the 2009 CTP could result in noise levels that approach or exceed the FHWA and FTA Noise Abatement Criteria or could cause noise levels to increase by 3 dBA or more when compared to existing conditions.	Significant, but Mitigable	<p><i>Mitigation Measure 2.8-2</i></p> <p>Where transportation improvements could result in noise levels that approach or exceed the FHWA and FTA Noise Abatement Criteria or could cause noise levels to increase by 3 dBA or more, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential mitigation measures could be drawn from or be consistent with Caltrans' standards for construction. Typical mitigation measures include:</p> <ul style="list-style-type: none"> <li>▪ Adjustments to proposed roadway or transit alignments to reduce noise levels in noise sensitive areas;</li> <li>▪ Construction of sound walls adjacent to new or modified roads or transit lines, especially when projects are located in the vicinity of sensitive receptors. Noise level increases could, in most cases, be mitigated to levels at</li> </ul>	Less than Significant



**Table S-1: Summary of Impacts and Mitigation**

<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
2.8-3	Transportation improvements proposed as part	Cumulatively	Significant
		<p>or below existing levels if soundwalls were constructed along the rights-of-way. A determination of the specific heights, lengths and feasibility of soundwalls must be part of the project-level environmental assessment;</p> <ul style="list-style-type: none"> <li>▪ Adjustments to proposed roadway or transit alignment to reduce noise levels in noise sensitive areas. Depressed roadway alignments are effective at mitigating roadside noise levels;</li> <li>▪ Insulation of buildings or construction of noise barriers around sensitive receptors;</li> <li>▪ Vibration isolation of track segments; and</li> <li>▪ Adoption of policies and development standards by local jurisdictions that reduce the exposure of sensitive receptors to noise generated by new or expanded transportation facilities, if they have not already done so in their General Plan Noise Elements and implementing ordinances. Such policies and standards may include noise attenuation by design when residential, educational, and other sensitive uses are to be developed near major transportation facilities or corridors. Locally-adopted noise reduction standards should correspond with the best guidance available from Caltrans and other responsible agencies, without thwarting efforts to create transit-oriented and affordable development.</li> </ul>	

**Table S-1: Summary of Impacts and Mitigation**

	<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
	of the 2009 CTP together with regional growth and development could contribute to cumulative noise levels.	Significant, Project Contribution Cumulatively Considerable	above, would contribute to reducing the cumulative impact. However, these mitigation measures, are not assumed to fully reduce the potentially significant cumulative noise to a less-than-significant level due to the uncertainty of the cumulative future noise environment, the localized nature of noise impacts, and community perceptions of noise.	
<b>2.9</b>	<b><i>Cultural Resources</i></b>			
2.9-1	Construction of new transportation projects supported by the 2009 CTP has the potential to adversely affect archaeological or paleontological resources or buried human remains through damage or destruction of those resources.	Significant, but Mitigable	<p><i>Mitigation Measure 2.9-1</i></p> <p>Where construction of new transportation projects has the potential to adversely affect archaeological or paleontological resources or buried human remains through damage or destruction of those resources, sponsors shall consider measures to minimize or eliminate significant paleontological and archeological resource impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential mitigation measures could be drawn from or be consistent with review or investigation by the Native American Heritage Commission where appropriate. Typical mitigation measures include:</p> <ul style="list-style-type: none"> <li>▪ Preparation of a research design and testing plan in advance of implementation of the construction of the project, in order to efficiently facilitate the avoidance of cultural sites all together;</li> <li>▪ Preservation in place. This is the preferred manner of mitigating impacts to archeological sites because it maintains the relationship</li> </ul>	Less than Significant

**Table S-1: Summary of Impacts and Mitigation**

Impact	Significance	Mitigation Measures	Significance after Mitigation
2.9-2	Construction of new transportation projects supported by the 2009 CTP has the potential to adversely affect historic architectural resources through demolition or significant changes to the historical setting.	Significant, but Mitigable	Less than Significant
		<p>between artifacts and the archeological context, and it may also avoid conflict with religious or cultural values of groups associated with the site. This may be achieved through incorporation within parks, green-space, or other open space by re-designing projects using open space or undeveloped lands. This may also be achieved by following procedures for capping the site underneath a paved area; and</p> <ul style="list-style-type: none"> <li>▪ When avoiding and preserving in place are infeasible, a data recovery plan may be prepared according to CEQA Section 15126.4. A data recovery plan consists of: the documentation and removal of the archeological deposit from a project site in a manner consistent with professional (and regulatory) standards; the subsequent inventorying, cataloguing, analysis, identification, dating, and interpretation of the artifacts; and the production of a report of findings.</li> </ul> <p><i>Mitigation Measure 2.9-2</i> Where construction of new transportation projects supported by the 2009 CTP has the potential to adversely affect historic architectural resources through demolition or significant changes to the historical setting, sponsors shall consider measures to minimize or eliminate significant historic resource impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential</p>	

**Table S-1: Summary of Impacts and Mitigation**

<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>	
		<p>mitigation measures could be drawn from or be consistent with State, federal, or local historic preservation criteria, the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings and Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. Typical mitigation measures include:</p> <ul style="list-style-type: none"> <li>▪ Assessment by a qualified professional of structures greater than 40 years in age within the area of potential effect to determine their eligibility for recognition under State, federal, or local historic preservation criteria; and</li> <li>▪ The treatment of identified historic resources in accordance with either the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.</li> </ul>		
<b>2.10</b>	<b>Hazardous Materials</b>			
2.10-1	<p>Hazardous materials used during construction and operation of the 2009 CTP, such as petroleum products, fuels, spent oil, and solvents, could be released to the environment through improper handling or storage and expose humans and the environment to potentially hazardous conditions.</p>	<p>Significant, but Mitigable</p>	<p><i>Mitigation Measure 2.10-1</i>            Where hazardous materials used during construction and operation of the 2009 CTP could be released to the environment through improper handling or storage and expose humans and the environment to potentially hazardous conditions, sponsors shall consider measures to</p>	<p>Less than Significant</p>

**Table S-1: Summary of Impacts and Mitigation**

<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
		<p>minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential mitigation measures shall be consistent with federal, state, regional and local regulatory requirements, as discussed in the Regulatory Setting above. Typical mitigation measures include:</p> <ul style="list-style-type: none"> <li>▪ Utilization of construction best management practices that are typically implemented as part of construction. The use of construction best management practices would minimize the potential negative effects on groundwater and soils. Best management practices could include the following:</li> <li>▪ Follow manufacturer’s recommendations on use, storage and disposal of chemical products used in construction;</li> <li>▪ Avoid overtopping construction equipment fuel gas tanks; and</li> <li>▪ During routine maintenance of construction equipment, properly contain and remove grease and oils;</li> <li>▪ In the event of an inadvertent release of hazardous materials during project operations, cleanup shall occur in accordance with all applicable regulatory requirements; and</li> <li>▪ Spent oil and other solvents used during maintenance of transportation facilities and</li> </ul>	

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<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
2.10-2	Disturbance of impacted soils or groundwater during project construction and excavation work could expose construction workers, the public, or the environment to hazardous conditions.	Significant, but Mitigable	Less than Significant
		equipment shall be recycled or disposed of in accordance with all applicable regulatory requirements. All hazardous materials shall be transported, handled, and disposed of in accordance with all applicable regulatory requirements.	
		<p><i>Mitigation Measure 2.10-2</i>            Where disturbance of impacted soils or groundwater during project construction and excavation work could expose construction workers, the public, or the environment to hazardous conditions, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential mitigation measures shall be consistent with federal, state, regional and local regulatory requirements, as discussed in the Regulatory Setting above. Typical mitigation measures include:</p> <ul style="list-style-type: none"> <li>▪ Preparation and implementation of a soil sampling plan along construction corridors to determine the presence or absence of soil contamination. If soil contamination is found, the contaminated soil shall be removed and disposed of in accordance with all applicable regulatory requirements;</li> <li>▪ In the event that soil contamination is encountered, project sponsors shall require that one competent professional with HAZWOPER (OSHA Hazardous Waste Operations and Emergency Response</li> </ul>	

**Table S-1: Summary of Impacts and Mitigation**

Impact	Significance	Mitigation Measures	Significance after Mitigation
2.10-3 Disturbance of structural and building components (i.e., asbestos, lead, PCBs, and PAHs) could expose construction workers, the public, or the environment to hazardous conditions.	Significant, but Mitigable	<p>Standard) training is onsite at all times during construction phases to perform soil analyses. All construction shall cease until the contaminated soil is reused or removed and disposed of in accordance with all applicable regulatory requirements. A competent professional shall collect verification soil samples to ensure complete removal of contaminated soil; and</p> <ul style="list-style-type: none"> <li>▪ If any underground storage tanks are discovered during construction, all construction in the immediate area shall stop until the UST is removed under the guidance of the Contra Costa Environmental Health (CCEH) or other regulatory agency. If required by the regulatory agency, removal may include the over-excavation and disposal of any impacted soil that may be associated with such tanks to a degree considered sufficient by the CCEH.</li> </ul>	Less than Significant

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<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
<i>2.11 Land Use and Housing</i>	Significant Unavoidable	include: <ul style="list-style-type: none"> <li>▪ Prior to the demolition of any building, a pre-demolition asbestos containing material (ACM) and lead-based paint (LBP) survey shall be performed by the project proponent. Abatement of known or suspected ACMs and loose or peeling LBP shall occur prior to demolition or construction activities that would disturb those materials; and</li> <li>▪ In the event that PCB-containing materials are identified prior to demolition activities they shall be removed, and shall be disposed of by a licensed transportation and disposal facility in Class I hazardous waste landfill cells.</li> </ul>	Significant
2.11-1 The construction of new or expanded transportation facilities in the 2009 CTP could result in the conversion of important agricultural lands to transportation uses.	Significant Unavoidable	<i>Mitigation Measure 2.11-1</i> Where construction of new or expanded transportation facilities could result in the conversion of important agricultural lands to transportation uses, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Typical mitigation measures include: <ul style="list-style-type: none"> <li>▪ Corridor realignment, where feasible, to avoid agricultural land areas;</li> <li>▪ Conservation easements on land at least equal in quality and size as partial compensation for the direct loss of agricultural land;</li> </ul>	Significant



**Table S-1: Summary of Impacts and Mitigation**

<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
		<ul style="list-style-type: none"> <li>▪ Buffer zones and setbacks to protect the functional aspects of agricultural land areas; and</li> <li>▪ Berms and fencing to reduce conflicts between transportation uses and agricultural land uses.</li> </ul>	
2.11-2 Construction-related activities associated with projects comprising the 2009 CTP are likely to cause short-term disruption of adjoining land uses.	Significant, but Mitigable	<p><i>Mitigation Measure 2.11-2</i></p> <p>Where construction-related activities are likely to cause short-term disruption of adjoining land uses, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Typical mitigation measures include:</p> <ul style="list-style-type: none"> <li>▪ Regulate construction operations on existing facilities to minimize traffic disruptions and detours, and to maintain safe traffic operations;</li> <li>▪ Ensure construction operations are limited to regular business hours where feasible; and</li> <li>▪ Control construction dust and noise.</li> </ul>	Less than Significant
2.11-3 The construction of new or expanded transportation projects in the 2009 CTP could result in long-term division or displacement of existing housing, businesses, and neighborhoods.	Significant, but Mitigable	<p><i>Mitigation Measure 2.11-3</i></p> <p>Where construction of new or expanded transportation projects could result in long-term division or displacement of existing housing, businesses, and neighborhoods, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Typical mitigation measures include:</p>	Less than Significant

**Table S-1: Summary of Impacts and Mitigation**

Impact	Significance	Mitigation Measures	Significance after Mitigation	
		<ul style="list-style-type: none"> <li>▪ Preparation and execution of relocation assistance plans. At a minimum, relocation assistance plans will include:</li> <li>▪ Criteria for replacement housing;</li> <li>▪ Reimbursement levels for moving costs and differential housing costs to those eligible for displacement;</li> <li>▪ Construction schedules that allow adequate time for all commercial and industrial businesses to find and relocate to adequate substitute sites; and</li> <li>▪ Reimbursement levels for the costs associated with relocating a business to an acceptable facility, including search costs and criteria for payment in lieu of relocation if a business cannot be relocated without a substantial loss of existing patronage.</li> <li>▪ Corridor realignment should be considered by the project sponsor, where feasible, to avoid displacement and division of neighborhoods, and to maintain or improve accessibility.</li> </ul>		
<b>2.12</b>	<b>Global Warming and Greenhouse Gases</b>			
2.12-1	Implementation of the 2009 CTP, combined with forecast countywide growth, would contribute to GHG emissions.	Significant Cumulative Impact, Project Contribution Not Cumulatively Considerable	<p><i>Mitigation Measure 2.12-1</i></p> <p>Where projects could contribute to GHG emissions, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential mitigation measures could be drawn from or be</p>	Not Cumulatively Considerable

**Table S-1: Summary of Impacts and Mitigation**

Impact	Significance	Mitigation Measures	Significance after Mitigation
		<p>consistent with the Global Warming Measures published by the Attorney General’s Office, the Bay Area Regional Agency Climate Protection Program – Consolidated Recommendations, other guidance from State and federal agencies or similar policy guidance. Typical mitigation measures include:</p> <ul style="list-style-type: none"> <li>▪ Adopt and implement “green building” practices for any public buildings funded by CCTA to achieve a LEED™ Silver or better or equivalent certification;</li> <li>▪ Adopt “green construction” policies and practices for all CCTA- funded projects, These should include but not be limited to requirements for use of the lowest emitting construction equipment and fuels (e.g. diesel-powered vehicles with EPA Tier 3 or better engines or retrofitting to meet equivalent emission standards as Tier 3 engines);</li> <li>▪ Require use of light colored pavement for solar reflectivity and reduced heat island effects wherever construction costs are no higher than 5 or 10 percent of the least cost alternative paving material;</li> <li>▪ Require installation of solar photovoltaic systems or use of renewable sources of energy for transportation buildings and maintenance facilities, wherever “feasible”, as the term is defined in CEQA;</li> <li>▪ Require shade tree planting as part of specified types of construction projects or</li> </ul>	

**Table S-1: Summary of Impacts and Mitigation**

Impact	Significance	Mitigation Measures	Significance after Mitigation
		<p>wherever CCTA-funded construction results in loss of tree cover because trees have " carbon sequestration capacity;</p> <ul style="list-style-type: none"> <li>▪ Establish or update minimum standards for construction management for CCTA-funded transportation projects, including specifying minimum content for recycled products in aggregate, concrete, etc. and construction waste management;<sup>4</sup></li> <li>▪ Establish standards or incentives for light pollution reduction related to street lighting and lighting of transportation and parking facilities funded by CCTA to promote low-energy use for permanent as well as temporary fixtures.</li> </ul>	
<p>2.12-2 Implementation of the 2009 CTP projects would have the potential to result in a significant cumulative increase in exposure to a risk related to sea level rise.</p>	<p>Significant Cumulative Impact, Project Contribution Not Cumulatively Considerable</p>	<p><i>Mitigation Measure 2.12-2</i> Where projects could have the potential to result in a significant cumulative increase in exposure to a risk related to sea level rise, sponsors shall consider measures to minimize or eliminate impacts as part of the design of the project and its environmental review under CEQA and NEPA. Potential mitigation measures could be drawn from or be consistent with the Global Warming Measures published by the Attorney General’s Office, the Bay Area Regional Agency Climate Protection Program – Consolidated Recommendations, other guidance from State and federal agencies or similar policy</p>	<p>Not Cumulatively Considerable</p>

<sup>4</sup> In a May 2007 letter, for example, the AG mentioned the value of “warm mix” asphalt to reduce GHG emissions as a feasible alternative paving material, Alameda County also has noted the value of requiring use of fly ash in concrete in its Green Building guidance materials.

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<i>Impact</i>	<i>Significance</i>	<i>Mitigation Measures</i>	<i>Significance after Mitigation</i>
		<p>guidance. Typical mitigation measures include:</p> <ul style="list-style-type: none"> <li data-bbox="1100 342 1633 643">▪ To determine the likely impacts of sea level rise on transportation infrastructure and to identify the appropriate adaption strategies to reduce or avoid these impacts, conduct a vulnerability assessment for the transportation infrastructure projects and identify the appropriate adaptation strategies to protect those transportation resources that are likely to be affected and are a priority to protect;</li> <li data-bbox="1100 667 1633 902">▪ Consider sea level rise and potential increases in storm surge inundation in engineering designs, and incorporate mitigation measures where applicable. These mitigation measures should consider the effects on Bay resources and avoid or reduce future risk to the infrastructure and adjoining areas; and</li> <li data-bbox="1100 927 1633 1292">▪ For those transportation projects that do not involve new infrastructure but rather invest in increasing capacity of existing infrastructure, demonstrate that they have investigated the vulnerability of their existing facilities to sea level rise and storm surge inundation and are budgeting for mitigation measures to adapt to projected sea level rise and storm surge. These mitigation measures should consider the effects on Bay resources and avoid or reduce future risk to the infrastructure and the region.</li> </ul>	