

# **EAST CONTRA COSTA COUNTY TRANSPORTATION COMMITTEES**

**WHEN: Thursday, May 14, 2009 at 6:30 p.m.**

**WHERE: Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch**

- **6:30 – TRANSPLAN COMMITTEE**  
(Elected officials and planning commissioners from Antioch, Brentwood, Oakley, Pittsburg & County)  
*Contact: John Cunningham, TRANSPLAN (925) 335-1243*
- **7:00 PM – EAST CONTRA COSTA REGIONAL FEE & FINANCING AUTHORITY**  
(Elected officials from Antioch, Brentwood, Oakley, & County)  
*Contact: Dale Dennis, ECCRFA (925) 686-0619*
- **7:05 PM – STATE ROUTE 4 BYPASS AUTHORITY**  
(Elected officials from Antioch, Brentwood, Oakley, & County)  
*Contact: Dale Dennis, State Route 4 Bypass Authority (925) 686-0619*
- **7:30 – eBART PARTNERSHIP POLICY ADVISORY COMMITTEE**  
(Elected officials from TRANSPLAN, Central County and BART Board of Directors)  
*Contact: Ellen Smith, BART (510) 287-4758*

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, May 14, 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](mailto: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 March 12, 2009 TRANSPLAN meeting. ♦ PAGE 4

4. Accept correspondence. ♦ PAGE 19

5. Accept recent news articles. ♦ PAGE 40

6. Accept status report on major projects. ♦ PAGE 56

7. Appoint Gina Haynes (Pittsburg) to replace Joe Sbranti (Pittsburg) as the TRANSPLAN alternate appointment to the Contra Costa Transportation Authority's Technical Coordinating Committee: The City of Pittsburg made this appointment change request to TRANSPLAN staff. ♦ PAGE 61

#### End of Consent Items

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

8. Recognize the Contribution of Walter MacVittie, Member of TRANSPLAN 1999-2009.

9. Status Update on Caldecott Tunnel Fourth Bore Project: Ms. Cristina Ferraz, P.E., Regional Project Manager with Caltrans District 4, will present an update on the status of the Caldecott Tunnel Fourth Bore Project.

10. Discussion: Strategic Plan Update Report: The Contra Costa Transportation Authority (CCTA) released the Strategic Plan review in March 2009 and requested that the Regional Transportation Planning Committees provide input by May 2009 on how to adjust to the changes in economic conditions and comment. CCTA subsequently moved the deadline for the Strategic Plan update to early next year. ♦ PAGE 65

11: Update on the East County Action Plan: Vasco Road: During the course of reviewing the East County Action Plan for Routes of Regional Significance in late 2008, TRANSPLAN sent a request to the Tri Valley Transportation Council to join with TRANSPLAN in the formation of a joint sub-committee to address issues related to Vasco Road. A staff report and associated communication is attached. ♦ PAGE 89

**12: Concord Naval Weapons Station Project Update:** The City of Concord has selected a preferred alternative for the Concord Naval Weapon. Recirculation of the Draft Environmental Impact Report is scheduled to occur this summer. A discussion regarding an East County response strategy is warranted. ♦ PAGE 98

**13: Accept staff or Committee members' Reports.**

ADJOURNMENT

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

**ITEM 3**  
**ADOPT MINUTES FROM MARCH 2009 MEETING**

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

MINUTES  
March 12, 2009

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

**ROLL CALL**

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

ABSENT: Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors), Jack Hanna (East Contra Costa Regional Planning Commission), and Chair Federal Glover (Contra Costa County)

STAFF: John Cunningham, TRANSPLAN Staff

**PUBLIC COMMENT**

There was no public comment.

**CONSENT ITEMS**

On motion by Brian Kalinowski, seconded by Jim Frazier, TRANSPLAN Committee members unanimously adopted the Consent Calendar, with the removal of Items 3 and 4, as follows:

3. Adopt Minutes from January 7, 2009 Meeting. [REMOVED FROM CONSENT]
4. Adopt Minutes from January 7, 2009 Joint TRANSPLAN and East Contra Costa Regional Fee and Financing Authority Meeting. [REMOVED FROM CONSENT]
5. Accepted Correspondence.
6. Accepted Recent News Articles
7. Accepted Environmental Register
8. Adopted Calendar.
9. Accepted 511 Contra Costa Program Status Report.
10. Accepted Contra Costa Transportation Authority Economic Stimulus Report.

On motion by Brian Kalinowski, seconded by Joe Weber, TRANSPLAN Committee members adopted Items 3 and 4 of the Consent Calendar, with abstentions from Gil Azevedo, Bruce Ohlson and Kevin Romick, as follows:

3. Adopted Minutes from January 7, 2009 Meeting.
4. Adopted Minutes from January 7, 2009 Joint TRANSPLAN and East Contra Costa Regional Fee and Financing Authority Meeting.

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

Mr. Cunningham advised that the Technical Advisory Committee (TAC) had reviewed the request from the East Bay Regional Park District (EBRPD) and had unanimously recommended that the TRANSPLAN Committee support the allocation of funds. He explained that in Measure J, the EBRPD was directly allocated one third of funds of the subject program subject to review and approval of the applicable subregional committee. That language from Measure J had been included in the Committee packet for information. Approval from each Regional Transportation Planning Committee (RTPC) was required. He recommended the approval of the request.

On motion by Joe Weber, seconded by Kevin Romick, TRANSPLAN Committee members unanimously approved the East Bay Regional Park District request for \$150,000 in Measure J Pedestrian, Bicycle and Trail Facilities Program Funding.

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

Mr. Cunningham explained that the Contra Costa Transportation Authority (CCTA) had requested that the RTPCs review funding implications of the economic downturn. The CCTA requested that RTPCs make recommendations to address this either through deferral of projects and/or utilizing program funding for capital projects. He stated that CCTA staff was present to discuss the item. He emphasized that the TAC had not had the opportunity to look at the information and TAC review would be required. No action was being requested at this time. The item would be returned to the TRANSPLAN Committee in April after the TAC had conducted its review.

Mr. Cunningham advised that the CCTA had done some studies on the revenue drops in the programs and had looked at the need for projects and expected some delays as a result of the loss of revenue stream. A discussion of what projects to defer had been recommended and the CCTA wanted to access program funds to address any shortfalls in the capital projects.

Susan Miller, Director of Projects for the CCTA, reiterated that the item related to information that would return to the TRANSPLAN Committee after the TAC had conducted its review. She referenced two ramifications to Measure J funds which would start collections in April 2009. Because of the economic downturn, what had been projected in 2004 had taken a downturn. The CCTA was assessing the effect of the downturn and needed to see how the reduced revenues would affect the projects. She noted that they had locked into a forward swap (bond) early on. The CCTA still intends to do the first (Measure J) bond in the fall although the conditions under the agreement had changed. The insurance carrier was now non-existent.

Ms. Miller reported that the CCTA was still in a good position to bond and had an excellent credit rating. The bonds would be pursued in September although there needed to be an analysis of how the downturn would affect the choices associated with the bond. She suggested it would now cost more to finance the bond which would have an effect on the available dollars for projects.

In response to Brian Kalinowski, Ms. Miller commented on the hope that there would be a reduction in costs. She noted that the Loveridge Road project, a \$100 million project, would be advertised in July. It had Measure C and some State funding. The CCTA was moving forward on that project. With savings on that project, the savings would translate to the rest of the categories, which would be known at the time the project was put out to bid. She advised that the cost estimates would be updated throughout the process, something that was currently being done.

When asked by Mr. Cunningham if the updated project costs would be available prior to the TAC review, Ms. Miller noted that some of that data would be available.

Joe Weber referred to the downturn in sales tax bonding and asked if there were any estimates at this point, to which Ms. Miller noted that for the current fiscal year \$72 million had been anticipated although only \$67 million was now expected.

Ms. Miller referred to the staff report which showed the reductions expected in East County. She noted that when the issue had been taken to the CCTA's Administration and Projects Committee, there had been projections of the sales taxes expected each year with different scenarios as to when the economy would recover. She stated that information would be circulated to the TRANSPLAN Committee.

Ms. Miller explained that a great deal of material had been submitted in February and that information would be presented to the Committee which showed what had been projected for each year under two different scenarios. There had also been an explanation of the forward swap, all of which would be returned to the CCTA Board of Directors in May.

Ms. Miller added that the information would be returned from project proponents and projects would be adjusted as necessary, also considering the bonding options in May, with a revisit of those options in July in anticipation of optioning bonds in September. She noted that the brunt of the revenue would go to the Caldecott Tunnel. Other factors needed to be considered such as the higher finance costs for that issuance and how that would affect the revenue available for projects. She reiterated that a packet of information would be prepared for the TRANSPLAN Committee.

Brian Kalinowski verified that the Loveridge Road Project would go out to bid in July, reported by Ms. Miller to be advertised for a three-month period with an award of contract in September. She noted that PG&E work was ongoing on California Avenue for that project since 14 towers and a gas line had to be moved as a result of the project. Another contract would be required for the removal of a railroad spur. She took this opportunity to highlight the current active bidding.

Mr. Cunningham reported that the item would return to the TRANSPLAN Committee for action in April.

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

Mr. Cunningham reported that County staff had requested that the TRANSPLAN Committee review the Knightsen-Byron Area Transportation Study and consider signing a letter of support. He stated that the information had not been circulated to the TAC prior to its last meeting although it had been circulated to TAC members after the last TAC meeting. County staff was available to make comment.

Mr. Kalinowski asked if the scope included any portion of Delta Road from Highway 4 to Sellers Avenue, which he noted was a concern given the proposed High School at that intersection. He stated the issue was the access point from Delta Road to Sellers Avenue. He wanted those involved to address that issue.

James Stamps, Contra Costa County Department of Conservation & Development, advised that the study area included a large portion of East County extending from Sellers Avenue to State Route 4. He referred to a map in the Committee packet to identify that area. He noted that the emphasis was on the agricultural core.

Kevin Romick commented that the City of Oakley was conducting an improvement project on that road with respect to a resurfacing of the roadway.

Mr. Stamps explained that the grant application was due April 1. Apologizing for the short notice, he stated that the time was constrained. The program had a total of \$3 million available. There was a local match of 20 percent.



Mr. Stamps looked forward to acquiring the funding to advance the study to be able to address the needs of the community and make sure that the General Plan policy reflected and supported the land uses in the area. He clarified that the application would include the Byron Highway Extension. He added that he would work with County staff to change the letter.

On motion by Kevin Romick, seconded by Brian Kalinowski, TRANSPLAN Committee members unanimously authorized the chair to sign the letter, with an amendment to address the access along Delta Road with respect to the High School. The Vice Chair was to sign the letter with the Chair to be so informed.

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

Mr. Cunningham reported that the TAC had discussed the appointments at its February 17 meeting and had made recommendations given that retiring staff had necessitated a need for appointments. He stated that the TAC had discussed the issue last month and had recommended the appointment of Victor Carniglia from Antioch to the Technical Coordinating Committee (TCC) for the current two-year cycle, and the appointment of Ahmed Abu-Aly from Antioch, Paul Reinders from Pittsburg, Victor Carniglia from Antioch and Joe Sbranti from Pittsburg as Alternate for the two-year cycle beginning on April 1, 2009.

Mr. Cunningham reported that the first recommendation was to replace Ed Franzen from Antioch, who had retired.

Joe Weber recommended that Ed Franzen, the prior member of the TCC, should be recognized for his many years of service to the community and to East County transportation issues. He also commented that it had been some time since the City of Brentwood had representation on the TCC. He asked if that situation could be discussed.

Mr. Cunningham agreed with the need for an appropriate "retirement" ceremony at the next TRANSPLAN Committee meeting or when Ed Franzen was available, to recognize his many years of service.

With regard to the TCC appointment, Mr. Cunningham explained that the TAC had discussed the item. He described the TAC as a collaborative group which represented the TRANSPLAN Committee as a whole and did not necessarily represent a specific jurisdiction.

Vice Chair Taylor clarified that jurisdictional members rotated.

On motion by Gil Azevedo, seconded by Jim Frazier, TRANSPLAN Committee members unanimously appointed **Victor Carniglia** to the Technical Coordinating Committee for the current two-year cycle.

On motion by Gil Azevedo, seconded by Jim Frazier, TRANSPLAN Committee members unanimously appointed **Ahmed Abu-Aly** (Antioch), **Paul Reinders** (Pittsburg), and **Victor Carniglia** (Antioch) to the Technical Coordinating Committee for the two-year cycle beginning on April 1, 2009, with **Joe Sbranti** (Pittsburg) appointed to be the Alternate.

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

Mr. Cunningham stated that the item was related to the County Comprehensive Transportation Plan. He noted that there were two efforts related to SR4 planning and projects along that corridor. The first was a proposed effort which included not only the TRANSPLAN Committee but the West Contra Costa Transportation Advisory Committee (WCCTAC) and TRANSPAC, three RTPCs that wanted to coordinate State Route 4 and improvements to SR4. He noted that discussions related to the TRANSPAC Action Plan which included a portion of the SR4 corridor. The TAC had raised concerns as to how TRANSPAC treated the corridor, with the suggestion for a joint TAC meeting to determine how to jointly manage the corridor and discuss improvements to the SR4 corridor.

The TAC of each RTPC involved had met and had unanimously agreed that there should be a State Route 4 Corridor Management Plan. The TRANSPLAN Committee was being asked to approve that joint effort and the language relative to the approval is identical as being adopted at WCCTAC and TRANSPAC.

Mr. Cunningham stated that another SR4 corridor management effort had been initiated by the Metropolitan Transportation Commission (MTC) and Caltrans. The intent was to guide the investments that would occur in the corridor to the extent Caltrans and MTC had influence over them. He would report back on MTC and Caltrans' efforts in that corridor.

Mr. Cunningham explained that the SR4 corridor issues would be included in the discussion of the Countywide Transportation Plan (CTP).

Vice Chair Taylor noted that since this and the next item were related, the discussion should include both items.

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

Martin Engelmann, Deputy Executive Director for Planning for the CCTA made a presentation on the 2009 Countywide Transportation Plan. He stated that the CCTA had produced the public review draft of the CTP meeting the requirements of Measures C and J, identifying goals for the future and outlining the goals necessary to reach the plan. He noted that the first CTP had been adopted in 1995.

Mr. Engelmann reported that the 2009 CTP still included the CCTA's vision, goals and strategies for managing the impacts of growth and improving mobility on streets, highways, transit systems and bicycle and pedestrian facilities, and had taken the first steps towards addressing air quality issues and State legislation on greenhouse gas reductions.

Mr. Engelmann stated that the plan included a comprehensive list of projects. The organization and content of the plan included an executive summary and four parts; Introduction and Background, Vision Goals and Strategies, Applying the Strategies and Implementing the Plan. Copies of the Draft CTP were available in the room for those interested.

Mr. Engelmann summarized Part 1, Introduction and Background which included Chapters 1 and 2, establishing the role of the Authority and the RTPCs and the Measure J Growth Management Plan, to support the effort and develop and maintain the planning process of the CTP, along with rules and procedures. He explained that the Study Area included the Alameda County jurisdictions of Livermore, Pleasanton and Dublin, and helped with the discussion of Vasco Road and I-580. It also spoke to the future, significant increases in age and jobs, evaluated impacts on traffic and transportation and summarized land use impacts and transportation. Further, it forecast a 25 percent increase in the number of households in Contra Costa County and a 44 percent increase in jobs at 2030.

Mr. Engelmann explained that all that information had been put into the computer and the forecasting model which indicated that the vehicle miles traveled would increase by 50 percent and that the hours of travel would increase by 100 percent. The data had focused in on the corridors in East County and traffic growth, capacity for improvements, and percent increase in traffic compared with the percentage increase in capacity on the roadways. He noted that farther to the south Vasco Road or the Byron corridor would reflect an almost 100 percent increase in traffic with minimal increase in capacity. He emphasized the significant growth and associated traffic pressure.

For Part 2, Vision, Goals and Strategies, Mr. Engelmann identified the CCTA's vision under Chapter 3, to *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.*

Mr. Engelmann referred to Part 3, Applying the Strategies where Chapter 4 studied the transportation system which included all systems in Contra Costa County including transit, bus, HOV [high occupancy vehicle] and Park-and-Ride facilities. The issues of each were described and there were a series of strategies for addressing those issues.

Mr. Engelmann referred to 23 strategies in the CTP that applied to the transportation system. Chapter 5 addressed the management and maintenance of the transportation system and operational strategies including some new technologies. Chapter 6 related to the Growth Management Plan, which had seven requirements including the voter approved Urban Limit Line (ULL).

Mr. Engelmann spoke to Part 4, Implementing the Plan, which included Chapter 7 covering the Action Plans of regional significance and the Action Plans in each of the subareas. In East County, the TRANSPLAN Committee had adopted a set of performances related to LOS [level of service] on arterials and the delay index on freeways. He noted there was an issue of how that jived with the TRANSPAC's Action Plan. He suggested one way to get around that was to look at performance measure and the degree and direction where the performance measure would move rather than attempting to achieve a set benchmark.

In response to Vice Chair Taylor as to what would occur with respect to access if a ferry system was established for the City of Antioch, Mr. Engelmann noted that a limited set of ferry projects had been analyzed. There were no details in the CTP related to access to a potential ferry system in Antioch.

With respect to the Vice Chair's concern for greenhouse gases associated with a ferry system, Mr. Cunningham advised that the implications would have to be addressed at that point. From his observations, specific direction as to what was required had not reached the local level nor were there any rules or guidance as to how local jurisdictions and regional bodies would have to respond to SB 375.

Mr. Engelmann referred to the Action Plans and noted that the East County Action Plan related to the widening of Highway 4 and the SR4 Bypass followed by eBART, safety improvements, ferry access and economic development to stimulate job growth in East County.

Chapter 8 referred to accomplishments, the rules of the entities, the work that would have to be done to complete the transition to Measure J in April 2009, the implementation of Measure J funding programs which included transportation for local communities 5 percent of funds, plans for Contra Costa's transportation future, the development of transportation improvements, the ability to improve, manage, maintain regional partnerships, and continue to fund transportation improvements.

Mr. Engelmann stated that the plan document included three appendices; Routes of Regional Significance, a Comprehensive Transportation Project List and a Glossary. Provided a project had a sponsor and a price tag, he stated it would be included in the plan, which was the first step to funding.

Reporting that an Environmental Impact Report (EIR) had been prepared for the 2009 CTP, Mr. Engelmann stated that the EIR had evaluated three alternatives in addition to a no project alternative. A three-way performance alternative, a transit emphasis alternative, and for the first time, a greenhouse gas reduction alternative which had come out to be the environmentally superior alternative.

Mr. Engelmann reported that CCTA staff was available to provide a 20-minute PowerPoint presentation of the CTP to the jurisdictions. He stated that the plan had been released for circulation during February, March and April 2009. The close of comments was set for April 6, 2009. The adoption of the plan was expected in the May/June timeframe. The CCTA had held a workshop in November related to modifications to Measure J, which were still under discussion. The 2009 CTP was proceeding for adoption consistent with the voter-approved Measure J. He added that there would be joint RTPC TAC meetings to discuss comments received on the plan.

Mr. Cunningham stated with respect to the SR4 corridor issues, that comments were being solicited on the plan as a whole and there was a recommendation for comments to be included as part of the CTP, which was relative to the SR4 corridor and which had a number of issues where the TRANSPLAN Committee and the TAC had some concerns. Other RTPCs would have the same language and the same comments.

With respect to alternatives and increased frequency of transit, Brian Kalinowski suggested that with some minor timing adjustments there was a capacity to run the train from Oakland into Martinez bringing people into the transit center in exchange for the delay in Tri-Delta Transit. He recommended some discussion and a comment on the alternatives that the existing rail line be evaluated to see where the train was going, which he noted tied into the ferry issue. He commented that the City of Hercules was looking into that process related to trains and the run time would be similar into San Francisco and Martinez as it would into Hercules with the ferry from Hercules into San Francisco.

Mr. Kalinowski requested some discussion to see what opportunities were available to create a no-cost option. He urged some discussion of that opportunity.

Joe Weber referred to the management corridor plan and commented that he saw strength in combining the two TACs although that would not address the 242 implication and the development of the Reuse Plan for the Concord Naval Weapons Station (CNWS), where the circulation would have great impact.

Mr. Weber therefore wanted to broaden the scope of the discussion.

Mr. Cunningham stated that was one of the things that drove the discussion of the two TACs. He explained that the process with respect to the CNWS was not ready for response at this time. The TAC anticipated that collaborative effort to create a specific forum to discuss SR4 issues which would include a discussion of the transportation impacts of CNWS related projects. At this point, comments would be constrained to the issues at hand, the Action Plan and the CTP. The CNWS Reuse Plan would be folded into the discussion at the appropriate time.

Joe Weber referred to the management and maintenance of the transportation system related to the removal of bottlenecks and delays. He spoke to the question of ramp metering and asked where there would be assistance for local jurisdictions to expand the queue line since local roads would be affected by ramp metering. He emphasized that local jurisdictions were not interested in ramp metering. Since it was now coming back, he had concerns as to how ramp metering would be addressed within the overall plan.

Mr. Engelmann stated that ramp metering had been included under another name as a possible strategy in the plan. He stated that nothing in the way of ramp metering strategies were being implemented through the CTP. Caltrans had designs to implement ramp metering and was moving forward on I-80 to meter in both directions during the AM/PM peaks although that was being done in close consultation with local jurisdictions.

Mr. Engelmann reported that an assimilation study would be conducted to determine if ramp metering benefited the local driver. He suggested that the same thing would have to occur in East County should that need to occur in the future to determine the benefits, if any. He noted that East County ramps were typically narrow and slow and all the benefits in the main line were at the expense of local traffic flow. The issue would again be evaluated since techniques had improved, video monitoring had improved and Caltrans' central control rooms had improved. As such, things had changed dramatically and there were more opportunities for control and better operations.

Joe Weber stated from a historical standpoint that various areas of the State had opposed ramp metering.

Mr. Weber reiterated that ramp metering was a big concern and he did not believe that drivers should be penalized for the time and place one entered the freeway.

Mr. Cunningham stated that concerns had been expressed for ramp metering. He noted that there were recommendations relative to the SR4 Corridor Management Plan and its anticipated response to the concerns. In addition to the ramp metering, both CCTA, members of the TRANSPLAN Committee and former Committee members had expressed concern for HOT lanes, which were also a concern and which was why he had some recommendations on the plan. He emphasized that he had highlighted the effort given the potential implications coming out of the study, such as those for ramp metering. He urged the TRANSPLAN Committee to consider the recommendations.

Joe Weber referred to the alternatives to the project and the issue of greenhouse gas reductions. He requested that in the reporting of the greenhouse gas alternative that the new fuels being developed also be considered, particularly since changes in technology were ongoing. He stated that changes in the market through that three to five year window could reduce greenhouse gases with no action from the Committee.

Bruce Ohlson asked about shift demand, to which Mr. Engelmann stated that would mean spreading the peak.

Mr. Ohlson asked where it would be encouraged to stop using the automobile, to which Mr. Engelmann noted that the logical extension was HOT lanes, although increasing the cost of driving was another, as was open road tolling and a vehicle miles travel toll which would encourage people to look at alternative modes.

In response to Kevin Romick's concern for a duplication of staff effort with respect to the staff recommendations for the SR4 Corridor Management Plan, Mr. Cunningham stated that had been evaluated. City staff members had been appointed to TACs. He noted that historically ad hoc was not necessary through the TRANSPLAN staff person but through City staff members. The second recommendation would be to direct staff, and staff would keep the committee up to date. It was also recommended that the CCTA be requested to facilitate coordination between the Caltrans effort and the locally sponsored effort to eliminate any duplication of effort. Another recommendation was that the CCTA coordinate the TRANSPLAN/TRANSPAC/WCCTAC work. He was asking the TRANSPLAN Committee to request that the CCTA facilitate that at the regional level.

Gil Azevedo referred to Chapter 7 and ferry service, and if a ferry terminal were to come to Antioch getting people off the freeway and accessing that ferry service.

With respect to automobile traffic and the encouragement for alternative transportation modes, Mr. Azevedo urged some way to make alternative transportation attractive.

On motion by Kevin Romick, seconded by Joe Weber, TRANSPLAN Committee members unanimously adopted the following staff recommendation with respect to the SR4 Corridor Management Plan:

- a) Appointed staff member(s) to the Caltrans/Metropolitan Transportation Commission Corridor System Management Plan (CSMP) Technical Advisory Committee (TAC);
- b) Directed staff to report back on the progress of the CSMP effort and provide recommendations;
- c) Expressed support for the concept of a joint TRANSPLAN/TRANSPAC/WCCTAC SR4 Corridor Management Plan and directed staff to engage the other RTPCs and pursue the effort;
- d) Requested that CCTA manage the joint TRANSPLAN/TRANSPAC/WCCTAC SR4 Corridor Management Planning effort and explore funding options with the support of the respective TACs; and
- e) Requested that CCTA facilitate the coordination of the MTC/Caltrans Corridor Management Plan and the RTPC initiated effort.

Brian Kalinowski referred to Central County's delay index in comparison with East County's delay index. He asked how everyone would be treated the same with new development. He noted that he was okay with the general issues although what was unacceptable was that there was 40 percent growth (increased capacity) on something where there was zero percent improvement.

Mr. Cunningham stated that was the reason for the joint TAC effort to deal with that discrepancy in that people could not be treated differently, particularly related to the delay index.

Mr. Engelmann added that the original idea behind setting objectives was that each city would work cooperatively with the RTPCs for the regional routes. That had worked well with the 1995 CTP when East County had a 3.0 delay index on Highway 4 where Central County had a 2.0 delay index. In the following plan, both had worked together and the Highway 4 delay index for TRANSPLAN had been lowered to 2.5. There was then a consistent benchmark for Central and East County of 2.5, and on 242 it went to 2.0. During the 2009 CTP update, staff had spent much of spring, summer and the fall working with TRANSPAC attempting to come up with MTSOs that they could live with.



Mr. Engelmann advised that because Central County was essentially built out and considered the freeway system to be a through system from East County and Solano County, TRANSPAC did not want to commit to a hard and fast benchmark and wanted to be exempt from that. Central County was asked to commit to MTSOs but had picked 4.0 on 680 and the intersection level of service at F. TRANSPAC was not interested in having a benchmark at this point since most development was infill and had little impact on the system. He suggested that one of the possible outs was that instead of a benchmark, there be a measure and the degree and direction of the measure, which he noted was running into resistance at the staff level.

Mr. Engelmann suggested that the obvious step to take would be to have joint meetings to reach some consensus on an appropriate measure. He suggested it came down to an issue related to growth management as to how to mitigate impacts of an upstream jurisdiction on the downstream jurisdiction and what measures to use. In this case, the CNWS added to the mix and had not been included in the CTP. He noted the need to conduct subregional and Countywide planning to address the upstream and downstream impacts.

Vice Chair Taylor asked that any additional information related to the CNWS Reuse Plan be provided to the TRANSPLAN Committee.

Mr. Cunningham stated that he was tracking that issue and anticipated that the next committee meeting would provide more information.

Mr. Engelmann added that the Measure J process for General Plan Amendment review would be the time to consider the impacts on the RTPCs ability to meet the objectives and implement the Action Plan.

Vice Chair Taylor requested an agenda item to discuss the issue.

On motion by Michael Kee, seconded by Kevin Romick, TRANSPLAN Committee members unanimously adopted the following staff recommendations with respect to the Draft 2009 Countywide Comprehensive Transportation Plan:

- a) Insert language in the East County Action Plan (included in the CTP),  
*“Partner with TRANSPLAN and WCCTAC to develop a SR4 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) [Multimodal Transportation Service Objective] for SR4, 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 SR4 Multimodal Transportation Service Objective as follows:  
*“Upon acceptance of the SR4 Corridor Management Plan recommendation by TRANSPAC, TRANSPLAN, and WCCTAC, current SR4 MTSOs are expected to be revised upon completion and adoption of the Corridor Management Plan by TRANSPAC, TRANSPLAN and WCCTAC.”*

**ACCEPT STAFF OR COMMITTEE MEMBERS' REPORTS**

There were no comments.

**ADJOURNMENT**

With no further business to come before the TRANSPLAN Committee, Vice Chair Taylor adjourned the meeting at 7:58 P.M. to April 9, 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 4**

**ACCEPT CORRESPONDENCE**

## MEMORANDUM

**DATE:** May, 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

Staff has worked on the following program elements of the 511 Contra Costa program to promote VMT reduction and GHG emission reductions during the month of April 2009:

### Employer Outreach

- Held a free Telework/Compressed Work Week workshop on April 22, 2009 for local employers and jurisdictions.
- Attended Chamber of Commerce functions: Pittsburg Chamber of Commerce "Taking your Business Green" luncheon and the Antioch Chamber of Commerce "Global Climate" breakfast. Provided 511 Contra Costa "Take a Green Ride" tote bags for all attendees.
- Staff hosted a table at the John Muir Birthday / Earth Day Celebration in Martinez, and the Farmers Markets in Martinez and Concord.

### Comprehensive Incentive Program

- 511 Contra Costa incentive brochures were distributed at the Whole Foods Market Earth Day event in Walnut Creek.
- 
- Developing a web-based incentive form application and on-line travel diary.
- Created an on-line promotion for the month of May for bike commuters who also take transit.
- Finalizing details of the Summer Youth Pass promotion with County Connection.
- Staff is developing a one-month special for Tri Delta Transit Route 300 and Delta Express route in time for new schedules and fare increases. Tri Delta Summer Youth pass promotion has been implemented.
- Working with UC Davis to promote the carpool and transit incentive programs to students and staff traveling to the campus from Contra Costa County.
- Researching the use of a transportation benefit company to streamline the distribution of carpool and transit incentives in the form of a transportation benefit check.
- A new incentive programs brochure was produced and distributed at all events in April.
- For the SchoolPool program staff is researching on-line SchoolPool carpool ridematching, and investigating Walk and Roll and Bike to School promotions.

### Bike to Work Day May 14, 2009

- Bike-To-Work Day coordination efforts continue for Contra Costa County. The 2009 Contra Costa Bike-to-Work Day Bicycle Commuter of the Year is Jeff Kent of Lafayette. Mr. Kent has been bicycling to work for 30 years and travels 42 miles round

trip to his worksite in Pleasanton. To date there are 36 Bike-to-Work Day Energizer Stations (rest stops) in Contra Costa County.

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

- The website continues to be updated with Tweets (Twitter), blogging, customized Google maps, and updated content.

**Other:**

The 511 Contra Costa program received recognition for being a Certified Green Business at the Contra Costa County Board of Supervisors Meeting held on April 21. Staff attended the Transit Alliance Meeting, RM2 meeting, and the 511 Contra Costa Program Managers Meeting.



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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:**         April 17, 2009

**SUBJECT:**    Items approved by the Authority on April 15, 2009, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its **April 15, 2009** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Award of Construction Contract No. 258 for the Union Pacific Railroad Team Track (trans-loading) Facility Project.** *The contract was awarded to the William G. McCullough Co.*
2. **Letter of Support for the eBART Project.** *On April 23, 2009, the BART board will consider adoption of the Environmental Impact Report (EIR). The Authority approved sending a letter of support for the eBART project.*
3. **State Route 24 - Caldecott Tunnel Improvement Project (Project No. 1698).** *The California Transportation Commission (CTC) has approved \$92.7 million in American Recovery and Reinvestment Act (ARRA) funds for the project, likely clearing the way to advertise for bids.*
4. **Update on ARRA Funding for Local Streets and Roads.** *As a result of anticipated changes to State ARRA allocations, MTC has identified \$3.43 million in additional funding available to Contra Costa. Per APC direction on January 28<sup>th</sup>, the funds would be distributed by formula to all twenty local jurisdictions. The Authority approved the supplemental allocation.*
5. **Status of Local Compliance with the Measure J Urban Limit Line (ULL) Requirement.** *According to the information recently obtained by staff, all 20 local jurisdictions in Contra Costa have fulfilled the requirement of the Measure J Growth Management Program (GMP) to adopt a voter-approved ULL. Contra Costa County, San Ramon, Pittsburg, and Antioch have each adopted a "Local ULL." The remaining jurisdictions have adopted the "County ULL." Authority Ordinance 06-04 clarifies the procedure for adopting either type of ULL. The information received indicates that as of the start of Measure J on April 1, 2009, all local jurisdictions have complied with the ULL requirement of the Measure J GMP. This information could be used for the allocation of FY 08-09 Local Street Maintenance and Improvement funds. The Authority conceptually supported this approach.*

6. **Legislation.** Discussion of AB 744 (Torrico), proposed Bay Area HOT lanes network, in the context of Authority-approved principles. *The Authority adopted a support if amended position, emphasizing the bill must be revised to address issues of (1) Partnership, (2) Dollars stay in corridor, (3) Transit is key, and (4) Priorities for implementation. A special Authority meeting will be held on April 23<sup>rd</sup> at 6:00 p.m. to review the status of discussions with MTC.*
  
7. **Proposed Transportation Authority Economic Stimulus Through Accelerated Payment of Local Streets and Roads Funds.** Existing Authority policy provides that local jurisdictions submit a Growth Management Compliance Checklist covering two consecutive calendar years. Once approved, a jurisdiction then receives its share of the 18 percent of funds allocated for local streets and roads maintenance from the first of two fiscal years from which compliance funds are drawn. Funds from the second fiscal year are disbursed one year after the disbursement of the first-year funds. The delay was intended to be an incentive for jurisdictions to submit their checklists in a timely way. *The Authority approved the acceleration of payments.*



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17 April 2009

COMMISSIONERS:

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*Mike Metcalf*

*Julie Pierce*

Hon. Scott Haggerty, Chairman  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607-4700

RE: Authority Position on AB 744 (Torrico), Regional Express Toll Lanes Network:  
Support if Amended

Dear Chairman Haggerty:

At the Authority meeting of April 15, 2009, the Authority considered its position on this bill and decided to take a "support if amended" position. Our discussion focused on how to achieve the desired outcomes of enhanced corridor management, efficiency and effectiveness, including improving opportunities for those using carpools, vanpools, and buses. Within that context, our members are conceptually supportive of the express toll lanes concept where it can be shown to provide significantly enhanced benefits to corridor travelers, particularly those using carpools, vanpools, and buses, while respecting the interests of local communities and providing environmental benefits. Any degradation of services to those using carpools, vanpools, or buses, or to the local or regional environment, should be avoided.

The specific amendments we believe are essential fall within the four policy objectives adopted by the Commission's Planning Committee on April 10, 2009, as set out below.

- **Partnership.** The Authority believes that MTC, the Bay Area congestion management agencies (CMAs), and Caltrans should be engaged in a true partnership for management of the Bay Area's travel corridors. Where benefits can be shown, such management can include HOT lanes. The partnership should be constructed in the same manner as has been utilized so successfully with the local sales tax projects, where decision-making is shared. AB 744, as currently proposed, does not go far enough to establish such a partnership. The Santa Clara Valley Transportation Authority (VTA) has offered conceptual recommendations which we believe are essential, whereby the CMAs would define corridors, establish corridor working groups, approve the Corridor Improvement Plan (CIP) for each corridor (subject to final approval or rejection by the Bay Area Toll Authority), and ensure that the CIP includes phasing plans for development and deployment, financing plans, toll operations plan and a corridor re-investment plan for projects and services benefitting the corridor. We also believe that the legislation should include a more transparent and explicit strategic planning process consistent with sales tax agency strategic planning, to enhance openness, collaboration, a clear assessment of investment alternatives based on available cash flow and bonding, and accountability. An enhanced public process can allow a clear discussion of trade-offs and help set realistic expectations for what can be accomplished.

*Robert K. McCleary  
Executive Director*

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Hon. Scott Haggerty

April 17, 2009

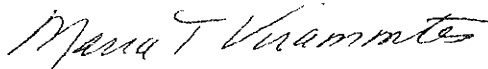
Page 2

- **Dollars Stay in Corridor.** The Authority understands and believes that toll lanes gain public acceptability by returning significant investments from the fees collected to benefit travelers in the corridor where the funds are collected. VTA has offered a recommendation that 95 percent of the revenue net of bond funding and operating costs for the corridor be returned to the corridor. Up to 5 percent could, under some circumstances, be applied for start-up activities of the Bay Area Network, which we can accept. This provision is essential to reassure travelers in a corridor that the tolls are fees providing them some benefit.
- **Transit Is Key.** The Authority recognizes it is difficult to determine, in advance, both the levels of net revenue that might flow from corridors or specific project segments, and the competing demands on that funding. Therefore, we propose the legislation explicitly recognize that converting a high occupancy vehicle (HOV) lane to a high occupancy toll (HOT) lane should, at a minimum, "do no harm"; i.e., not degrade the utilization of carpools, vanpools or bus transit. When net revenues are available, the top priority should be investment in transit capital needs and enhancement of transit services. Such commitment should be at least 50 percent of those net revenues.
- **Priorities for Implementation.** The Authority believes that the bill, as currently proposed, does not go far enough to identify criteria that will be applied to determine if an express toll lane will benefit corridor management, and how it will be constructed. We believe the legislation should state such investment will proceed only if objective analysis can demonstrate all of the following: (a) a proposed project will provide significant benefits to the traveling public, including to the local communities through which it runs; (b) the environmental and equity impacts of the project, both locally and regionally, can and will be reasonably mitigated; (c) the project will reduce emissions of air quality contaminants and greenhouse gases; (d) the project does not cause operational or safety impacts on the state highway or adjacent local streets and roads; and (e) if significant right of way or community impacts would be present, the consent of the local community has been given. To answer these questions, both full environmental review and additional detailed, technical studies will be needed.

We also note that, on the I-80 corridor, ICM project will be completed first, and its compatibility with the proposed HOT lanes needs to be carefully assessed.

We appreciate your consideration of our views, and look forward to working with you to make AB 744 a true partnership endeavor between, MTC, the CMAs, Caltrans and the CHP to enhance management and mobility of the Bay Area's transportation system.

Sincerely,



Maria T. Viramontes  
Chairperson

c.c. Authority Members  
MTC Commissioners  
Steve Heminger  
Andrew Fremier  
Bay Area CMA Directors



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*Susan Bonilla*    *David Durant*    *Federal Glover*    *Michael Kee*    *Mike Metcalf*    *Julie Pierce*

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**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:**        April 17, 2009

**SUBJECT:**    **Items approved by the Authority on April 15, 2009, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

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17 April 2009

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Hon. Scott Haggerty, Chairman  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607-4700

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Support if Amended

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Executive Director*

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Hon. Scott Haggerty

April 17, 2009

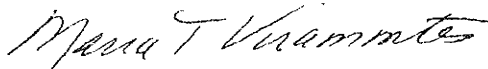
Page 2

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We appreciate your consideration of our views, and look forward to working with you to make AB 744 a true partnership endeavor between, MTC, the CMAs, Caltrans and the CHP to enhance management and mobility of the Bay Area's transportation system.

Sincerely,



Maria T. Viramontes  
Chairperson

c.c. Authority Members  
MTC Commissioners  
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Bay Area CMA Directors



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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

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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 *Bob McCleary*

DATE: March 19, 2009

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

At its **March 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 Authority has received project lists from the regional committees and staff has identified four projects that align well with state and local priorities. *The attached list was adopted by the Board.*
  
2. **PUBLIC HEARING: Status of the Draft 2009 Countywide Comprehensive Transportation Plan (CTP) and DEIR.** At its January 21<sup>st</sup> meeting, the Authority authorized release of the Draft CTP to all interested parties. The Draft CTP and Draft Environmental Impact Report (DEIR) were subsequently published on February 18, 2009. Comments are due by 5:00 p.m. on April 6, 2009. *Staff briefed the Authority on the status of the Draft CTP, the public outreach effort, upcoming meetings, and proposed corrections and additions to the Draft document.*
  
3. **Continued Discussion and 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 a 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), leaving the Alternative Planning Strategy (APS) 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. Staff has prepared, per Authority direction, a draft letter on these proposed policies to forward to the March 20 JPC meeting. *The attached letter was adopted and subsequently transmitted to the JPC.*

4. **Legislation.** Staff presented proposed principles for legislation regarding future High-Occupancy Toll (HOT) lanes in the Bay Area for discussion and potential action. *The attached position statement was approved.*
  
5. **Strategic Plan Update.** *Staff advised the Authority that a delay was appropriate for the submittal of regional transportation planning committee (RTPC) recommendations relative to updating the Strategic Plan. As there were no objections, staff has revised the date for submittal to May 27, 2009. A letter to the RTPCs will follow.*



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March 18, 2009

COMMISSIONERS:

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Honorable Ellen Tauscher, Congressional District 10  
U.S. House of Representatives  
2459 Rayburn House Office Building  
Washington, D.C. 20515

RE: Earmark Requests for the Next Federal Transportation Act

Dear Congresswoman Tauscher:

The Transportation Authority appreciates your continued commitment to improving transportation and the economy, both in Contra Costa and the nation. In that context, your staff has requested that the Authority formally transmit to you its preferences for special federal project "earmark" appropriations as part of the process to renew the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which is scheduled for legislative action prior to October 1, 2009. We are pleased to respond to your request.

Specifically, the Authority hereby requests your support for a \$40 million appropriation to cover one or more projects along the East County Corridor to widen Route 4 east, in the area from Somersville Road to State Route 160, complete various Route 4 Bypass projects, and improve Vasco Road as our top priority. In addition, within Contra Costa, the Authority also supports earmarked funding for I-680 Transit Corridor Improvements (\$28 million), I-80 San Pablo Dam Road Interchange Improvements (\$15 million), and the SB I-680 HOV Project (\$10 million).

These identified projects align well with state and local priorities. CCTA staff used the following criteria to select projects: Regional Transportation Planning Committee priority, deliverability (progress toward having environmental clearance and/or completed design), Strategic Plan priority (inclusion in the first 6 years of Measure J Strategic Plan), and maximization of other fund sources.

We appreciate your request for our input early in the process. If you have any questions, please contact Jack Hall of our staff at 925.256.4743. Your continuing support for critical transportation improvements, and your interest in working with the Authority on those projects, is greatly appreciated.

Sincerely,

Robert K McCleary  
Executive Director

cc. Hon. George Miller  
Hon. Jerry McNerney  
Steve Heminger  
Bijan Sartipi





March 18, 2009

COMMISSIONERS:

Maria Viramontes,  
Chair

Robert Taylor,  
Vice Chair

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Susan Bonilla

David Durant

Federal Glover

Michael Kee

Mike Metcalf

Julie Pierce

Ted Droettboom  
Joint Policy Committee  
P.O. Box 2050  
101 Eighth Street  
Oakland, CA 94604-2050

RE: Proposed Joint Policy Committee (JPC) Policies for Implementation of SB 375

Dear Mr. Droettboom:

Thank you for the opportunity to comment on the draft proposed JPC policies. The Authority supports cost-effective approaches to reducing greenhouse gas (GHG) emissions, consistent with the overall goal of SB 375. We are interested in working closely with MTC, ABAG and the JPC to identify and implement meaningful steps towards that goal.

**Expanding the JPC Partnership**

The Authority supports expanding the JPC’s partnership to include the Bay Area’s nine congestion management agencies (CMAs) and their constituent local jurisdictions in the preparation of the “sustainable communities strategy” (SCS) required under SB 375, and the regional transportation plan (RTP). The CMAs are best-positioned to effectively and realistically link transportation investment decisions with the land use decisions of their constituent cities and counties, particularly as the latter have sole authority over land use.

**Proposed Changes to Specific Draft Policies**

- **Policy 1, Seeking GHG emissions reduction targets that “provide significant challenges to current trends and habits”, and may go beyond those set by the CARB.**

*Revised Recommended Policy: The Bay Area regional agencies will seek factors, methodologies, and GHG emissions reductions targets from the Air Resources Board (ARB) that are feasible, reasonable and realistic.<sup>1</sup> MTC and ABAG will*

<sup>1</sup> Having the ARB set a reasonable and realistic target for GHG emissions is critical to minimize the exposure to litigation against the SCS and the RTP. As revised by SB 375, Section 65080 (b)(2)(B)(vii) of the Government Code now requires each metropolitan planning organization (MPO; in the Bay Area, MTC

Robert K. McCleary  
Executive Director

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Ted Droettboom

March 18, 2009

Page 2

*work in partnership with the CMAs and the cities, towns and counties of the Bay Area to seek the most effective approaches that could achieve reductions in GHG emissions well beyond ARB targets.*<sup>2</sup>

Concerns with the JPC Draft Policy: We believe that the draft policy raises litigation and equity issues. If the region obtains aggressive targets from ARB that prove unattainable, litigation against MTC's RTP might well occur which could freeze project delivery for essential infrastructure, and could also lead to the redirection of funding away from projects and programs beneficial to and desired in a particular county. Specifically, in Contra Costa we believe that litigation could place Measure J projects at risk, once the "exemption period" in the statute ends.<sup>3</sup>

If, for example, our sales tax projects need federal funds, but (a) the GHG emission target is not met, and (b) the projects are deemed to be inconsistent with achieving the ARB target, then state and/or federal matching funds for accomplishing them could be prohibited by policy or litigation.<sup>4</sup> Such an outcome would then block the Authority's ability to implement the vision approved by its voters as set forth in Measure J.

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and ABAG have split responsibilities) to prepare an SCS that shall "set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks **to achieve, if there is a feasible way to do so**, the greenhouse gas emission reduction targets approved by the state board;" (*emphasis added*). This section is the primary potential source of future litigation, in our view, and why it is important to keep the formal targets reasonable and realistic.

<sup>2</sup> Such "expanded" targets should be explored through the evaluation of alternative land use and transportation investment strategies similar to the fully collaborative approach taken in the Sacramento region.

<sup>3</sup> Footnote 11 in the JPC document (p. 6) is incorrect and needs to be revised. The exemption from the provisions of SB 375 only applies to projects programmed for funding on or before December 31, 2011. For local sales tax measures, only those projects specifically listed in a ballot measure prior to December 31, 2008 are exempt, and any state or federal funds necessary to complete them not programmed by that date would not be exempt. Proposition 1B bond projects and those contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program are also exempt from the requirements of SB 375 if programmed for funding on or before December 31, 2011. Govt. Code Section 65080(b)(2)(K).

<sup>4</sup> It would not be beneficial to repeat the region's experience with transportation control measure 2 (TCM 2), a forecast that Bay Area transit ridership would increase 15% from 1982 to 1987 – when in fact that 15% ridership increase had not been achieved even by 2007, 25 years later.

- **Policy 2, Modeling the Relationship between Transportation and Land Use.**

We support the policy as stated with three caveats: (1) the “integrated and transparent modeling system” for assessing transportation and land use policy choices could be accomplished without necessarily linking the two models mechanically; (2) development of model enhancements or an “integrated” model should not compromise the Bay Area’s implementation schedule and working relationship with the CMAs and local jurisdictions; and (3) the policy should be further framed as follows:

- At the end of the day, models are simply a tool to assist in our understanding of complex human choices, and their outcomes should be carefully assessed and tested against our knowledge and understanding of human behavior and the plans, expectations and constraints of local jurisdictions.<sup>5</sup>
- It is critically important for the modeling and analytical techniques to be applied in a way that conveys the assumptions made, the range of outcomes likely to result from varying those assumptions, and the sensitivity of the model to those variations.
- Models and analytical procedures must not only assess the prospective impact of varying transportation capacity on land use, but also consider other factors influencing the decisions that individuals and families make regarding where to live, work, shop and socialize, and how to get there. Such factors include the quality of schools, housing affordability, proximity to youth, sports or recreational activities, public safety, and other quality of life considerations that often may trump transportation considerations.

- **Policy 3, Preparing a Sustainable Communities Strategy (SCS) and an Alternative Planning Strategy (APS).**

Revised Recommended Policy: “The Bay Area regional agencies are committed to achieving the region’s GHG-reduction targets through the SCS and will prepare an APS only as a last resort. To assist in the preparation of a realistic and attainable SCS, the regional agencies will:”

- *Form a partnership with the CMAs and local land use jurisdictions to cooperatively prepare an SCS, beginning no later than the end of 2009;*
- *Work collaboratively through the CMAs to identify capital investments that are necessary for achieving or facilitating transit-oriented and*

---

<sup>5</sup> For example, modeling and analysis suggested that the BART SFO/Milbrae extension would not require an operating subsidy. When those forecasts were not achieved, a major dispute resulted in whether BART or SAMTRANS would be responsible for defraying the several million dollars in operating subsidies required to sustain the services. In another example that was a precursor to today’s financial challenges, in the late 1990s the hedge fund Long Term Capital nearly brought down the banking system when its sophisticated mathematical trading models failed to anticipate the impact of defaults in Russian bonds.

*“smart growth” developments where supported by local jurisdictions, identify funding needed to accomplish those projects, and support CMA development of funding packages for them.*

- *Recognize that investments in transit-oriented and smart growth projects must be viewed in the context of other existing commitments and policies, including the provision of sufficient funding to address the most critical capital shortfall needs of local streets and roads and transit, and implementation of voter-approved state bond measures and local sales tax programs.*

Concerns with the JPC Draft Policy: We believe that the draft JPC proposal, with its emphasis on starting a new funding program oriented towards “incentivizing” “priority development areas”, could result in: (a) reducing funding available to accomplish the “Fix It First” policy, an existing regional commitment necessary to help address the unmet rehabilitation needs of local streets and roads and transit systems; (b) diverting funds away from accomplishing voter-approved initiatives to the new and, as yet, untested PDA program; (c) benefiting areas that “plan” to absorb new housing and transit-oriented development, as reflected in a desired growth scenario, while reducing the funding to those areas that have absorbed significant growth in the last 30 to 50 years. In that regard, Contra Costa has absorbed a much higher share of housing growth in the Bay Area over the past three decades than many areas in the urban core, and continues to need investment to meet the needs of its residents and employers. For example, increased job growth in east and west Contra Costa could be beneficial to reducing GHG emissions by reducing trip lengths of current residents.

We believe that working in partnership to develop funding packages that support beneficial growth would be more productive. Contra Costa has relatively dense, transit-oriented and/or mixed use developments emerging or planned in Antioch, Concord, El Cerrito, Hercules, Pittsburg, Pleasant Hill, Richmond, San Ramon, and Walnut Creek. The Authority has already invested millions of dollars to support some of these efforts, and plans further investments under our Measure J and STIP programs.

Finally, we believe that the JPC should not advocate for a specific policy such as road pricing without further analysis and collaboration. For example, it is not clear that HOT lanes are beneficial for reducing GHG emissions; they may, in fact, divert people out of carpools and vanpools, and have other negative impacts. Pricing can have a significant role to play in reducing GHG emissions, but issues of social equity and providing alternatives to the single occupant vehicle to sustain mobility in the face of increased pricing all need to be considered.

- **Policies 4 through 6.** The Authority has no concerns with these policies.
- **Policy 7, Vetting and evaluating all regional agency policies affecting the location and intensity of development or transportation infrastructure through the JPC.** We are concerned that this proposed policy could complicate

Ted Droettboom

March 18, 2009

Page 5

the preparation of both the SCS and the RTP. The policy implies that the JPC has a role in regional governance. In reality, the JPC has limited accountability to the local governments that appoint individuals to the JPC's constituent agencies. This policy should be revised to either (a) include representatives from each CMA or the JPC in order to broaden the policy discussions, or (b) focus the JPC's efforts on a discussion of key regional policies as a way to inform the individual agencies, or (c) be eliminated.

### **Conclusion**

We appreciate the opportunity to comment on the JPC's proposed policies. If you have any questions, please contact Bob McCleary (925.256.4724) or Martin Engelmann (925.256.4729) of our staff.

Sincerely,



Maria T. Viramontes  
Chair

c.c. Authority members; MTC Commissioners  
Hon. Mark DeSaulnier  
Hon. Tom Torlakson  
Hon. Joan Buchanan  
Hon. Nancy Skinner  
Steve Heminger, MTC  
Henry Gardner, ABAG

TRANSPLAN Committee  
FYI

223 Donner Avenue  
Livermore, CA 94551-4240

24 April 2009

eBART Policy Advisory Committee:

Re: Making eBART Better

Widening the Rt 4 median for eBART at grade instead of following UP's Mococo line was a wise decision. A freeway median, having no grade crossings and requiring little costly structural or earth work, makes BART much more affordable.

*Real* BART trackway at grade in a freeway median today should cost about \$13.1 million/mile. *Real* BART would eliminate the need for the transfer station, a separate shop and yard, or a flyover structure from the median. Tail tracks (like at Dublin) would suffice for car storage. A yard and shop could come later, perhaps at Brentwood or Byron. *Real* BART would attract more patrons and greatly simplify operations.

If indeed you can't afford *real* BART now, at least build pre-BART: running rails at BART gauge, BART crossties ready for third rail, and station platforms with standard BART cross-section (even if shorter). (Running on freight railroad tracks - subject to FRA regulation and the rules of another railroad - is very unlikely. BART maintenance and rolling stock could run on pre-BART.) Converting such pre-BART to full BART would just require lengthening platforms and adding third rail power and train control.

Despite the boilerplate FEIR responses regarding a Los Medanos (Century Blvd.) station, you should seriously consider stations at both Pittsburg and Los Medanos. The Hillcrest station could well serve patrons living east of Antioch, but it would be out of direction for Antioch residents. With a Los Medanos station, they would travel in direction and avoid crowding the Pittsburg station, which Pittsburg is buying. Relocating the local transit hub now at the college to BART would greatly advance its utility. The lack of freeway access at Century Blvd. is a plus for transit - both bus and rail. Whether the terminal station (Hillcrest) has more patronage than Los Medanos/Century really doesn't matter.

I urge that you seriously consider "classic" BART, or at least pre-BART (paragraph three), with stations at both Pittsburg and Los Medanos.



Robert S. Allen  
BART Director (1974-1988)  
Retired, SP Engineering/Operations  
(925) 449-1387

Cc: eBART partner agencies

# 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

April 21, 2009

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

DEPARTMENT OF CONSERVATION  
AND DEVELOPMENT

2009 APR 28 P 1:18

CONTRA COSTA

Dear Chair Viramontes:

At its meeting on April 16, 2009, TRANSPAC took the following actions that may be of interest to the Transportation Authority.

1. Received a presentation by Michael Wright, Re-Use Project Director, on the Clustered Villages Preferred Alternative for the Concord Naval Weapons Station.
2. Approved the proposed Measure J Expenditure Plan language amendments to the Central County subregional description of Programs 19a and 20a. The proposed language would be inserted as second paragraphs after the current language.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Mark Ross  
TRANSPAC Chair

- cc: TRANSPAC Representatives  
TRANSPAC TAC and staff  
Don Tatzin, Chair, SWAT  
Federal Glover, Chair, TRANSPLAN  
Maria Viramontes, 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

**ITEM 5**

**ACCEPT RECENT NEWS ARTICLES**



## BART crossover to improve service in Contra Costa

By Denis Cuff  
Contra Costa Times

Posted: 04/24/2009 02:55:34 PM PDT

Updated: 04/24/2009 05:55:06 PM PDT

BART riders traveling to and from Central and East Contra Costa County will get more reliable and speedier train service as a result of a \$27.9 crossover track project in Pleasant Hill.

Making the project all the sweeter, BART will get \$13 million of the funding from the federal economic stimulus bill, and another \$11.6 million from a portion of Bay Area bridge toll money aimed at reducing traffic congestion. The project was approved by the BART board Thursday.

The X-shaped crossover tracks south of the Pleasant Hill BART station will enable trains to cross from one track to another, giving BART more operational flexibility to minimize service disruptions and turn trains around during rush hour.

"This project will benefit everyone on the line (Pittsburg/Bay Point to San Francisco Airport), and to some extent, everyone on the system," said BART spokesman Linton Johnson. "It will save time and improve our operations."

Now, when a train breaks down between existing crossover tracks in Lafayette and Concord, it delays other trains on the line up to 20 minutes. To avoid the disabled train, trains in both directions must be run on a single track at slower speeds.

When the crossover track is built, BART will be able to easily shift trains from one track to another so trains traveling in opposite directions can avoid each other. "What could take 20 minutes is reduced to a couple minutes or less of delay," Johnson said.

The crossover project also gives BART a new place to turn around eastbound trains and send them westward to handle heavy passenger loads on stations between Walnut Creek and San Francisco. "It's like getting the extra capacity of a new train without having to go out and buy new train cars," Johnson said.

A joint venture of Shimmick Construction Co. and Balfour Beatty Rail Services Inc. submitted the low bid and won the contract.

The project is scheduled to be complete in April, 2010, according to BART's Web site.

Contact Denis Cuff at 925-943-8267 or [dcuff@bayareanewsgroup.com](mailto:dcuff@bayareanewsgroup.com). Read the Capricious Commuter blog at [www.ibabuzz.com/transportation/](http://www.ibabuzz.com/transportation/)

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## Eastern extension plan gets BART board's OK

By Hilary Costa  
East County Times

Posted: 04/23/2009 03:45:07 PM PDT

Updated: 04/23/2009 05:53:16 PM PDT

Next stop: Hillcrest Station.

That one-time pipe dream of BART service stretching deeper into East County came closer to reality Thursday when BART directors certified environmental documents on the proposed eBART extension, and gave the project an official go-ahead.

The project passed, 8-1, with Director Tom Radulovich, of San Francisco, opposing because of what he said was an inadequate environmental impact report.

The \$500 million eBART project will extend service 10 miles east along the Highway 4 median, ending in Antioch.

It will include a transfer platform and two stations: one at Railroad Avenue in Pittsburg and another near Hillcrest Avenue in Antioch. Pittsburg and Antioch have planned transit villages of commercial and residential development to be built around the stations.

Though Pittsburg officials have yet to approve eBART's environmental documents, City Manager Marc Grisham sent a letter in late March to the BART board, endorsing the transit extension.

Approval has been trickier in Antioch, where

officials want the station built about 900 feet east of where BART representatives say they can afford to build it, with the goal of constructing a more accessible transit village. To build that eastern station, Antioch and BART officials need to find \$2 million by July 31, and another \$51 million by March 31, 2010.

The motion approved Thursday included BART's promise of due diligence to find that money, and a pledge that any cost savings through low bids would go toward unfunded elements of the eBART project.

"We're all working toward it," Smith said. "It is the better station site."

Antioch economic development official Victor Carniglia said he is optimistic Antioch's preferred station will still be built.

eBART construction will go out to bid in coming months, with work starting as Caltrans begins widening Highway 4 — another long-awaited transit project, which will double the highway's capacity between Loveridge Road and State Route 160 in Antioch.

Instead of regular BART cars, eBART will use self-propelled diesel battery rail cars that burn low-sulfur diesel fuel. Passengers will switch to traditional BART at the Pittsburg/Bay Point transfer platform.

Early projections put weekday ridership at 3,900 trips per day when the system debuts in 2015, and 10,100 trips per day by 2030. BART hasn't discussed fares to East County, but project manager Ellen Smith said they will be based on BART's existing distance-based formula.

Money for the project has been cobbled together

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from more than a half-dozen sources, including bridge tolls, state transportation funding and sales tax revenue. Operating costs are estimated at \$8.3 million annually.

Reach Hilary Costa at 925-779-7166 or [hcosta@bayareanewsgroup.com](mailto:hcosta@bayareanewsgroup.com).

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## Pittsburg ponders pulling out of regional transportation fee group

By Paul Bugarino  
East County Times

Posted: 04/23/2009 03:58:55 PM PDT

Updated: 04/23/2009 05:52:45 PM PDT

Concerned they are not getting the most bang for their buck, Pittsburg leaders are examining whether to continue their membership in a regional transportation agency funded by developer fees.

Earlier this week, the City Council directed staff to examine the city's role in the East Contra Costa Regional Fee and Financing Authority, or ECCRFFA. Options city leaders are considering include:

Continued participation in ECCRFFA

Negotiating new priorities for regional transportation improvements in Pittsburg

Withdrawing from ECCRFFA and establishing a new regional transportation development fee program in the city that would fund and implement regional projects solely within Pittsburg.

The next step is to gather information — including a priority list for the 26 projects in East County that show schedules for the eight projects that would benefit Pittsburg and when they are expected to be funded, said Joe Sbranti, assistant city manager for development services.

Vice Mayor Sal Evola said he "applauds staff for finally having the keen insight to recognize there

may be a huge disparity in the equity Pittsburg gets in the current arrangement" compared with other East County cities.

Councilman Ben Johnson added that Pittsburg had little leverage over where the money was spent, and projects in the city — namely the James Donlon Extension — have always been put off. Johnson also disputes a nexus study on East County traffic flow that he believes inaccurately shows low percentages of outside traffic using Pittsburg side streets.

Commute traffic goes through Pittsburg, and is generated by the other, faster-growing East County communities, Evola said.

Councilman Will Casey said it's "well worth looking at. Pittsburg is not getting its fair share."

Dale Dennis, program manager for the authority, said several federal, state and regional funding sources exist for East County transportation projects, and historically it has been decided to put authority dollars into the Highway 4 bypass. That's because the environmental reviews for the bypass and Highway 4 widening made it more advantageous to use the regional money. Dennis added it's hard to quantify how much each city gets back, because the funding goes toward regional projects. However, he did say Pittsburg is the only city to get authority money for a non-highway related project — studies for the James Donlon Extension.

Mayor Nancy Parent said she'd wait for the staff's analysis before forming an opinion. Councilman Michael Kee, who represents Pittsburg on the authority board, declined to comment.

Pittsburg rejoined the authority in 2005 and raised its fee structure to the same level as the other cities. Kee and Parent voted for the higher fees; Johnson and Casey against.

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When Pittsburg refused to raise developer fees in 2001, the other members formed another agency — without Pittsburg — to collect the additional money.

The second agency disbanded with Pittsburg's change in 2005, and its duties were assumed by the authority. As of January 2009, each developer is charged \$18,048 for a single-family home and \$11,079 per multifamily unit. Though numbers were not readily available, Dennis guessed Oakley and Pittsburg were the largest contributors during the past six months to year.

Reach Paul Burgarino at 925-779-7164 or [pburgarino@bayareanewsgroup.com](mailto:pburgarino@bayareanewsgroup.com)

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## Tri-Delta Transit approves rate hike, eliminating trips

By Paul Burgarino  
East County Times

Posted: 04/22/2009 08:10:45 PM PDT

The Tri-Delta Transit Board of Directors on Wednesday unanimously approved raising fares and eliminating some trips on its routes to help address state budget cuts to transportation.

Effective July 1, the general one-way fare will go from \$1.25 to \$1.75, fares for seniors and the disabled will go from 50 cents to 75 cents and day passes will jump from \$2.25 to \$3. Prices for a monthly pass will climb from \$40 to \$50 this year.

Next July, the one-way fare goes to \$2, senior fares go to 85 cents, day passes climb to \$3.35 and monthly passes will go to \$57.

The agency stands to lose about \$3 million in state funding this year — about 15 percent of its roughly \$20 million operating budget, Chief Operating Officer Steven Ponte said. As part of the recent state budget, Gov. Arnold Schwarzenegger eliminated the State Transit Assistance Program — a significant source of funding for transit operations, Ponte said.

Implementation of the service cuts should save Tri-Delta about \$1.1 million, and the rate increase will generate about \$600,000 during the next fiscal year, he said.

Rates will also increase for express buses to Dublin and Martinez, shuttle buses to San Francisco 49ers games, and dial-a-ride service.

The plans cuts 41 daily bus trips, a Delta Express

commuter service bus to Martinez, and shuttle service for all special events except the Pittsburg Seafood Festival. The reduction is meant to have as little impact on patrons as possible, Chief Executive Officer Jeanne Krieg said.

The decision came after 10 public hearings held throughout East County on the changes. Eleven people total showed up at those meetings and eight additional written comments were received.

Before the vote, board chairwoman Barbara Guise asked why fares for route 300 Express Commuter bus service to and from BART were disproportionately being raised from \$18 to \$32. Ponte explained it was tied into funding the district receives.

For more information, go to [www.trideltatransit.com](http://www.trideltatransit.com).

Reach Paul Burgarino at 925-779-7164 or [pburgarino@bayareanewsgroup.com](mailto:pburgarino@bayareanewsgroup.com).

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## MTC approves plan for toll lanes

By Denis Cuff  
Contra Costa Times

Posted: 04/22/2009 01:30:54 PM PDT

Updated: 04/23/2009 06:12:29 AM PDT

OAKLAND — A framework for creating an 800-mile network of dual carpool-toll lanes for Bay Area freeways was approved Wednesday by the Bay Area's transportation commission to fight traffic congestion.

The lanes — to be developed over the next 25 years — would be open for free to carpools, public transit buses and motorcycles. Solo drivers would pay a toll with a FasTrak transponder. Tolls would be higher during heavy traffic times and lower when traffic is lighter.

Members of the Metropolitan Transportation Commission said the toll lanes — called High Occupancy Toll or HOT lanes — provide a new tool to ease traffic congestion.

"These lanes will reduce congestion and provide a new source of money for public transportation," said Amy Worth, an Orinda councilwoman on the regional commission. "What we approve today gives us the framework for building and operating the system over the next 25 years."

The first toll lanes will open late next year on Interstate 680 on the Sunol Grade and on Interstate 580 in the Livermore Valley.

The toll lanes are a hot topic because many motorists don't like the idea of paying to use any part of a public road, and leaders from some areas want local control in determining toll-lane decisions.

The toll lanes are a major element in the 25-year, \$218 billion transportation plan for the region that was approved Wednesday.

The toll-lane network will be overseen by a new partnership including the Bay Area Toll Authority, which is a branch of the MTC, Caltrans, the California Highway Patrol and county congestion management agencies

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"This is a regional partnership" said Randy Rentschler, a commission spokesman.

Under the framework, 95 percent of the net toll money will be used for public transit, and toll-lane or other transportation improvements in the travel corridor along the freeways where the tolls are collected. The other 5 percent would go to the toll-lane partnership.

A project study, including public hearings, will be help before any new toll lanes are built. Representatives of several transit and clean-air advocacy groups said they want an additional requirement that at least 50 percent of the toll-lane net revenues would be spent on public transit in the communities where the money is collected.

Commissioners did not adopt that requirement, saying local groups working with the MTC will decide how to allocate the surplus toll money among public transit, freeway or other transportation improvements.

The commission did not respond to a suggestion by David Schonbrunn of the Transportation Solutions Defense and Education Fund, who said tolls should be charged during rush hour on all Bay Area freeway lanes to reduce pollution and congestion. He said the toll lanes amount to expanding highways rather than spending money on public transit.

Reach Denis Cuff at 925-943-8267 or [dcuff@bayareanewsgroup.com](mailto:dcuff@bayareanewsgroup.com).

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## BART proposes 10 percent fare hike

By Denis Cuff  
Contra Costa Times

Posted: 04/09/2009 07:38:14 PM PDT

Updated: 04/10/2009 06:42:54 AM PDT

BART proposed Thursday to raise train fares 10 percent, charge parking fees at more stations, and reduce night and Sunday service to cope with financial problems besieging public transit systems throughout California.

The changes would go into effect July 1 under a proposal that BART's board did not discuss but scheduled for a May 28 public hearing.

It would be BART's largest fare increase since January 2004, when it raised fares 10 percent in the wake of the dot-com bust.

Now facing even harsher times, BART needs higher fares to offset state cuts in transit funds and a downturn in sales tax that the transit system relies on heavily for operating funds, BART General Manager Dorothy Dugger said.

"BART, and every other organization, business and probably family is feeling the effects of this terrible time in which we're functioning," Dugger told reporters after the board meeting. "We have a tough problem ahead of us to solve."

The 10 percent fare hike would boost the minimum BART fare from \$1.50 to \$1.65, and the maximum fare from \$8 to \$8.65 to ride from the Pittsburg/Bay Point station to the San Francisco Airport.

BART managers also proposed adding a \$1 parking fee at several stations, including Pleasant Hill, Concord, Pittsburg/Bay Point, Hayward, Bay Fair, San Leandro, Richmond and El Cerrito del Norte.

BART proposes to lengthen train intervals from every 15 minutes to every 20 minutes at night and all day Sunday.

Transit finances are so grim that the president of the union for BART train operations and station agents said his group has proposed a one-year wage freeze in contract negotiations. Labor costs account for about three-fourths of BART's operating budget.

Reach Denis Cuff at 925-943-8267 or [dcuff@bayareanewsgroup.com](mailto:dcuff@bayareanewsgroup.com).

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## For transit job bids, how low can you go?

By Gary Richards  
MediaNews staff

Posted: 03/29/2009 12:00:00 AM PDT

Updated: 03/30/2009 05:14:56 AM PDT

Bids are due Tuesday to begin extending BART from Fremont to Warm Springs. The transit agency estimates that this first contract might cost about \$200 million. Odds are, the winning bid could be much, much lower.

California's poor economy has led to surprisingly low bids on transportation projects across the Bay Area and the state as construction firms fight for their business lives to capture whatever work they can. In an industry where unemployment is at 18.5 percent and more than 30,900 jobs were lost in February, according to the Bureau of Labor Statistics, dozens of firms are vying for work that in the past might draw interest from a handful.

From major highway construction to small sidewalk improvements, bids are sometimes nearly half as much as public works officials had projected.

When the County of Santa Clara Roads & Airports Department recently sought a contractor to do bicycle and pedestrian improvements along three streets, the agency expected the cost would be about \$975,000. The winning offering was just \$543,533.

"Twenty bidders, with the low bid 44 percent under," said Dan Collen, a deputy director with the agency. "Six bidders would have been considered a good turnout, but things have moved beyond

competitive. They are desperate."

On the carpool lane project on Interstate 680 between Fremont and Milpitas, the three contracts awarded last month totaled about \$88 million — compared to the \$136 million that Caltrans anticipated. Repairing bridge decks on Highway 237, Highway 84 and El Camino Real will cost \$982,000 — \$529,000 less than forecast. Repaving four streets in Cupertino will cost \$3.6 million, nearly \$1 million under what the city figured it would have to pay.

No one is certain how much that agencies across the state are saving. However, it could run into hundreds of millions, maybe even into the billions of dollars.

"I've never seen better bidding in my 35 years in transportation," said Dennis Fay, head of the Alameda County Congestion Management Agency.

Not all low bids are accepted, as a company's expertise enters into the decision. There are some firms bidding now who have little experience doing the work being advertised.

"Contractors who previously worked in residential construction from the Central Valley and elsewhere are now bidding public work (projects), so there are many more bidders," said Bruce Woolpert, president of Graniterock, a Watsonville company with lots of experience in public works projects. "I think the record that I've seen is 18 bidders on a project that would likely have had only five or six before. What has been surprising is that some of the bidders really don't have experience in this type of work and their bids reflect this. The work simply can't be done for that low price."

The push is understandable, said Wayne Flora, a construction manager from Ripon who has been out

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of work since October and has had one job interview in the past five months. In this economy, government projects — many buoyed by stimulus funds — are where the action is.

"The low bids you are seeing is because there are many excavating and concrete contractors signing up and retooling for the public works tidal wave coming," he said.

For public agencies, saving a few million here and there means more roads can be repaved, street lights upgraded and highways widened.

"The good bids certainly help us during this difficult economy," said Jim Pierson, Fremont's public works director.

But, he said, "They don't make up for the significant loss of revenue public agencies are seeing these days. It's a little silver lining around the dark cloud."

Up next: the BART contract Tuesday. Transit officials cannot comment on what they expect until after all bids are in, but the agency's \$1.3 billion earthquake safety program that includes strengthening the Transbay Tube is already running about \$100 million below budget.

"Due in large part," said spokesman Linton Johnson, "to so many contracts coming in much lower than anticipated."

Reach Gary Richards at 408-920-5335 or [mrroadshow@mercurynews.com](mailto:mrroadshow@mercurynews.com).

### By the numbers

Examples of some bids on Bay Area projects that came in well below estimates:  
Sewer rehab along Union and Camden

avenues in San Jose Estimate: \$2.9 million  
Bid: \$1.9 million

Paving four roads in Cupertino Estimate:  
\$4.5 million Bid: \$3.6 million

Interstate 680 carpool lane  
between Fremont and Milpitas Estimate:  
\$134 million Bid: \$88 million

Replacing concrete slabs on I-580 near  
Livermore Estimate: \$630,810 Bid: \$382,888

San Tomas Expressway-  
Hamilton Avenue upgrade  
in San Jose Estimate: \$1.66 million Bid: \$1.31  
million

Bridge deck repairs on El Camino Real,  
Highway 237 and Highway 84 Estimate:  
\$1.51 million Bid: \$982,000

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## Tri-Delta Transit ponders rate increases, service cuts

By Paul Bugarino  
East County Times

Posted: 03/28/2009 01:08:22 PM PDT

Updated: 03/28/2009 01:10:06 PM PDT

Yolanda Martinez may soon have to reach deeper into her pocket to catch rides on the 380 bus line.

The Antioch resident hops on Tri-Delta Transit near her home off Gentrytown Drive just about every day — usually to pick up BART or shop for odds and ends. Upon hearing the East County bus service may raise rates, she was upset.

Tri-Delta Transit is looking at raising fares and eliminating some trips on its routes to address the economic downturn and state budget cuts for transportation.

The agency stands to lose about \$3 million in state funding this year — about 15 percent of its roughly \$20 million operating budget, Chief Operating Officer Steven Ponte said.

For Martinez, plans to attend Heald College could be affected by increased bus pass costs.

"It's supposed to be cheaper to use public transportation, especially with times being tougher because of the economy. It's going to be kind of hard for me," she said.

If approved, fares would jump both on July 1 and again in July 2010. The general one-way fare would go from \$1.25 to \$1.75, then \$2; fares for seniors and the disabled would go from 50 cents to 75

cents to 85 cents. Prices for a monthly pass would climb from \$40 to \$50 this year and \$57 the following July.

Day passes would increase from \$2.25 to \$3 to \$3.35. Rates would also increase for express buses to Dublin and Martinez, shuttle buses to San Francisco 49ers games, and dial-a-ride service.

The proposal also would cut 41 daily bus trips, a Delta Express commuter service bus to Martinez, and shuttle service for events like the Brentwood Corn Festival and Fourth of July. The service reduction is meant to have as little impact on patrons as possible, as the routes on the cutting block had few riders, Ponte said.

Service cuts would save Tri-Delta about \$1.1 million and the rate increase would generate about \$600,000 during the next fiscal year, he said.

After receiving public comment from meetings and on its Web site, the Tri-Delta Transit board will make a decision on the cost-saving proposals at its April 22 meeting.

As part of the recent state budget, Gov. Arnold Schwarzenegger eliminated the State Transit Assistance Program — a significant source of funding for transit operations, Ponte said.

"It's tough; I'll be the first to admit it. When you only have X amount of dollars, we have to look at what negatively impacts everyone the least," he said.

Other regional bus services also have resorted to rate increases and service cuts.

County Connection raised rates for basic bus fare, seniors and the disabled, and for monthly passes. It also merged and reconfigured routes, and laid off 38 bus drivers as part of a 23 percent cut in service

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hours.

AC Transit raised rates for its basic fare, per-ride cash fare for youths, seniors and the disabled, and monthly adult passes.

BART is also considering raising its rates this summer.

In addition to the proposed changes, Tri-Delta implemented hiring and pay freezes, reductions on phone bills, and other internal financial savings, Ponte said.

Reach Paul Burgarino at 925-779-7164 or [pburgarino@bayareanewsgroup.com](mailto:pburgarino@bayareanewsgroup.com).

**UPCOMING MEETINGS Oakley**  
11:30 a.m. and 6:30 p.m. Monday  
Oakley City Hall, 2331 Main St. Brentwood

Noon and 7 p.m. Wednesday  
Raley's Event Center, 2400 Sand Creek Road  
Pittsburg

Noon and 7 p.m. Thursday  
Pittsburg City Hall, 65 Civic Ave. Antioch

Noon and 7 p.m. April 8  
Tri-Delta Transit Administrative Offices, 801  
Wilbur Ave.

For more information, go to [www.trideltatransit.com](http://www.trideltatransit.com) and click on the red public hearing notice tab on top of the page.

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## BART, Antioch officials differ on future station

By Hilary Costa  
East County Times

Posted: 03/25/2009 11:14:07 AM PDT

Updated: 03/25/2009 05:41:14 PM PDT

BART officials are moving forward on an Antioch eBART station despite city officials' objections to its location.

The transit agency is finalizing plans for an Antioch station at Hillcrest Avenue and Highway 4; Antioch officials want the station built 900 feet to the east to allow a transit village with housing and commercial buildings to be built adjacent to the station.

The eastern station would cost an estimated \$30 million more, said BART representative Ellen Smith. She said that even though BART officials also see that station's advantages, it's not financially or logistically feasible to pursue it at this point.

Smith said that BART will only solicit bids for construction of the western station.

To build the eastern station, Antioch would have to trigger a later change-order by raising the \$30 million in the next year — something that city officials called an undoable feat.

Councilman Brian Kalinowski said this was the first time he had heard that Antioch had only 12 months to raise the money to extend the track, and he expressed frustration that BART officials seemed determined to build the western station even without Antioch's support.

"I'm playing poker with no chips, and you're holding all the chips," he said.

Other council members said that Antioch should get more consideration given its long history of financial support for BART services.

"I really think that since Antioch has paid for this station since 1968 that we deserve whichever station we choose," Councilwoman Martha Parsons said, adding that, as it is, Antioch is settling for eBART instead of traditional BART.

EBART will consist of a 10-mile track extension with diesel battery rail cars running about every 15 minutes. Passengers will switch to a traditional BART train at the Pittsburg/Bay Point station.

East Contra Costa residents have been paying toward BART services for about four decades.

"You've been paying taxes for many years, and we are very appreciative of that," Smith said. Smith said the transit agency is committed to bringing BART-quality service to East County and that it has "bent over backwards" to have that take the form of rail cars, instead of vehicles such as buses.

The City Council will have to decide April 14 whether to approve the environmental document and development plan for the eBART station and surrounding area. Kalinowski hinted that the council could send a message to BART by voting those down.

The BART board will take action on the Hillcrest station's environmental document April 23 and will go out to bid on construction as early as May. A dual bid on both locations would push bidding out three to four more months.

Reach Hilary Costa at 925-779-7166 or

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## Stimulus money to jump start Caldecott fourth bore project

By Denis Cuff  
Contra Costa Times

Posted: 03/25/2009 04:21:25 PM PDT

Updated: 03/26/2009 07:44:19 PM PDT

OAKLAND — The Bay Area's transportation commission said Wednesday it would use federal economic stimulus money to begin building the Caldecott Tunnel fourth bore and five other highway projects delayed by the state's credit crunch.

Bid solicitations would go out in May and construction could begin around October, the Metropolitan Transportation Commission decided. It said it would allocate about \$197 million from the stimulus bill to the \$420 million Caldecott Tunnel project on Highway 24.

Smaller amounts of stimulus money would be allocated by the state and the MTC to begin contracts for carpool lanes on Interstate 580 in Pleasanton, Interstate 680 on the Sunol Grade, Interstate 80 near Fairfield, and a Marin County freeway connector between Highway 101 and I-580. Two of the contacts are for I-680 carpool lanes, bringing to six the number of projects that will get funds.

California voters in 2006 approved a transportation bond measure to partially fund the projects, which are delayed because state bond sales have been hampered by the poor economy and delays in passing the state budget.

"The bond money isn't flowing so the projects are hung up," said Alix Bockelman, MTC director of programming and allocations. "This would liberate funding for the projects."

Caltrans earlier had planned to put the two-lane bore of the Caldecott out to bid in February and begin construction around July. But the California Transportation Commission this year has balked at releasing money for the Caldecott because of the bond sales problem.

Even though California this week sold its first bonds since the state budget deal, it's uncertain how fast the state can sell more to ease the backlog of transportation projects in need of money.

The MTC's funding proposal needs approval from the full panel and the California Transportation Commission. The plan also depends on passage of a state bill to give the MTC authority to allocate \$160 million more of federal stimulus funds the state now controls.

That bill is expected to be approved this week, officials said.

This new financing plan calls for the Caldecott bore to get \$92.7 million of federal stimulus funds from the California Transportation Commission, and \$103.9 million from the Metropolitan Commission. The Contra Costa County Transportation Authority would chip in \$12.1 million more of county sales tax to the tunnel project.

The new fourth bore would add two lanes to the six in the tunnel.

Reach Denis Cuff at 925-943-8267.

or [dcuff@bayareanewsgroup.com](mailto:dcuff@bayareanewsgroup.com) .

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**ITEM 6**  
**MAJOR PROJECTS STATUS REPORT**



# **TRANSPLAN: Major East County Transportation Projects Monthly Status Report: May 2008**

Information updated from previous report is in *underlined italics*.

---

## **A. Railroad Avenue to Loveridge Road**

Lead Agency: CCTA

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

Current Project Phase: Landscaping.

Project Status: All highway and local road construction is complete. The City of Pittsburg's portion of the landscaping was completed in October 2007. Final design plans for the freeway mainline landscaping were submitted to Caltrans for review and additional changes were requested. The revised plans and specifications have been resubmitted to Caltrans and staff anticipates issuance of the encroachment permit in May 2009. Advertisement for bids is anticipated to start in June with construction beginning in fall 2009.

Issues/Areas of Concern: None.

## **B. Loveridge Road to Somersville Road**

Lead Agency: CCTA

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

Current Project Phase: Construction of Team Track, Utility Relocation and 95% Design.

Project Status: Comments have now been received from Caltrans Headquarters on the PS&E package. The consultant is addressing these comments and will resubmit the PS&E package by early May. The relocation of the PG&E gas line has started and is going well. The construction is expected to take from three to four months depending on weather. The electrical transmission line relocation will follow the gas line work. Monthly meetings are ongoing for all right of way activities. The Construction and Maintenance (C&M) and property disposition agreement with UPRR has been executed. The team track construction contract was awarded in April and construction is anticipated to start in May.

Issues/Areas of Concern: The funding allocation request is being prepared to submit to the CTC for an allocation vote of STIP construction funds in June. Because of the State's difficulty in selling bonds, it is not clear whether funds will be available and there is a possibility that funding may need to be shifted from the Somersville to SR-160 portion of SR-4 widening to keep the project on schedule. RM-2 funds for construction also need to be approved by MTC.

## **C. Somersville Road to SR 160**

Lead Agency: CCTA

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

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

Project Status: The final design (PS&E) for this project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160. Monthly design coordination meetings are on-going with Caltrans, City of Antioch and PG&E. Segment 1 is furthest along in design, with 95% PS&E documents are being prepared. Right of way acquisition is on-going for Segment 1 and PG&E is working on design of their utilities in this segment, which will need to be relocated prior to construction. Segment 3A 65% PS&E documents were submitted to Caltrans for review in January and similar to Segment 1, 95% PS&E documents are being prepared. Right of way acquisition is on-going and PG&E is working on design of utility relocations for this segment. Segment 2 right of way sufficiency plans were submitted to Caltrans in January. 65% PS&E documents are scheduled for submission to Caltrans by the end of April. This segment continues to pose the most challenges, particularly given the significant utility relocations required and construction work near West Antioch Creek. Segment 3B, the Hillcrest Interchange area, was delayed pending resolution of issues related to the future transit station. Most of those issues have been resolved and the design team has begun working on the 35% PS&E documents. Public information meetings were held in December to inform adjacent residents of the planned noise walls. Final decisions on the location of all noise walls were completed this month. Additional notification to residents at the east end of the project on Larkspur Drive and Bluebell Circle who commented on the noise wall study is anticipated to occur next month. Enhanced visual design guidelines which include the use of artist-generated custom designs on cast in place concrete retaining walls and bridge features have been submitted to Caltrans for approval.

Issues/Areas of Concern: Based on the latest project construction cost estimate, it is estimated that there will be a funding shortfall of approximately \$37 M that may require phasing some of the interchange improvements. Furthermore, if receipt of the \$80 M in ECCRFPA funds earmarked for this project is delayed, further phasing of the project will be required which may jeopardize construction of the freeway widening and transit median to SR 160 by the current goal of 2015.

## **STATE ROUTE 4 BYPASS PROJECT**

### **Segment 1**

Right-of-way acquisition is continuing. One parcel is continuing through the condemnation process. Also, one parcel is being leased from the Contra Costa County Flood Control Department, with a final payment due by November 30, 2009. Construction has been completed and closed out.

### **Segment 2**

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

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

The project has been completed and closed out.

**Sand Creek Interchange Phase I, Stage 2 - Final Design**

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

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

(A) – Actual Date

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

Right of way acquisition and utility relocation is underway.

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

Design is well underway and the schedule is presented below. Final Design is being completed. The project could be advertised anytime at this point, subject to available funding.

Tasks	Completion Date
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	August 2008 (A)
Plans, Specs. & Estimates (PS&E) - 100% Design	January 2009 (A)

Final Design - Plans, Specs. & Estimates (PS&E)	May 2009
Right-of-Way Activities /Acquisition (R/W)	May 2009
Advertise Project for Construction – <u>Subject to Availability of Funding</u>	TBD
Award Construction Contract – <u>Subject to Availability of Funding</u>	TBD

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

*Right of way acquisition is complete and utility relocation is underway.*

**Segment 3**

Right-of-way acquisition is essentially complete. Construction was substantially completed in October 2008.

**STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY)**

Contra Costa County is developing a work plan for the \$14 million in federal earmarks received for the project, after attempting to clarify some of the earmark language with Caltrans. The County requested the funds for planning, environmental clearance and route selection, but the earmark language also specifies "construction." County staff has been working with Caltrans to clarify that a new highway cannot be built for \$14 million. One of the early tasks in the pending work plan will be to create a multi-jurisdictional steering group to oversee the route study, since the alignment will involve at least two counties (Contra Costa and San Joaquin) and could also include Alameda County, depending on the route that is selected. Staff has begun the outreach effort necessary to form the multi-jurisdictional steering group.

**eBART**

The BART Board of Directors certified the environmental impact report for the eBART project.

**ITEM 7**

**APPOINT GINA HAYNES (PITTSBURG) TO REPLACE JOE SBRANTI (PITTSBURG) AS THE TRANSPLAN ALTERNATE APPOINTMENT 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

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**TO:** TRANSPLAN Board Members  
**FROM:** John Cunningham, TRANSPLAN staff  
**DATE:** May 7, 2009  
**SUBJECT:** **TRANSPLAN Alternate Appointment to the Technical Coordinating Committee**

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### Background

TRANSPLAN appoints three staff people to the Contra Costa Transportation Authority's (CCTA) Technical Coordinating Committee (TCC). TRANSPLAN most recently made appointments at their March 2009 meeting. These appointments, for the two year cycle beginning on April 1, 2009, were:

- Ahmed Abu-Aly, Antioch
- Paul Reinders, Pittsburg
- Victor Carniglia, Antioch
- Joe Sbranti, Pittsburg (Alternate)

Pittsburg has requested that TRANSPLAN Joe Sbranti be replaced by Gina Haynes as the TRANSPLAN alternate TCC appointment.

Details on the role of the TCC are attached.

### Recommendations

Appoint Gina Haynes (Pittsburg) as the TRANSPLAN alternate appointment to the Technical Advisory Committee replacing Joe Sbranti (Pittsburg).

Attachment:

Technical Coordinating Committee Charter

## 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.



**ITEM 10**

**STRATEGIC PLAN UPDATE REPORT:**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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---

**TO:** TRANSPLAN Board Members  
**FROM:** TRANSPLAN Technical Advisory Committee (TAC) by,  
John Cunningham, TRANSPLAN staff  
**DATE:** May 1, 2009  
**SUBJECT:** **2009 Contra Costa Transportation Authority Measure J Strategic Plan Update**

---

### Background

The Measure J Strategic Plan fulfills three objectives:

1. Estimates anticipated sales tax revenues expected to be generated by Measure J.
2. Includes policies to guide the programming of projects and implementation of Measure J.
3. Makes financial commitments, by fiscal year, to individual projects.

The Contra Costa Transportation Authority (CCTA) updates the Strategic Plan every 2 years to meet the above objectives. The update currently underway is focusing on objectives 1 and 3 above in response to current economic conditions. In addition to this refinement of Measure J revenue forecasts, an east county regional fee projections report was recently completed.

These reassessments of revenue indicate that, for the foreseeable future, we will have to fund our capital and operating programs with approximately 25% less revenue than was originally projected.

In March, CCTA transmitted a letter to all Regional Transportation Planning Committees and requested guidance on how to adjust the project funding schedule to respond to this substantial reduction in revenue (Exhibit 1). Specifically, CCTA is asking the Regional Transportation Planning Committees to:

1. recommend projects to defer (beyond Fiscal Year 2015), and
2. Consider utilizing sub-regional programs<sup>1</sup> for capital projects (see attached excerpts from the *Measure J Sales Tax Expenditure Plan*).

TRANSPLAN received a brief report on this request at the March meeting and directed the Technical Advisory Committee (TAC) to review project and revenue information and provide a recommendation at the next TRANSPLAN Board meeting.

However, given the uncertainties related to the economy, Authority staff will be recommending the postponement of the adoption of the 2009 Update to the Measure J Strategic Plan to early 2010. *This will allow more time to assess 1) the revenue projections, 2) financial assumptions regarding bonds debt service, and 3) potential savings on the Caldecott Tunnel and SR4 East Widening from Loveridge to Somersville.*

The TAC has met several times with CCTA staff and reviewed the implications of the revenue downturn and the status of Measure J projects and programs. Staff has no recommendation at this time but will continue to work with CCTA staff to develop a recommendation for the TRANSPLAN Board in the coming months.

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<sup>1</sup> 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.

## **Recommendation**

Direct the TAC to continue to review the information and updates provided by CCTA and bring a recommendation to TRANSPLAN at a future meeting.

### Exhibits:

1. Page 68: 3-2-09 Letter From CCTA
  - a. Attachment A: needed reduction in programmed projects
  - b. Attachment B: summary of current [2007] Strategic Plan *Program of Projects* (by sub-region)
2. Page 80: Capital Project Categories in Measure J Expenditure Plan (with *original* (2004) revenue projections)
3. Page 81: Programs in Measure J Expenditure Plan (with *original* (2004) revenue projections)
4. Page 82: *Revised* Funding Estimates for Measure J Programs
5. Page 83: Measure J Programs Status Report



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925/ 256-4701

<http://www.ccta.net>

Re: 2009 Measure J Strategic Plan

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

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.

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.

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.

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.

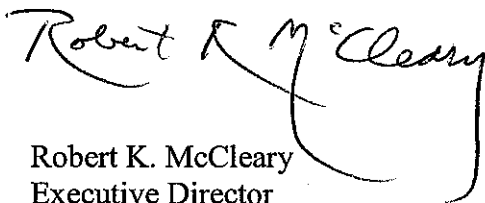
In considering our projections and the potential impacts on projects, it is important to also keep in mind that our projections will be updated periodically as economic conditions change. The projections are not 'cast in stone'. The economy will improve and the timing and strength of the recovery may 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
24018 Clayton Rd/Treat Blvd/Denkinger Rd Intersection Capacity Improvements (Concord)	-	-	1,678	-	-	-	-	-	-	1,678
<b>9651 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)	-	-	-	-	-	-	-	5,848	-	5,848
24027 Ygnacio Valley Road Permanent Restoration - Phase 2 (Concord)**	-	-	3,391	-	-	-	-	-	-	3,391
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

\$ 162,316

SUM\*

\$ 270,303

\$ 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

\*\*\* Initially committed funding

SUM \$347,400  
SUM (2008 -2015) \$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

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

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

CONTRA COSTA TRANSPORTATION AUTHORITY  
**PROGRAM OF PROJECTS - West County**  
 (2004 Dollars x 1,000)

9628	CAPITOL CORRIDOR IMPROVEMENTS	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16-34	TOTAL
4001	Hercules Rail Station	-	-	6,750	-	-	-	-	-	-	6,750
9631	I-80 CARPOOL LANE EXTENSION AND INTERCHANGE IMPROV.	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16-34	TOTAL
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
9633	RICHMOND PARKWAY	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16-34	TOTAL
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
9634	BART PARKING, ACCESS, and OTHER IMPROVEMENTS	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16-34	TOTAL
10002	BART Parking, Access and Other Improvements - West County	-	-	2,670	4,530	-	-	-	-	6,300	13,500
9643	ADDITIONAL BUS TRANSIT ENHANCEMENT	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16-34	TOTAL
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

# Capital Project Categories in Measure J Expenditure Plan

(Millions of 2004 Dollars)

Funding Categories	Millions \$	Distribution of Funding By Sub region			
		Central	West	SW	East
		(a)	(b)	(c)	(d)
1. Caldecott Tunnel Fourth Bore	\$125	\$62.5		\$62.5	
2. BART - East Contra Costa Rail Extension	150				150.0
3. State Route 4 East Widening	125				125.0
4. Capitol Corridor Improvements including Rail Stations at Hercules and Martinez	15	7.5	7.5		
5. East County Corridors: Vasco, SR4 Bypass, Byron Hwy, Non Freeway SR4	94.5				94.5
6. Interchange Improvements on I-680 & State Route 242	36	36.0			
7. I-80 Carpool Lane Extension and Interchange Improvements	30		30.0		
8. I-680 Carpool Lane Gap Closure/ Transit Corridor Improvements	100	75.0		25.0	
9. Richmond Parkway	16		16.0		
10. BART Parking, Access and Other Improvements	41	12.0	15.0	3.0	11.0
19. Additional Bus Transit Enhancements <sup>(1)</sup>	5.2		5.2		
24. Major Streets: Traffic Flow, Safety and Capacity Improvements	80.4	48.0		14.4	18.0
27. Capitol Corridor Rail Station Improvements at Martinez	2.5	2.5			
<b>Total</b>	<b>\$820.6</b>	<b>243.5</b>	<b>73.7</b>	<b>104.9</b>	<b>398.5</b>

(1) Funding amount shown is based on WCCTAC recommendations to advance a portion of the program funds for capital components.



## Programs in Measure J Expenditure Plan (Millions of 2004 Dollars)

Funding Categories	Millions \$	%	Distribution of Funding By Sub-region			
			Central (a)	West (b)	SW (c)	East (d)
11 Local Streets Maintenance & Improvements	\$360	18.0%	\$ 108.0	\$ 82.8	\$79.2	\$90.0
12 Transportation for Livable Communities Project Grants	100	5.0%	29.0	24.0	18.0	29.0
13 Pedestrian, Bicycle and Trail Facilities	30	1.5%	2.5	2.5	2.5	2.5
14 Bus Services	100	5.0%	24.0	52.0	15.0	9.0
15 Transportation for Seniors & People with Disabilities	100	5.0%	25.0	35.0	17.0	23.0
16 Express Bus	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%	n/a	n/a	n/a	n/a
19 Additional Bus Transit Enhancements <sup>(1)</sup>	63.3	3.164%	24.0	39.3		
20 Additional Transportation for Seniors and People with Disabilities	23	1.15%	10.0	13.0		
21 Safe Transportation for Children	90.9	4.545%	10.0	14.5	66.4	
22 Ferry Service in West County	45	2.25%		45.0		
23 Additional Local Streets and Roads Maintenance & Improvements	41.8	2.09%	20.0	11.0	10.8	
25 Additional Transportation for Livable Communities Project Grants	8	0.4%		8.0		
26 Additional Pedestrian, Bicycle and Trail Facilities	0.8	0.04%		0.8		
28 Sub-regional Transportation Needs	30.6	1.53%	16.2	6.0	4.7	3.7
29 Administration	20	1.0%	n/a	n/a	n/a	n/a
<b>TOTAL</b>	<b>\$1179.4</b>	<b>58.969%</b>	<b>\$294.5</b>	<b>\$378.7</b>	<b>\$237.2</b>	<b>\$169</b>

(1) Program percentage reflects WCCTAC recommendations to advance a portion of the program funds for capital components during the development of the 2007 Measure J Strategic Plan.

# Revised Funding Estimates for Measure J Programs

Funding is based on revised revenue forecast of \$1.536B in 2004 dollars <sup>(3)</sup>

Id	Funding Categories	Millions \$	% <sup>(2)</sup>	Distribution of Funding By Sub-region			
				Central	West	SW	East
				(a)	(b)	(c)	(d)
11	Local Streets Maintenance & Improvements	\$276.4	18.0%	\$ 82.9	\$ 63.6	\$60.8	\$69.1
12	Transportation for Livable Communities Project Grants <sup>(4)</sup>	76.8	5.0%	21.4	17.6	14.9	22.9
13	Pedestrian, Bicycle and Trail Facilities	23.0	1.5%	1.9	1.9	1.9	1.9
14	Bus Services	76.8	5.0%	18.4	40.0	11.5	6.9
15	Transportation for Seniors & People with Disabilities	76.8	5.0%	19.2	26.9	13.1	17.7
16	Express Bus	66.0	4.3%	15.3	30.7	15.3	4.6
17	Commute Alternatives	15.4	1.0%	4.5	3.7	2.8	4.5
18	Congestion Management, Transportation Planning, Facilities & Services	46.1	3.0%	n/a	n/a	n/a	n/a
19	Additional Bus Transit Enhancements <sup>(1)</sup>	48.6	3.164%	18.4	30.2		
20	Additional Transportation for Seniors and People with Disabilities	17.7	1.15%	7.7	10.0		
21	Safe Transportation for Children	69.8	4.545%	7.7	11.1	51.0	
22	Ferry Service in West County	34.6	2.25%		34.6		
23	Additional Local Streets and Roads Maintenance & Improvements	32.1	2.09%	15.4	8.4	8.3	
25	Additional Transportation for Livable Communities Project Grants	6.1	0.4%		6.1		
26	Additional Pedestrian, Bicycle and Trail Facilities	0.6	0.04%		0.6		
28	Sub-regional Transportation Needs	23.5	1.53%	12.5	4.6	3.6	2.8
29	Administration	15.4	1.0%	n/a	n/a	n/a	n/a
	<b>TOTAL</b>	<b>\$905.7</b>	<b>58.969%</b>	<b>\$225.2</b>	<b>\$290.0</b>	<b>\$183.2</b>	<b>\$130.4</b>

(1) Program percentage reflects WCCTAC recommendations to advance a portion of the program funds for capital components in the 2007 Strategic Plan.

(2) Percentages as specified in voter approved expenditure plan except when noted.

(3) Revised revenue forecast over life of Measure J is now at \$1.536 Billion in 2004 dollars, down from \$2 Billion estimated when Measure J passed in November 2004.

(4) TLC fund amounts by subregion reflect updated population projections, per language in expenditure plan.

**APRIL 10, 2009**

## **Measure J Operating Programs Status Report**

### **14 Countywide Bus Services**

Allocations to date: \$762,967; \$3,195,000

Authority approval dates: 3/09, 6/09

Program start date: 4/1/2009

Basis for allocation: 90% quarterly at beginning of quarter, up to 10% when actual revenue is known

Program details to be developed by: not applicable

Specific conditions to receive funds: none

### **15 Countywide Transportation for Seniors and People with Disabilities**

Allocations to date: \$399,950; \$2,250,000

Authority approval dates: 3/09, 6/09

Program start date: 4/1/2009

Basis for allocation: 90% quarterly at beginning of quarter, up to 10% when actual revenue is known

Program details to be developed by: not applicable

Specific conditions to receive funds: none

### **16 Countywide Express Bus**

Allocations to date: \$724,125; \$2,757,900

Authority approval dates: 3/09, 6/09

Program start date: 4/1/2009

Basis for allocation: 90% quarterly at beginning of quarter, up to 10% when actual revenue is known

Program details to be developed by: not applicable

Specific conditions to receive funds: none

### **17 Commute Alternatives**

Allocations to date: \$542,660; \$771,600

Authority approval dates: 3/09, 6/09

Program start date: 4/1/2009

Basis for allocation: reimbursement

Program details to be developed by: not applicable

Specific conditions to receive funds: none

**19a Central County Additional Bus Service enhancements**

Allocations to date: \$202,500; \$630,260

Authority approval dates: 4/09, 6/09

Program start date: 4/1/2009

Basis for allocation: 90% quarterly at beginning of quarter, up to 10% when actual revenue is known

Program details to be developed by: not applicable

Specific conditions to receive funds: none

**19b West County Additional Bus Service enhancements**

Allocations to date: \$0

Authority approval dates: n/a

Program start date: 4/1/2009

Basis for allocation: 90% quarterly at beginning of quarter, up to 10% when actual revenue is known

Program details to be developed by: not applicable

Specific conditions to receive funds: *WCCTAC is seeking Expenditure Plan amendments for program to allow funds to be used to support existing services under certain circumstances.*

**20a Central County Additional Transportation for Seniors and People with Disabilities**

Allocations to date: \$0

Authority approval dates: n/a

Program start date: 4/1/2009

Basis for allocation: 90% quarterly at beginning of quarter, up to 10% when actual revenue is known

Program details to be developed by: not applicable

Specific conditions to receive funds: *TRANSPAC is seeking Expenditure Plan amendments for program to allow funds to be used to support existing services under certain circumstances.*

**20b West County Additional Transportation for Seniors and People with Disabilities**

Allocations to date: \$0

Authority approval dates: n/a

Program start date: 4/1/2009

Basis for allocation: 90% quarterly at beginning of quarter, up to 10% when actual revenue is known

Program details to be developed by: not applicable

Specific conditions to receive funds: *WCCTAC is seeking Expenditure Plan amendments for*

*program to allow funds to be used to support existing services under certain circumstances.*

### **21b West County Safe Transportation for Children: School Bus Passes**

Allocations to date: \$0  
Authority approval dates: TBD  
Program start date: TBD  
Basis for allocation: TBD  
Program details to be developed by: WCCTAC  
Specific conditions to receive funds: none

### **21c Southwest County Safe Transportation for Children: School Bus Program**

Allocations to date: \$560,250; \$2,134,760  
Authority approval dates: 5/09, 5/09  
Program start date: 4/1/2009 for Lamorinda School Bus Program, 7/1/2009 for San Ramon School Bus Program (TRAFFIX) – Danville and TRAFFIX have been approved for reimbursement of planning and implementation funds.  
Basis for allocation: 90% quarterly at beginning of quarter, up to 10% when actual revenue is known  
Program details to be developed by: not applicable  
Specific conditions to receive funds: Parent contribution to fares

### **22b West County Ferry Service**

Allocations to date: \$0  
Authority approval dates: n/a  
Program start date: 7/1/2015  
Basis for allocation: TBD  
Program details to be developed by: not applicable  
Specific conditions to receive funds: *WCCTAC has deferred allocating Ferry funds to support a West County capital project serving the proposed ferry terminal area.*

## **Measure J Capital and Maintenance Programs Status Report**

### **11 Countywide Local Streets Maintenance & Improvements**

Allocations to date: \$0  
Authority approval dates: ongoing  
Program start date: 4/1/2009

Basis for allocation: At end of fiscal year subject to when checklists are approved  
Program details to be developed by: Authority  
Specific conditions to receive funds: conformance with the Measure J Growth Management Program

**23a Central County Additional Local Streets and Roads Maintenance & Improvements**

Allocations to date: \$0  
Authority approval dates: June 2009  
Program start date: 4/1/2009  
Basis for allocation: June of each fiscal year at the end of that fiscal year  
Program details to be developed by: Authority  
Specific conditions to receive funds: none. Share is based on equal weighting of population and road miles.

**23a West County Additional Local Streets and Roads Maintenance & Improvements**

Allocations to date: \$0  
Authority approval dates: June 2009  
Program start date: 4/1/2009  
Basis for allocation: June of each fiscal year at the end of that fiscal year  
Program details to be developed by: Authority  
Specific conditions to receive funds: Compliance with Growth Management Program. Share is based on equal weighting of population and road miles.

**23b Southwest County Additional Local Streets and Roads Maintenance & Improvements**

Allocations to date: \$0  
Authority approval date: June 2009  
Program start date: 4/1/2009  
Basis for allocation: June of each fiscal year at the end of that fiscal year  
Program details to be developed by: Authority  
Specific conditions to receive funds: none. Share is based on equal weighting of population and road miles.

**12 Countywide Transportation for Livable Communities Project Grants**

Allocations to date: \$200,000 (an advance to Contra Costa County for improving bicycle access to the Pittsburg/Bay Point BART station)  
Authority approval dates: January 21, 2009

Program start date: Fall 2009

Basis for allocation: Development of 5-year Strategic Plan for the TLC program

Program details to be developed by: TLC subcommittee

Specific conditions to receive funds: Conformance with the Measure J Growth Management Program; RTPC share will be based on its population in 2009 and every five years after, guidelines need to be adopted by Authority and applied by RTPCs

## **25b West County Additional Transportation for Livable Communities Project Grants**

Allocations to date: none

Authority approval dates: n/a

Program start date: Fall 2009

Basis for allocation: Development of 5-year Strategic Plan for the TLC program

Program details to be developed by: WCCTAC

Specific conditions to receive funds: Conformance with the Measure J Growth Management Program; Guidelines adopted by Authority and applied by WCCTAC

## **13 Countywide Pedestrian, Bicycle and Trail Facilities**

Allocations to date: none

Authority approval dates: n/a

Program start date: Fall 2009

Basis for allocation: Development of 5-year Strategic Plan for the program;

Program details to be developed by: CBPAC

Specific conditions to receive funds: two-thirds of the funding will go to projects listed in the Countywide Bicycle and Pedestrian Plan and best meet the prioritization criteria outlined there; one-third will go to EBRPD to develop and rehabilitate trails with these funds to be spent equally among the four regions and with funding to be approved by the applicable RTPC

## **26 West County Additional Pedestrian, Bicycle and Trail Facilities**

Allocation to date: none

Authority approval dates: n/a

Program start date: 2009

Basis for allocation: Development of 5-year Strategic Plan for the program. Proposed allocations to be made by WCCTAC; can be used for trail, pedestrian or bicycle facilities, both capital projects and maintenance.

Program details to be developed by: WCCTAC

Specific conditions to receive funds: none

**21a Central County Safe Transportation for Children: Capital Projects**

Allocation to date: \$0  
Authority approval dates: n/a  
Program start date: TBD  
Basis for allocation: TBD  
Program details to be developed by: TBD  
Specific conditions to receive funds: none

**28a Central County Sub-regional Transportation Needs**

Allocations to date: \$0  
Authority approval dates: n/a  
Program start date: TBD  
Basis for allocation: TBD  
Program details to be developed by: TBD  
Specific conditions to receive funds: none

**28b West County Sub-regional Transportation Needs**

Allocations to date: \$0  
Authority approval dates: n/a  
Program start date: TBD  
Basis for allocation: TBD  
Program details to be developed by: TBD  
Specific conditions to receive funds: none

**28c Southwest County Sub-regional Transportation Needs**

Allocations to date: \$0  
Authority approval dates: n/a  
Program start date: TBD  
Basis for allocation: TBD  
Program details to be developed by: TBD  
Specific conditions to receive funds: none



**ITEM 11**

**UPDATE ON THE EAST COUNTY ACTION PLAN: VASCO ROAD**

# 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  
**FROM:** John Cunningham, TRANSPLAN staff  
**DATE:** May 6, 2009  
**SUBJECT:** Update to the East County Action Plan: Vasco Road

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### Background

During the summer and fall of 2008 TRANSPLAN reviewed and developed comments on the *East County Action Plan for Routes of Regional Significance (Action Plan)*. As you may recall, the purpose of the Action Plan is to establish overall goals, set performance measures (called Multi-modal Transportation Service Objectives, or MTSOs) for designated Routes of Regional Significance, and outline a set of projects, programs, measures, and actions that will support achievement of the MTSOs.

The Action Plans are included by reference in the Countywide Transportation Plan (CTP) which is being finalized for adoption by the Contra Costa Transportation Authority (CCTA).

In August 2008 the TRANSPLAN Technical Advisory Committee (TAC) presented an item to TRANSPLAN regarding Vasco Road (Exhibit 1) which is categorized as a route of regional significance in the *Action Plan*. The TAC advised that, given the anticipated volumes on Vasco Road, an action calling for additional capacity was warranted. However, noting the sensitive nature of the corridor the TAC provided options to the Committee and requested direction.

Again noting the sensitivity of the corridor and consistent with Contra Costa County policies regarding collaborative multi-jurisdictional planning, TRANSPLAN opted to send a letter to the corresponding Regional Transportation Planning Committee (RTPC) in the south county region, the Tri-Valley Transportation Council (TVTC). TRANSPLAN requested that a joint sub-committee be formed to address capacity expansion on Vasco Road (Exhibit 2).

Jurisdictional responsibility resulted in TVTC referring the request to Alameda County (Exhibit 3) who responded (Exhibit 4) and subsequently requested a meeting with the Chair of TRANSPLAN, Supervisor Federal D. Glover.

Chair Glover met with Alameda County representatives who offered their input and concerns on Vasco Road. Chair Glover will provide a summary of the meeting at the May 14<sup>th</sup> TRANSPLAN meeting.

### Recommendations

Direct the TAC to consider input from the Alameda County jurisdictions on the Vasco Road issue and submit recommendations for the East County Action Plan for Routes of Regional Significance to TRANSPLAN at the June meeting.

### Exhibits:

1. Page 91: 8/4/08 Staff Report Re: East County Action Plan and Vasco Road
2. Page 93: 10/17/08 Letter from TRANSPLAN to TVTC requesting formation of the Vasco Road sub-committee.
3. Page 94: 4/9/09 Letter From TVTC to TRANSPLAN
4. Page 96: 2/23/09 Letter from Alameda County to TVTC

## **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 Committee  
**FROM:** TRANSPLAN TAC by  
John Cunningham, TRANSPLAN staff  
**DATE:** August 4, 2008  
**SUBJECT: DRAFT East County Action Plan: Vasco Road Improvements**

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#### **Background**

The background technical work completed in support of the East County Action Plan update includes modeling information which confirms that additional lanes on Vasco Road would be fully utilized by vehicles during the peak hour. The attached table shows that the addition of two lanes would result in approximately 80% increase in peak hour volumes.

Adding a second lane in each direction should also improve safety by providing passing opportunities in both directions for the entire length of Vasco Road. Many of the accidents that have occurred on Vasco Road have been due to risky, unsafe passing in which the passing vehicle uses the oncoming traffic lane to pass. Contra Costa County currently is working on a project to extend the passing lane section of Vasco Road but it will only cover one portion of Vasco Road, and only in one direction due to funding constraints.

Staff, from an operational perspective, is confident that the inclusion of an action explicitly calling for additional lanes on Vasco Road is justifiable. However, staff is equally confident that, given the regionally sensitive nature of the corridor, the TRANSPLAN Committee should discuss the issue and provide direction to staff on how to address any Vasco Road Improvements in the Action Plan. The Tri-Valley Transportation Council has already voted to keep Vasco Road at two lanes in Alameda County, despite Contra Costa County's request to plan for an expanded four-lane roadway. The TVTC took this action several months ago as part of its Action Plan update.

The East County Action Plan currently addresses improvements on Vasco Road as follows:

Page 34: *1-j. Improve Vasco Road: improve safety with widened pavement and install median barrier. (Contra Costa County)*

Page 35: *1-k. Seek opportunities to work with Tri-Valley to advance a Vasco Road Corridor project\* into the Countywide Comprehensive Transportation Plan and Bay Area Regional Transportation Plan. (TRANSPLAN)*

#### **Recommendation**

TRANSPLAN may wish to consider three options:

1. Use the existing policies in the Action Plan (see 1-j and 1-k above) to address any improvements and make no changes the plan regarding the Vasco Road issue.

*\* Note: this could entail establishment of a TVTC-TRANSPLAN subcommittee comprised of elected officials from affected jurisdictions.*

2. A planning process could be included as a part of East County Action Plan Update which has CCTA working with TRANSPLAN and TVTC to resolve differences between the two action plans, providing technical further detail on the traffic implications of a four lane Vasco Road and generally defining how to proceed if the construction of additional lanes is deemed feasible. These activities are in line with CCTA responsibilities as they work to resolve such differences as part of its effort to “knit together” the Action Plans from the various regions.
3. TRANSPLAN expresses the desire to widen Vasco to four lanes, but not submit it as part of this update of the Action Plan. Rather, TRANSPLAN could formally request that CCTA and the Tri-Valley Transportation Council work on this as a longer-range planning process, and not make it part of the current Action Plan update process. This would allow more time for substantive discussions and consensus-building, without having the looming deadline of a plan that needs to be completed in the near term.

*\* Note: this could entail establishment of a TVTC-TRANSPLAN subcommittee comprised of elected officials from affected jurisdictions.*

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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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October 17, 2008

Mr. Scott Perkins, Chair  
Tri-Valley Transportation Council  
3180 Crow Canyon Place, Suite 140  
San Ramon, CA 94583

Dear Chair Perkins:

The TRANSPLAN Committee, at their August meeting, reviewed and released the East County Action Plan to be included in the Countywide Transportation Plan. During that discussion, the TRANSPLAN Committee agreed that there is a need to examine the issue of expanding the capacity of Vasco Road.

Further recognizing that this facility spans and serves multiple jurisdictions, the Committee believes the issue should be addressed by a multi-agency body. With this, TRANSPLAN acted to create a joint, Tri Valley Transportation Council (TVTC)/TRANSPLAN sub-committee, comprised of two members each, to address the matter. With TVTC's agreement and complimentary action to establish the Vasco Road sub-committee, our two Committees can work to address this matter which will only grow more acute over time.

Thank you in advance for your consideration of this request. Any questions on this matter can be directed to John Cunningham, TRANSPLAN staff at 925-335-1243 (or [jcunn@cd.cccounty.us](mailto:jcunn@cd.cccounty.us)).

Sincerely,

Will Casey  
TRANSPLAN Committee Chair

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TRANSPLAN

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CONTRA COSTA

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**TRI-VALLEY TRANSPORTATION COUNCIL**

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2009 APR 17 P 12:41

April 9, 2009

DEPARTMENT OF CONSERVATION  
AND DEVELOPMENT

Mr. Will Casey, Chair  
TRANSPLAN  
c/o John Cunningham  
Contra Costa County  
651 Pine Street, North Wing 4<sup>th</sup> Floor  
Martinez, CA 94553

RE: Vasco Road Sub-Committee

Dear Chair Casey:

At the March 12, 2009 Tri-Valley Transportation Council (TVTC) meeting, the TRANSPLAN letter dated October 12, 2009 regarding the formation of a Vasco Road sub-committee was discussed. TVTC acknowledges the importance of Vasco Road as a multi-jurisdictional facility; however, at this time, TVTC does not support the formation of a sub-committee to consider the expansion of Vasco Road.

Rather, the TVTC recommends a meeting between TRANSPLAN, Alameda County and the City of Livermore to discuss in greater detail the long standing policy issues associated with Vasco Road expansion. Alameda County Supervisor Scott Haggerty's office has already commenced coordinating such a meeting with you and Livermore Councilmember Doug Horner.

If you have any additional questions regarding this matter, please contact Jaimee Bourgeois, TVTC administrative staff at (925) 833-6634.

Best regards,



Tim Sbranti  
TVTC Chair

Attachment: Letter from Supervisor Scott Haggerty

cc: Scott Haggerty, First District Supervisor  
Marj Leider, City of Livermore  
Linda Barton, City of Livermore  
Daniel Woldesenbet, Alameda County Public Works



**B O A R D O F S U P E R V I S O R S**

**SCOTT HAGGERTY**  
SUPERVISOR, FIRST DISTRICT

February 23, 2009

Scott Perkins, Chair  
Tri-Valley Transportation Council  
3180 Crow Canyon Place, Suite 140  
San Ramon, CA 94583

Dear Chair Perkins:

I received a copy of the letter sent to you from TRANSPLAN Committee Chair Will Casey dated October 17, 2008 requesting formation of a subcommittee to "examine the issue of expanding the capacity of Vasco Road." I appreciate the intent of the TRANSPLAN committee to establish a collaborative forum of affected jurisdictions through the Tri-Valley Transportation Council (TVTC) to consider this issue. However, it is my belief that the formation of such a committee is premature. Through its East County Area Plan the Alameda County Board of Supervisors has adopted policy that limits the expansion of county road "gateways", including Vasco Road, entering its jurisdiction. Any discussion to amend this policy should first occur through this board.

Over the years, Contra Costa County communities to the east have continued to develop with limited access to major highways, transit alternatives and job centers. This put extreme pressure on rural roads, including Vasco Road, connecting eastern Contra Costa County communities to major highways such as I-580 and I-680 in Alameda County. Alameda County has found itself in the position of planning, funding and constructing improvements to these roads that increase safety and facilitate transit in order to accommodate the increase in traffic without violating its gateway policy. This County is also currently engaged in a \$30 million project to improve safety and transit access to a 1.3 mile stretch of Vasco Road. All this while, Alameda County agencies continue to coordinate efforts with their Contra Costa County counterparts for the implementation of safety measures including installation of signage, roadway delineators as well as for traffic enforcement.

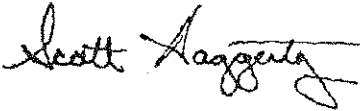
I understand that for some years, Contra Costa County has been interested in expanding capacity in Vasco Road. During the last reauthorization of its Measure C transportation measure (now Measure J) in 2004, funding was identified for a study to realign Vasco Road further west through rural North Livermore eventually connecting at the future Isabel/I-580 interchange. At the time, my office was contacted to coordinate a meeting with a number of stakeholders to discuss this possibility. The meeting was held on April 30, 2004 at my Pleasanton office. Attendees included Tom Torlakson, Guy Houston, Millie Greenberg, Livermore city councilmember Marj Lieder, Mayor of Brentwood and representatives from the offices of Congress Members Tauscher and Pombo. Bill Gray of Gray-Bowen facilitated the meeting. Discussion included the alignment study and related matters. Council



member Leider and I were not opposed to Contra Costa County's proposal to study such an alignment provided that the study addressed concerns that the road did not encourage development along the corridor, much of which passes through open space, and that the gateway policies were addressed. It was our understanding that upon completion the study would be brought back to us. Thus far, my office has no record of receiving any update or request to schedule a meeting to discuss this study. Perhaps the study went nowhere and this request from TRANSPLAN is unrelated. Nevertheless, any interest to examine an expansion in capacity of Alameda County's roadways should first be discussed with the respective jurisdiction(s). I would not support any efforts to circumvent this basic protocol. The TRANSPLAN Committee is welcome to contact my office directly to schedule time to discuss this matter further.

I appreciate your consideration of the TRANSPLAN Committee's request. However, the TVTC has many of its own activities on which to focus and I would not expect it to take on an additional responsibility that is not directly related to its mission and purpose.

Sincerely,

A handwritten signature in cursive script that reads "Scott Haggerty". The signature is written in black ink and is positioned above the typed name.

Scott Haggerty  
First District Supervisor

c: Marj Leider, City of Livermore  
Linda Barton, City of Livermore  
Daniel Woldesenbet, Alameda County Public Works

**ITEM 12**  
**UPDATE ON CONCORD NAVAL WEAPONS STATION PROJECT**

# 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  
**FROM:** John Cunningham, TRANSPLAN staff  
**DATE:** May 5, 2009  
**SUBJECT:** **Concord Naval Weapons Station Reuse Project**

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### Background

The City of Concord has selected a preferred alternative, “Clustered Villages”, for the Concord Naval Weapons Station (CNWS) project. While the Clustered Villages option is a hybrid of previously reviewed alternatives, it was not included as an explicit alternative in the Draft Environmental Impact Report (DEIR). Given this, the DEIR will be recirculated with an analysis of this new alternative. This recirculation is likely to take place in the summer and will be the next opportunity for public comment.

Staff has reviewed the preferred alternative and the various indicators of likely transportation impact (population, jobs, units) is within the ranges previously analyzed, albeit in the higher range. That said, it is anticipated that the impacts identified in the original DEIR are likely to be similar to what has already been seen in the original DEIR.

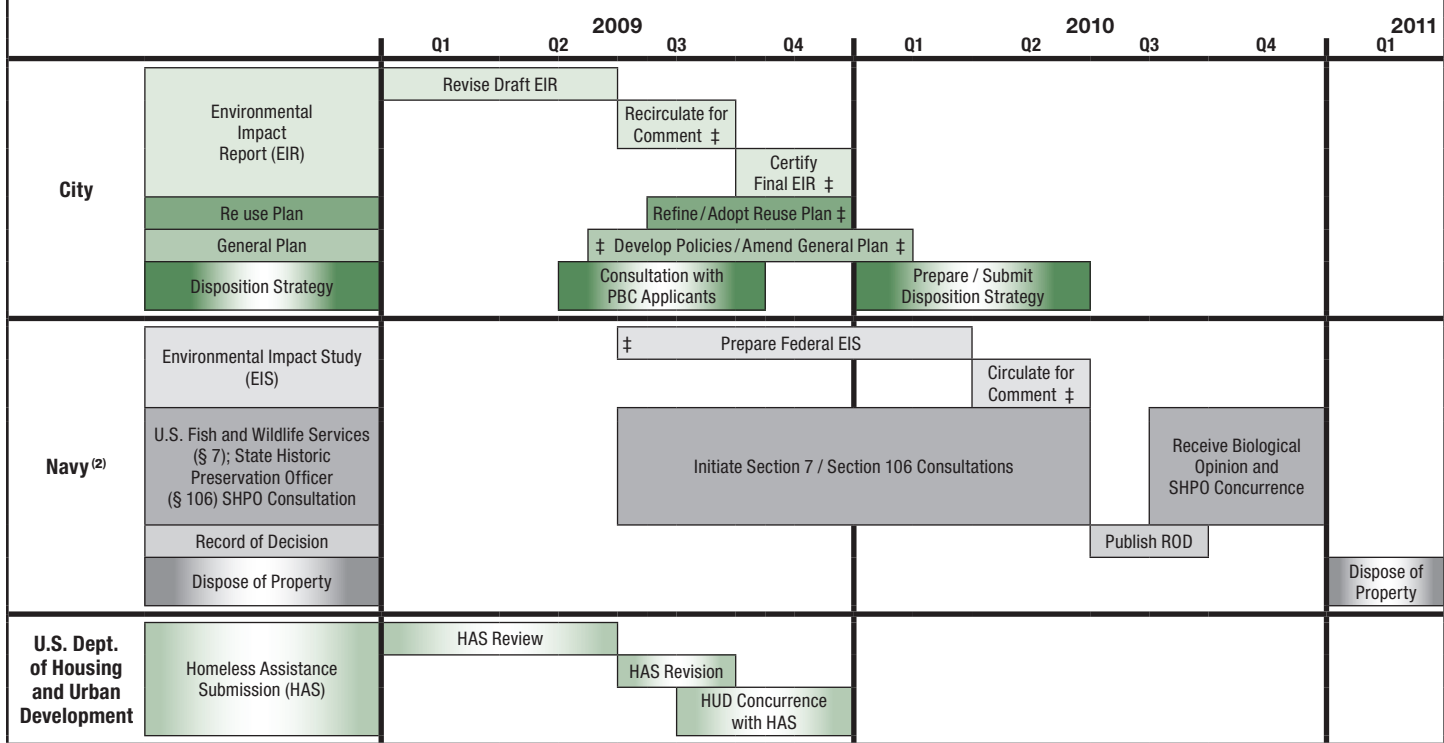
### Recommendation

Discuss a strategy regarding how to approach comments, perhaps in collaboration with the cities and the County, on the upcoming DEIR will help staff begin to prepare a response.

### Attached:

- Timeline for Concord Community Reuse Project
- Clustered Villages Preferred Alternative
- Approved Preferred Alternative Summary
- Alternatives 1-7 Summary (Circa 2007-2009) For comparison
- Recent TRANSPLAN communication to the City on the CNWS Project

## CONCORD COMMUNITY REUSE PROJECT: Estimated Timeline



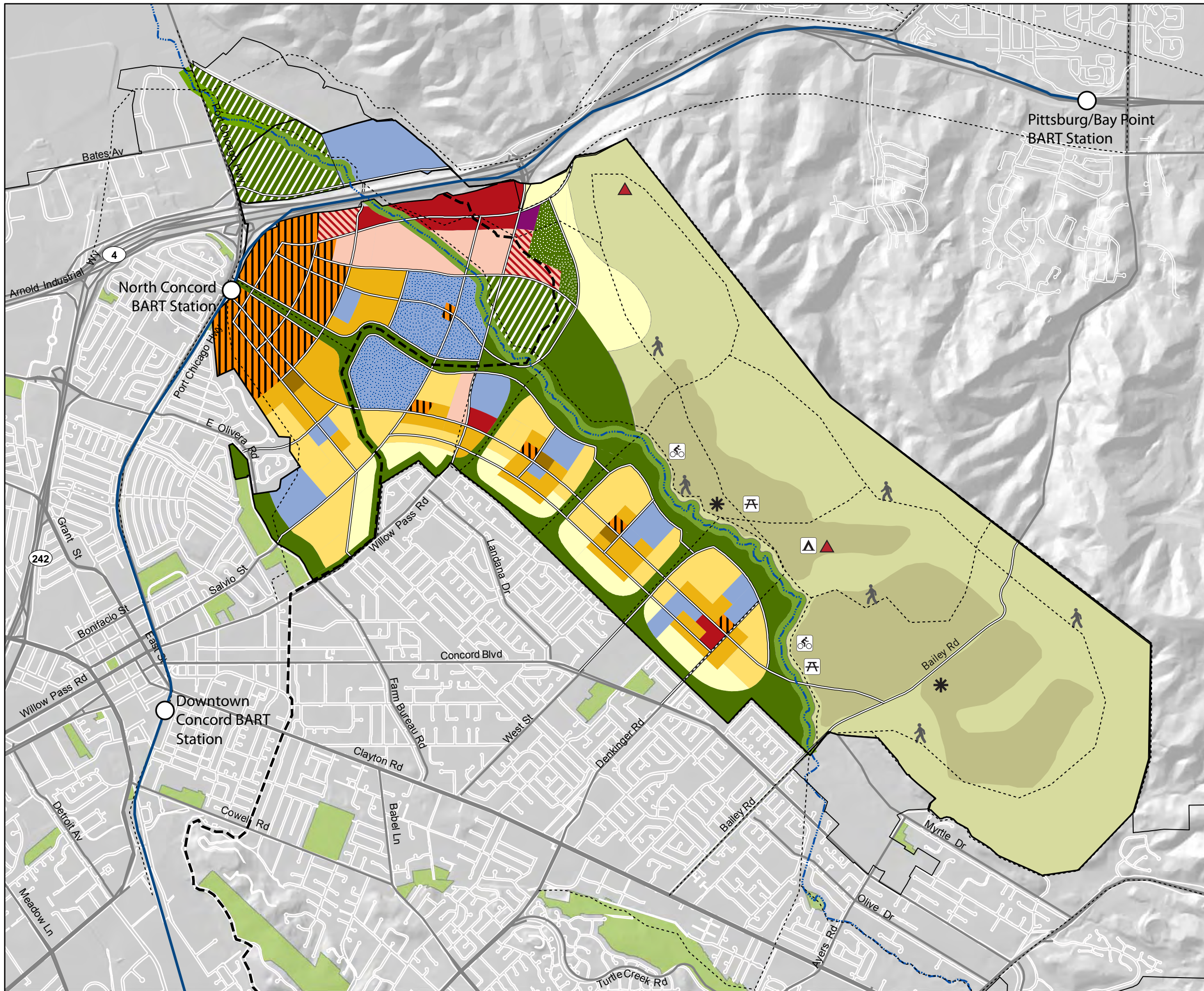
**NOTES:** (1) ‡ – Indicates opportunity for formal public comment.

(2) These are general estimated timelines developed by the City based on BRAC regulation and typical consultation timelines. **TRANSPLAN Packet Page 99**

# Clustered Villages

(With suggested Conceptual Open Space Activities)

January 30, 2009



- TOD
- Residential High Density (30+ DU/Ac)
- Residential Medium Density (15 DU/Ac)
- Residential Medium-Low Density (10 DU/Ac)
- Residential Low Density (4 DU/Ac)
- Commercial Office
- Commercial Retail
- Commercial/Retail Flex Space
- Commercial Hotel
- Community Facilities
- Educational Campus
- Open Space (Areas set aside for recreation & habitat restoration)
- Riparian Corridor
- Parks & Recreation
- Golf Course & Tournament Facilities
- Recreation/Residential Low Density Flex Area
- Existing Parks in Concord
- Mt Diablo Creek
- Recreational Trails
- Contra Costa Canal Trail
- BART Route
- Potential Recreation Areas (Subject to habitat restriction)
- Recreation Sites & Staging Areas (per EBRPD plan)
- Environmental Education, Historical Interpretation & Port Chicago Visitors Center (per EBRPD plan)

# Program Summary

	Alternative 1: Extending the Neighborhoods	Alternative 2: Connected Villages	Alternative 3: Creek Park Villages	Alternative 4: Concord Park	Alternative 5: Concentration + Conservation	Alternative 6: West Side Villages	Alternative 7: Conservation First							
<b>Overall Acreage and Open Space</b>														
Total Acreage - Gross	5,028	5,028	5,028	5,028	5,028	5,028	5,028							
Less Existing Easements	200	200	200	200	200	200	200							
Total Acreage - Net	4,828	4,828	4,828	4,828	4,828	4,828	4,828							
Parks and Open Space - Acreage	2,250	2,500	2,650	2,800	3,450	3,500	3,900							
Parks and Open Space - % of Net Acreage	47%	52%	55%	58%	71%	72%	81%							
<b>Overall Program</b>														
Residential Units	7,900	13,000	11,300	8,900	10,000	8,000	6,250							
Average Residential Density (DU/Acre)	5.0	11.5	11.1	9.1	16.5	13.9	12.6							
Commercial Square Footage	5,050,000	7,900,000	6,300,000	5,750,000	6,200,000	5,800,000	5,200,000							
Population	21,500	30,600	27,000	22,000	22,300	18,100	14,700							
Employment	17,700	29,000	23,000	21,000	23,500	20,900	18,100							
<b>Residential Breakdown</b>														
	<b>Units</b>	<b>%</b>	<b>Units</b>	<b>%</b>	<b>Units</b>	<b>%</b>	<b>Units</b>	<b>%</b>	<b>Units</b>	<b>%</b>				
<b>Multi-Family</b>														
High Density (35.0+ DU/Acre)	525	7%	3,800	29%	2,275	20%	2,250	25%	3,525	35%	2,700	34%	1,775	28%
Moderate Density (16.0 DU/Acre)	650	8%	4,000	31%	4,400	39%	1,775	20%	3,825	38%	2,900	36%	1,975	32%
<b>Single Family</b>														
Low Density (1.0 - 9.5 DU/Acre)	6,725	85%	5,200	40%	4,625	41%	4,875	55%	2,650	27%	2,400	30%	2,500	40%
<b>Total</b>	<b>7,900</b>	<b>100%</b>	<b>13,000</b>	<b>100%</b>	<b>11,300</b>	<b>100%</b>	<b>8,900</b>	<b>100%</b>	<b>10,000</b>	<b>100%</b>	<b>8,000</b>	<b>100%</b>	<b>6,250</b>	<b>100%</b>

## Notes

1. Numbers have been rounded.
2. "Total Acreage - Net" does not include Caltrans and Bureau of Reclamation rights of way. These lands are not owned by the Navy.



# 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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July 16, 2008

Mr. Michael Wright  
CNWS Reuse Project Director  
City of Concord  
1950 Parkside Drive  
MS / 56  
Concord, CA 94519

Dear Mr. Wright:

The following are TRANSPLAN comments on the Draft Environmental Impact Report for the Concord Community Reuse Project. As I am sure you are aware, TRANSPLAN coordinates the transportation interests of the communities in eastern Contra Costa County. All of the cities in east Contra Costa and the County itself are members of this committee.

If you have any questions on this information please contact TRANSPLAN administrator, John Cunningham, at 925-335-1243.

In addition, thank you for arranging to have Bruce Knopf and William Baumgardner attend our July meeting to provide an update and respond to questions. Their presentation and responses to questions were very much appreciated by the Committee.

The comments are below and categorized as either “General Comments” which don’t refer to a specific section of the DEIR but the plan/process in general or “Section Specific Comments” which comment on, and refer to a specific section of the document.

### General Comments:

- GC: 1.** Given the information in Figure 4-2, and in associated tables, it appears that the DEIR did not analyze the impacts of the project on Routes of Regional Significance in the TRANSPLAN region. If this is the case the project sponsor cannot ensure that the (eventual) General Plan amendment will not adversely affect TRANSPLAN’s ability to meet its adopted traffic service objectives. TRANSPLAN has requested, several times in the past, that the impact of the project on TRANSPLAN facilities be analyzed. The analysis needs to be provided or the rationale for not including the analysis must be made available. Absent this analysis the description of the traffic impacts could be considered incomplete and inadequate.
- GC: 2.** The DEIR establishes that all project alternatives will result significant impacts to the road network. It is not clear that the DEIR examines impacts in East County and identifies impacts largely in central county, Port Chicago Highway north of Olivera Road, Ygnacio Valley Road east of Cowell Road, SR 4 east of Willow Pass Road, Concord Boulevard west of Denkinger Road, and intersections on Treat Boulevard and Ygnacio Valley Road. Given the preceding, TRANSPLAN again makes the comment that the City should consider a fee on new development in the project area to fund identified traffic improvements. In the past, Central County jurisdictions have responded that given the (typically) smaller size of development applications in Central County an impact fee program like TRANSPLANs Regional Transportation Mitigation Program has not been suitable for Central County projects. Given the size of the subject project the response is no longer relevant and an approach using an established impact fee is indeed appropriate for the Concord Community Reuse Plan. Given the



range of alternatives in the DEIR the project could generate between \$100 million to \$200 million if the City applied a fee similar to the fee applied to residential development in East County.

**GC: 3.** TRANSPLAN, and other affected jurisdictions, have previously requested the City to include the extension of various roadways a part of the project. At a recent Transportation Advisory Group (TAG) meeting it appeared as though some of those extensions were included in the project list for roadway improvements. These improvements are not apparent in the May 2008 DEIR. TRANSPLAN again requests that the following road extensions be included in the roadway project list for the project **in the DEIR**:

- Extension of Evora Road to Port Chicago Highway/Arnold Industrial Way intersection.
- Extension of W. Leland Road/Avila Road. The extension is suggested in Figure 4-13 but it appears incomplete. The DEIR should call out this improvement specifically.

**GC: 4.** The proposed finance plan component must identify ongoing, operational funding for transit service. Transit related capital improvements can be funded on a “pay-as-you-go” basis with the approval and development of each project. However, the operation of transit services to the newly developed area will require new, ongoing operational funding on top of any necessary capital expenditures.

In numerous places throughout the DEIR transit is listed as a benefit of the project or as a mitigation for air quality/traffic impacts, etc. CCCTA has accurately indicated, in their comments on the DEIR, that the provision of service to this new community cannot occur without a new, ongoing funding source identified as part of the project. A mechanism to fund transit service should be identified to ensure the expected benefits of transit and proposed mitigations are realized. Absent such a mechanism any reference to transit providing a mitigating benefit (in terms of traffic) should be removed from the DEIR.

**GC: 5.** In the course of revising the East County Action Plan, the TRANSPLAN TAC found many intersections and links that were coded incorrectly in the model. As a part of an expanded traffic impact analysis to include impacts to TRANSPLAN jurisdictions, project staff should direct their consultant to revisit the network information, including the TRANSPLAN area, to ensure that an accurate network was used in the traffic analysis.

**GC: 6.** This project is in the Central Contra Costa Transit Authority (CCCTA) service area. Because the project borders the Eastern Contra Costa Transit Authority (ECCTA) service area; and because ECCTA has previously seen proposals for development adjacent to this project that are not currently served by Tri Delta Transit; any demand for transit services from East County into this new development will require extra operational funding directed to Tri Delta Transit in addition to any funding required by CCCTA. The necessary operational funding for any anticipated demand for transit services between East County and this project should be addressed within the EIR.

**GC: 7.** Given the transit oriented design of the project, and subsequent reliance on transit to provide mobility to future residents, the DEIR should include an analysis of the capacity of the BART system to carry the projected ridership. Without such information any potential benefit afforded by the presence of the BART station is unsubstantiated and should be removed from the DEIR.

**GC: 8.** The next version of the EIR should contain a detailed listing of existing and planned bicycle facilities with the same level of detail provided for the auto-oriented network. A range of bicycle facility types designed to accommodate the range of cycling abilities should be presented (on-street and off-street facilities). Given the proximity to the BART station, the current state of gas prices, and the number of gaps in the existing bicycle facility network in the project area (in particular a route over Bailey Road) the importance of this issue cannot be overstated. Please see SSC: 7 for more information.

- GC: 9.** One alternative under consideration by the City includes a small college campus. It is reasonable to assume that any size campus would be subject to expansion in the future. Given this, and in the absence of any agreement which would preclude future expansion (in perpetuity), a full size campus should be included in the various analyses, in particular traffic impacts.

Some explanation should be provided as to why a large trip producing facility such as this would be located away from the regional rail system when the opportunity exists for the facility to be located adjacent to the BART station.

- GC: 10.** An arterial roadway should be tested, for all alternatives, connecting State Route 4 and Kirker Pass Road. A facility such as this may prove to be very beneficial for both future residents of the project and east county residents who will likely be impacted by the additional trips on the network. If such a facility is found to be beneficial, in particular if it takes traffic off of the heavily congested State Route 4, it should be included as a required improvement for any of the alternatives being considered.

**Section Specific Comments:**

- SSC: 1.** 4.1.3.3: The statement “Assuming that the intersections affected by traffic that would result from any of the seven alternative reuse concepts would be located between the site and the freeway...” causes concern. Given that the size and location of the project no such assumption should be made. The project sponsors traffic consultant made the point in a TAG meeting that the project has produced some surprising and counter-intuitive results. Intersections and network links to be analyzed should not be based on assumptions but on model output, engineering judgment and CCTA Technical Procedures which requires that links with volume-to-capacity ratios over a certain level (0.70-surburban and 0.80-urban) and any other location with “potential violations” may occur. Any deviation from this is required to “...fully document the rationale...” used in excluding links/intersections from analysis. The DEIR needs to define the methodology that was used to determine which links and intersections would be analyzed as a part of the project.
- SSC: 2.** Appendix 4A & 4B: The network and intersection information should be grouped by responsible jurisdiction to aid review.
- SSC: 3.** Figure 4-2: TRANSPLAN has consistently requested that the impacts to roadways and intersections in the TRANSPLAN region be analyzed, in particular State Route 4, West Leland Road, Buchanan Road, Kirker Pass Road and Bailey Road. Figure 4-2 shows that these routes, in the TRANSPLAN area, were not analyzed.

Without such analysis, the DEIR fails to perform its function as required by the Measure C Transportation Improvement and Growth Management Program. The Growth Management Implementation Documents (CCTA, December 1990) states on page IG-16:

*“4. Requirements for consultation on environmental documents among participating localities. . . . Consultation on environmental documents should not be limited to jurisdictions in the region or the County, but should reflect the locations of project impacts. In addition to distribution to affected neighboring jurisdictions, notices of preparation and of DEIR availability shall be distributed to the Contra Costa Transportation Authority . . .”*  
[underlined italics added for emphasis]

We again request that a transportation impact analysis be performed for the following roadways:

- a) State Route 4 from Willow Pass Road in Concord to Bailey Road in Bay Point;
- b) State Route 4 from Bailey Road to Railroad Avenue in Pittsburg;
- c) Bailey Road from Concord Boulevard to State Route 4;
- d) West Leland Road from Willow Pass Road to Bailey Road;
- e) Buchanan Road from Kirker Pass Road to Somersville Road; and

f) Kirker Pass Road from Clayton Road to Buchanan Road in Pittsburg. The analysis should provide level-of-service forecasts and delay index forecasts for these segments.

In addition to the road segments identified above the project sponsor should identify how the CCTA Technical Procedures were adhered to in the selection of roadway segments and intersections for analysis.

- SSC: 4.** Page 4-72: *“The development of any of the alternative reuse concepts would increase pedestrian activity, particularly in the TOD area around the North Concord BART Station.”* Given the statement provided in the responses to comments, *“Detailed design of bicycle, pedestrian, and roadway facilities is beyond the scope of the Programmatic EIR.”*, the increase in pedestrian activity could be presumptuous. While detailed design is certainly not necessary at this level, there should be a policy statement indicating that a comprehensive, interconnected non-motorized network will be developed to ensure future demand for network facilities generated by transit oriented development will be met. In the (justifiable) absence of detailed design, detailed policy statements guiding the future design should be provided in order to ensure an (eventual) design will be effective in encouraging non-motorized travel.
- SSC: 5.** Page 4-72: The statement that the development of any alternative would lead to increased transit use requires substantiation. A more likely scenario, considering the current and historical state of transit funding, is that the project would create a demand for transit service that can’t be met. Without further substantiation and an identified mechanism to ensure the assumed transit service materializes the impact on transit is not adequately described or addressed.
- SSC: 6.** Page 4-48: The following statements, *“The seven alternative reuse concepts would have a beneficial effect on transit ridership.”*, *“...increase in bus service to the North Concord BART Station...”* cannot be accurately made in the absence of an identified ongoing, transit operations funding mechanism or, at a minimum, a policy statement requiring the development of such a funding stream as a requirement of any development. Absent this identified funding, any benefits and increases in service need to be re-characterized as an impact (creation of demand) in addition to identified mitigations.
- SSC: 7.** Figure 4-5: The map displays Class I trails and Class III routes but omits Class II facilities. There are numerous Class II facilities surrounding and accessing project area but that terminate in the City limits or near the project site (Willow Pass Road, Viking Drive, Port Chicago Highway, Clayton Road, Oakhurst Drive). The termination of these Class II facilities should be shown in the Figure and addressed (by way of continuing the facility and providing a complete network) in the Final Environmental Impact Report. Please see comment GC: 8 above.

Sincerely,

Will Casey  
TRANSPLAN Committee Chair

Copy:  
TRANSPLAN  
TRANSPLAN TAC  
TRANSPAC  
Anne Muzzini: County Connection

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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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July 21, 2008

Mr. Michael Wright  
CNWS Reuse Project Director  
City of Concord  
1950 Parkside Drive  
MS / 56  
Concord, CA 94519

Dear Mr. Wright:

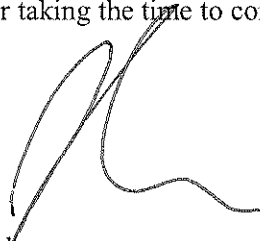
I attended a Concord Community Reuse Project Transportation Advisory Group (TAG) meeting on July 17, 2008. Bruce Knopf and the traffic consultant, Will Baumgardner, provided a thorough overview of the status of the project and the transportation implications of the alternatives under consideration.

It became apparent during the meeting that some of the information being sought by TRANSPLAN exists, embedded in the modeling results of the project but has simply not yet been formatted sufficiently for public consumption. Specifically, TRANSPLAN has been requesting an analysis of the transportation impacts in the TRANSPLAN region. During last weeks meeting the traffic consultant indicated that it would be possible, from the traffic data already developed, to determine what the impact to travel times will be to east Contra Costa commuters on State Route 4 and Kirker Pass Road.

I am requesting that you direct your traffic consultant develop the information as soon as possible so that a complete view of the impact of the project is presented. In addition, a description as to how reliable the presented data is would be appropriate to provide as well. That is to say, what factors of predicted congestion are not being reported in the model data and/or is the delay information being presented likely to under or overstate the delay.

Thank you for taking the time to consider this request.

Sincerely,



John Cunningham  
TRANSPLAN Administrator

Copy:  
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TRANSPAC

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