

Robert Taylor
Chair
Brentwood
City Council

Brian Kalinowski
Vice-Chair
Antioch
City Council

Jim Frazier
Oakley
City Council

Will Casey
Pittsburg
City Council

Federal D. Glover
Contra Costa County
Board of Supervisors

Gil Azevedo
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Carmen Gaddis
Representing the
Contra Costa County
Board of Supervisors

Duane Steele
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 13, 2010 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

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

AGENDA

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

Consent Items (see attachments where noted [◆])

3. Adopt Minutes from February 11, 2009 TRANSPLAN meeting. ◆ PAGE 1
4. Accept Correspondence. ◆ PAGE 10
5. Accept Recent News Articles. ◆ PAGE 43
6. Accept Status Report on Major Projects. ◆ PAGE 56

End of Consent Items

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

7. Appoint TRANSPLAN Alternate to the Contra Costa Transportation Authority (CCTA) Board: TRANSPLAN has a vacancy in its roster of appointments to the CCTA which should be filled to ensure full TRANSPLAN representation on the Board of Directors. ◆ PAGE 64
8. Review and Comment on Proposed November 2010 Contra Costa Ballot Measure: Vehicle Registration Fee (VRF) to Fund Transportation Programs and Projects: CCTA is considering placing a Vehicle Registration Fee on the November ballot and is requesting input from the Regional Transportation Planning Committees. The schedule for the ballot measure is very compressed. This is the only TRANSPLAN consultation included in the ballot measure development schedule although it will be discussed at the CCTA until a final action is taken. ◆ PAGE 66
9. Request from the State Route 4 Bypass Authority for TRANSPLAN to approve adding the design of the Mokelumne Bicycle/Pedestrian Overcrossing to the SR4 Bypass: Widen to 4-Lanes – Laurel Road to Sand Creek Road Project. (Project #5002) ◆ PAGE 137

10. Accept Staff or Committee Members' Reports

End of Action/Discussion Items – Adjournment

11. Adjourn to next meeting on Thursday, June 10, 2010 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
ADOPT MINUTES FROM FEBRUARY 2010 MEETING

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

MINUTES
February 11, 2010

The TRANSPLAN Committee meeting was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Vice Chair Brian Kalinowski at 6:35 P.M.

ROLL CALL

PRESENT: Will Casey (Pittsburg), Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors), Federal Glover (Contra Costa County), Bruce Ohlson (Pittsburg), Kevin Romick (Oakley), Joe Weber (Brentwood), Bob Becnel, Alternate for Chair Bob Taylor (Brentwood), and Vice Chair Brian Kalinowski (Antioch)

ABSENT: Gil Azevedo (Antioch), Jim Frazier (Oakley), and Jack Hanna (East Contra Costa Regional Planning Commission)

STAFF: John Cunningham, TRANSPLAN Staff

PUBLIC COMMENT

There were no comments from the public.

TRANSPLAN Staff John Cunningham referred the TRANSPLAN Committee to a comment letter on the Corridor System Management Plan, which he noted had included all the comments that had been provided. He also referred the Committee to a memo offering the monthly status report for the eBART project.

Vice Chair Kalinowski reported that the bid for Highway 4 had come in below the Engineer's Estimate.

CONSENT ITEMS

On motion by Bob Becnel, seconded by Joe Weber, TRANSPLAN Committee members adopted the following items under the Consent Calendar, with Will Casey's abstention.

3. Adopted Minutes from January 14, 2009 TRANSPLAN meeting
4. Accepted Correspondence
5. Accepted Recent News Articles
6. Accepted Status Report on Major Projects
7. Accepted Environmental Register

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

Federal Glover verified that the current CCTA representatives were Jim Frazier who had been appointed for the term ending January 30, 2011, and Bob Taylor who had been appointed to the term ending January 30, 2012.

Federal Glover nominated Brian Kalinowski to serve as the Alternate to the appointment held by Bob Taylor, and Will Casey as the Alternate to the appointment held by Jim Frazier. Joe Weber seconded the nominations. There were no other nominations. **Brian Kalinowski** and **Will Casey** were unanimously appointed to serve as the Alternates to the CCTA representatives, as noted.

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

Mr. Cunningham noted that the grant application had been discussed by the TRANSPLAN Technical Advisory Commission (TAC) and County staff. A member of County staff was present to present the item.

Jamar Stamps, Transportation Planning Section, Contra Costa County, advised that the application was identical to the application made last year for the Caltrans Community Based-Transportation Planning Grant to fund the Knightsen/Byron Area Transportation Study, the purpose of which was to reevaluate the Circulation Element of the General Plan to improve its consistency with the Urban Limit Line and related policies to ensure the preservation of non-urban agricultural, open space and other areas identified outside the line. He reported that the comments offered last year that reflected the scope of the proposed study were still applicable. He added that the County requested a written letter of support from the TRANSPLAN Committee for the grant, which was due April 1, 2010.

Kevin Romick referred to a letter from last year related to the City of Oakley's responsibility and the impact the road could have on Oakley. He wanted to make sure that Bethel Island Road and the Byron Highway were included in the study.

On motion by Federal Glover, seconded by Bob Becnel, TRANSPLAN Committee members unanimously supported the Caltrans Community Based-Transportation Planning Grant Application.

PROPOSED MEASURE J GENERAL PLAN AMENDMENT REVIEW PROCESS

Mr. Cunningham referred to the comment letter in the TRANSPLAN Committee packet which had been discussed by the TRANSPLAN TAC and turned the discussion over to Mr. Engelmann.

Martin Engelmann, Deputy Executive Director for Planning, CCTA, noted that the Growth Management Program included under Measure C had been carried forward to Measure J pending the amendment to the existing process. He presented an overview of the process, its background and the proposed General Plan Amendment (GPA) review procedure, and spoke to the issue of upstream and downstream impacts when a sponsoring jurisdiction(s) action could affect other jurisdictions

Mr. Engelmann summarized the Measure J Growth Management Plan (GMP) requirements where jurisdictions were to participate in an ongoing cooperative, multi-jurisdictional planning process, address housing options, and were required to participate in the GMP in order to receive the 18 percent Local Street Maintenance and Improvement Funds and 5 percent TLC [Transportation for Livable Communities] funds. He explained that the Action Plans of each Regional Transportation Planning Committee (RTPC) had used the adopted General Plans to establish a 25-year time horizon for development, travel forecasts had been based on these adopted General Plans, and the Action Plans also included the MTSOs [Multimodal Transportation Service Objectives] to provide a framework for the analysis of the GPAs.

Mr. Engelmann clarified that the local General Plans had served as a guide in land use decisions, were a statement of policy goals which defined the way a community desired to grow in the future, and that the amendments to the General Plans could significantly affect future traffic on the local and regional transportation system and potentially hamper a local jurisdiction or an RTPC's ability to implement its Action Plan policies or achieve its MTSOs. He explained that the Action Plans from each RTPC went into the Countywide Plan to reflect how things might work in 2030 with General Plan buildout. He noted that the amendments had to be fairly significant to trigger the procedure.

Mr. Engelmann referred to the trip generation ceiling and explained that the review process applied to GPAs that generated 500 or more net new peak hour vehicle trips and added 50 or more trips to a Route of Regional Significance. He added that an RTPC could set a more stringent threshold, which East County had done.

Stating that there was a current process which would remain until amended, Mr. Engelmann advised that in the past 15 years the conflict resolution process had been used only once. He noted that the Compliance Checklist would ensure compliance with the GMP. All had been contained in a resolution and a flow chart which he described at this time. He commented that while the process was expected to occur within the timeframe of a CEQA [California Environmental Quality Act] analysis that had not generally occurred.

Mr. Engelmann identified the issues of concern that had previously been raised and the feedback that had been analyzed by the GMP Task Force comprised of staff from the affected jurisdictions. Four alternatives had subsequently been evaluated by the CCTA's Technical Coordinating Committee (TCC) and the Planning Committee along with the Authority itself. The matter would return to the Authority for further discussion.

Mr. Engelmann described the guiding principles, the threshold each jurisdiction should use to identify impacts, and the basic relationships of the process. He summarized the process from evaluating the proposed trip generation, the notification, the analysis, the comment and response, the cooperative resolution discussions (facilitation) to the Memorandum of Understanding (MOU), and the compliance review (good faith participation). He explained that the Authority expected to adopt the process in the March/April 2010 timeframe.

Bob Becnel suggested that eliminating mediation in favor of facilitation would be ineffective, parties would be hesitant to be forthcoming during negotiations as the discussion would be part of the public record. He suggested there was an easier way to settle the problem and allow the mediator to determine whether everyone was fairly participating in the mediation. He suggested that the parties would be closed off fully and fairly discussing the issues face to face. He reiterated that facilitation would cause more problems than it would solve and there was an easier way to solve the problem.

Terry Ramus, Antioch, suggested that the Concord Naval Weapons Station (CNWS) was a good example of exploring how the process would work. He noted that the public had been told in the passage of Measure J that there would be a GMP feature. He did not want to see the same mistake that had occurred in the late 1990's. He suggested that the teeth were being taken out of Measure J since if not going through the mediation process a jurisdiction would be out of compliance and at risk of not receiving its return to source funds. For the new process, he suggested that MOUs would mean almost nothing. He suggested it would be helpful to members of the public to know what the two different approaches to the CNWS meant. He wanted to see more detail about how the process would impact something like the CNWS.

Vice Chair Kalinowski asked what the CNWS would mean in the process, to which Mr. Engelmann stated that if changing the new proposed process, as affected jurisdictions, a letter of concern should be written to the City of Concord to see what the response might be, adequate or not; and if not, the process would lead into entering into negotiations with the City of Concord to address concerns, develop mitigations, and develop a process to deal with issues and impacts as they were created.

Mr. Engelmann emphasized that no development was likely to occur on the CNWS for ten years and it would take a while to get up to the 12,000 homes and 27,000 jobs that had been forecast. The idea was to create an MOU that specified how to work together to develop the mitigations desired. He suggested it may well be that the project might require auxiliary lanes on Highway 4, I-680 and SR 242, which were the choke points, and while that may be the case today, it may not be the case tomorrow. He added that the MOU acknowledged that the process could take some time.

Federal Glover commented that the process had been built with the CNWS in mind.

Mr. Engelmann agreed that the project had come up in the discussions. The CCTA was trying to think ahead as much as possible.

Bruce Olson asked if the process was flexible, to which Mr. Engelmann explained that if adopted the existing process would be replaced with the proposed process. He stated that the process could be amended in the future by the Authority.

Mr. Engelmann clarified that the TRANSPLAN Committee was being asked for its comments. He stated if there were legitimate issues in the process that would be brought to the Authority through a city's letter, through a TRANSPLAN Committee comment, or through other consideration.

Mr. Ramus commented that from time to time he had heard of someone who owned property and who could have proposed development be told something based on an MOU, and if that were to change a lawsuit was threatened. He suggested that there was nothing specific to advise developers.

In response to Mr. Olson as to whether or not there could be lawsuits or if the agreement precluded lawsuits, Mr. Engelmann stated that the process did not preclude litigation. It was not a substitute for litigation. It was the Measure J process and participation in good faith would be required prior to litigation.

Joe Weber referred to the Priority Development Areas (PDA) exemption and agreed with the TAC's comments to not allow the exemptions. He referred to the 18 percent return to source and asked how often those funds had been withheld from a jurisdiction.

Mr. Engelmann advised that the CCTA had worked so hard behind the scenes that return to source funds had never been withheld. He explained that they did not just sign off on Compliance Checklists, and many times there were issues and he worked behind the scene to ensure compliance. He stated that there had been a few times when funds had been temporarily withheld based upon non-compliance with the housing requirement of Measure C, with performance standards of fire, police, water, flood, and parks, and there had been a maintenance of effort issue. There had also been delays in the allocation of funds. He clarified that the Authority could hold the funds pending a remedy.

Federal Glover noted that there had been situations when various agencies had been out of compliance and had to come into compliance in order to receive the return to source funds.

Joe Weber spoke to the question of mediation versus facilitation. He agreed with Mr. Becnel's comment and recommended some effort to have the ability to enforce. He preferred a much stronger position. He preferred mediation and not facilitation.

Federal Glover emphasized the need to ensure that a process was in place to make sure that the issues had been addressed prior to a final report.

Vice Chair Kalinowski concurred.

Mr. Engelmann asked that staff be directed to include those comments in writing so that they could be provided to the Authority.

In response to Carmen Gaddis as to who selected the mediator, Mr. Engelmann advised that a professional mediator would be used. He stated that the existing process did not include involved parties. A facilitator, if used, would be a neutral third party through professional services if desired by the parties. He stated that a Request for Proposal (RFP) of facilitators and mediators, qualified in transportation, would be funded by the CCTA.

Joe Weber asked about the feedback from the other RTPCs, to which Mr. Engelmann stated that formal comments were due by the close of business tomorrow. He had received comments from the West Contra Costa Transportation Advisory Committee (WCCTAC) and was waiting for comments from TRANSPAC. He had received questions from the Southwest Area Transportation Committee (SWAT), and would be meeting with the Tri-Valley Transportation Committee.

Mr. Olson suggested that the TRANSPLAN Committee would be the one to have to work through the process to address CNWS issues. He suggested that the CCTA's preference for facilitation as opposed to mediation might be backing away from the issue.

Mr. Engelmann noted that when discussed as a conflict resolution process, facilitation, mediation and arbitration had been discussed and there had been a confidentiality issue. He stated that facilitation meetings would not be public meetings. They would be private meetings not open to the public and not subject to the Brown Act, which was one of the drawbacks to facilitation. He expressed the desire to make the process more practical.

DISCUSS/APPROVE RESPONSE TO CONCORD NAVAL WEAPONS STATION FINAL ENVIRONMENTAL IMPACT REPORT (FEIR)

Mr. Cunningham noted that the short time period did not allow information to be provided in the TRANSPLAN packet. He referred to the draft letter and advised that the FEIR had been released three years ago. At this point, the City of Concord was not obligated to respond to comments on the FEIR. In October, a 25-point comment letter had been provided to the City and the City had responded in detail. He advised that the draft letter had distilled the critical points from the TRANSPLAN Committee.

Mr. Cunningham highlighted the two critical points in the letter as to how the transportation impacts would be mitigated, and how the funding for transit would be addressed. He suggested that the TRANSPLAN Committee had achieved as much as it could at this point. For the transit related issue, the City of Concord had committed to create a funding mechanism to fund transit as part of any approvals for the property. He characterized that as a ground-breaking response. He stated that the TRANSPLAN Committee had collaborated with Tri Delta Transit and County Connection to send a clear message related to the transit issues.

For how transit impacts would be mitigated, Mr. Cunningham referred to language in the Draft EIR that remained in the FEIR "... *the City of Concord will implement transportation demand management strategies to mitigate impacted transportation facilities to reduce rather than mitigating impacts through increased capacity.*" He noted that while that had initially been alarming to staff, the City had backed off that position in the final document and would contemplate capacity increases in new projects. He stated that the alarming statement still existed and the TRANSPLAN Committee had asked for the removal of that language to allow a more reasonable way to mitigate transportation impacts of the GPA.

As to how impacts on State Route 4 would be addressed, Mr. Cunningham stated that the City of Concord in the document had not identified the impacts or how they would be mitigated. The City had indicated that another GPA would be pursued during the summer when more specificity would be provided. The City had also indicated that an AB 1600 traffic impact study would be pursued for the project.

Terry Ramus, Antioch, commented that the letter was very technical and the concept was that the City of Concord wanted to do nothing to Highway 4. He suggested that transit oriented development (TOD) was a scapegoat, and he requested that the TRANSPLAN Committee state in a letter that the jurisdictions of East County represented by the TRANSPLAN Committee expected throughout the process to see mitigations to Highway 4 as part of the development of the CNWS.

Federal Glover agreed with the suggestion to clarify the TRANSPLAN Committee's expectation. He agreed that the intent should be included in the letter.

Mr. Cunningham stated that he would translate the technical data to clarify the TRANSPLAN Committee's concern with the project and what it expected out of the process.

Joe Weber wanted feedback as to the CCTA's position.

Mr. Cunningham explained that while the CCTA was the larger regional body, given the land use decisions, the cities and individual jurisdictions had a much greater role to play than the CCTA.

Mr. Engelmann commented that when the process first began, he had given Michael Wright of the City of Concord a copy of the Measure J implementation documents, technical procedures and reference documents that should have been used through the CNWS proceedings, which included the CCTA's Countywide Model. He stated that when the traffic analysis had come out, it had followed the procedures, the Traffic Service Objectives (TSOs) in the Central County Action Plan had been applied, and a technical group for that purpose, of which he was a member, had evaluated that work. He suggested that a CCTA letter at this point would not be beneficial. Subsequent to the GPA, the procedure would take effect and the CCTA would watch the process closely to ensure that the procedures were followed. Comments would only occur if the procedures were not being followed.

Vice Chair Kalinowski concurred with the need for a clear and concise message to the letter.

On motion by Federal Glover, seconded by Bob Becnel, TRANSPLAN Committee members unanimously approved the response letter to the Concord Naval Weapons Station Final Environmental Impact Report, as amended.

ACCEPT STAFF OR COMMITTEE MEMBERS' REPORTS

There was no staff or Committee Members' comments.

ADJOURNMENT

With no further business to come before the TRANSPLAN Committee, Vice Chair Kalinowski adjourned the meeting at 7:55 P.M. to March 11, 2010 at 6:30 P.M. or other day/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

ITEM 4

ACCEPT CORRESPONDENCE

El Cerrito

February 1, 2010

Hercules

Mr. Martin Engelmann,
Deputy Executive Director, Planning
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill CA 94523

Pinole

RE: Comments on Proposed Measure J General Plan Amendment Review Process

Dear Mr. Engelmann:

Richmond

Thank you for the opportunity to serve on the Measure J Growth Management Task Force to develop the subject proposal, and for West County's opportunity to review the final draft. Following are WCCTAC's comments:

San Pablo

Step 3, Traffic Impact Analysis. Please add clarifications to this effect:

- § That the Sponsoring Jurisdiction's decision to raise the performance level of an MTSO should be to satisfy CEQA requirements only, and not to circumvent the agreed-upon performance level of the MTSO in the Action Plan; and
- § Notwithstanding the Sponsoring Jurisdiction's decision to raise the performance level of an MTSO to satisfy CEQA requirements, the standard against which the proposed GPA will be evaluated is the performance level of the MTSO in the Action Plan.

Contra Costa
County

Step 11, Initiate Cooperative Planning Discussions.

- § Please consider replacing all references to "cooperative planning" in this section to "cooperative resolution" so as to distinguish this step from the overarching cooperative planning effort required under the Measure J Growth Management Program.
- § Please specify whether participation by both the Sponsoring and Affected Jurisdictions in the Authority-facilitated cooperative resolution discussions is a requirement for good faith participation.
- § Please revise the final sentence to state: ...shall be subject to a *compliance* review...and to a *finding* of noncompliance....

AC Transit

BART

Step 12, Formulation of Principles of Agreement and Step 13, RTPC Revises Action Plan.

- § Please clarify in the references to Action Plan revisions that they will be made as necessary.
- § Please provide a separate exhibit that provides clarification on what actions would trigger an Action Plan revision and, in relation, an amendment to the adopted EIR of the Countywide Transportation Plan.

WestCAT

Step 14. Good Faith Participation. Please clarify whether compliance will be determined based solely on good faith participation; otherwise, expound on other factors that the Authority may consider.

Upon the Authority's adoption of the revised GPA review process, it is WCCTAC's intent to review and amend as appropriate the West County Action Plan to ensure consistency and compliance with the new process.

Please feel free to contact me if you have any questions or would like additional information.

Sincerely,



Christina M. Atienza
Executive Director

CITY OF CONCORD MS/01
1950 Parkside Drive
Concord, California 94519-2578
FAX: (925) 798-0363

Telephone: (925) 671-3150



CITY COUNCIL
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Helen M. Allen, Vice Mayor
Laura M. Hoffmeister
Mark A. Peterson
William D. Shinn

Mary Rae Lehman, City Clerk
Thomas J. Wentling, City Treasurer
Daniel E. Keen, City Manager

February 5, 2010

Mr. Robert Taylor
Chairman, Transplan Committee
651 Pine St
North Wing, 4th Floor
Martinez, CA 94553

Dear Mr. Taylor:

Our publicized schedule for the consideration of certification of the Final EIR and adoption of the Preferred Alternative (Clustered Villages) as the Reuse Plan for the Concord Naval Weapons Station allows for public comments to be received at the February 9, 2010 meeting but clearly states that the meeting will be continued to February 23, 2010, at which point the Council would consider action. No action is anticipated on February 9, 2010. This should allow you to conduct your meeting on February 11, 2010. We will waive the statutory 10 day review period for agencies commenting on a Final EIR to accommodate your meeting date but would request receipt of comments as soon as possible there after.

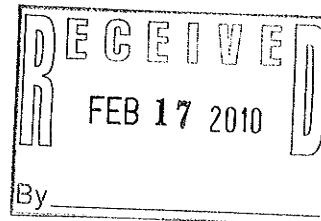
Sincerely,

Michael W. Wright
Director, Reuse Project
City of Concord



February 10, 2010

Martin R. Engelmann
 Deputy Executive Director, Planning
 Contra Costa Transportation Authority
 3478 Buskirk Avenue, Suite 100
 Pleasant Hill, CA 94523



RE: Transmittal of the Proposed Measure J General Plan Amendment Review Process

Dear Mr. Engelmann:

Thank you for the opportunity to review proposed Measure J General Plan Amendment (GPA) Review Process. The City of Antioch offers the following comments:

Proposed GPA Review Process

The proposed process encourages cooperative discussions between jurisdictions "with the intent of achieving mutually agreed-upon resolution". It is our understanding that part of the process can take place after the sponsoring jurisdiction has certified a CEQA document and approved the proposed GPA. This timing raises a number of concerns, particularly for GPA applications that are developer-initiated. The appropriate time to discuss mitigations related to a project is during the CEQA review process. In addition, the sponsoring jurisdiction is still subject to the requirements of the Permit Streamlining Act. Therefore, it is extremely problematic to develop a GPA review process that has timelines outside of, or potentially longer than, CEQA and Permit Streamlining Act requirements. Furthermore, if the affected jurisdiction requests additional mitigation of potential impacts AFTER approval of a project and certification of a CEQA document then the sponsoring jurisdiction will have no ability to condition a project to construct or finance mitigations. We understand that it may take years for some GPA projects to develop, but for many large scale GPA projects there will be subsequent entitlements and CEQA analyses that would provide the opportunity to refine mitigation measures or address new impacts.

Conflict Resolution and Good Faith Participation

A key component of the revised GPA review process is to utilize facilitated discussions to resolve disputes. However, the materials provided in the December 2, 2009 transmittal do not provide enough detail about the facilitated discussion process for us to provide thorough comments. It is not clear who will facilitate the discussion, whether or not it would be held in a public forum, and how it would be an improvement over the existing process. It appears that the goal of changing the conflict resolution process is to allow CCTA to have the information it needs to make a determination about "good faith" participation in the resolution of disputes. In our understanding, there is no legal requirement that mediation

Building Services
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 Phone (925)779-7035 – Fax (925)779-7034
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 Phone (925)779-7035 – Fax (925)779-7034

TRANSPLAN Packet Page #14

be confidential. The mediation process can be set up to produce the information CCTA needs to determine good faith participation, even if the participating parties would like to keep aspects of the mediation confidential. The City strongly recommends that the specifics of the facilitated discussion process be more clearly described and shared with local jurisdictions prior to final adoption by the Authority Board.

Good Faith Evaluation

The evaluation of good faith participation in the GPA review process is based on a “number of factors”, which are outlined in Exhibit 1 to the transmittal. However, it is not clear whether these are the only factors that can be used or whether other factors could be used. It is important that all of the potential factors that will be used in determining good faith participation be listed and that local jurisdictions have the opportunity to review and comment on them before final adoption by the Authority Board. In addition, when determining good faith participation, the GPA review process needs to take into account that the sponsoring jurisdiction is still subject to CEQA, Permit Streamlining Act and nexus requirements that may limit the jurisdiction’s ability to resolve differences with the affected jurisdiction.

Once again, the City of Antioch thanks you for the opportunity to comment on the proposed Measure J General Plan Amendment Review Process. Should you have any questions, I can be reached at 779-7035.

Sincerely,



TINA WEHRMEISTER
Director of Community Development



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

2010 FEB 23 P 1:53

RECEIVED
SOUTHWEST AREA TRANSPORTATION
COMMITTEE

February 18, 2010

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

RE: SWAT Meeting Summary Report for February 2010

Dear Mr. Maxwell:

At the **February 1, 2010** Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

SR 24 Corridor System Management Plan (CSMP)/Freeway Performance Initiative (FPI) – Congestion Mitigation Strategies : The Committee received a presentation from Mr. Tom Biggs, PBS&J Consultants, on the SR 24 CSMP/FPI study. The Committee provided several comments which will be forwarded to the Authority under separate letter.

Proposed Measure J General Plan Amendment (GPA) Review Process: Authority staff provided a presentation on the proposed revisions to the GPA review process. Detailed comments from the Committee will be forwarded to the Authority under separate letter.

Consider and approve a request from the City of Orinda to amend the Moraga Way Rehabilitation Improvements Project description (SEP Project No. 1625/1625SW): The Committee took action to approve the revised project description as provided by City of Orinda staff.

The next SWAT meeting is tentatively scheduled for Monday, March 1, 2010 at the Danville Town Offices, Large Conference Room, 510 La Gonda Way, Danville. Please contact me at (925) 314-3384 if you should have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Dillard".

Andy Dillard
SWAT Administrative Staff

TRANSPAC Transportation Partnership and Cooperation

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

February 23, 2010

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

Dear Chair Viramontes:

At its meeting on February 11, 2010, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation by Tom Biggs of PBS&J on the SR4 and SR24 Corridor System Management Plans (CSMP). Comments on the CSMP were transmitted to CCTA.
2. Received a presentation by Martin Engelmann on the Proposed General Plan Amendment Review Process. TRANSPAC approved the TAC's language recommendations with additional revisions. These comments have been forwarded to CCTA.
3. Elected City of Walnut Creek Councilmember Cindy Silva as TRANSPAC Chair for the 2010 term and Concord Councilmember Guy Bjerke as TRANSPAC Vice Chair for the 2010 term.
4. Reappointed City of Clayton Councilmember Julie Pierce as TRANSPAC's CCTA Representative for the 2010-12 term.
5. Re-appointed Councilmember Cindy Silva as the second alternate and Councilmember Guy Bjerke as the third alternate for both Members Pierce and Durant.

TRANSPAC hopes that this information is useful to you.

Sincerely,

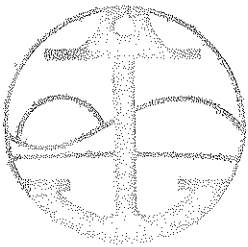
Barbara Neustadter
Barbara Neustadter CP
TRANSPAC Manager

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

DEPARTMENT OF CONSERVATION
AND DEVELOPMENT

2010 MAR -8 P 12:28

CONTRA COSTA



City of Pittsburg

65 Civic Avenue • Pittsburg, California 94565

CONTRA COSTA

2010 MAR -4 P 2: 32

DEPARTMENT OF CONSERVATION
AND DEVELOPMENT

March 2, 2010

Board of Directors
c/o John Cunningham
TRANSPLAN
651 Pine Street, North Wing, 4th Floor
Martinez, CA 94553

Gentlemen:

I received a letter from Paul Maxwell of Contra Costa Transportation Authority on February 19, 2010 welcoming my appointment to the Authority Board by TRANSPLAN as Alternate to Jim Frazier.

While I appreciate being chosen to serve in this capacity I must respectfully decline the appointment. I am not available to attend any meetings on Wednesdays for the next year due to a long-standing previous weekly commitment.

Sincerely,

Will Casey
Council Member
City of Pittsburg

cc: Paul Maxwell, CCTA



CONTRA COSTA
transportation
authority

COMMISSIONERS:

Robert Taylor,
Chair

David Durant,
Vice Chair

Janet Abelson

Newell Americh

Ed Balico

Susan Bonilla

David Durant

Jim Frazier

Federal Glover

Mike Metcalf

Julie Pierce

Maria Viramontes

Paul Maxwell
Interim Executive
Director

3478 Buskirk Ave.
Suite 100

Pleasant Hill
CA 94523

PHONE:
925/ 256-4700

FAX:
925/ 256-4701

<http://www.ccta.net>

March 5, 2010

Mr. John Cunningham
Contra Costa County - CD
651 Pine Street., N. Wing, 4th Floor
Martinez, CA 94553

Dear Mr. Cunningham,

The Contra Costa Transportation Authority is considering placing a vehicle registration fee proposal on the November ballot in Contra Costa. Contingent upon simple majority voter approval, SB 83 (2009) allows the Authority to impose a fee increase of up to \$10 on each registered vehicle – which would generate up to \$8.5 million annually. The revenues would be expended in accordance with an expenditure plan adopted by the Authority. Under the provisions of SB 83, revenues could be used to fund transportation related projects and programs with “a relationship or benefit to the persons paying the fee”.

Time is of the essence. In order to achieve the November election, the expenditure plan and ballot measure resolution must be adopted by the Authority Board at a public hearing and submitted to the County Clerk by August 6, 2010. The Authority is commissioning a public opinion poll for mid-April to gauge voter support for various alternatives, and has authorized staff to proceed with drafting an expenditure plan. As part of the process, the Authority wishes to establish a small advisory committee (approximately 13 members) to assist by identifying and vetting candidate projects and programs, and reviewing the draft expenditure plan. The advisory committee will encompass a variety of advocacy groups as well as staff representatives from our four regional committees.

I am inviting you to serve as a member of the advisory committee. Arielle Bourgart (Arielle@ccta.net) of my staff will contact you in the next week to confirm your willingness to serve, provide any additional information that you may request, and establish a time for the first meeting of the group. In the meantime, please feel free to contact me, should you have questions or concerns.

I look forward to working with you on this important endeavor.

Sincerely,

Paul Maxwell
Interim Executive Director
pmaxwell@ccta.net

DEPARTMENT OF CONSERVATION
AND DEVELOPMENT

2010 MAR - 8 P 12: 28

CONTRA COSTA



County Supervisor Mary Nejedly Piepho, District III

CONTRA COSTA COUNTY BOARD OF SUPERVISORS

CONTRA COSTA

2010 MAR 15 P 1:05

DEPARTMENT OF CONSERVATION
AND DEVELOPMENT

COMMITTEES

Internal Operations Committee

Legislation Committee

Transportation, Water &
Infrastructure Committee

Local Agency Formation
Commission (LAFCO)

Contra Costa Transportation
Authority

Delta Protection Commission

Association of Bay Area
Governments (ABAG)

eBART

Central Contra Costa
Solid Waste Authority

Airport Subcommittee

Dougherty Valley Oversight
Committee

East Contra Costa Habitat
Conservation Plan (HCP)

Tri-Valley Transportation Council

East Contra Costa Regional
Fee & Finance Authority

Hazardous Waste Management
Facility Allocation Committee

Library Board

Mental Health Commission

San Joaquin Valley Rail
Committee

March 8, 2010

Supervisor Federal Glover, Chair
TRANSPLAN
651 Pine Street—N. Wing, 4th Floor
Martinez CA 94553

Dear Supervisor Glover,

I am pleased to inform you that Contra Costa County has received state and federal authorization to proceed with a collaborative planning process regarding the future State Route 239, which will link eastern Contra Costa County with San Joaquin County.

On behalf of the Contra Costa County Board of Supervisors, I would like to invite you to work with us on planning this important multi-county transportation corridor.

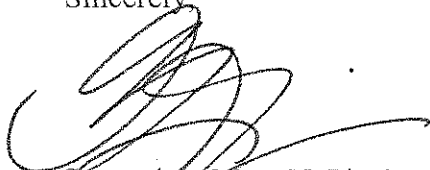
SR 239 has been listed as a future state highway for decades, but no planning has yet been done to determine the route's alignment or characteristics. Contra Costa County has experienced significant growth in traffic between eastern Contra Costa and the Tracy area, particularly in terms of commercial truck traffic, but we lack the road system to handle it. There only are two roads linking eastern Contra Costa County with San Joaquin County – Byron Highway and State Route 4 through the Delta -- and they are both rural undivided two-lane roads.

To address the problem Contra Costa County applied for and received federal funds totaling \$14 million to work on a multi-county planning process for SR 239 that will involve local jurisdictions and transportation agencies as well as Caltrans' Bay Area and San Joaquin regional offices. The process will be truly collaborative with all jurisdictions working as equal partners. This will provide us the opportunity to work together to determine an appropriate alignment for State Route 239, how many lanes it should have, how it will fit with the land use and growth policies of the cities and counties along the way, and other important factors.

We will contact your staff in the very near future to discuss the process in more detail. In the meantime, if you have questions, please feel free to contact me.

I look forward to working with you on this long-awaited highway project.

Sincerely



Supervisor Mary N. Piepho
District III

Cc John Cunningham, TRANSPLAN staff
Dale Dennis, SR 4 Bypass Manager ✓

MNP:kc



Agenda

PLANNING DIRECTORS MEETING

Date Friday, March 12, 2010

Time 12:15 p.m. – 2:30 p.m. (Sandwiches Provided)

Place Contra Costa Transportation Authority – Conference Room
3478 Buskirk Avenue, Suite 100 Pleasant Hill, CA 94523

- | | |
|-------|---|
| 12:15 | Please arrive early to begin the meeting promptly at 12:30 p.m. |
| 12:30 | Welcome and Introductions |
| 12:35 | Review the Proposed Measure J General Plan Amendment (GPA)
Review Process (<i>Attachment</i>) |
| 1:25 | Other Information <ul style="list-style-type: none">• Final SB 375 Guiding Principles (<i>Attachment</i>)• SB 83 – Vehicle License Fee |
| 2:00 | Adjourn |

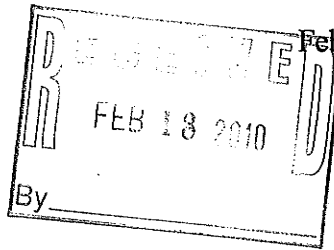
The next meeting is scheduled for Friday, June 11, 2010 at 12:15 p.m.

Please contact Diane Bodon at (925) 256-4720 or at dbodon@ccta.net, if you need further information.

TRANSPAC Transportation Partnership and Cooperation

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

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



February 15, 2010

Dear Chair Viramontes:

As requested by the Transportation Authority, TRANSPAC reviewed the proposed General Plan Amendment (GPA) review process at its February 11, 2010 meeting. The following comments are offered for consideration by the Growth Management Program (GMP) Task Force and the Authority.

A few minor edits are proposed to the text of steps 3, 11, and 12 to improve clarity. The proposed revisions are shown in red text in the attachment.

TRANSPAC suggests that Step 11 be revised to include a request to the RTPCs of both the Sponsoring and the Affected jurisdiction(s) to monitor and/or participate in the Cooperative Resolution process outlined in Step 12. This addition to the process is intended to ensure that if an Action Plan amendment is requested in Step 12, the RTPC(s) will be aware of and involved in the issues at hand. TRANSPAC would appreciate the referral of this issue to the Growth Management Program Task Force for the consideration and the development of appropriate language.

TRANSPAC proposes that Step 14 be reordered to read: "As part of the evaluation of the GMP Biennial Compliance checklist review, the Authority will determine good faith participation in the GPA review process, as described in Exhibit 1." Please also revise "continuing" to "ongoing" and "jurisdiction" to "jurisdictions" and three minor capitalization edits in the last sentence (see attachment).

TRANSPAC also asks that the GMP Task Force review Exhibit 1, which is attached to the GPA review process, and propose revisions to ensure that the Exhibit conforms to the revised GPA process.

As part of the revision of the companion GMP Implementation Guide and other ancillary GMP documents, TRANSPAC suggests that it be made clear that Affected jurisdictions are as vulnerable to non-compliance as Sponsoring jurisdictions. All parties to the GPA process must be reasonable in seeking solutions to impacts and conflicts.

TRANSPAC appreciates the investment of time and effort by CCTA staff and the members of the Growth Management Program Task Force in this important revision to the GPA review process.

Sincerely,

Cindy Silva
Chair

Attachment

cc: TRANSPAC Representatives
TRANSPAC TAC
Paul Maxwell, CCTA Interim Executive Director
Martin Engelmann, CCTA Deputy Executive Director, Planning

3

Traffic Impact Analysis. The Sponsoring Jurisdiction conducts a traffic impact analysis for its CEQA review using "Thresholds of Significance" that include, but are not limited to, applicable MTSOs in the adopted Action Plan(s). The traffic impact analysis shall be conducted in a manner consistent with the Authority's adopted *Technical Procedures*.

Released with
Draft
Environmental
Document
(Sec. 15087)

The Sponsoring Jurisdiction may, for the purposes of conducting the CEQA analysis, raise the performance level of an MTSO established in the adopted Action Plan if it believes that the MTSO is set too low to serve as a meaningful "Threshold of Significance" under CEQA. For example, if the Action Plan establishes an MTSO of LOS F for a specific Route of Regional Significance, and the Sponsoring jurisdiction determines that this level of performance is too low, ~~it~~ the Sponsoring Jurisdiction may raise that threshold to LOS D, consistent with CEQA guidelines (Sec. 15064 & 15064.7).

The Sponsoring Jurisdiction shall provide the Traffic Impact Analysis, complete with all necessary supporting technical information, as requested by the Affected Jurisdiction to provide an informed response.

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

- **YES:** Sponsoring and Affected Jurisdictions move to Step 12 of the GPA review process.
 - **NO:** If either or all jurisdictions decline to participate in cooperative resolution discussions, those jurisdictions that have declined shall be subject to review, as specified through the Checklist review procedure, to a findings of noncompliance by the Authority (Step 14).
-

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

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

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

TRANSPAC suggests that the GMP Task Force review Exhibit 1 (attached to this document).

14 Good Faith Participation: If all of the above steps have been followed, and the GPA remains the subject of dispute, the Authority may find one or both of the parties out of compliance with the GMP. As part of the evaluation of the GMP Biennial Compliance Checklist review, the Authority will determine good faith participation in the GPA review process as described in Exhibit 1. If principles are adopted, future compliance would be assessed based on ~~continuing~~ ongoing adherence of the Sponsoring and Affected jurisdictions to the principles of agreement.



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

February 22, 2010

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

RE: Comments on the Proposed General Plan Amendment (GPA) Review Process

Dear Mr. Maxwell:

At the regularly scheduled meeting of February 1, 2010, SWAT reviewed the proposed General Plan Amendment (GPA) review process and forwarded the following comments for the Authority's consideration:

- Refine the language in Action 5 of Exhibit 1, Responsiveness to concerns/comments to include whether the sponsoring jurisdiction took action to implement the identified mitigation measures;
- Clarify the facilitation/mediation process to identify the Authority's role; and
- One SWAT member expressed concerns about Step 12, "Formulation of Principles of Agreement," as it relates to the feasibility of utilizing a MOU as a means of implementing mitigation strategies.

Thank you for the opportunity to review and comment on the proposed GPA review process, and for the efforts of the Growth Management Program Task Force and Authority in updating this important cooperative planning document.

Sincerely,

A handwritten signature in black ink, appearing to read "Newell Arnerich", written over a white background.

Newell Arnerich
SWAT Chair

Cc: SWAT and SWAT TAC
TRANSPLAN, c/o John Cunningham, 651 Pine St, 4th Floor - North Wing, Martinez, CA 94553
WCCTAC, Christina Atienza, 13831 San Pablo Avenue, CA 94806
TRANSPAC, Barbara Neustadter, 2300 Contra Costa Blvd. Suite 360, Pleasant Hill, CA 94523
CCTA, Danice Rosenbohm, 3478 Buskirk Avenue, Suite 100, Pleasant Hill, CA 94523
CCTA, Martin Engelmann, 3478 Buskirk Avenue, Suite 100, Pleasant Hill, CA 94523

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

February 23, 2010

Mr. Martin Engelmann
Deputy Executive Director -- Planning
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100

Dear Mr. Engelmann,

The following are comments from TRANSPLAN on the Proposed Measure J General Plan Amendment Review Process:

- The following should be inserted at the appropriate place in the process flowchart to preserve some progress in the absence of complete consensus:

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

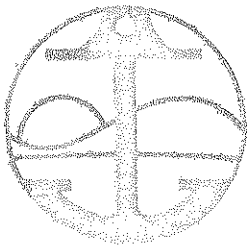
- The Committee expressed concern with the use of facilitation rather than mediation. The Committee believes that 1) a mediator would have a greater ability to ensure compliance, and 2) because mediation discussions are a part of the public record this may lead to the involved parties being less forthcoming than they would in a mediated process (where the process is confidential).

Sincerely,



John Cunningham
TRANSPLAN Staff

C:\Transportation\Committees\Transplan\2010\letters\TRANSPLAN_Measure_J_GPA_process.doc



City of Pittsburg

65 Civic Avenue • Pittsburg, California 94565

CONTRA COSTA

2010 MAR -4 P 2: 32

DEPARTMENT OF CONSERVATION
AND DEVELOPMENT

March 2, 2010

Board of Directors
c/o John Cunningham
TRANSPLAN
651 Pine Street, North Wing, 4th Floor
Martinez, CA 94553

Gentlemen:

I received a letter from Paul Maxwell of Contra Costa Transportation Authority on February 19, 2010 welcoming my appointment to the Authority Board by TRANSPLAN as Alternate to Jim Frazier.

While I appreciate being chosen to serve in this capacity I must respectfully decline the appointment. I am not available to attend any meetings on Wednesdays for the next year due to a long-standing previous weekly commitment.

Sincerely,

Will Casey
Council Member
City of Pittsburg

cc: Paul Maxwell, CCTA



Agenda

DRAFT

PLANNING DIRECTORS MEETING

Date Friday, March 12, 2010

Time 12:15 p.m. – 2:30 p.m. (Sandwiches Provided)

Place Contra Costa Transportation Authority – Conference Room
3478 Buskirk Avenue, Suite 100 Pleasant Hill, CA 94523

12:15 Please arrive early to begin the meeting promptly at 12:30 p.m.

12:30 Welcome and Introductions

12:35 Review the Proposed Measure J GPA Review Process
(*attachment-action*)

1:25 Final SB 375 Guiding Principles (*information*)

2:25 Other Business/Agenda Items for Next Meeting
The next meeting is scheduled for Friday, June 11, 2010.

2:30 Adjourn

Please contact Diane Bodon at (925) 256-4720 or at dbodon@ccta.net, if you need further information.



Final

**Contra Costa's Principles for Collaborative Development of the SB 375
Sustainable Communities Strategy**

PREAMBLE:

SB 375 (Steinberg) was signed into law by the Governor on September 30th, 2008. The bill changes the regional transportation planning process “to achieve, if there is a feasible way to do so,” greenhouse gas (GHG) emission targets set by the California Air Resources Board (CARB). The intent of the bill is to help forestall climate change through the comprehensive integration of land use and transportation planning.

Responsibilities for SB 375 implementation are assigned to state and regional agencies. In the Bay Area, explicit responsibility is assigned to MTC and ABAG to develop a Sustainable Communities Strategy (SCS) as part of the 2013 Regional Transportation Plan (RTP). The SCS, in concert with transportation investments included in the RTP, is intended to achieve the GHG reduction targets set by the CARB for 2020 and 2040. The bill specifies that MTC and ABAG shall conduct outreach efforts to a broad range of stakeholders, including the congestion management agencies (CMAs).

While the statute does not mandate a formal role for Bay Area CMAs, the Authority expects to be fully engaged with the process as it relates to Contra Costa. The following principles have been developed to help guide Contra Costa's elected officials, whose roles at the local, regional, and State level will help shape the SCS.

Building upon the foundation of the Authority's Growth Management Program, and the earlier Shaping Our Future effort, the principles are intended to support collaborative decision-making that will result in a feasible SCS that meets GHG reduction targets while supporting the Authority's mission, vision, and core values.

PRINCIPLES:

The following principles are considered as a living document. The Authority may, from time to time, revisit them to make course corrections that will support a collaborative decision-making process among local, regional, and state agencies as the SCS process evolves:

1. **Forge a Positive Relationship with the Regional Agencies.** At both the elected official and staff level, the Authority intends to work with the regional agencies to support development of an SCS by facilitating a dialogue between the regional agencies and local jurisdictions regarding land use plans in Contra Costa.
2. **Consensus-Based Planning.** The Authority will seek to achieve an SCS as it applies to Contra Costa that reflects agreement between local jurisdictions and the regional agencies regarding land use assumptions, along with a Contra Costa-based plan for supportive transportation investments.

3. **Consideration of General Plans.** The long-range (2040) vision for the SCS will specify where new growth is to occur. This vision may conflict with currently adopted General Plans. Local jurisdictions that are in agreement with the land use assumptions in the SCS would undertake subsequent General Plan Amendments to reflect the agreed-upon SCS, and such action may take place subsequent to adoption of the 2013 RTP. Local jurisdictions that are not in agreement with the proposed land use assumptions in the SCS will be given the opportunity to work at the subregional level in collaboration with the regional agencies to develop an alternative land use proposal that contributes towards achievement of the Bay Area's GHG emissions target. Where mutual agreement on the proposed SCS is not achieved, the role of the Authority will be to acknowledge the conflict and to identify other factors or impacts that may be relevant for the protection of the environment, furtherance of GHG goals by alternative means, or the sustainability of a local jurisdiction.
4. **Local Control of General Plans and Zoning Maps.** Each local jurisdiction shall retain full control of local general plans and zoning within its municipal boundary.
5. **Ensure the Participation of all Local Jurisdictions and Partner Agencies.** Beyond a focus on the priority development areas (PDAs) as the core of the SCS, efforts will also be made to ensure that all cities and towns can successfully participate in the process, so that their land use and transportation needs can also be addressed. Furthermore, the Authority welcomes and encourages participation by other agencies, such as the transit operators.
6. **Facilitative Role.** Working in partnership with local jurisdictions and the regional agencies, the Authority, as a transportation agency, should play a facilitative role by providing resources, information and policy insights to cities, towns and Contra Costa County, while recognizing that local jurisdictions have sole discretion with respect to land use decisions. A working group of Contra Costa planning directors will be established to monitor the development of the SCS and any issues raised during that process.
7. **Urban Limit Line.** The SCS needs to respect the Measure J mandated Urban Limit Line (ULL) for Contra Costa, which represents an agreed upon "urban growth boundary," and shall direct all urban development to areas within the ULL.
8. **Sustainable Transit.** Ensure that the SCS includes feasible transit service that is adequately funded to provide reliable and convenient service for Contra Costa, while encouraging walking and bicycling.
9. **Rural Sustainability Component.** Recognizing SB 375's overall goal of achieving more focused growth, the SCS also needs to consider transportation investments for the safety and preservation of roads serving farm to market and interconnectivity transportation needs.
10. **Public Health.** The Authority recognizes that there are multiple public health benefits to transportation policies that both reduce GHG emissions and increase mode share of walking, cycling, and transit, and will consider these health co-benefits in planning decisions.
11. **Reflect Contra Costa's Continuing Commitment to Growth Management and Resource Conservation.** Development of the SCS shall incorporate Contra Costa's existing efforts and programs that would help reduce GHG emissions. These include the Measure J Growth Management Program (GMP), the establishment of PDAs and PCAs,

and the East Contra Costa Habitat Conservancy. The GMP, in particular, has much in common with the objectives of the SCS, including the ULL provision noted above, local jurisdiction compliance with State Housing and Community Development (HCD) Department requirements, 511 Contra Costa Clean Fuel Infrastructure and transportation demand management programs funded by Measures C and J, and a general plan amendment (GPA) review process to address the impacts of growth and promote appropriate mitigation.

12. **Shaping Our Future.** Continue the collaborative process that began with Shaping Our Future, where Contra Costa jurisdictions collectively developed the Shaping Our Future land use plan, and which provided a springboard to the PDAs and PCAs that are now being incorporated into the SCS and which has significant transportation benefits.
13. **Common Voice.** The Authority in collaboration with the cities, towns and Contra Costa County should provide a unified voice and advocate for all Contra Costa jurisdictions in working work with the regional agencies and adjacent CMAs.
14. **Final SCS.** The Authority will support the final SCS provided it is consistent with each local jurisdiction's mission, vision and sustainability goals.

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

March 17, 2010

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

Dear Chair Viramontes:

At its meeting on March 11, 2010, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation by Martin Engelmann on the development of the SB 375 Sustainable Communities Strategy in Contra Costa. It was suggested that during the process of developing this strategy, MTC consider using webinar technology to host meetings for all regions, given the potential size of the audience and the goal of reducing VMT. This technology, using both telephone and internet, would allow CMAs, RTPCs and any other interested parties from Contra Costa to "attend" the meeting via a local venue (e.g., the Authority, City Council Chambers, etc.). One person would be delegated as the meeting spokesperson to field questions and transmit comments from the group to the webinar moderator at MTC via the webinar platform, which would be visible to all attendees. Answers would be given orally or written for everyone to see as well.
2. Accepted the 2008-2009 Conditions of Compliance Report which was prepared by TRANSPAC and 511 Contra Costa staff to assist jurisdictions in fulfilling the requirement to summarize the various steps taken to implement the Central County Action Plan when preparing the Growth Management Program Compliance Checklist.
3. Accepted 511 Contra Costa's report which included:
 - EContent Magazine's recognition of 511 Contra Costa alongside the EPA, the BAAQMD and PG&E as organizations that effectively use Twitter and blogging to spread information and environmental awareness
 - Details on the financial support provided by 511 Contra Costa to lease the City of Pleasant Hill's new Wheego, the plug-in electric vehicle that will utilize the recently-installed Coulomb electric vehicle plug-in charging stations also sponsored by 511 Contra Costa
 - Information about Staff's meeting with Assemblywoman Skinner to share ideas about additional locations for electric charging stations

- Plans for Staff's presentation to the City of Antioch's Climate Action public workshop in March

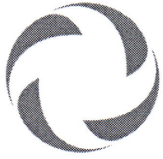
TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter
TRANSPAC Manager

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



COMMISSIONERS

Robert Taylor,
Chair

David Durant,
Vice Chair

Janet Abelson

Newell Americh

Ed Balico

Susan Bonilla

Jim Frazier

Federal Glover

Mike Metcalf

Julie Pierce


Maria Viramontes

Paul Maxwell,
Interim
Executive Director

3478 Buskirk Avenue
Suite 100
Pleasant Hill
CA 94523
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

MEMORANDUM

To: Barbara Neustadter, TRANSPAC
Andy Dillard, SWAT, TVTC
John Cunningham, TRANSPLAN
Christina Atienza, WCCTAC
Richard Yee, LPMC

From: Paul Maxwell, Interim Executive Director 

Date: March 18, 2010

Re: Items approved by the Authority on March 17, 2010, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its March 17, 2010 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Office Relocation.** *In February, the Authority authorized a relocation and lease for office space at 2999 Oak Road in Walnut Creek. As of March 17, 2010, the lease has been fully executed, with a tentative move-in date of July 1, 2010.*
2. **Approval of FY 2010-11 Transportation Fund for Clean Air (TFCA) 40% Expenditure Plan.** *The Authority approved Resolution 10-08-G, incorporating the Authority's FY 2010-11 TFCA Expenditure Plan and the allocation of 40% TFCA funds, and submittal of the application to the Bay Area Air Quality Management District (BAAQMD) by March 22, 2010.*
3. **November 2010 Ballot Measure in Contra Costa: Vehicle Registration Fee Increase to Fund Transportation Programs and Projects.**

Overall Approach, Schedule and Work Plan. *In 2009, the passage of Senate Bill 83 gave countywide transportation planning agencies the option of imposing an annual fee of up to \$10 to fund transportation programs and projects, providing that a nexus between the programs and projects being funded and the benefit to vehicle owners paying the fee could be established. In February, the Authority considered the possibility of placing a measure on the Contra Costa ballot in November 2010, and*

directed staff to begin work immediately to develop a general approach, timeline, and budget.

At the March meeting, the Authority approved the overall approach, schedule and work plan, advisory committee structure, and revenue estimate for the development of an expenditure plan, nexus analysis and measure language per SB 83.

The Authority also approved augmentation to Nolte Contract No. 230 in the amount of \$90,000 for consulting services associated with the expenditure plan, nexus study and ballot measure language.

Approval of Public Opinion Polling Consultant: *The Authority approved Contract No. 283 with EMC Research, Inc. for an amount not to exceed \$40,000.*

4. **Strategic Plan for MTC's CMA Block Grant Program for Regional Bicycle, County TLC, and Regional Streets and Roads.** *MTC has given the CMAs the responsibility for allocating funds for the Regional Bicycle Program, the county portion of MTC's Transportation for Livable Communities program, and the Local Streets and Roads Shortfall program through a new CMA Block Grant. In addition, CMAs are to lead the development of the new regional Safe Routes to School program. As a first step, each CMA must prepare a strategic plan, due to MTC by April 1, 2010, that outlines its approach to carrying out the block grant responsibilities. The Authority approved submittal of the proposed CMA Block Grant Strategic Plan as amended to MTC by April 1, 2010.*

Je

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 <http://transpac.us>

April 15, 2010

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

Dear Chair Taylor:

At its meeting on April 8, 2010, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation on the Use of Recycled Water in Transportation Projects by Michael McGill, P.E., President and Principal in Charge, MMS Design Associates and President of the Central Contra Costa Sanitary District (CCCSD) Board of Directors.
2. Accepted 511 Contra Costa's report which included:
 - **Clean Air Plan 2010.** 511 Contra Costa staff will be attending the Public Workshop for the Bay Area 2010 Clean Air plan on April 8th from 1:30-4:30 at the County of Alameda's offices. More information will follow that meeting. Written comments on the Draft CAP and the DEIR must be received by the Air District no later than 5:00 pm on April 26, 2010.
 - **Commuter Information Guide.** The Commuter Information Guide has been updated and is in distribution. The current guide focuses on alternative transportation programs and services in Contra Costa County. Rather than duplicating information on programs outside of Contra Costa, the guide refers to the reader to the various websites for details.
 - **Bicycle Road Safety Training to be held in Pleasant Hill.** 511 Contra Costa is reviewing the 40 applications received for the two-day "Traffic Skills 101" course that will be held at the Pleasant Hill City Hall April 17th and 18th, with the assistance of the League of American Bicyclists.
 - **Bike to Work Day, May 13, 2010.** 511 Contra Costa is running a co-promotional element of Bike to Work Day targeted at families becoming more familiar with the local Canal Trail and Iron Horse Trail on Bike to Work Day. Families will be encouraged to use the trails to access four energizer stations located at neighborhood parks. Each energizer station is located a mile from one another and include: Larkey Park, Walden Park at Iron Horse Canal Trail crossing, Canal Trail at Heather Farms, and the Iron Horse Trail at Walnut Creek Civic Park.
 - **City of Martinez has installed two of their three electric charging stations.** An official unveiling will be forthcoming.

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2010 APR 21 PM 11:54
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- **Reminder that Earth Day is April 22nd.** 511 Contra Costa will be attending two Earth Day events; one at the John Muir Celebration at the John Muir Historical site in Martinez and one hosted by County Connection at Civic Park in Walnut Creek to showcase their new hybrid buses.

- **City of Antioch Climate Action Plan Workshop.** 511 Contra Costa staff attended the City of Antioch's Climate Action Plan workshop on March 30. Students from the Green MBA Program at Dominican College are working on the City of Antioch's Climate Action Plan and facilitated the community involvement. The process utilized the "Systematic Tools" approach which had the meeting attendees working in groups for "conversation mapping" and then on to "emerging themes", followed by creating "opportunity statements".

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter
TRANSPAC Manager



cc: TRANSPAC Representatives
TRANSPAC TAC and staff
Don Tatzin, Chair, SWAT
Federal Glover, Chair, TRANSPLAN
Maria Viramontes, Chair, WCCTAC
Randy Iwasaki, Martin Engelmann, Arielle Bourgart, Hisham Noeimi,
Danice Rosenbohm, CCTA
Christina Atienza, WCCTAC
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
Steve Wallace, City of Pleasant Hill

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

April 30, 2010

Hercules

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

Pinole

RE: WCCTAC Meeting Summary

Dear Randy:

Richmond

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

San Pablo

- 1) Welcomed you to your new position at CCTA, and expressed their eager anticipation to working with you in your new capacity.
- 2) Unanimously supported Option A of the Vehicle Registration Fee Draft Expenditure Plan Allocation Options, which would allocate fees 50% to local roads, 40% to transit, and 10% to pedestrian and bicycle initiatives, with a special emphasis on prioritizing investments on local roads that are coordinated with existing bicycle, pedestrian, and transit access plans.
- 3) Received an update on the status of WCCTAC's requests of Richmond concerning the Point Molate Casino Resort to provide mechanisms for incorporating additional traffic mitigations if necessary, exacting STMP fees, and reimbursing WCCTAC's legal fees.
- 4) Accepted the fiscal audits for years ended June 30, 2008 and June 30, 2009.
- 5) Approved for circulation to member agencies the proposed member dues and work program for FY 2010-11, the latter including work on the Vehicle Registration Fee, implementation of the Sustainable Communities Strategy, programming of several Measure J programs, and a potential study to assess West County's subregional transportation needs.
- 6) Received an announcement regarding ongoing work on integrating Translink/Clipper with the Measure J Student Bus Pass Program.

Contra Costa County

AC Transit

BART

WestCAT

Sincerely,



Christina M. Atienza
Executive Director

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

ITEM 5

ACCEPT RECENT NEWS ARTICLES

Pittsburg at crossroads with regional transportation group over funds

By Paul Burgarino
Contra Costa Times

Posted: 02/12/2010 03:47:26 PM PST

Updated: 02/12/2010 06:37:26 PM PST

"defer to an aggressive action" to be "troubling" and "showing a lack of genuine desire."

Board Vice Chairman Federal Glover, a county supervisor, asked whether Pittsburg had drawn "a line in the sand" in sending a terse letter to the agency on Jan. 29 or whether the issues could be negotiated.

"This is an act of frustration, pure and simple," said Casey, adding that leaders on the board for years have shown "absolutely no concern" for Pittsburg.

"We've been waiting for 17 years for something and put in millions of dollars," he said. "Enough's enough,"

Kalinowski, an Antioch councilman, said he supported the James Donlon extension and wanted to resolve the issues, but given the dismal economy it "doesn't mean we can solve them in a New York minute."

Pittsburg's City Council will discuss the issue during a meeting later this month.

Pittsburg has put close to \$16 million into the collection agency since its creation. About \$2 million has gone toward widening Highway 4 from Railroad Avenue to Loveridge Road, while \$775,000 was put into James Donlon for environmental review.

Regardless of whether Pittsburg stays in ECCRFFA, city leaders say they will remain committed to building the James Donlon extension and other road projects that benefit the region.

Agreeing to Pittsburg's request could have a negative effect on widening Highway 4 and BART's extension into the region, project manager Dale Dennis said in a staff report.

Before the topic was discussed, the ECCRFFA board met in closed session for close to an hour to discuss potential litigation. Casey stood outside the meeting room for most of that time and said board members were discussing the Pittsburg matter.

Contact Paul Burgarino at 925-779-7164. Follow him at [Twitter.com/pittsburgarino](https://twitter.com/pittsburgarino).

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Bids come in lower than expected for Highway 4 segment in East Contra Costa

By Paul Burgarino
Contra Costa Times

Posted: 02/16/2010 03:41:00 PM PST

Updated: 02/16/2010 04:38:21 PM PST

The next piece of the long-anticipated Highway 4 widening project moved closer to reality last week, as bids to build the segment between Pittsburg and Antioch came in lower than expected.

Berkeley-based O.C. Jones and Sons is in line to get the contract following a bid of \$64.9 million — significantly lower than the anticipated price tag of \$91 million. Construction is expected to begin in May, said Susan Miller, director of projects with the Contra Costa Transportation Authority.

Caltrans will review the proposals before awarding the project in about a month. The bids will be closely scrutinized because the next highest bidder lost out by only about \$60,000, she said.

Work on that stretch of Highway 4 will include adding four lanes from just west of Loveridge Road to west of Somersville Road, along with reconstruction of interchanges for a railroad spur line at Loveridge Road. The highway currently narrows to two lanes in each direction at Loveridge.

The widening also will create a median in the highway wide enough to accommodate BART's

extension into East Contra Costa.

Regardless of the contractor, the savings because of the weak economy should provide a "little cushion" in trying to build out the project despite uncertainties in local developer and state funds, Miller said.

The transportation authority could use the savings to keep the project from being delayed if other funding dries up.

The low bid is good news for the area as a whole as agencies can take advantage of the continued favorable bid climate, said Joe Sbranti, Pittsburg assistant city manager.

"It's promising for the region," said Antioch Councilman Brian Kalinowski, who represents the city on transportation issues. "Based on engineering estimates, we had an idea the bids would come in less, so I feel optimistic this will help keep it on track and on schedule."

To make room for the road expansion, PG&E relocated underground utility lines, large towers and wooden power poles.

Pieces of other properties that abut the highway were acquired to clear space for the project, Miller said. The Best Western Heritage Inn near the Somersville exit off Highway 4 was the only structure entirely razed for the project segment.

Advertising for the next segment of widening from Somersville to L Street is to start in July, she said. Kalinowski hopes this bid also "shows some savings."

The project still has an anticipated completion date

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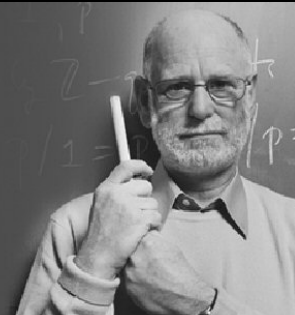


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of 2015, with an estimated total cost of more than \$500 million.

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Antioch looks at BART beyond Hillcrest

By Paul Burgarino
Contra Costa Times

Posted: 02/24/2010 04:23:20 PM PST

Updated: 02/24/2010 05:40:56 PM PST

ANTIOCH — City officials concede a new BART station will not be built at their desired location, but they remain adamant that efforts to roll the trains even farther into East Contra Costa County continue.

BART officials laid out plans before Antioch officials this week for a 10-mile extension, dubbed eBART, from west Pittsburg, reiterating that they cannot pay upward of \$50 million to bump a planned station at Hillcrest Avenue 700 feet east. The city has said its desired location would be more conducive to transit-oriented development.

After again asking BART representatives whether the eastern alternative was off the table Tuesday, the Antioch City Council directed staff members to craft a resolution asking the agency to provide funding and resources necessary for planning to continue eBART past Hillcrest — including a new station in the vicinity of Laurel Road and the Highway 4 bypass near the Antioch-Oakley border.

The City Council also wants BART to adopt a proposal by advocacy group Contra Costa Interfaith Supporting Community Organization to hire local workers to build the Antioch station.

"We're still not getting what we wanted," but an emphasis on local jobs "at least helps in what we've been denied," Councilwoman Mary Rocha said.

Joel Keller, a member of BART's board of directors, said he supports a regional effort to start planning for BART to run farther east, adding that the process would be similar to BART's designs for Livermore. BART has presented nine alignment alternatives to extend service eastward from the current Dublin-Pleasanton station.

The study process would include meetings with other regional stakeholders and an environmental study of the area.

The goal is to have the Laurel concept "morph into a project as quick as possible" to be able to capture available funding, said Victor Carniglia, Antioch's deputy director of economic development.

Antioch leaders also asked that a one-track tunnel planned for train maintenance east of the Hillcrest station be designed so that it could be turned into a two-track passenger tunnel that eBART cars could use if the opportunity arises in the future.

Currently, Union Pacific Railroad plans to use the Mococo rail line where the city hopes the tunnel would connect for freight. BART does not plan to use the tunnel for passengers as it "cannot bet on the Mococo corridor" being open, said Ellen Smith, BART project manager.

Antioch leaders also pushed for language in the resolution seeking BART help with local road projects east of the Hillcrest station to relieve likely traffic congestion.

Some residents used Tuesday's meeting to express displeasure about not getting traditional BART in East Contra Costa despite paying taxes for decades.

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"We wanted steak and eggs, but instead they want to give us Spam," resident Douglas Tokes said.

Many also think it has taken too long. BART's light rail model will include self-propelled diesel battery rail cars and require passengers to transfer at the Pittsburg-Bay Point station. Another eBART station will be built near Railroad Avenue and Highway 4 in Pittsburg.

BART officials said the eBART extension is estimated to cost \$462 million and could be up and running by 2015. Antioch's resolution is expected to be brought back to the council for consideration March 23.

Contact Paul Burgarino at 925-779-7164.

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Bay Area public transit may take another budget hit

By Denis Cuff
Contra Costa Times

Posted: 02/23/2010 03:46:03 PM PST

Updated: 02/24/2010 07:02:08 AM PST

Bay Area public transit operators have complained bitterly that they've had to raise fares and cut service for two years, in part because state lawmakers kept taking transit money to address state budget woes.

Now, transit leaders say they worry about a state budget bill that would eliminate the state sales tax on gasoline — a longtime source of transit money — in favor of an increase in the per-gallon excise tax on gasoline.

Consumers would pay no more at the pump, but transit agencies would end up with less money.

The bill, which the Assembly approved Monday and sent on to the Senate, also would give local governments the authority to make up any revenue losses by seeking voter approval for a local per-gallon fee on gasoline.

Officials at BART, AC Transit, County Connection and the California Transit Association, a statewide group, are cool toward the bill — and a similar Senate measure being considered during a special Legislative budget session.

"It's fundamentally wrong for the state to take it out

on transit riders because state lawmakers can't solve their budget mess," said Joel Keller, a BART board member.

"Now, because the Legislature doesn't have the guts to raise taxes or cut costs, they're going to dump it on local government boards to seek higher taxes at the pump. Once again, the Legislature isn't doing its job."

Democrats in the Legislature say they are trying to help bus, train and ferry operators while the state struggles to cope with a projected \$20 billion budget deficit threatening many services.

"We're trying to provide transit operators with a more stable source of funding, and empower them to raise fees locally," said Alicia Trost, a spokeswoman for Senate President Pro Tem Darrell Steinberg, D-Sacramento.

"We know public transit is hurting, and we're trying to get them more money ... more than the governor has proposed," said Sen. Mark DeSaulnier, D-Concord. "But this is a difficult time."

Gov. Arnold Schwarzenegger last month proposed the tax swap that would end the sales tax on gasoline, which transit agencies relied upon to help run their buses and trains.

The governor stopped there, offering no other state help to offset the losses to transit operators.

The Assembly bill would return \$400 million in disputed state funds to public transit agencies to help get through the recession.

The measure also would generate \$118 million a year extra for public transit operators by giving

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them more of the state revenues from the state diesel fuel tax, according to a summary of the bill.

The California Transit Association believes the bill falls short of providing state support for public transit because it fails to return the total \$3.6 billion that the state has raided in transit funds the past three years, said Jeff Wagner, an association spokesman.

"We think they should give the money back," Wagner said, "but we are appreciative that some legislators are trying to provide relief for the hardships that public transit operators face."

Rick Ramacier, general manager of the County Connection bus system in Contra Costa County, said he is very leery of wiping out the sales tax on gasoline and telling local agencies to go to local voters with ballot measures for a per-gallon fee on gasoline.

"We think it's a mistake," Ramacier said. "We believe the permanent reduction of the sales tax on gasoline would put us in a position of having to consider cutting service or raise fares again."

While transit agencies would have the option to go to voters for relief, the elections would be politically risky, Ramacier said.

There also may be legal questions on whether the local gas fees would be subject to a simple majority or a two-thirds majority approval by voters, transit experts said.

Chris Peebles, the AC Transit board vice president, said he hasn't seen the wording of the Assembly transit bill, but he remains worried the state won't do enough.

"Public transit operators need stable funding," he said, "not to have their money taken away by the state whenever the economy is bad."

Contact Denis Cuff at 925-943-8267. Read the Capricious Commuter blog at www.ibabuzz.com/transportation.

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Caltrans director to become chief of Contra Costa Transportation Authority

By Denis Cuff
Contra Costa Times

Posted: 03/18/2010 03:36:52 PM PDT

Updated: 03/18/2010 05:55:23 PM PDT

Caltrans Director Randy Iwasaki is leaving his state post to take over a Contra Costa County transportation agency.

Iwasaki, Caltrans' chief since August and an employee there for 26 years, will make more money with less political headaches as executive director of the Contra Costa Transportation Authority.

The agency oversees the dispersal money from a county half-cent sales tax for transportation.

Iwasaki will make \$195,000 a year at the transportation authority, 18 percent more than the \$165,000 per year he made in heading a state agency with a \$14 billion annual budget and 22,000 employees.

"We are very pleased that Randy has decided to accept our offer to become the executive director," said Brentwood Mayor Robert Taylor, chairman of the transportation authority. "We are proud that our agency has the reputation for (service) and quality that make it a good fit for a person of Randy's caliber and qualifications."

Iwasaki replaces Robert McCleary, who retired last year.

Iwasaki's three-year contract was approved unanimously Wednesday night by the Contra Costa Transportation Authority. He will start in about a month.

Iwasaki, an engineer, lives in Elk Grove.

He is not the first Caltrans boss to leave for another agency. Iwasaki replaced Caltrans Director Will Kempton, who left to earn \$255,000 per year as head of the Orange County Transportation Authority.

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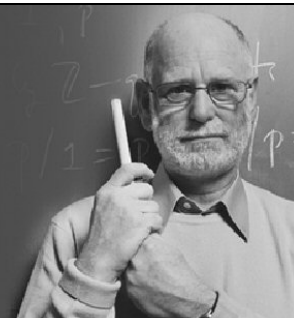


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Pittsburg to consider settlement on road funds

By Paul Burgarino
Contra Costa Times

Posted: 04/30/2010 02:49:39 PM PDT

Updated: 04/30/2010 05:53:48 PM PDT

PITTSBURG — Leaders here will consider a proposal Monday from a regional transportation agency to settle a dispute over how city fees are spent.

Pittsburg has threatened to withdraw from the East County Regional Fee and Financing Authority if the agency doesn't put more funding toward city projects, including the long-sought James Donlon Boulevard extension.

Member agencies collect fees from developers that are then handed over to the authority for transportation-related projects.

Agency representatives, minus Pittsburg officials, have crafted a proposal that would guarantee \$33.2 million in future fees collected by Pittsburg for two city-related projects.

Pittsburg would have to hand over fees it's refused to pay over the past nine months, plus interest, to the financing authority before a May 13 meeting as an "act of good faith," board Chairman Brian Kalinowski said. The little more than \$2 million in unpaid fees would go to other agency projects such as the Highway 4 bypass, program manager Dale Dennis said.

Pittsburg's refusal to pay the fees was "a grinding

point" for board representatives, Kalinowski said.

The agreement also would prevent any defections from the group of four East County cities and Contra Costa County until 2030.

During a closed session Monday, the Pittsburg City Council will discuss whether to accept the terms or consider withdrawal from the agency, said Ben Johnson, a Pittsburg councilman.

Last spring, Pittsburg officials told the agency they were considering withdrawing if all future fees the city collected were not put toward Pittsburg projects. Pittsburg's agency representatives have complained that projects that would affect their city have not received a proportionate share of funding.

Pittsburg has withheld monthly fees since July while awaiting a formal response — a violation of the joint powers agreement, Dennis said.

"It's encumbering to let Pittsburg do what it wants to do," said Kalinowski, an Antioch councilman, adding that the proposal is "the best under the circumstances."

Added county Supervisor Federal Glover: "In its totality, (the proposal is) responsible and reasonable."

If the settlement agreement is approved, half of what Pittsburg collects would be doled out for building the James Donlon extension, with the amount capped at \$27.2 million. It's believed that James Donlon can be constructed in eight years, but it may take longer to raise that money, Dennis said.

That project is a planned 1.7-mile expressway through the hills south of Pittsburg aimed at aiding

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commuter traffic while taking thousands of automobiles off city streets.

The other half of Pittsburg's collected money would go toward its portion of the BART extension into East Contra Costa County, dubbed eBART. That amount would be capped at \$6 million.

Pittsburg officials believe they can collect at least \$2 million a year in transportation fees.

Pittsburg would have the flexibility to negotiate with BART for funding a station near Railroad Avenue, as the city has indicated it would pay for station construction, said Glover, the board vice chairman.

Johnson, Pittsburg's alternate board representative, said he was frustrated by the response when he asked whether the unpaid fees would go entirely toward Pittsburg-related projects. Oakley Councilman Jim Frazier told Johnson his request would kill the deal.

Pittsburg has put close to \$17 million into the collection agency since its creation in 1994, not including the withheld funds. By comparison, Oakley has contributed \$32 million, Contra Costa County \$18.2 million, Antioch \$40.8 million and Brentwood \$73.3 million.

About \$2 million in agency funds have gone toward widening Highway 4 from Railroad Avenue to Loveridge Road, while about \$940,000 was put into the James Donlon project for environmental review.

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Downtown, Vasco Road stations urged for Livermore BART

By Rebecca F. Johnson
Correspondent

Posted: 04/07/2010 11:10:29 AM PDT

Updated: 04/07/2010 06:33:54 PM PDT

LIVERMORE — The proposed BART extension to Livermore should include an underground downtown site and a station along Vasco Road, the city Planning Commission decided Tuesday night.

The seven-member panel voted unanimously to support the city staff's recommendation, which calls for a subway station along Portola Avenue and a second ground-level station near the existing Altamont Commuter Express portal and national laboratories, rather than any elevated structures along Interstate 580.

"Whenever I've thought of BART to Livermore, it has always been in terms of building it in the I-580 median, primarily because it's always seemed to be the cheapest, quickest way for BART to follow through on a promise they made to us 40 years ago," commission Chairman Darryl West said. "We are now faced with constraints that the earlier BART construction didn't face."

The resolution adopted by the commission follows months of community outreach that included three workshops attended by more than 100 people each and a comment period on the draft environmental impact report that BART released. The report addressed nine proposed routes for the extension.

The proposed alignment is a hybrid, developed from community input, that offers maximum economic development potential while being environmentally conscious, assistant city engineer Bob Vinn said.

The paired sites also would provide the greatest opportunity to build housing and businesses near the stations — necessities for garnering state and federal funding for the estimated \$3.7 billion project, City Engineer Cheri Sheets said.

"It doesn't matter what the price tag is if you can't qualify for funding," she said.

Several of the more than 40 speakers at Tuesday's meeting agreed that the proposed alternative would generally be the best option for the city.

They specifically noted that the downtown site would likely help create foot traffic for nearby businesses, restaurants and theaters.

"If we have a BART station downtown, we become a destination," resident Karen Hogan said. "I think we really deserve this."

But others expressed concerns that running BART through the downtown area would alter Livermore's small-town atmosphere, clog city streets with traffic and create competition for parking.

"You're going to put 10 pounds of flour in a five-pound sack," said Linda Jeffery Sailors, a Livermore resident and former mayor of Dublin who favors a BART alignment that follows the freeway.

The commission's resolution will serve as a formal recommendation to the City Council, which will

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weigh the issue at its April 26 meeting. Ultimately, BART's Board of Directors will select the preferred alignment.

The body is tentatively slated to discuss the matter June 24.

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ITEM 6

ACCEPT MAJOR PROJECTS STATUS REPORT

TRANSPLAN: Major East County Transportation Projects

- State Route 4 Widening • State Route 4 Bypass
- State Route 239 • eBART

Monthly Status Report: May 2010

Information updated from previous report is in underlined italics.

State Route 4 Widening

A. SR4 Widening: Railroad Avenue to Loveridge Road

Lead Agency: CCTA

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

Current Project Phase: Landscaping.

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

Issues/Areas of Concern: None.

B. SR4 Widening: Loveridge Road to Somersville Road

Lead Agency: CCTA

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

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

Project Status: The mainline construction project was advertised on October 26, 2009. Bids were opened on February 10, 2010. Twelve bids were received and Caltrans is currently reviewing the apparent low bid from O.C. Jones and Sons, Inc. The apparent low bid is approximately 30% below the Engineer's Estimate. Construction is anticipated to start in April or early May 2010. The construction management team is in place and a field office has been secured with a lease option to extend for use when other SR4 projects begin the construction phase.

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

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

Issues/Areas of Concern: *None*

C. SR4 Widening: Somersville Road to SR 160

Lead Agency: CCTA

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

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

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

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

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

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

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

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

STATE ROUTE 4 BYPASS PROJECT

Segment 1

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

Segment 2

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

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

The project has been completed and closed out.

Sand Creek Interchange Phase I, Stage 2 - Final Design

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

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

(A) – Actual Date

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

Right of way acquisition and utility relocation is underway.

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

Design is essentially complete and the schedule is presented below. The design consultant is addressing Caltrans final comments, but the project could be advertised anytime at this point, subject to available funding.

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

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

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

Segment 3

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

STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY)

April 2010 Update

Contra Costa County has been authorized by Caltrans to use up to \$3 million for the planning phase of the State Route 239 project. The County has sent a request for statements of qualifications to interested consulting firms, and plans to have a consultant team under contract by June or July for the two-year planning project. Representatives from San Joaquin County, Brentwood, the Contra Costa Transportation Authority and Caltrans will assist in selecting a consultant team for the project. The \$3 million is part of an overall \$14 million earmark provided to the County for the SR 239 project. The planning phase will determine the preferred alignment for the route, the number of lanes needed, median and shoulder treatments, cost estimates, project funding and delivery strategies, and right-of-way needs.

May 2010 Update

Contra Costa County has convened an interagency panel to select a consultant team for Phase 1 of the project, which is the planning phase. The County expects to have a consultant team under contract in the summer. In the meantime the County will work with the District III Supervisor's office to convene a

steering committee consisting of elected officials from the counties and cities involved. The County also is developing cooperative funding agreements with some of the other jurisdictions regarding reimbursement for the time their staffs spend working on the project. Participating agencies include the City of Brentwood, City of Tracy, San Joaquin County, San Joaquin Council of Governments, Mountain House Community Services District, Alameda County, Caltrans, and the Contra Costa Transportation Authority, among others.

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

eBART

April 2010 Update

The eBART project, as adopted by TRANSPLAN, CCTA, MTC and BART, is going forward with contracting and construction in 2010. The first construction contract will be for the transfer station and associated track work in Pittsburg. The transfer station will be located east of the BART platform at the Pittsburg/Bay Point Station in the tailtrack area. This contract is on schedule to be advertised in the next 30 days, pending Caltrans agreement on construction terms. BART is planning a groundbreaking for the project in June of this year.

As stated by BART Director Joel Keller at the January 26 Antioch City Council, project funding will cover the Hillcrest Avenue median station in Antioch, but is not sufficient to cover the additional cost of relocating this station to the Median East site, 700 feet to the east. A report on the two station options commissioned by MTC, suggested a 4 percent increase in ridership and no significant difference in development opportunities associated with the additional \$50 million cost. Given this cost/benefit analysis, MTC has said no additional regional funding will be made available for the station relocation. BART remains committed to working with the City of Antioch and other parties to make station access by all means as simple and safe as possible.

eBART project costs remain at \$462 million.

Congressmember Garamendi and staff visited the eBART, Highway 4 and Bypass projects in January. Congressmember Garamendi noted the long wait in East County for BART service, and commended the agencies for cooperation on design, funding and scheduling.

May 2010 Update

Contracts

The Highway 4 widening/eBART integrated project is progressing toward concurrent construction. BART intends to advertise eBART Contract 1 this month. Contract 1 covers construction of the transfer platform in the tailtrack area of the Pittsburg/Bay Point BART Station and related trackwork. Contract value is expected to be \$30 million.

Hillcrest Station

A group of stakeholders has been working on improving plans for access to the Hillcrest eBART Station. The group has proposed a plan that will result in an almost-level walk from the eBART station, across

the parking lot, over the UP tracks and to the future development on the north side of the tracks. Bike and pedestrian access would be much improved with this solution. Discussions are now under way between BART and Antioch, and separately between Antioch and a property owner to try to reach agreement on terms for implementation. We greatly appreciate the efforts of Antioch, CCTA, Tri Delta Transit, Transform, the East Bay Bicycle Coalition, Brosamer+Wall, and Congressman Garamendi's office in defining the proposed solution.

Outreach

Caltrans, CCTA and BART are working to define a linked outreach program for construction improvements and impacts. Lead contacts will be assigned from each agency.

12-Month Rough Schedule

Contract 1: Transfer Station and Related Trackwork

May - Advertise

August - Award

September - Groundbreaking

Hillcrest Station and Hillcrest Maintenance Facility and Parking Lot Work

April - Commence design

May - Complete design

December - Complete final design , and Advertise Hillcrest Maintenance Facility and Parking Lot contract

Other Work

September - Advertise Vehicles Contract

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ITEM 7
APPOINT TRANSPLAN ALTERNATES TO THE CONTRA COSTA
TRANSPORTATION AUTHORITY (CCTA) BOARD

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

Odd Year Seat (Feb 1 to Jan 30)

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

Even Year Seat (Feb 1 to Jan 30)

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

**ITEM 8: PROPOSED 2010 VEHICLE REGISTRATION FEE BALLOT
MEASURE FOR TRANSPORTATION PROGRAMS AND PROJECTS**

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee
FROM: John Cunningham, TRANSPLAN staff
DATE: May 5, 2010
SUBJECT: Proposed Vehicle Registration Fee for November

Background

The Contra Costa Transportation Authority (CCTA) is considering placing a measure on the November 2010 ballot that would include a \$10 increase in the Vehicle Registration Fee to fund transportation projects.

Discussion

At its April meeting, CCTA authorized staff to draft an Expenditure Plan. A Vehicle Registration Fee Advisory Committee held its first meeting on April 23rd. Members included Regional Transportation Planning Committee (RTPC) staff (Paul Reinders – Pittsburg attended for TRANSPLAN), the Technical Coordinating Committee, CCTA's Citizens' Advisory Committee, transit operators, City/County Engineers Advisory Committee, and representatives from business, environment and open space advocacy groups. The Advisory Committee developed expenditure plan alternatives as a starting point for discussion (see attachment).

The Committee should be aware that the West Contra Costa Transportation Advisory Committee (WCCTAC) and the Southwest Area Transportation Committee (SWAT) have discussed this issue and specifically the expenditure plan alternatives at their recent meetings. WCCTAC supported Option A. SWAT supported an option that allocated funds to the three categories described on the attachment but created a fourth category that would be allocated to the listed programs and projects at the discretion of local jurisdictions or RTPCs.

CCTA Staff and consultants will present information and guide the discussion on this item at our May 13th, 2010 Meeting.

Recommendations

The Technical Advisory Committee has not discussed this item.



EAST BAY BICYCLE COALITION

P.O. BOX 1736 OAKLAND CALIFORNIA 94604
FRUITVALE VILLAGE 3301 E12TH ST SUITE 143

April 25, 2010

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

Re: Expenditure Plan for a Vehicle Registration Fee ballot measure

Dear Mr. Maxwell:

Thank you again for inviting the East Bay Bicycle Coalition to sit on the Steering Committee for development of the Expenditure Plan for Contra Costa County's Vehicle Registration Fee ballot measure. I look forward to coming back to the committee in late May and adopting a final expenditure plan that includes a well-rounded transportation program, includes bicycling and walking as important components.

First, I want to say how delighted we are that the April 2010 polling results show the tremendous popularity of bicycling and walking projects to the voters of Contra Costa County. More and more people are walking and bicycling in Contra Costa County and now is a great time to reflect this in our transportation programs. It is great to know that you will have the voters' support to include projects for walking and bicycling in the expenditure plan. It is also extremely encouraging to read the responses to question #48 that "11% of respondents ride a bicycle to work or school." That is a large percentage and bodes well for including "good roads" policies in the expenditure plan.

Also, I want to reiterate our support for transit funding in the expenditure plan. At the April 23 meeting of the Steering Committee, we proposed a 50%-40%-10% split for good roads, transit and walking/bicycling and I am glad to see that your staff and consultants have included this split as one of the options under consideration. The polling certainly shows support for this option.

Good Roads

The Steering Committee discussed and generally supported the concept of "complete streets" and/or "good roads" policies as part of the Expenditure Plan. We think it is a good idea too. Back in 2000, the California Bicycle Coalition introduced the "Good Roads Bill" in

Sacramento. It would have required the provision of sidewalks and wide shoulders or bike lanes for all roadways that were expanded. Governor Davis vetoed the bill because he felt it placed a "substantial new burden" on local governments. In 2005, the Metropolitan Transportation Commission adopted the Bay Area's existing "Routine Accommodations Checklist" for all projects subject to MTC review. This Checklist asks many important questions, but in the end only requires a "consideration" of bicycle and pedestrian safety, nothing more. The Checklist also asks its questions too late in the planning process, often when it is too late to modify plans. More is needed.

The Expenditure Plan for the Vehicle Registration Fee in Contra Costa County is the right time in the process to include "good roads" policies. And these policies need to require the inclusion of bicycle and pedestrian improvements as part of local streets and roads projects, not just consideration. There are several ways to go about this.

General Good Roads Policy

One, a good roads policy could require that all local streets and roads funding be spent in a way that makes "reasonable improvements" for bicycle and pedestrian safety and access, and also for transit on roadways where transit operates. This approach allows local planners to choose the streets for maintenance and rehabilitation, but it does require that their projects include "reasonable improvements" for bicyclists and pedestrians. Reasonableness is a balancing of safety/access improvements verses costs, as a general rule. Not every project can make a street a "complete" street, but every project should move us in a substantial direction toward that goal, and every plan should require that Contra Costa's streets be complete—that is a street safe for a bicyclist to ride down, safe for a pedestrian to cross, and safe and inviting for transit (where transit operates). This approach does not add to the cost of projects, but only requires that their funding to directed to a more multi-modal approach. Or, looking at it another way, it does limit the ability of local planners to spend scarce transportation dollars in ways that only accommodate cars. It's 2010, and we are smarter now, and know that we cannot continue to prioritize car travel at the expense of pedestrians and bicyclists.

Prioritized Good Roads Policy

A second approach places an emphasis on roadways that are in adopted bicycle and pedestrian plans (and transit access plans), and requires that the VRF monies be directed to these roadways. The result of this approach is that it accelerates roadways identified for walking and bicycling improvements while at the same time provides rehabilitation of our roadways. Alameda County has started implementing this approach for several local streets and roads programs. The challenge of this approach is that it is more limiting to local planners because it narrows the number of roadways to select for rehabilitation, i.e. those on adopted bike/ped/transit plans.

Hybrid Good Roads Policy

A third approach is to allow local planners to choose the roadways for rehabilitation, but require that any selected roadways chosen which also are on adopted bike/ped/transit plans be improved in accordance with the adopted plans. This is a common approach to implementation of bicycle plans and is usually accompanied with a policy that prioritizes

roadways in adopted plans, but does not mandate such roadways. This approach is different from the first approach in that it requires full implementation of the adopted plan on the chosen street, rather than “reasonable improvements” that may or may not leave additional improvements necessary in the future.

All three approaches have merit and all three are substantial improvements over the Routine Accommodation Policy currently used by the MTC.

Our final comment is directed at those not wanting their hands tied. We agree flexibility is important, but only flexibility that allows us to reach our goals and in this case the goals are good roads—roads that are safe to ride a bicycle on and walk across. A valid “good roads” policy is like any good policy in that it requires certain accomplishments by local planners. It requires local planners to take substantial steps toward the goal of good roads.

I hope this analysis helps in your consideration and adoption of “good roads” policies in the Vehicle Registration Fee Expenditure Plan. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Dave Campbell". The signature is written in a cursive, slightly slanted style.

Dave Campbell
Program Director

Cc: Olivia deBree
Deirdra Heitman
Ron Brown



CONTRA COSTA TRANSPORTATION AUTHORITY

VEHICLE REGISTRATION FEE

EXPENDITURE PLAN

Vehicle Registration Fee Fact Sheet

The Contra Costa Transportation Authority (CCTA) is considering placing a transportation measure on the November 2, 2010 ballot to provide a Vehicle Registration Fee of up to \$10 that would be used for local transportation and transit improvements throughout Contra Costa County.

The opportunity for a Countywide transportation agency to place this fee before the voters was authorized last year by the passage of Senate Bill 83, authored by Senator Loni Hancock. The Vehicle Registration Fee could help counties provide additional local funding for their transportation needs. Contra Costa County has very significant unfunded transportation needs, and this fee would provide funding to meet some of those needs.

The Vehicle Registration Fee would be a key part of an overall strategy to develop a balanced, well thought-out program that improves transportation and transit for our residents and has the potential to generate up to \$8.5 million per year.

The Vehicle Registration Fee could fund programs that:

- Repair and maintain our local streets and roads.
- Make public transportation easier to use and more efficient.
- Make it easier to get to work or school, whether driving or using public transportation.
- Result in the reduction of pollution from cars and trucks.





Vehicle Registration Fee Expenditure Plan

During the spring and summer of 2010, CCTA will develop a Vehicle Registration Fee Expenditure Plan, based on broad public input that articulates how the funds generated will be used. The Vehicle Registration Fee Expenditure Plan would have the following specific benefits:

- All of the money raised by the Vehicle Registration Fee would be used exclusively for transportation in Contra Costa County and none of it can be taken by the State.
- Help fund roadway repairs and maintenance that make our roads safer for vehicles, cyclists, and pedestrians.
- Provide investments that will help to create a smarter, more efficient transportation system.
- Establish a reliable source of funding to help fund critical local transportation

There must be a relationship between the people who pay the Vehicle Registration Fee and the programs the Vehicle Registration Fee funds are used to fund.

Opportunities for Public Input

In addition, CCTA will hold a public workshop on Monday, May 24. CCTA will notify the public about this workshops and the VRF process through newspaper notices and e-mail notification. In addition, as part of the outreach process, CCTA staff will be available to make presentations to City Councils, and to meet with other key agencies and stakeholder groups. Finally, the meetings of the Advisory Committee, the Regional Transportation Planning Committees, the Administration & Projects Committee, and the full Authority Board are all open to the public. All meetings, meeting materials, and project documents will be available on the CCTA website (www.ccta.net). The dates and times of currently-scheduled public meetings are shown to the right.

Vehicle Registration Fee Public Meetings

<i>Date</i>	<i>Time</i>	<i>Meeting</i>	<i>Location</i>
4/23/10	10:00 am	CCTA VRF Advisory Committee	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
4/30/10	8:00 am	West Contra Costa Transportation Advisory Committee (WCCTAC)	San Pablo City Council Chambers 13831 San Pablo Avenue San Pablo
5/3/10	3:00 pm	Southwest Area Transportation Committee (SWAT)	Lafayette City Offices 3675 Mt. Diablo Boulevard Conference Room 240 or 265 Lafayette
5/6/10	8:30 am	CCTA Administration & Projects Committee	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
5/13/10	9:00 am	Transportation Partnership and Cooperation (TRANSPAC)	City of Pleasant Hill Community Room 100 Gregory Lane Pleasant Hill
5/13/10	6:30 pm	TRANSPLAN	Tri Delta Transit building 801 Wilbur Avenue Antioch
5/19/10	6:00 pm	CCTA Authority Board	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
5/21/10	10:00 am	CCTA VRF Advisory Committee	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
5/24/10	6:30 pm	Public Workshop	TBD
6/3/10	8:30 am	CCTA Administration & Projects Committee	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
6/19/10	6:00 pm	CCTA Authority Board	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
7/1/10	8:30 am	CCTA Administration & Projects Committee	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
7/16/10	6:00 pm	Public Hearing before the CCTA Authority Board	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill



CONTRA COSTA TRANSPORTATION AUTHORITY
VEHICLE REGISTRATION FEE
 EXPENDITURE PLAN

DRAFT Expenditure Plan Allocation Options
Contra Costa Transportation Authority

April 23, 2010

Program Category	Modes Benefitting	Options		
		Local Streets and Roads Focus	Option A	Option B
<u>Local Road Improvement and Repair</u> This program would provide funding for the rehabilitation, maintenance and operations of local roads and traffic signals. Eligible projects may include: <ul style="list-style-type: none"> • Street repaving and rehabilitation • Traffic signal maintenance and upgrades • Signing and striping for crosswalks and bicycle lanes • Sidewalk repair and installation • "complete streets" projects • Curbs, gutters and drains • Bus stop improvements, including bus pads, turnouts and striping • Safety improvements for vehicles, bicyclists and pedestrians (ADA compliance) • Development, installation, operations, monitoring and maintenance of corridor technology, such as traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems and advanced traveler information systems • Projects on local roads to complement freeway management systems • Arterial operational improvements using advanced technology • New or emerging transportation technologies that improve the efficiency and effectiveness of the overall 	Autos and Trucks Bicycles Pedestrians Transit	80%	50%	60%
<u>Transit for Congestion Relief</u> This program would provide funding to make the existing transit system more efficient and effective, and improve peak hour access to schools and jobs. The goal of this program is to decrease automobile usage and thereby reduce congestion and air pollution. Eligible projects may include: <ul style="list-style-type: none"> • Transit service expansion and preservation • Express bus service in congested corridors • Rapid bus or bus rapid transit planning and operations • Employer or school-sponsored transit pass programs • Transit priority treatments on local roads • Park and ride facilities • Rail station (ie BART) access and capacity improvements 	Autos and Trucks Bicycles Pedestrians Transit	15%	40%	30%
<u>Pedestrian and Bicycle Access and Safety</u> This program would provide funding to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles and discourage driving in congested areas such as transit hubs, schools, downtowns and other high activity locations. This program would also alleviate traffic congestion and related air quality impacts. It would also provide funding to improve bicycle and pedestrian safety on arterials and other locally-maintained roads. Eligible projects may include: <ul style="list-style-type: none"> • Safe routes to schools • Greenways to schools, including programs to reduce congestion around schools for students, parents and teachers • Bicycle and pedestrian signals • Bicycle and pedestrian access to transit hubs, activity centers • Bicycle and pedestrian safety on arterials and other locally maintained roads 	Autos and Trucks Bicycles Pedestrians Transit	5%	10%	10%

Note: SB 83 requires that fees collected be used only to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee and are consistent with a regional transportation plan. The bill also specifies leveraging funds, congestion mitigation or pollution mitigation, but defines these concepts broadly.



CONTRA COSTA TRANSPORTATION AUTHORITY

VEHICLE REGISTRATION FEE

EXPENDITURE PLAN



BACKGROUND

- Proposed Countywide Vehicle Registration Fee for November 2, 2010 Ballot (SB 83):
 - Up to \$10 increase in current vehicle registration fee
 - Funds for transportation programs/projects in Contra Costa
 - Fee—not tax (= majority vote/nexus)
 - Administrative costs limited to 5%
 - \$8.5 M/year in Contra Costa



ELIGIBLE PROGRAMS UNDER SB 83

- Local Streets and Roads :
 - Maintenance and Rehab
 - Operations Improvements/Technology
 - Striping/bike-pedestrian access
- Transit service expansion/technology b1
- Highway Operation Improvement/Technology
- Travel Information
- Pollution mitigation
 - *Nexus requirement applies to all



HOW COULD THE VEHICLE REGISTRATION FEE BE USED?

Vehicle Registration Fee could fund programs that:

- Repair and maintain local streets and roads to make them safer for vehicles, cyclists, and pedestrians
- Make public transportation easier to use and more efficient
- Make it easier to get to work or school, whether driving or using public transportation, bicycling or walking
- Result in the reduction of pollution from cars and trucks
- Result in the reduction of congestion on local streets and roads



POTENTIAL BENEFITS OF THE VEHICLE REGISTRATION FEE

- Fee money stays in Contra Costa
- Fee money goes back to the people paying the fee (% tbd)
- Funding is predictable and reliable
- Funding pays for projects and programs that make roads safer for vehicles, bicyclists, pedestrians and people with disabilities



ACTIONS TO DATE BY CCTA

- Feb 18-Issue RFP for polling consultant and direct staff to work with Nolte/Gray-Bowen team to develop framework for potential measure
- March 17-CCTA Approves:
 - EMC as Polling Consultant
 - Approach and Schedule for Development of Expenditure Plan
 - Advisory Committee Composition
 - Estimated Budget these Activities
- April 1-APC Approves Polling Questions
- April 8-15-EMC Conducts 804 Interviews
- April 21-CCTA Receives Polling Results and Approves Development of Expenditure Plan



POTENTIAL REVENUE PROJECTIONS

- 850,000 registered vehicles in county
- Additional fee could generate up to \$8.5 million per year in Contra Costa County



NEED FOR ADDITIONAL FUNDING SOURCES

- All programs face significant shortfalls
- Funding resources are decreasing across the Country and State
- The Vehicle Registration Fee would help to off set this shortfall



EXPENDITURE PLAN ADVISORY COMMITTEE ROLE

- Development Expenditure Plan options
- Review Draft Expenditure Plan
- Two scheduled meetings: April 21, May 21
- Members include:
 - Regional Transportation Planning Committee members
 - Bicycle and pedestrian organizations
 - Transit advocates
 - Business representatives
 - Open space organizations



PROGRAM OPTIONS FOR EXPENDITURE PLAN

- Local Road Improvement and Repair
- Local Transportation Technology
- Transit for Congestion Relief
- Pedestrian and Bicycle Access and Safety



LOCAL ROAD IMPROVEMENT AND REPAIR

- Street repaving and rehabilitation (to benefit all users)
- Signal maintenance
- Pedestrian and bicycle signals
- Signing and striping, crosswalks and bicycle lanes
- Curbs and gutters
- Traffic signal upgrades



LOCAL TRANSPORTATION TECHNOLOGY

- Traffic signal interconnection
- Transit and emergency vehicle priority
- Advanced traveler information systems
- Ramp meters
- Carpool and express lanes
- Smart Corridor operations



TRANSIT FOR CONGESTION RELIEF

- Transit service expansion and preservation
- Express buses in congested corridors
- Transit priority/ speed protection
- Park-and-ride lots
- Rail/BART station access improvements
- Supplement Measure J transit programs



PEDESTRIAN AND BICYCLE ACCESS AND SAFETY

- Safe Routes to School programs
- Bicycle and pedestrian signalization
- Access to transit hubs
- Supplement Measure J bicycle and pedestrian programs



DRAFT EXPENDITURE PLAN OPTIONS

- Local Road Improvement and Repair
- Local Transportation Technology
- Transit for Congestion Relief
- Pedestrian and Bicycle Access and Safety



NEXT STEPS

- **Public workshop:** May 24
- **APC meetings:** May 6, June 3, July 1
- **Authority Board meetings:** May 19, June 16, July 21
 - **June 16, 2010:** approve Draft Expenditure Plan, ballot language and nexus study
 - **July 21, 2010:** approve final Expenditure Plan, ballot language and nexus study
- **August 6:** Submit ballot measure





CONTRA COSTA TRANSPORTATION AUTHORITY

VEHICLE REGISTRATION FEE

EXPENDITURE PLAN



Telephone Survey of likely
Contra Costa County November 2010 voters

Presentation of Results

Conducted for:
Contra Costa Transportation Authority



EMC Research, Inc.

436 14th Street, Suite 820
Oakland, CA 94612
(510) 844-0680
EMC 10-4203

Methodology

- ▶ Telephone Survey of likely November 2010 voters in Contra Costa County
- ▶ 804 completed interviews
- ▶ Margin of error ± 3.5 percentage points
- ▶ Conducted April 8-15, 2010
- ▶ Interviews conducted by trained, professional interviewers

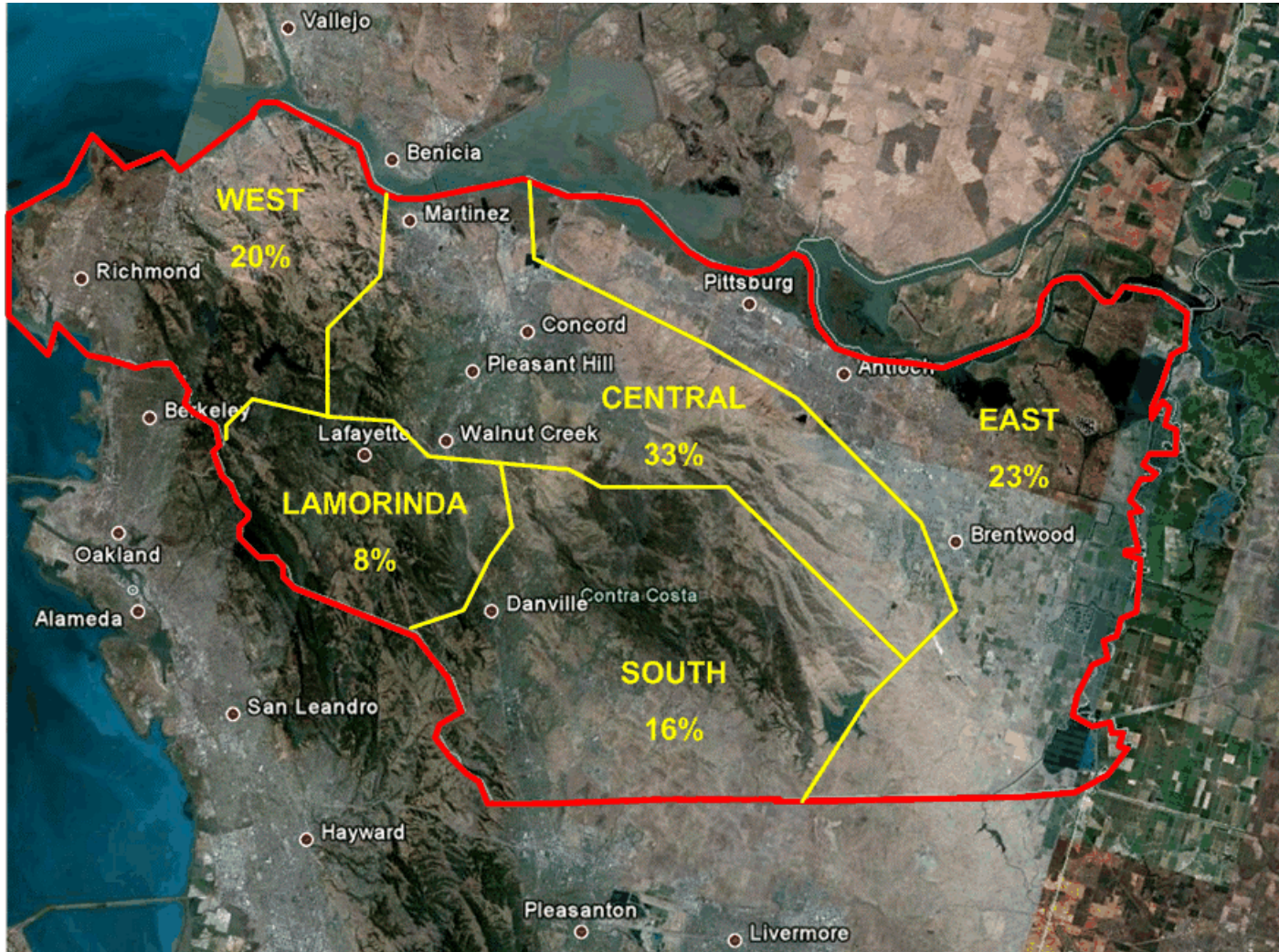
As with any opinion research, the release of selected figures from this report without the analysis that explains their meaning would be damaging to EMC. Therefore, EMC reserves the right to correct any misleading release of this data in any medium through the release of correct data or analysis.

Please note that due to rounding, percentages may not add up to exactly 100%

Conclusions

- ▶ **A \$10 VRF ballot measure in Contra Costa County is supported by a majority of likely voters.**
 - ▶ It is not necessary to lower the dollar amount or insert additional accountability measures to pass.
- ▶ **Repairing local streets and roads is paramount.**
 - ▶ Other programs are supported, including enabling safe and convenient biking, walking, and transit riding, qualifying for state funding, and reducing commute hour traffic.
- ▶ **Voters see a need for increased funding for transportation.**
 - ▶ The perception of need is greatest in both East and West County, where four out of five voters believe there is at least some need for money for transportation.
- ▶ **As in other counties, keeping the money local is the key message.**
 - ▶ Over half of the county's likely voters are much more likely to vote for the measure once they hear that it will stay in the county.
- ▶ **Messaging does little to move the vote.**
 - ▶ Positive messaging does move the vote up slightly, but negative messages bring it back to where it started, at just over half supporting the measure.

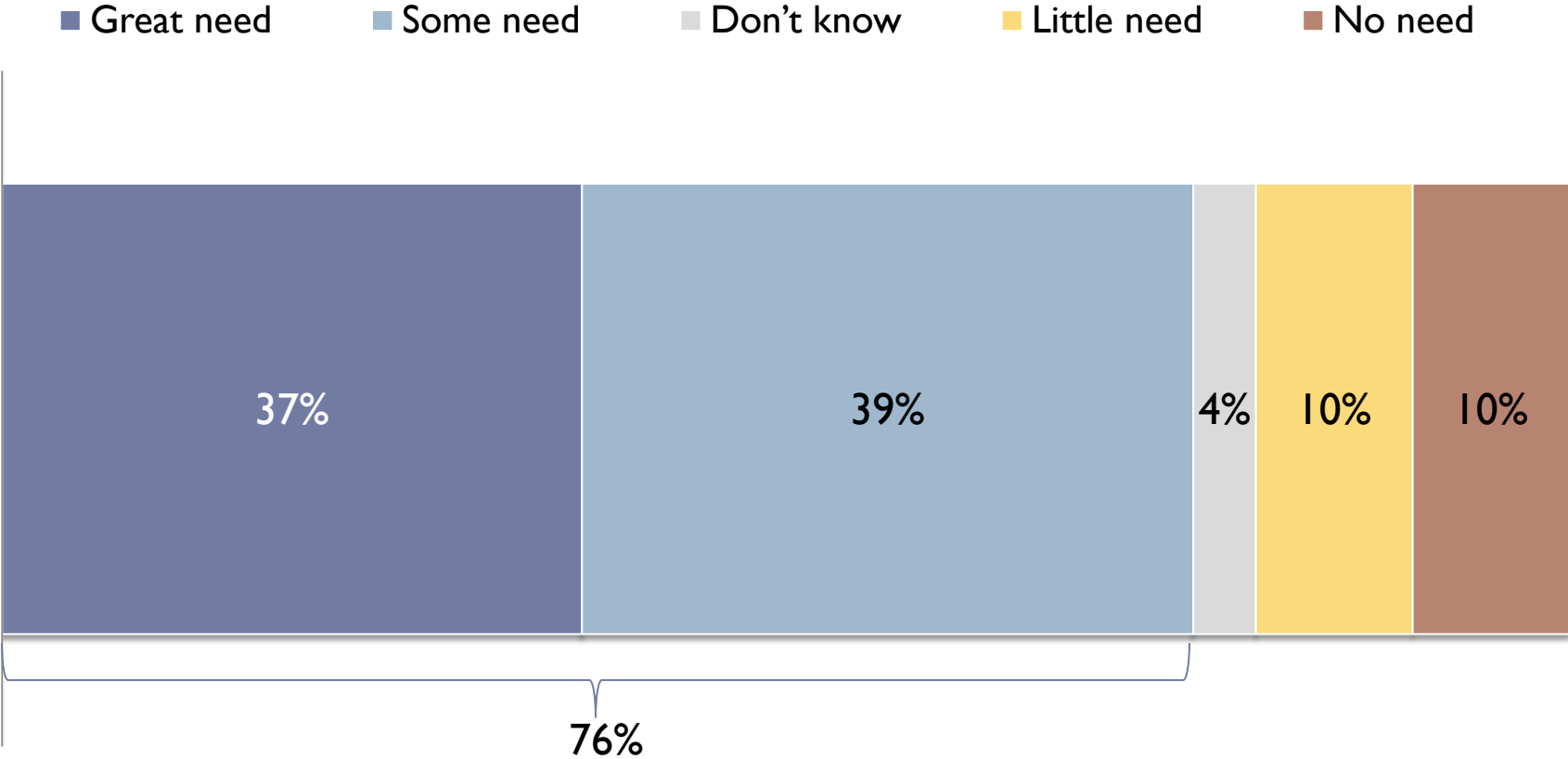
Contra Costa County



Current support

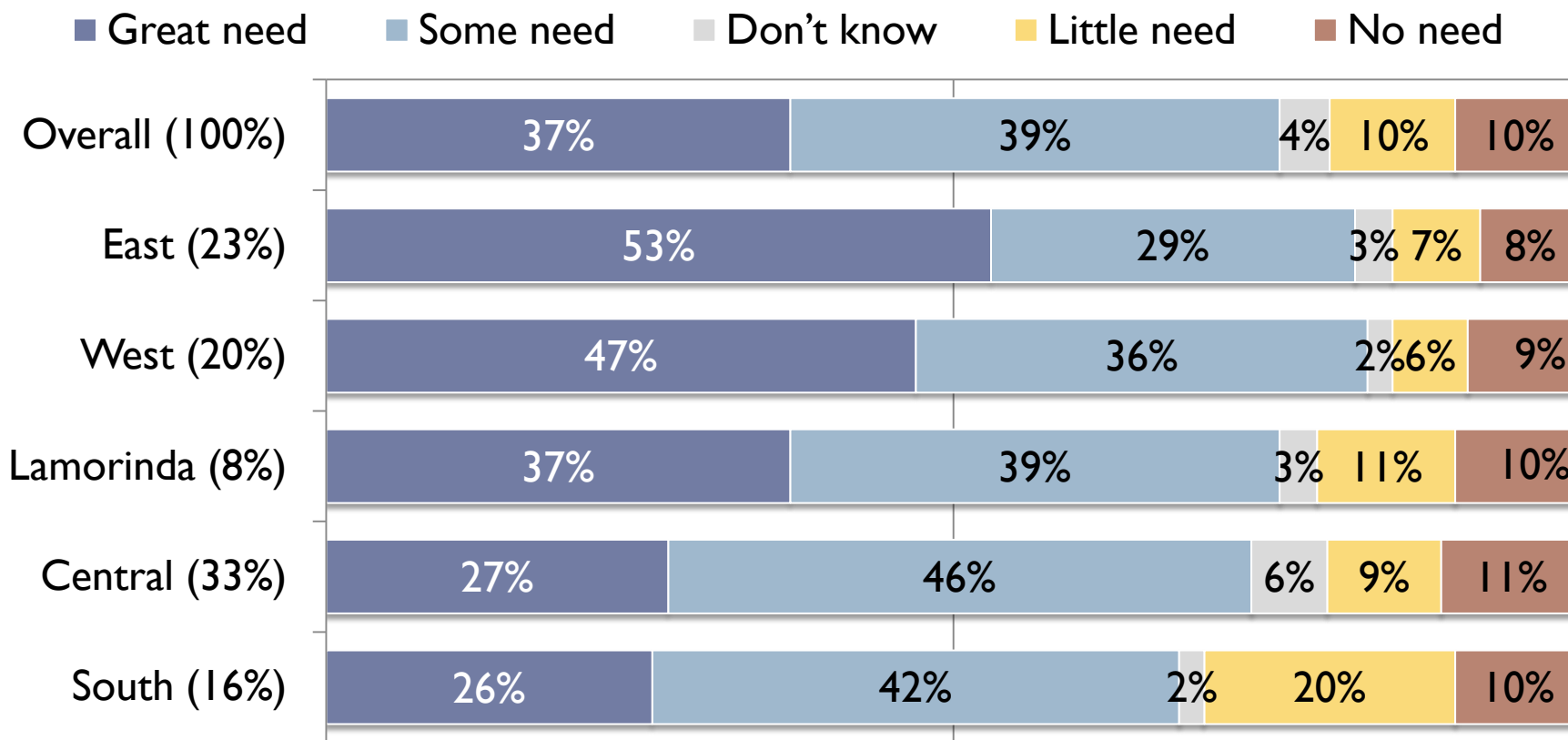
Additional transportation funding needed.

*Thinking about Contra Costa County’s transportation network, including streets, roads, and public transit, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding?
(Q12)*



The east and west regions of the county express the greatest need for funding

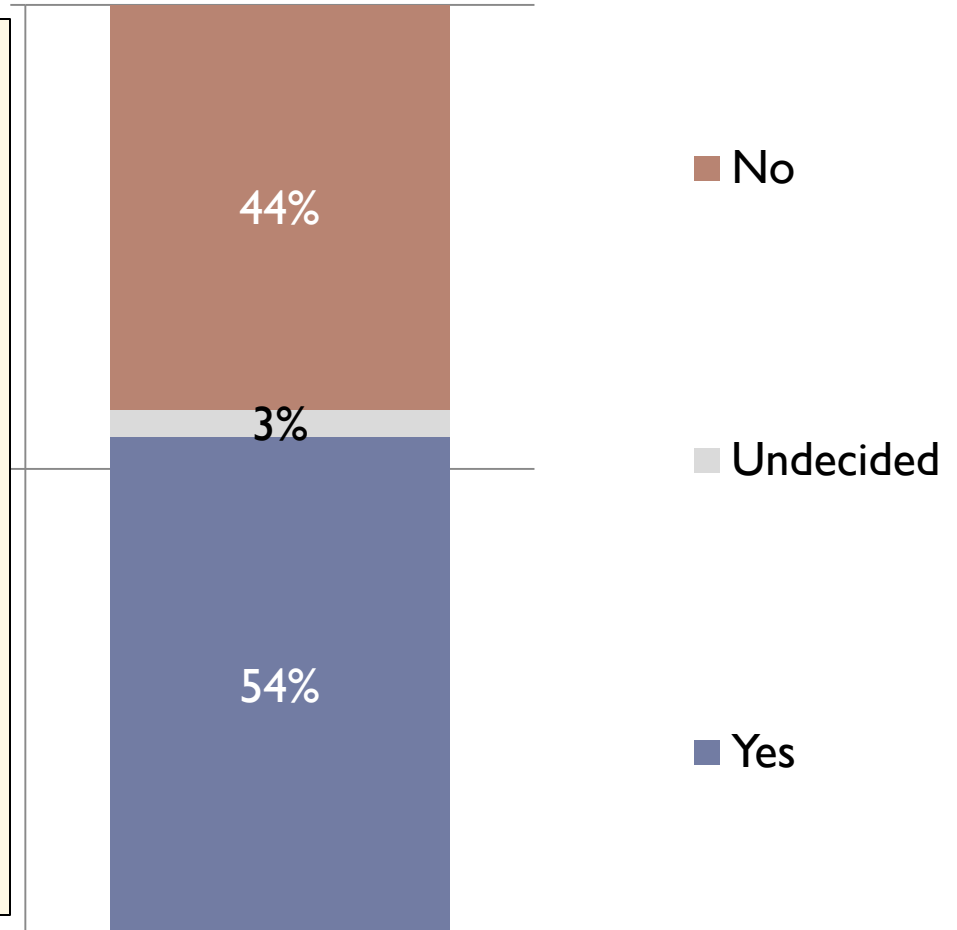
Thinking about Contra Costa County's transportation network, including streets, roads, and public transit, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding? (Q12)



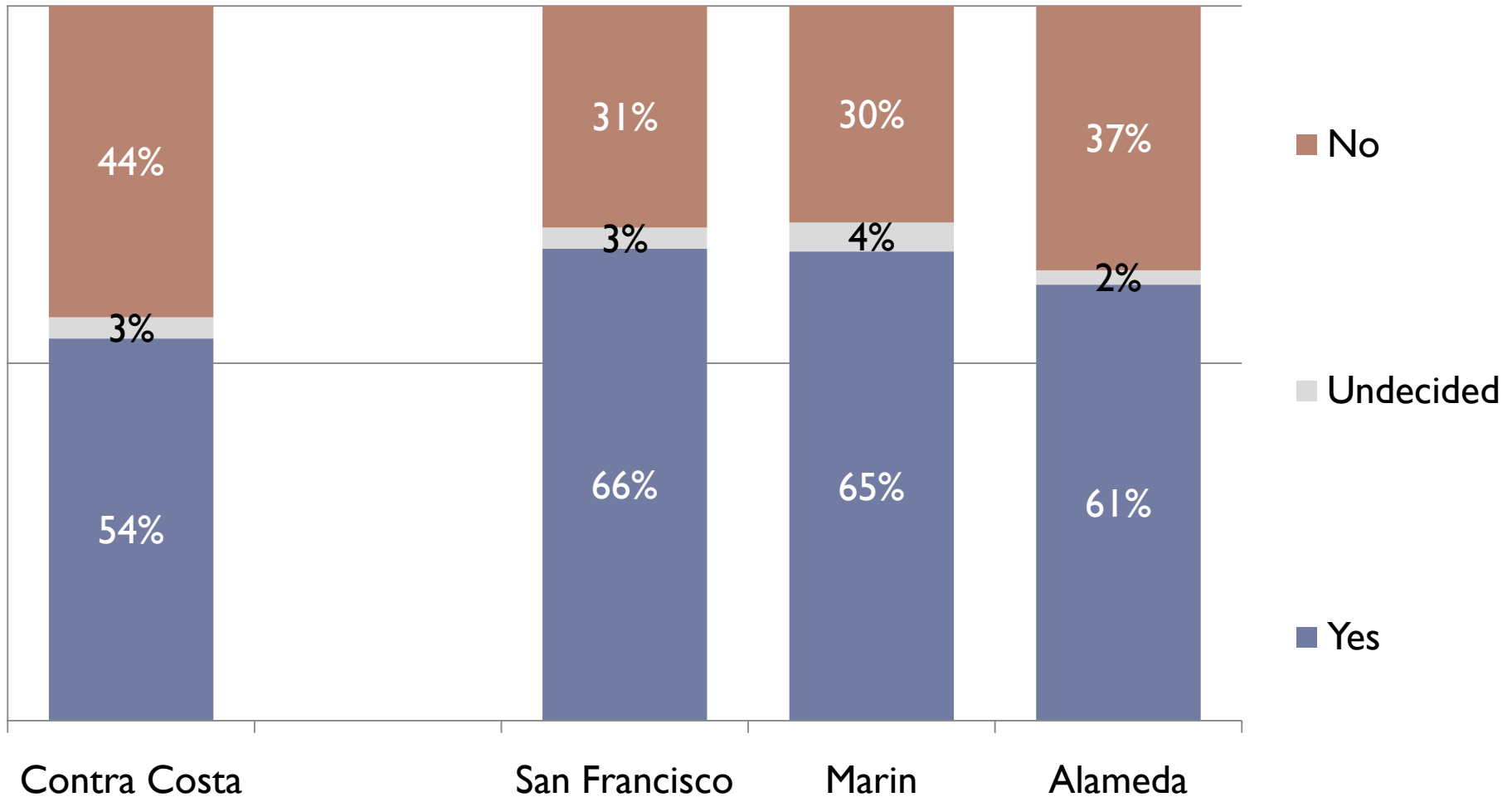
On the initial vote, a majority supports a \$10 Vehicle Registration Fee

Shall a local **vehicle registration fee of ten dollars** be established and proceeds directed to repairing and maintaining local streets and roads; improving traffic flow, safety, and public transportation efficiency; with expenditures subject to strict monitoring and with all revenues staying in Contra Costa County?

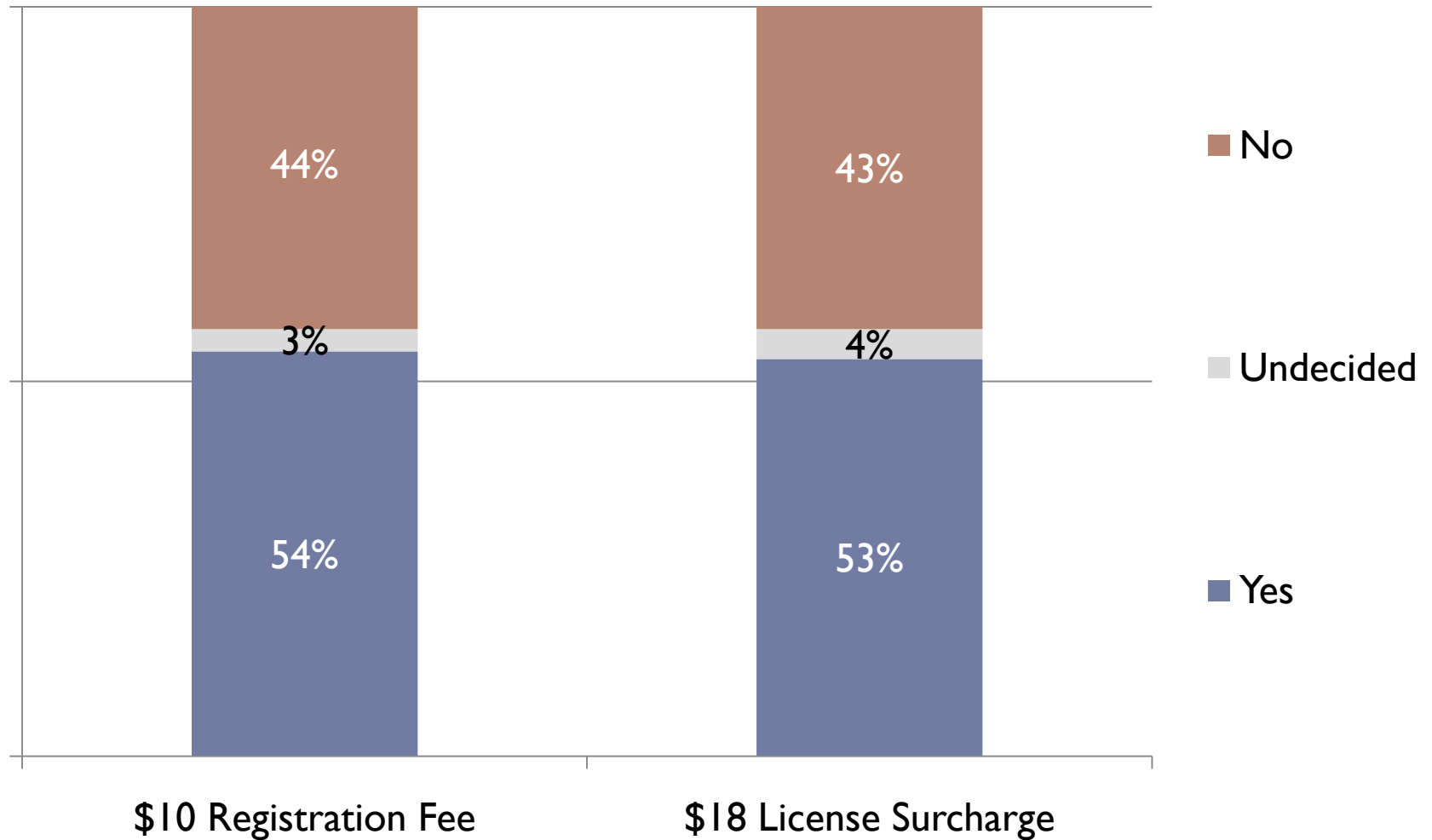
Would you vote “Yes” to approve this measure, or “No” to reject it? (Q14)



Comparison of \$10 VLF measures



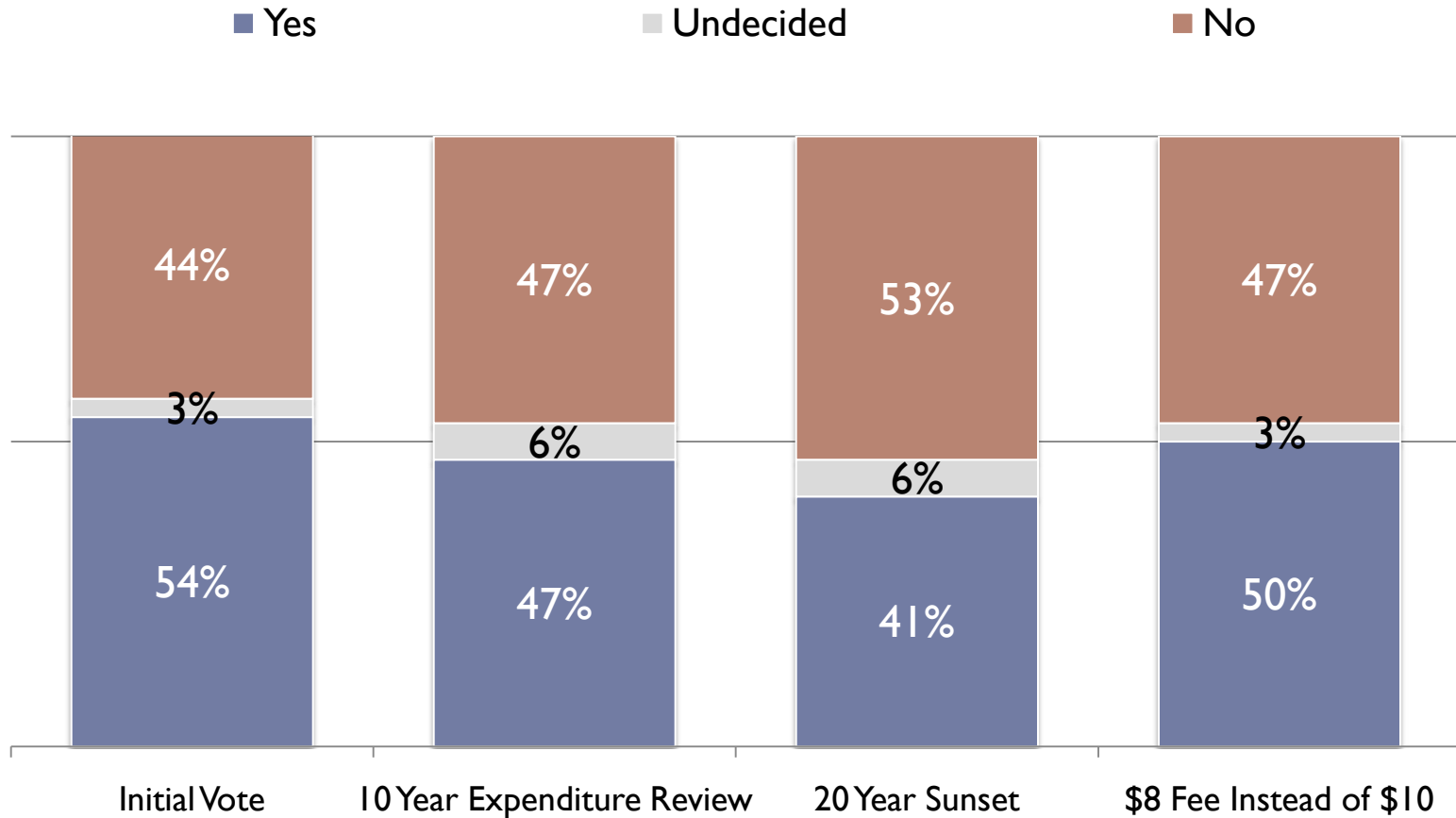
Support for the parks surcharge and the registration fee is nearly identical



Information and price sensitivity

Lower fee/review do not improve proposal

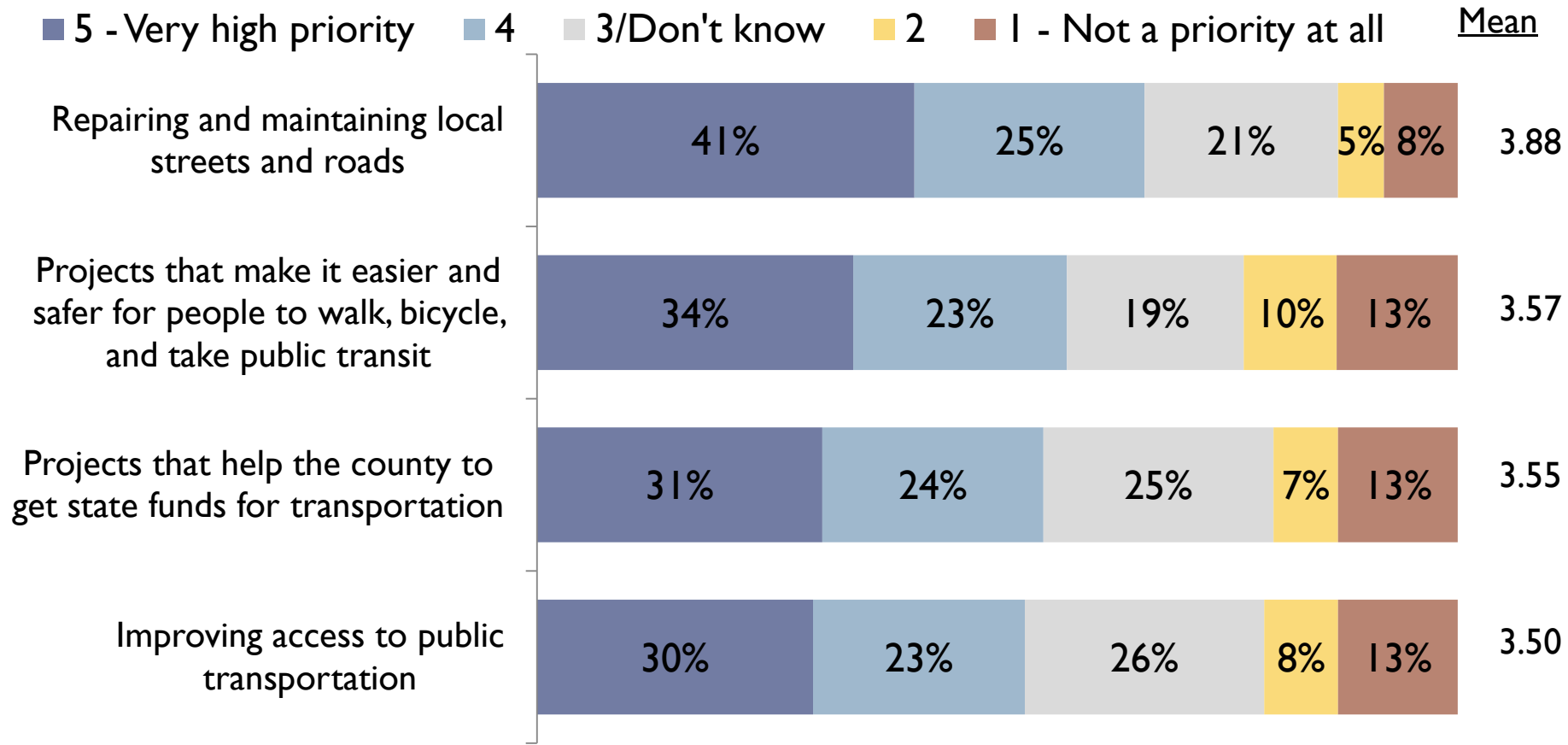
Would [measure] make you more likely to vote Yes to approve a vehicle registration fee? (Q15-Q17)



Priorities

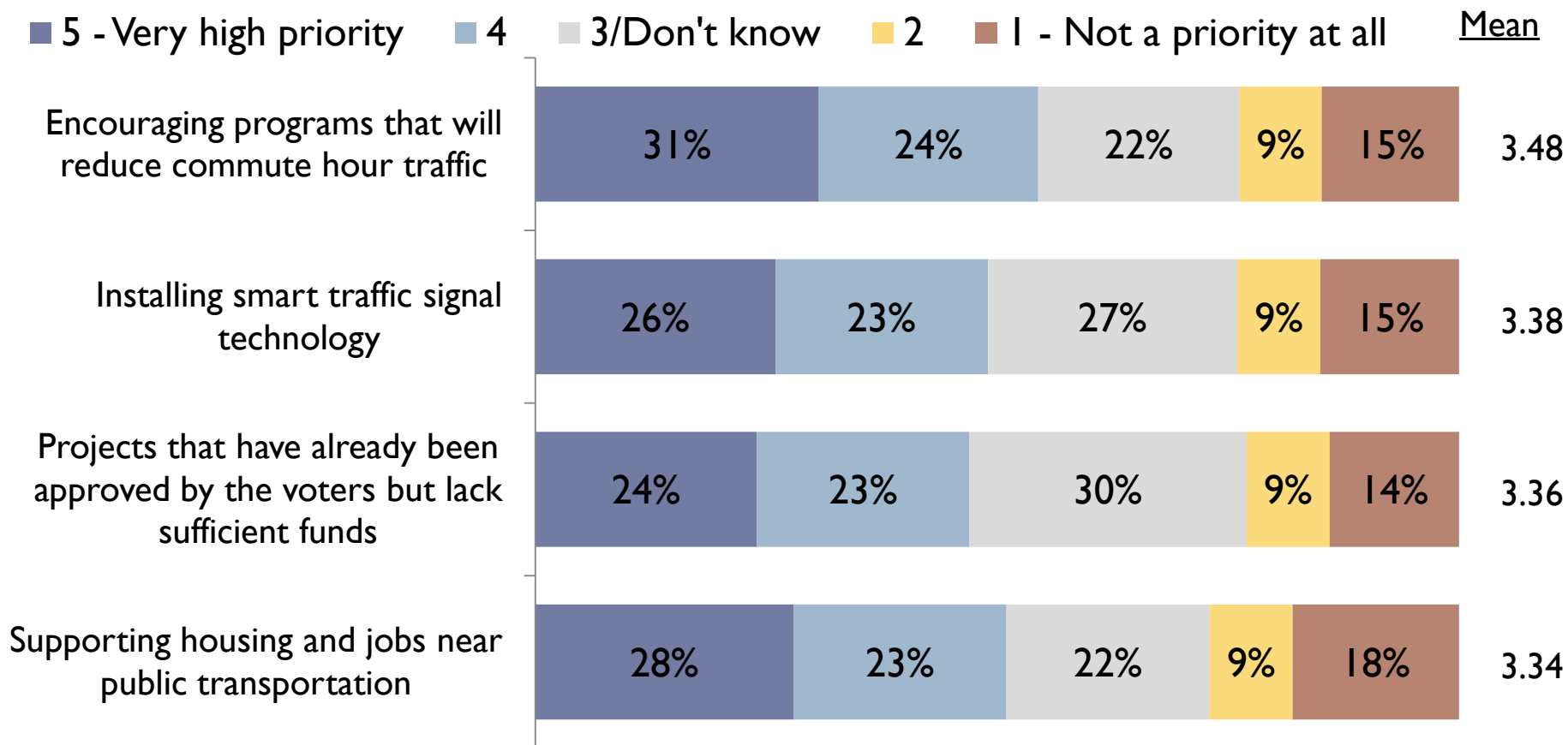
The top priority for funding is road repair and maintenance

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



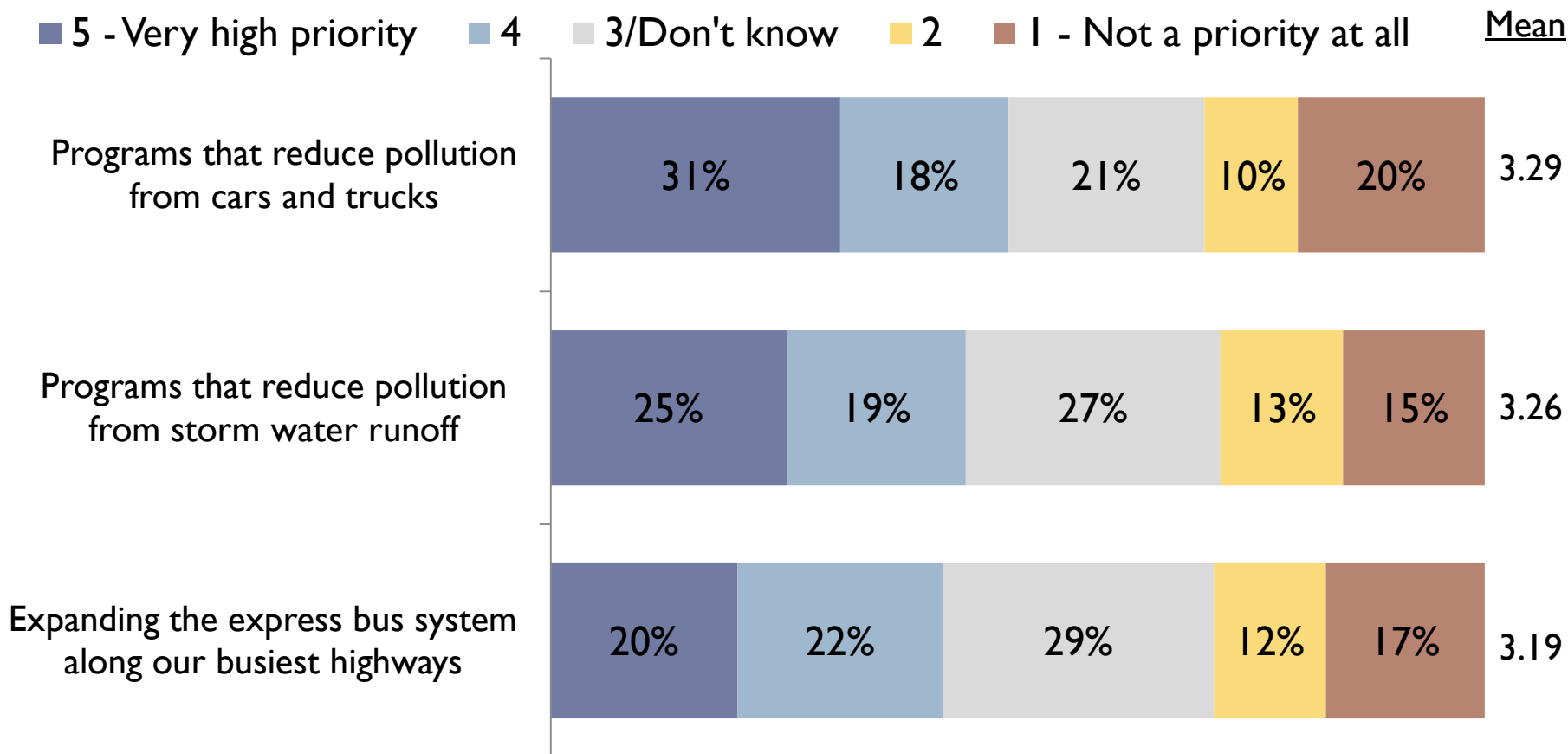
The fact that the projects have already been approved is not particularly compelling to voters

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



Express buses and pollution reduction are not voter priorities

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



East County Expenditure Priorities

I'd like to read you a list of things the measure might pay for. For each one, please tell me how a high a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

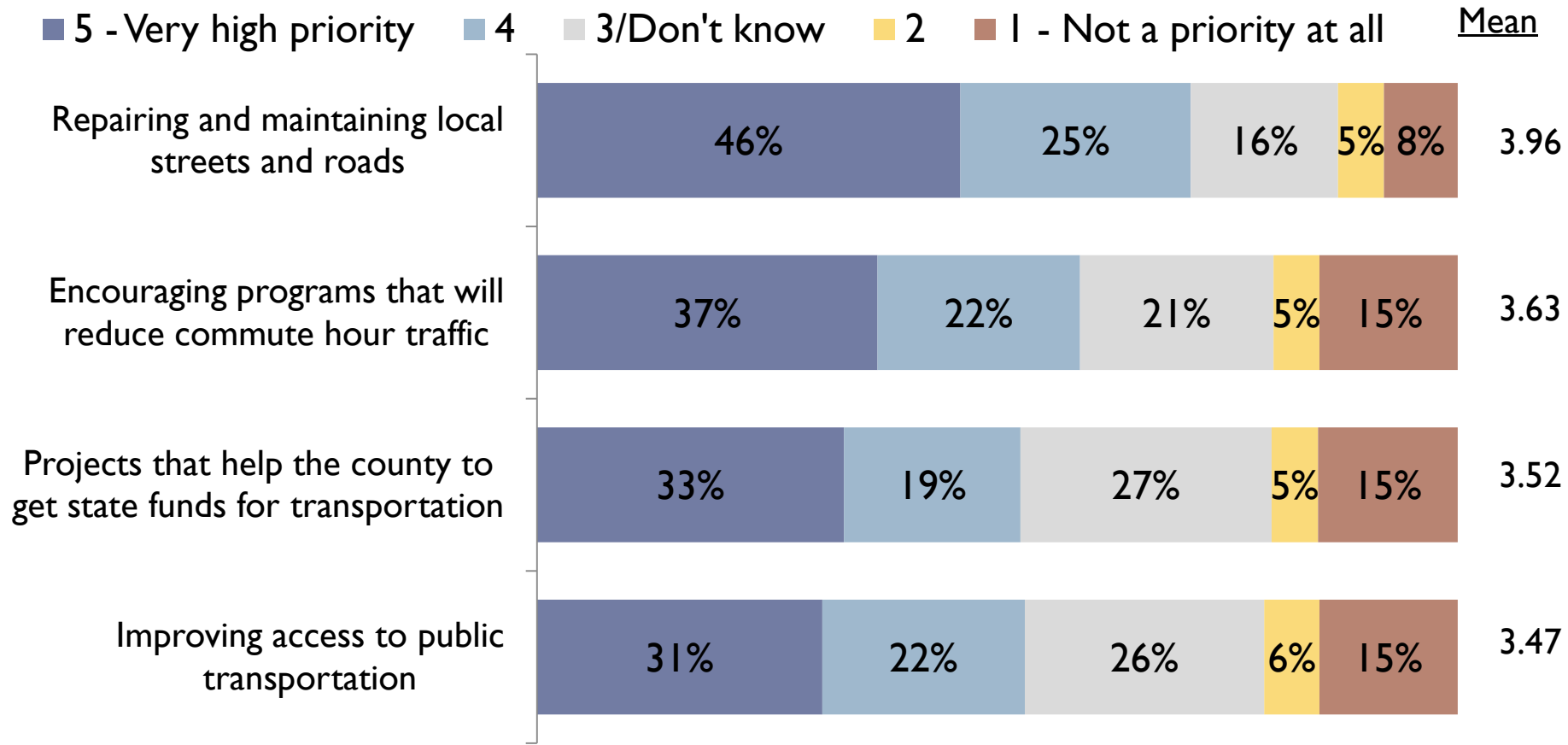
▶ East County

- ▶ 1. Repairing and maintaining local streets and roads (3.96)
- ▶ 2. Encouraging programs that will reduce commute hour traffic, like telecommuting and ride sharing (3.63)
- ▶ 3. Projects that help the county to get state funds for transportation (3.52)

Mean average: 1=Not a priority to 5=Very high priority

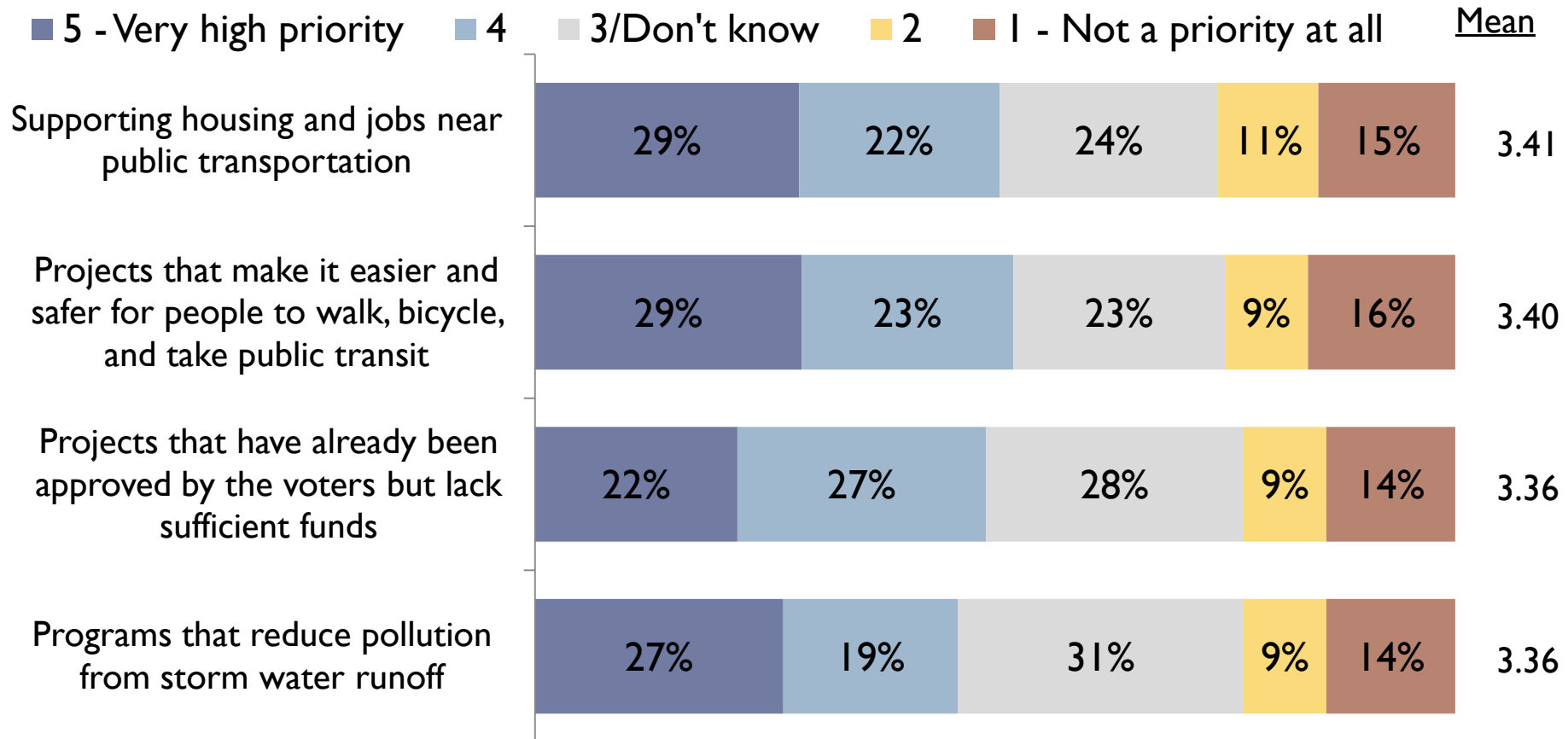
EAST 1

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



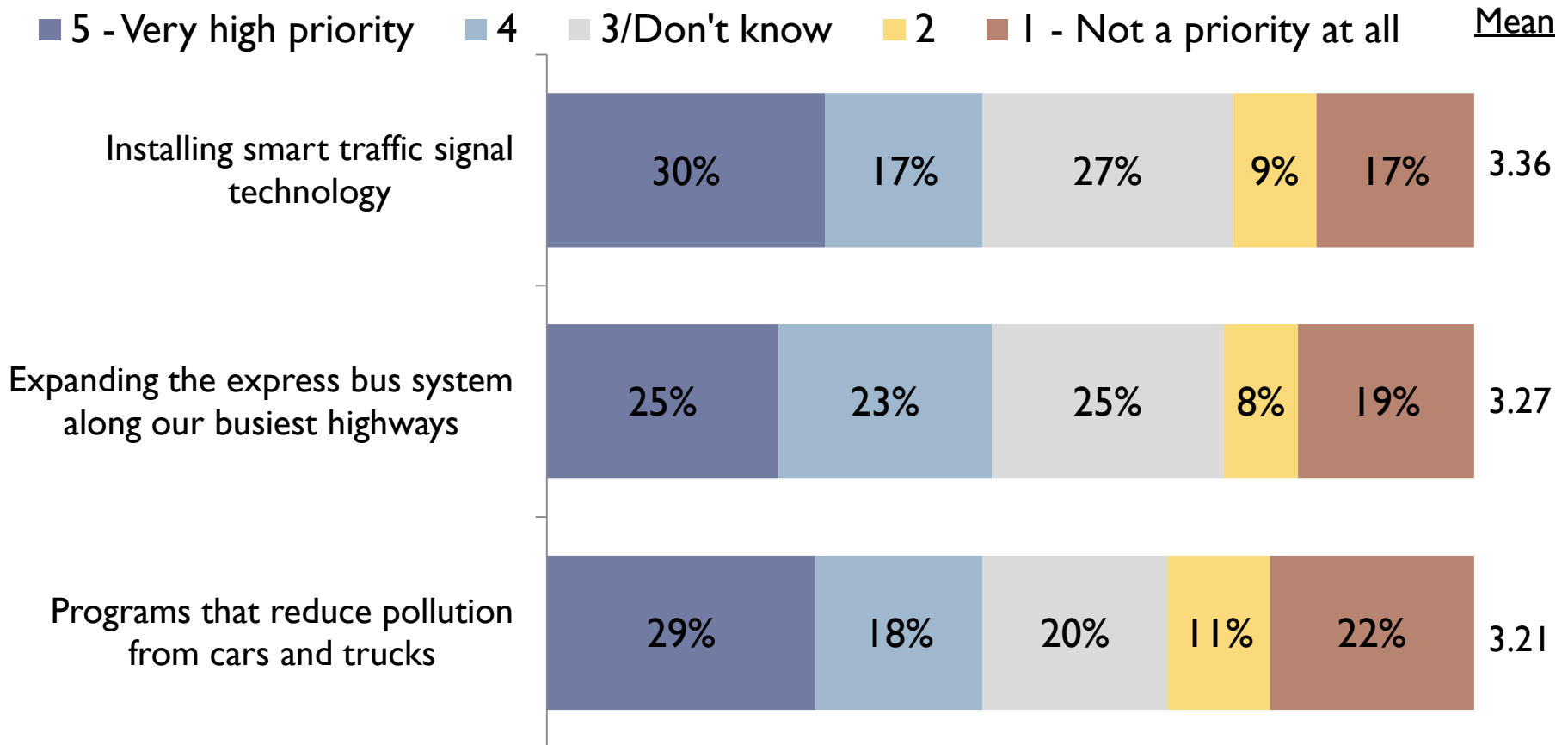
EAST 2

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



EAST 3

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



South County Expenditure Priorities

I'd like to read you a list of things the measure might pay for. For each one, please tell me how high a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

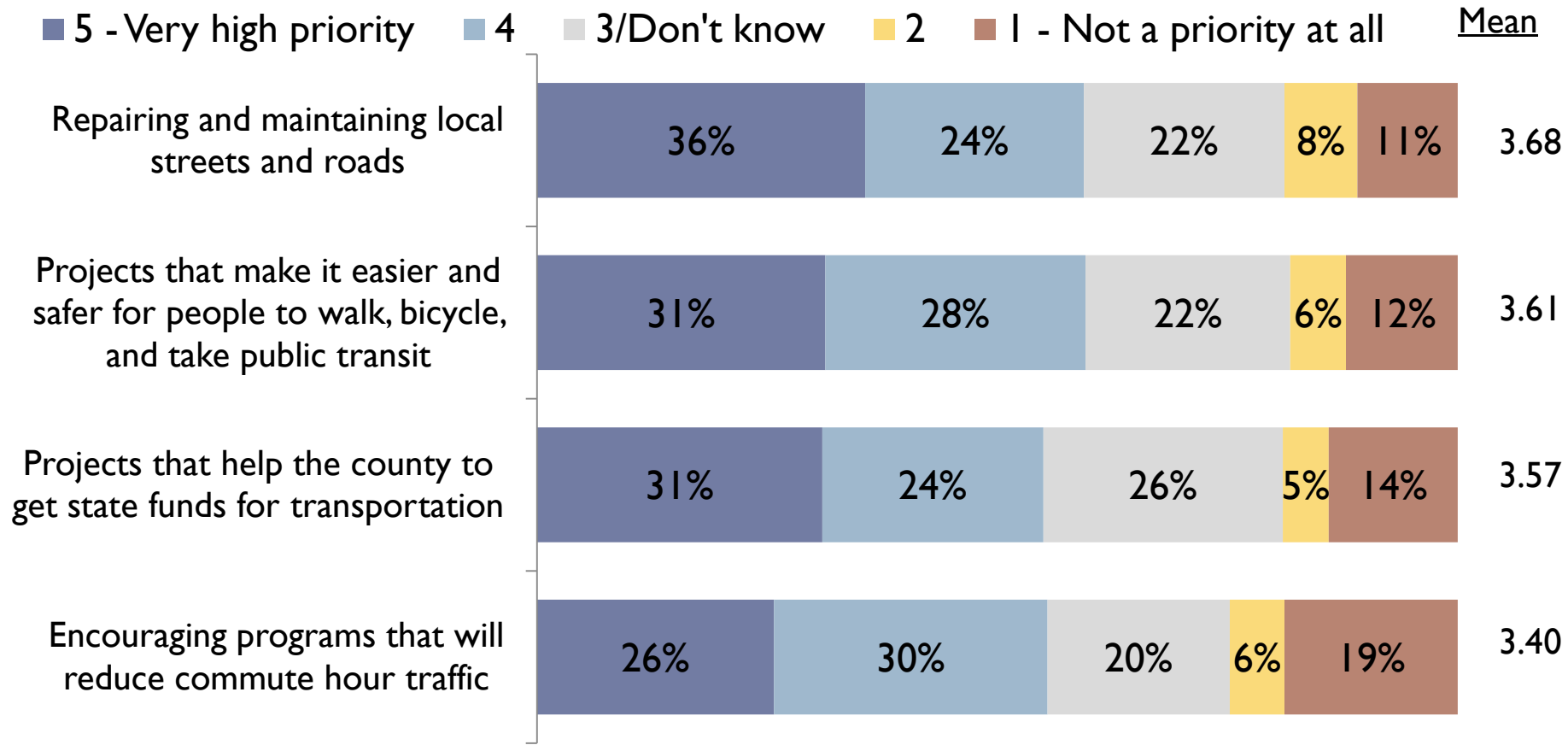
▶ South County

- ▶ 1. Repairing and maintaining local streets and roads (3.68)
- ▶ 2. Projects that help make it easier and safer for people to walk, bicycle, and take public transit to the places they need to go (3.61)
- ▶ 3. Projects that help the county to get state funds for transportation (3.57)

Mean average: 1=Not a priority to 5=Very high priority

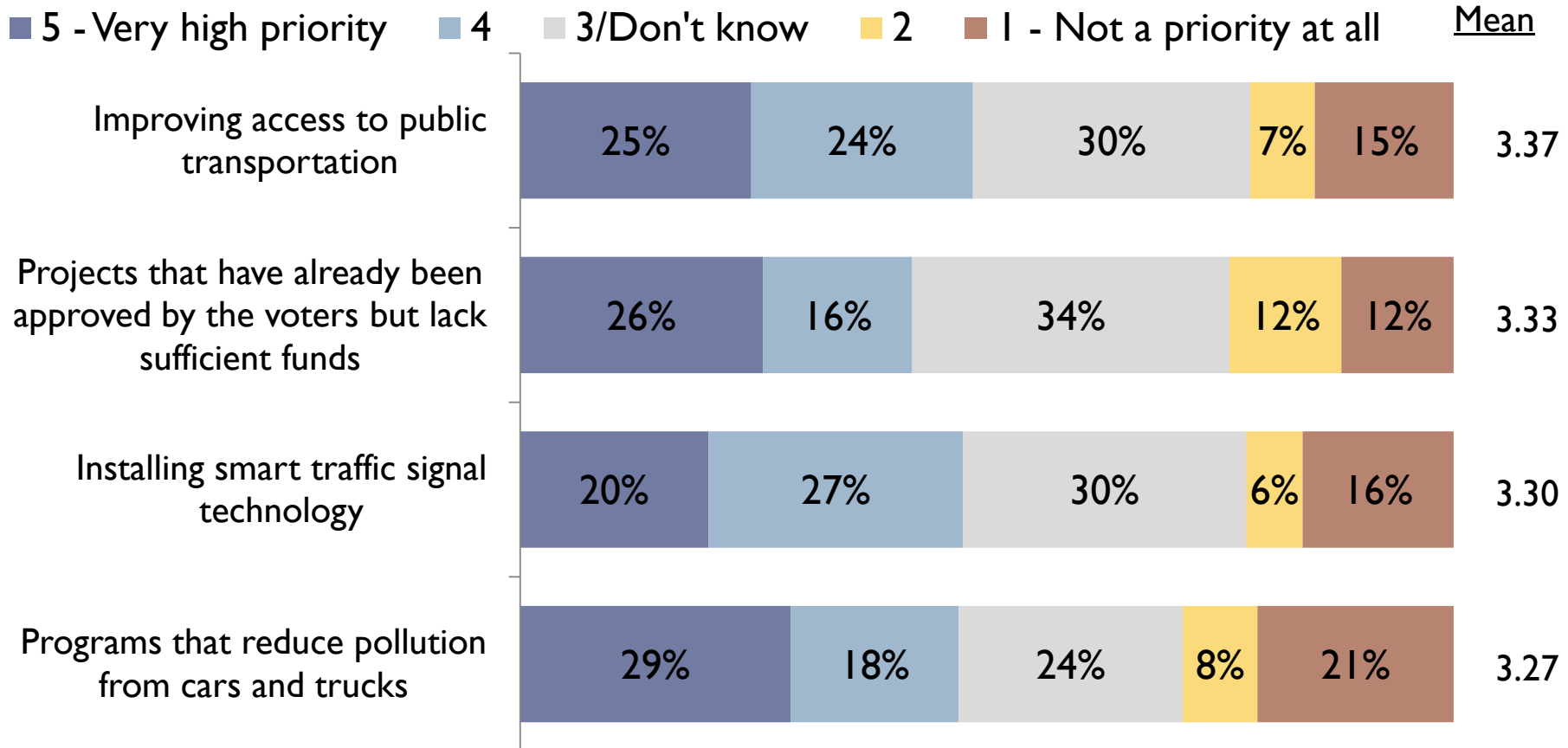
SOUTH 1

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



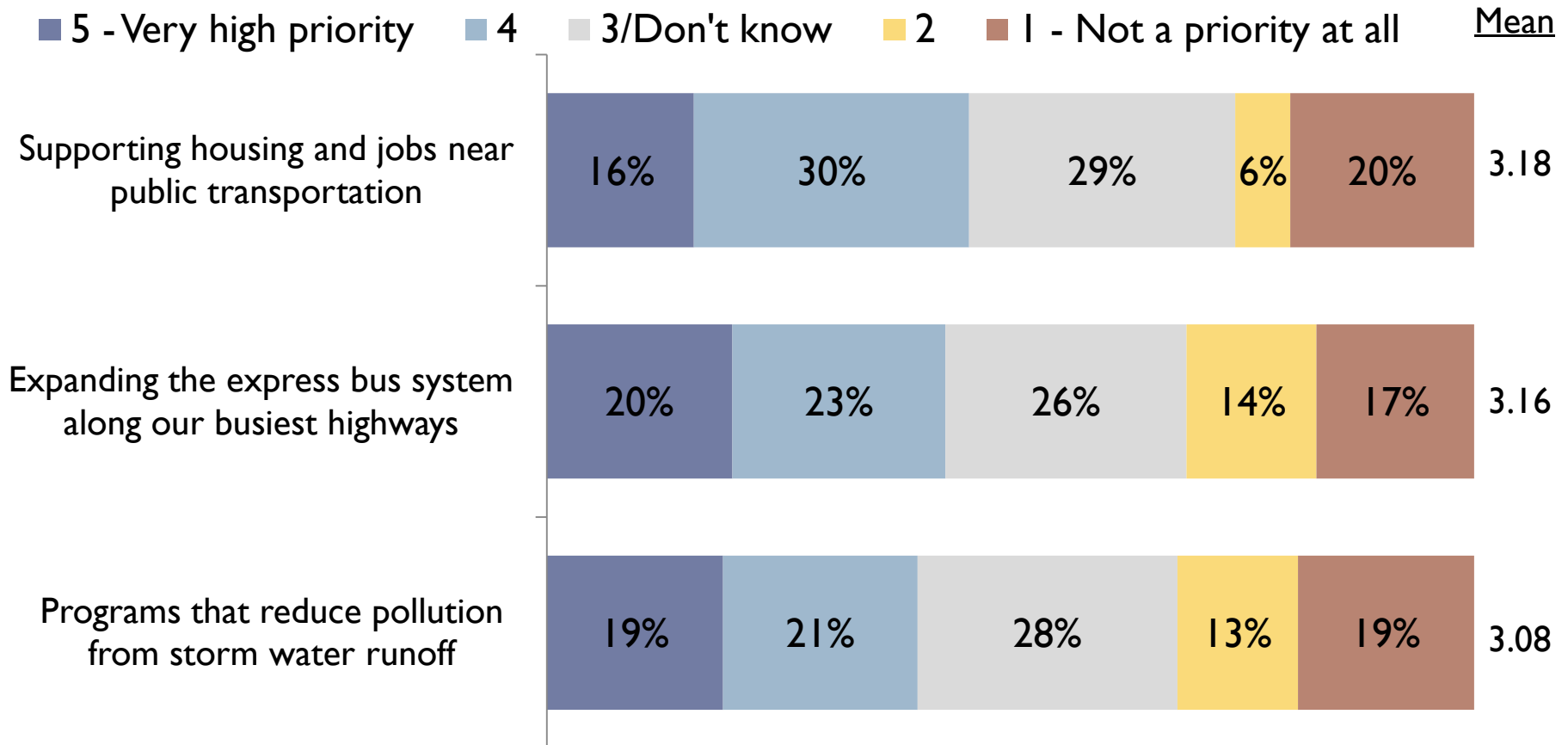
SOUTH 2

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SOUTH 3

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Central County Expenditure Priorities

I'd like to read you a list of things the measure might pay for. For each one, please tell me how a high a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

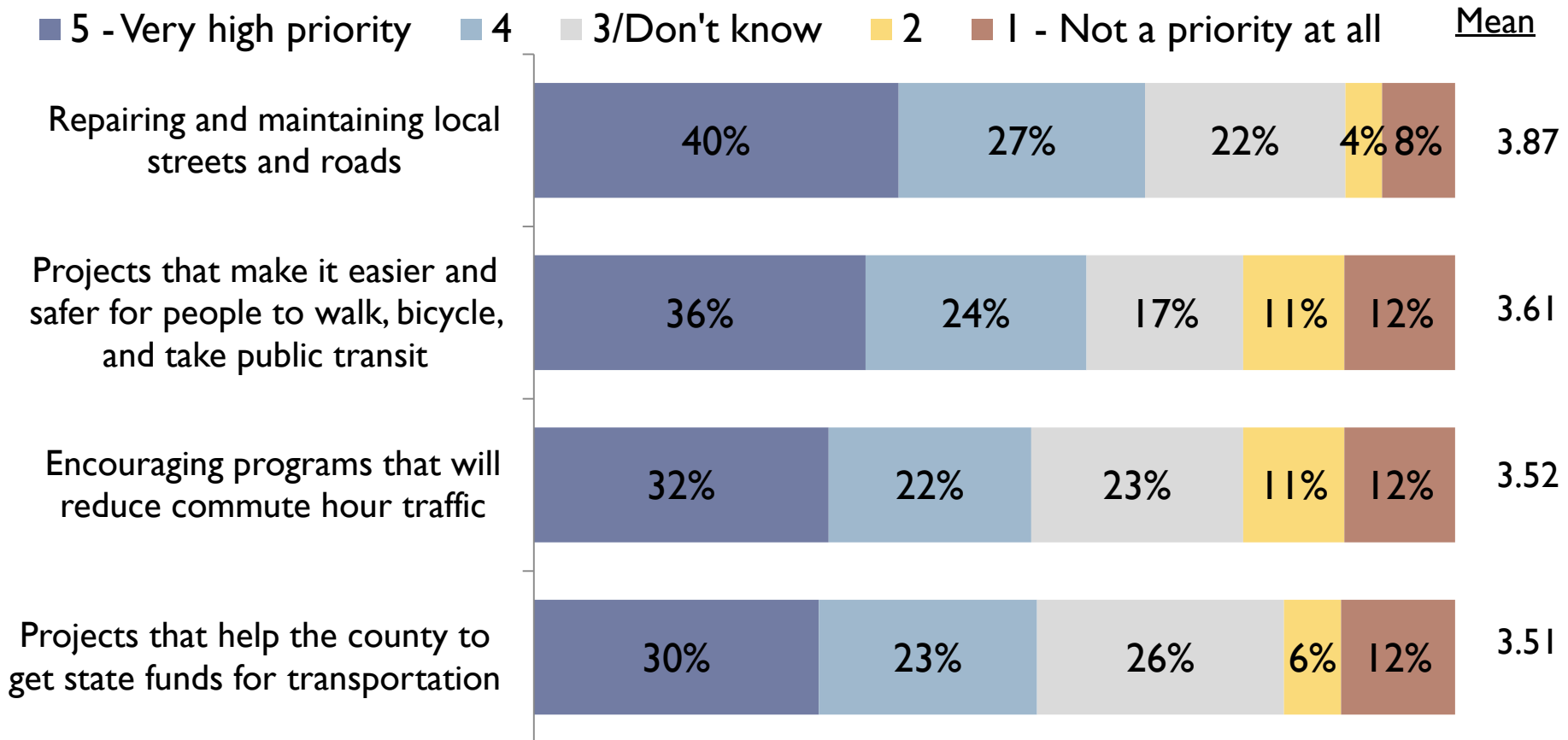
▶ Central County

- ▶ 1. Repairing and maintaining local streets and roads (3.87)
- ▶ 2. Projects that help make it easier and safer for people to walk, bicycle, and take public transit to the places they need to go (3.61)
- ▶ 3. Encouraging programs that will reduce commute hour traffic, like telecommuting and ride sharing (3.52)

Mean average: 1=Not a priority to 5=Very high priority

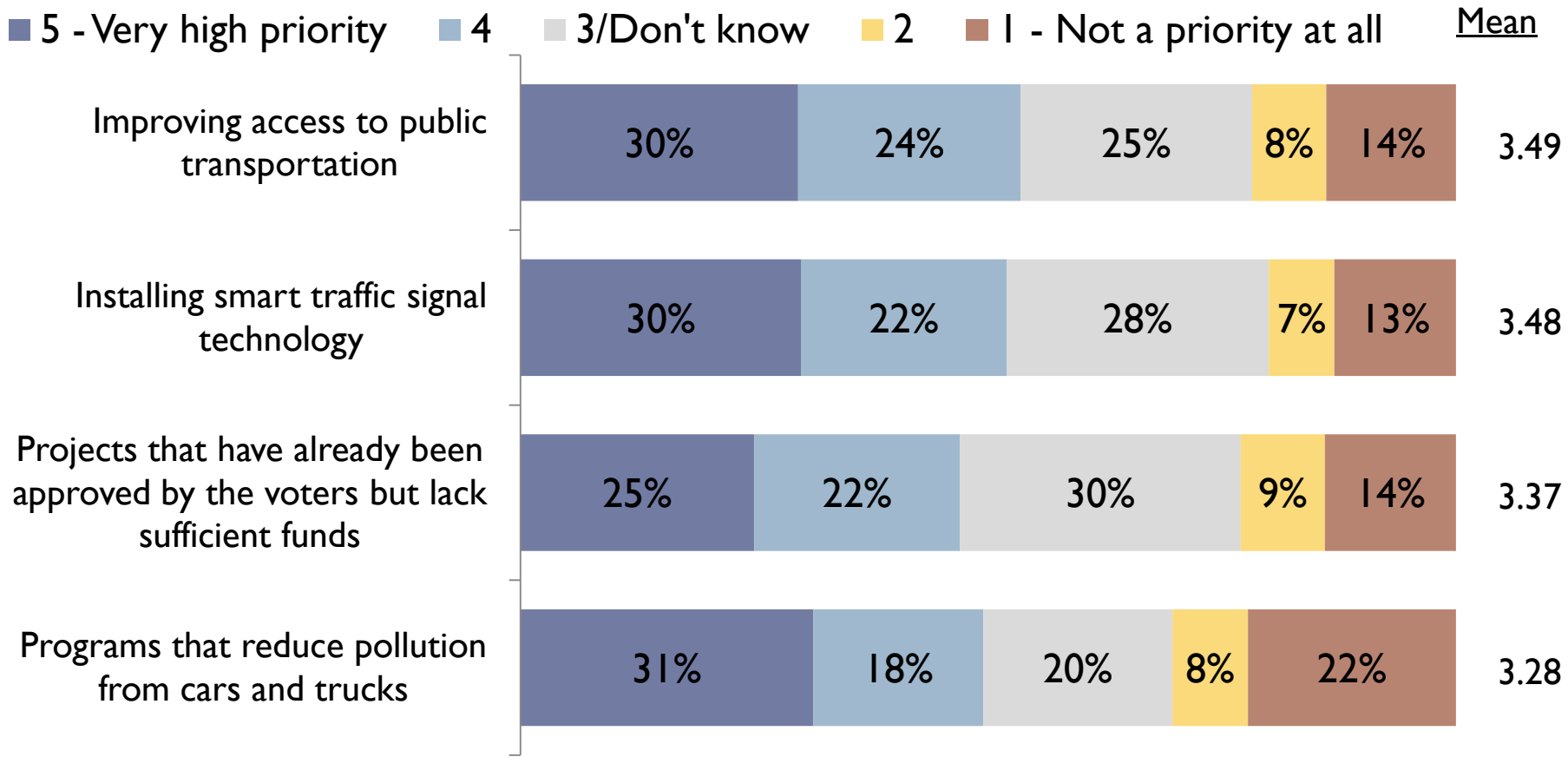
CENTRAL 1

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



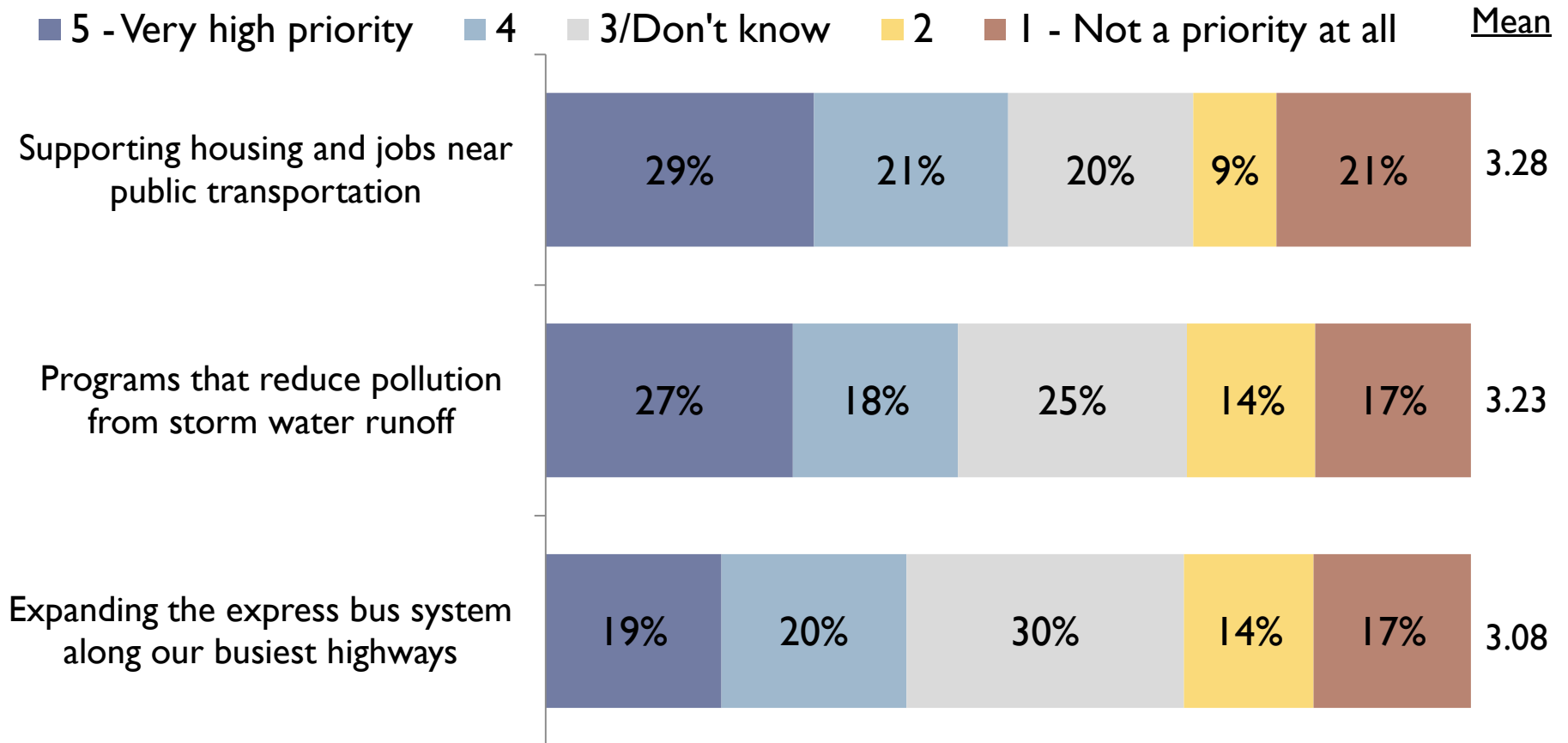
CENTRAL 2

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



CENTRAL 3

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West County Expenditure Priorities

I'd like to read you a list of things the measure might pay for. For each one, please tell me how a high a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

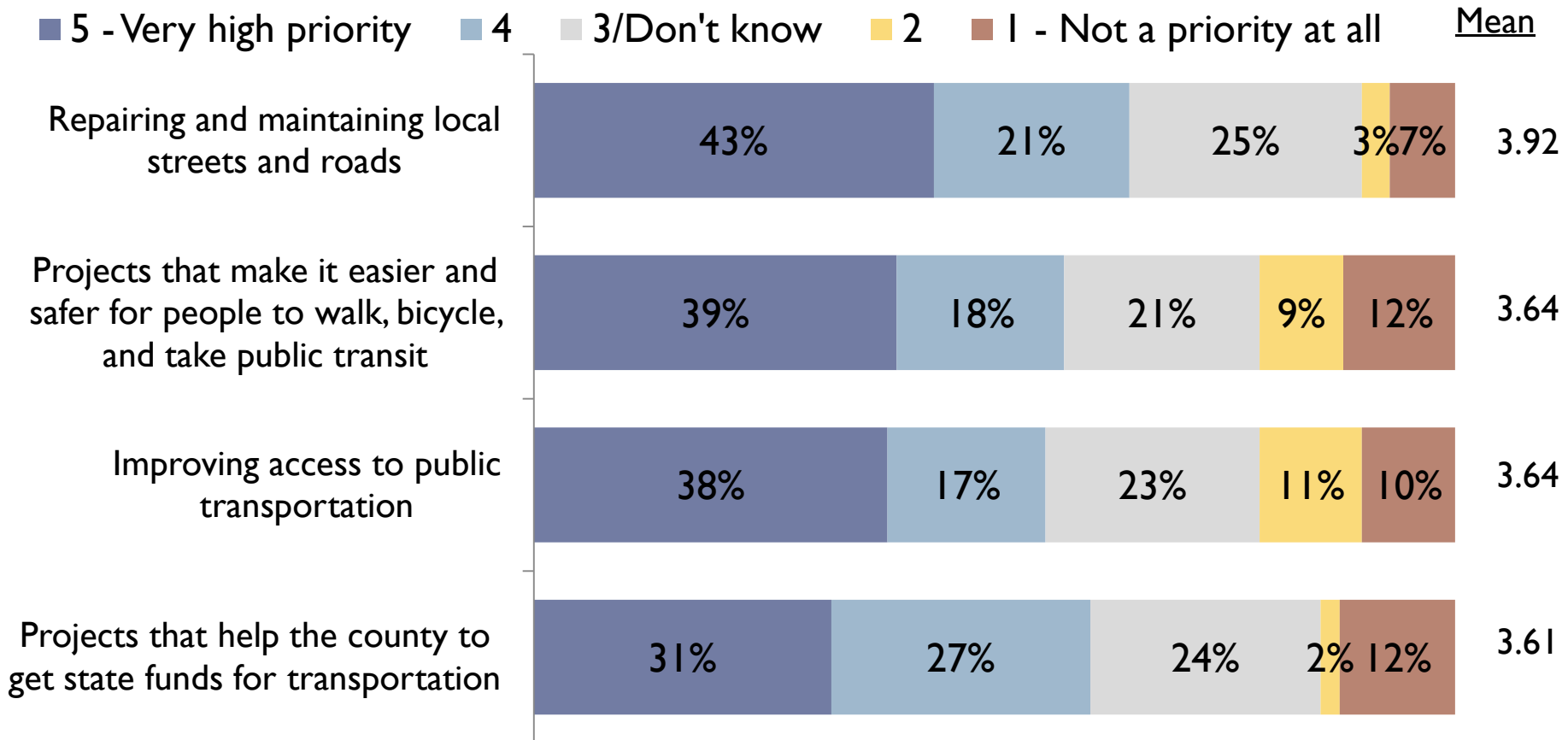
▶ West County

- ▶ 1. Repairing and maintaining local streets and roads (3.92)
- ▶ 2. Projects that help make it easier and safer for people to walk, bicycle, and take public transit to the places they need to go (3.64)
- ▶ 3. Improving access to public transportation (3.64)

Mean average: 1=Not a priority to 5=Very high priority

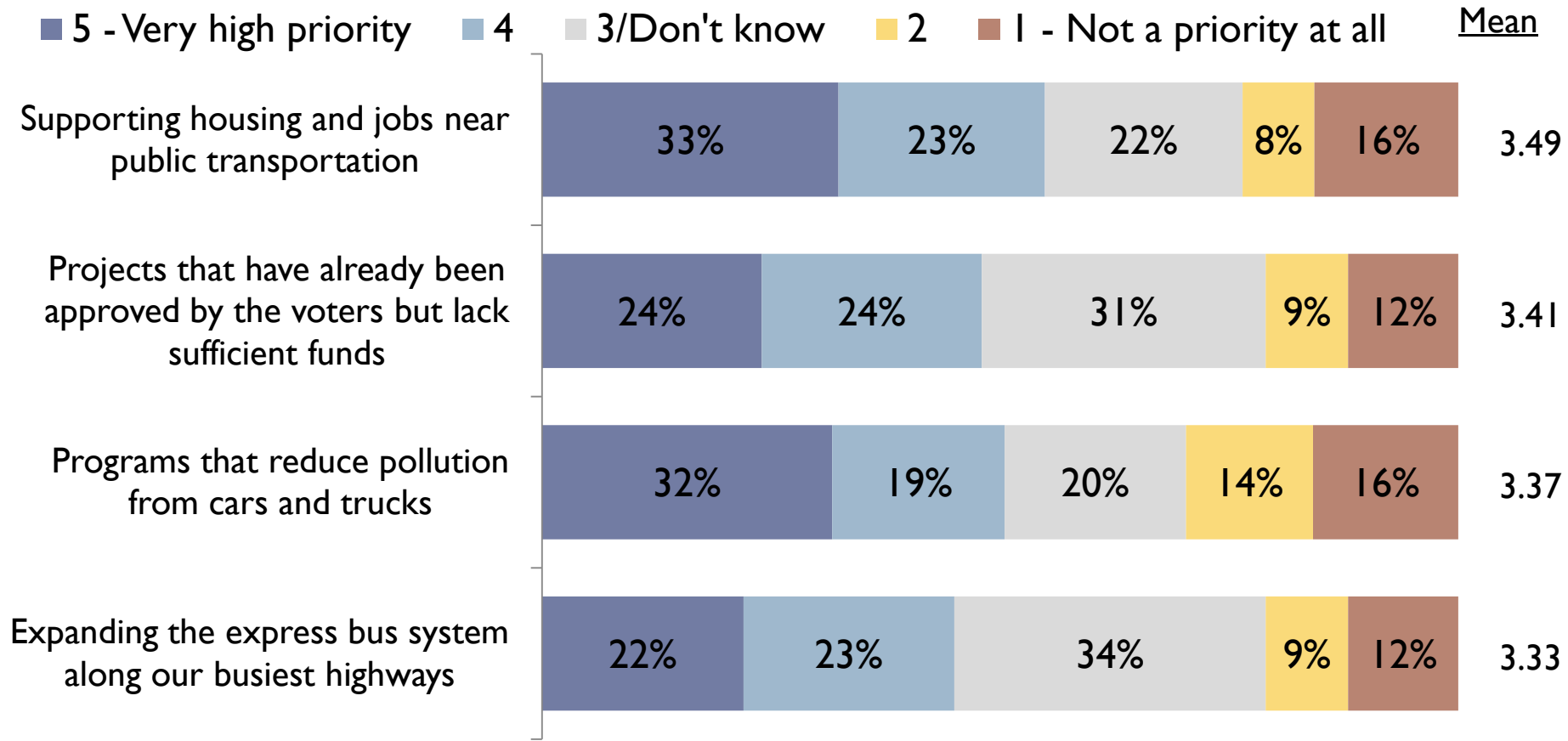
WEST 1

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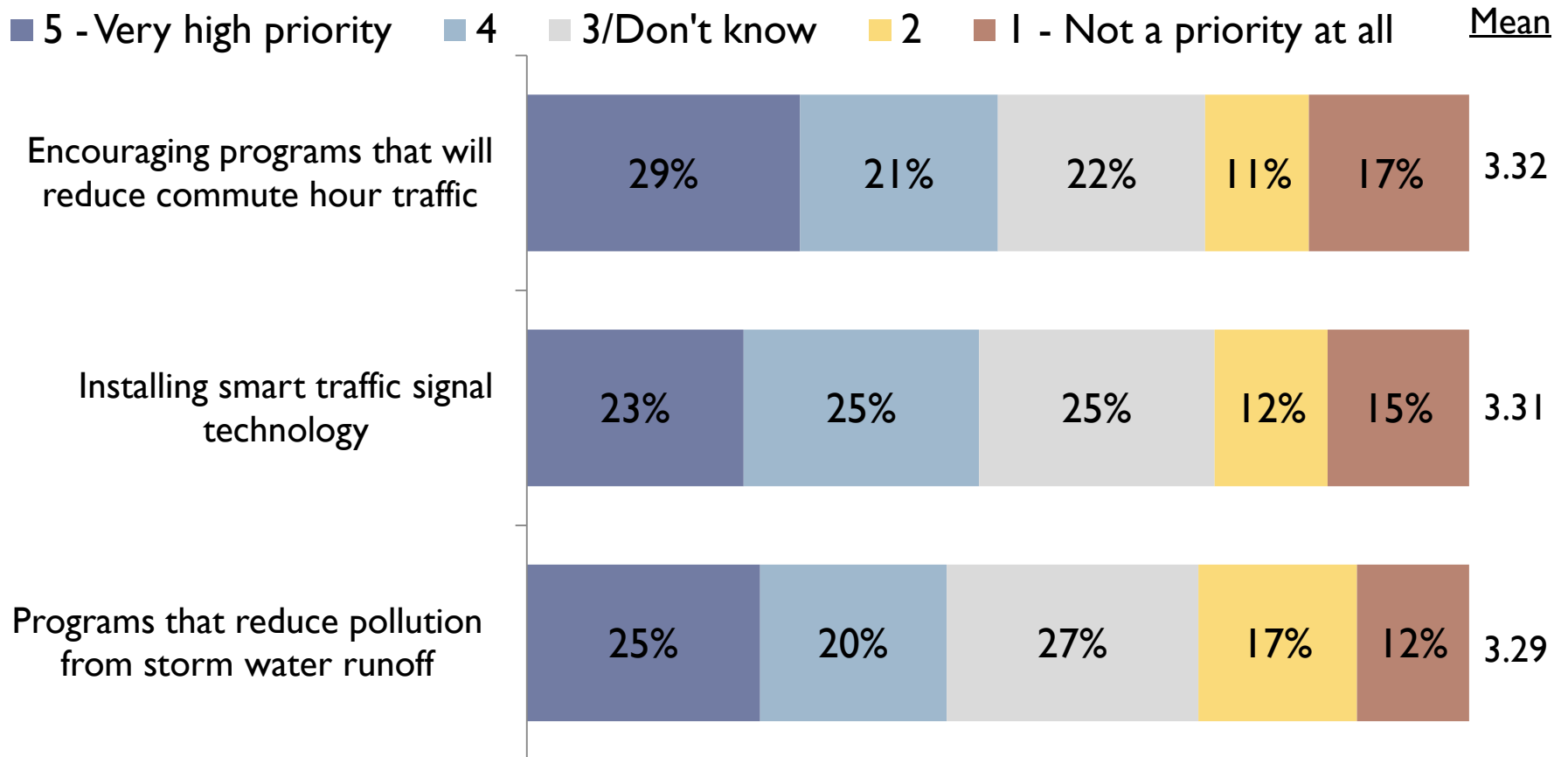
WEST 2

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WEST 3

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Lamorinda Expenditure Priorities

I'd like to read you a list of things the measure might pay for. For each one, please tell me how a high a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

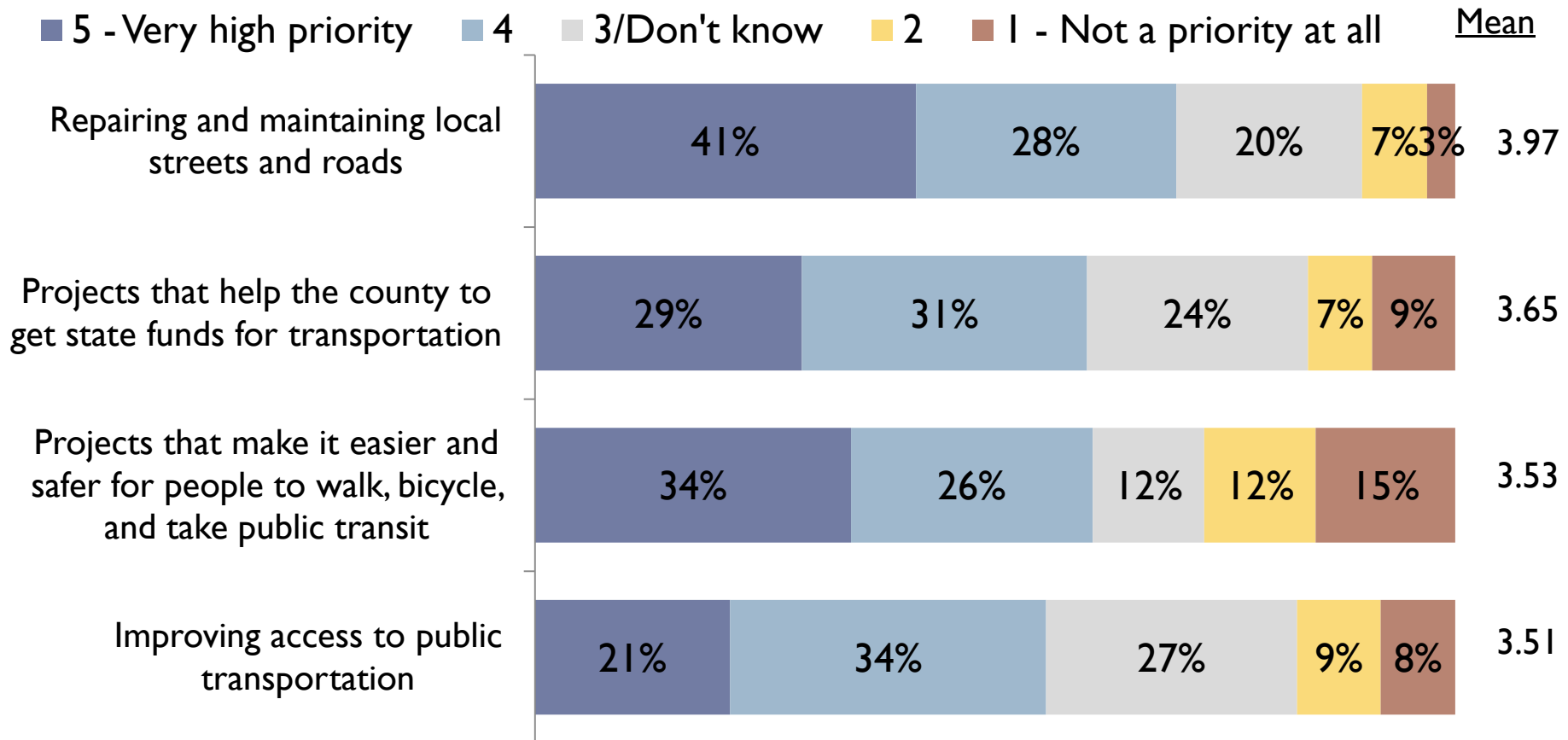
▶ Lamorinda

- ▶ 1. Repairing and maintaining local streets and roads (3.97)
- ▶ 2. Projects that help the county to get state funds for transportation (3.65)
- ▶ 3. Projects that help make it easier and safer for people to walk, bicycle, and take public transit to the places they need to go (3.53)

Mean average: 1=Not a priority to 5=Very high priority

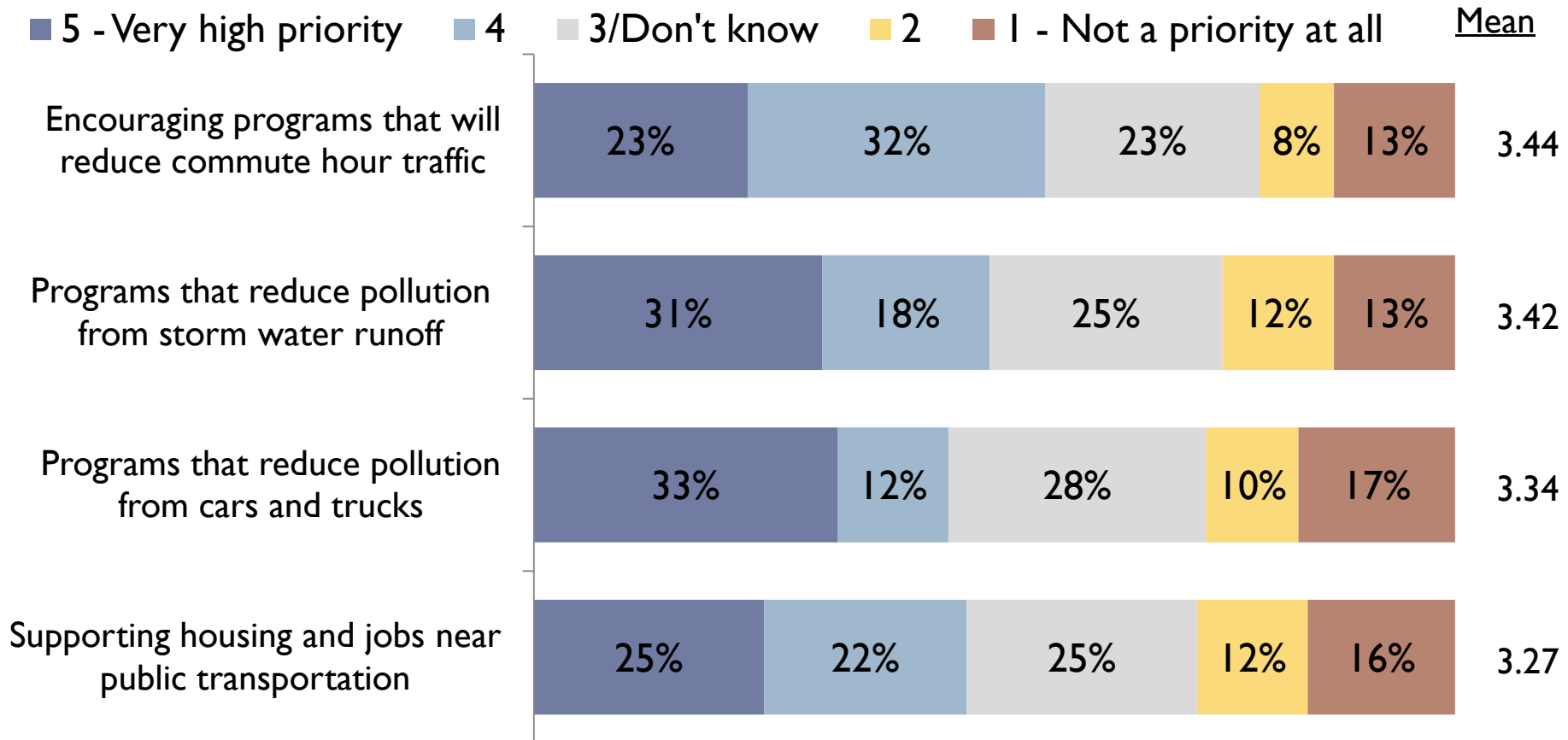
LAMORINDA 1

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



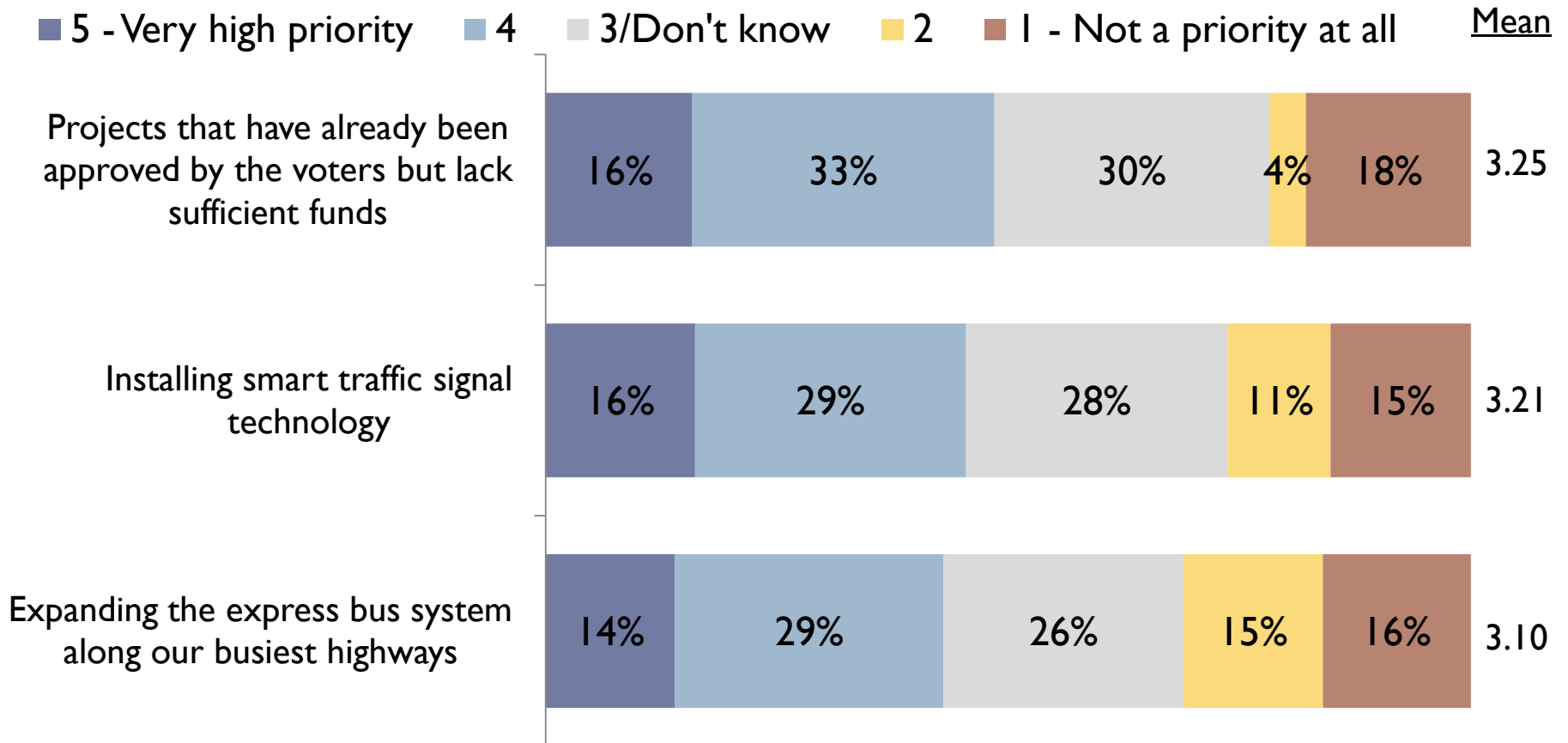
LAMORINDA 2

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LAMORINDA 3

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



Yes, but Anti-Tax Expenditure Priorities

37

I'd like to read you a list of things the measure might pay for. For each one, please tell me how a high a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

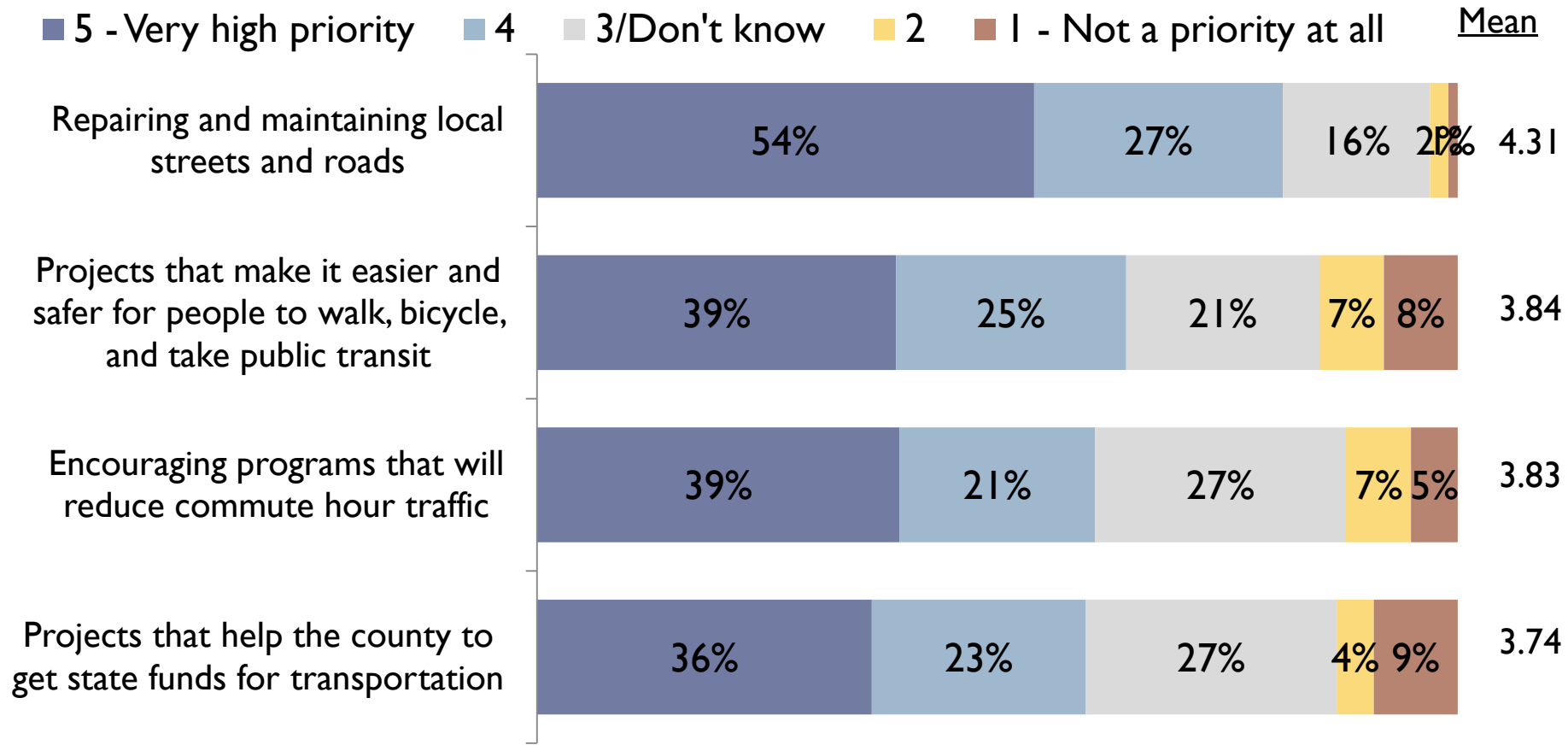
▶ Yes, but Anti-Tax

- ▶ 1. Repairing and maintaining local streets and roads (4.31)
- ▶ 2. Projects that help make it easier and safer for people to walk, bicycle, and take public transit to the places they need to go (3.84)
- ▶ 3. Encouraging programs that will reduce commute hour traffic, like telecommuting and ride sharing (3.83)

Mean average: 1=Not a priority to 5=Very high priority

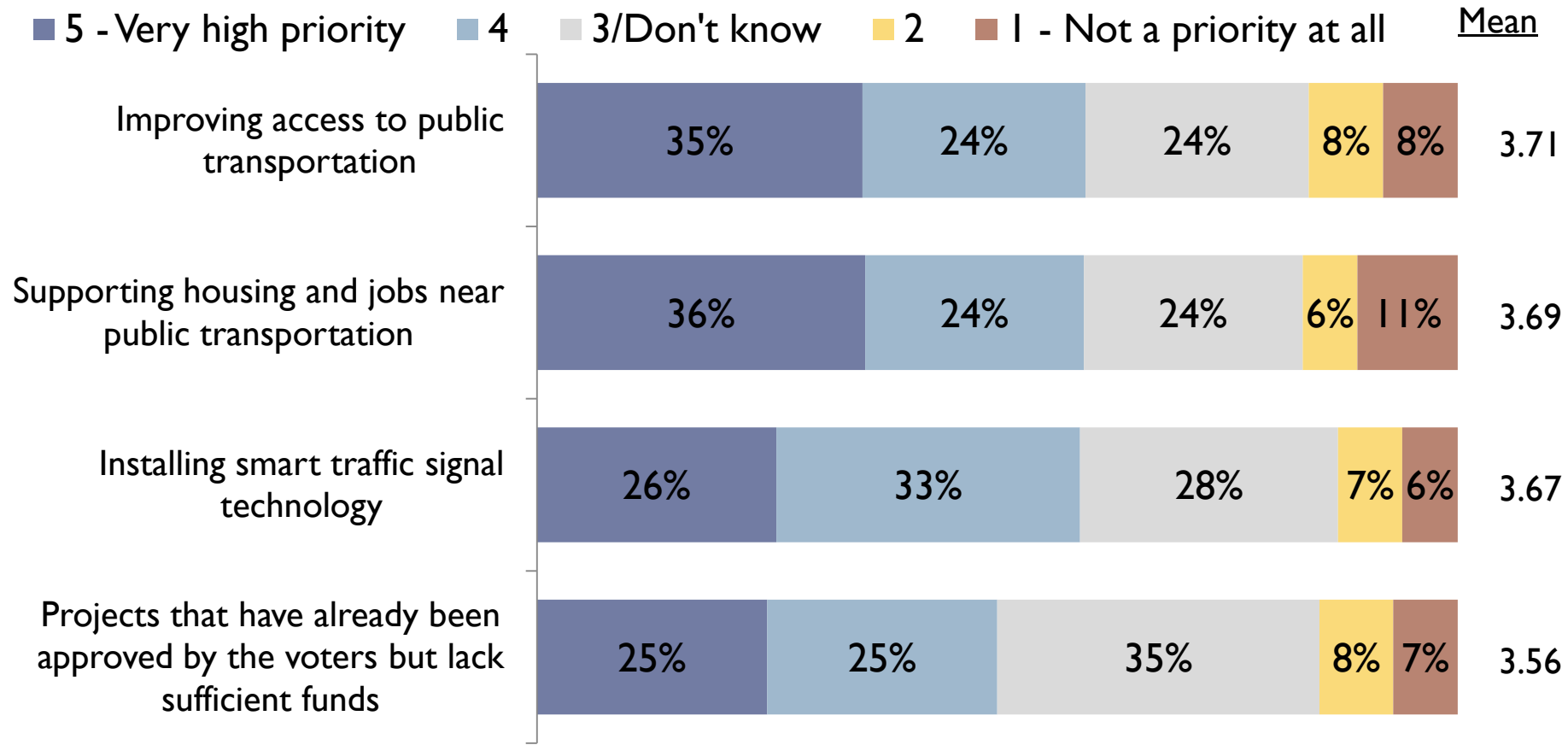
YES, BUT 1

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



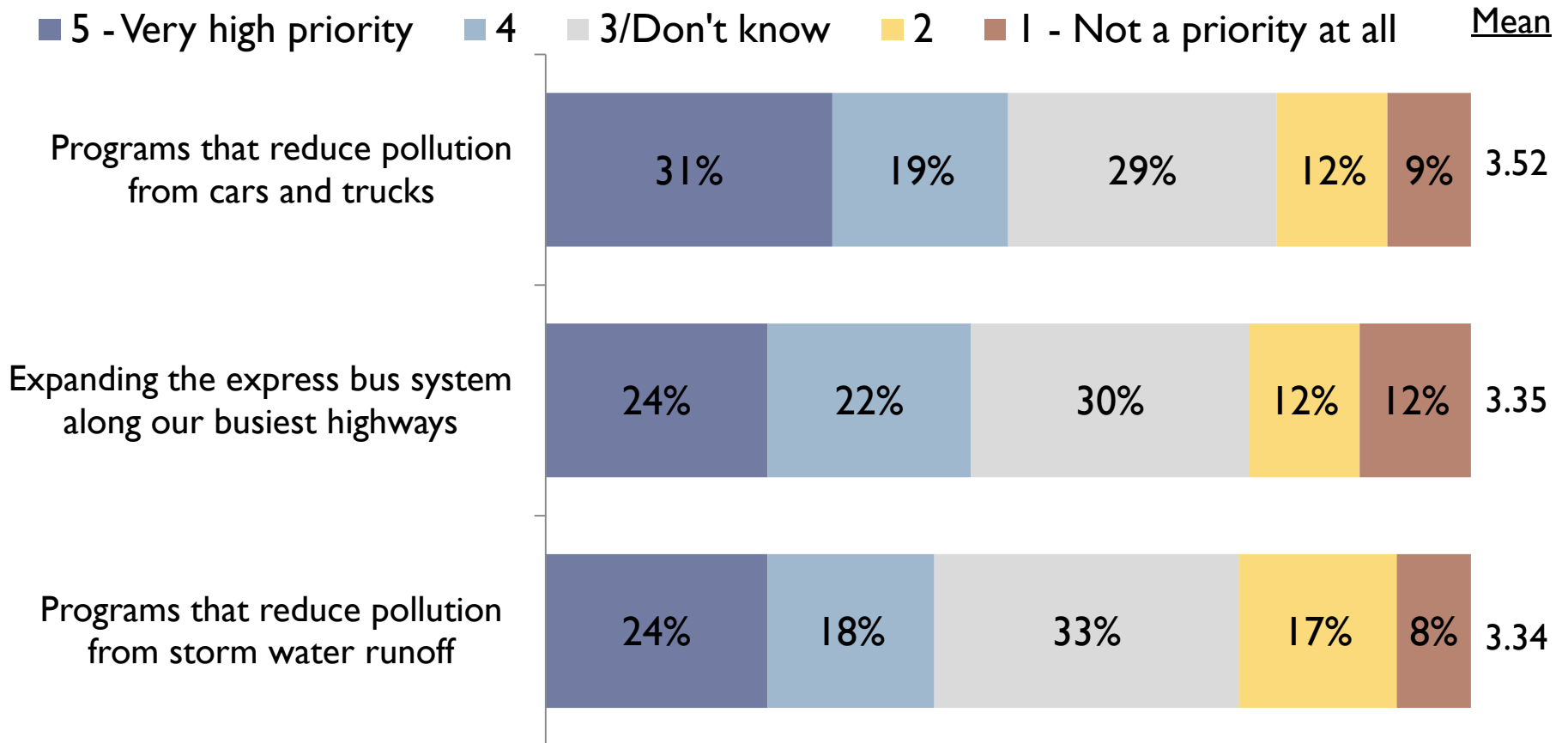
YES, BUT 2

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



YES, BUT 3

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



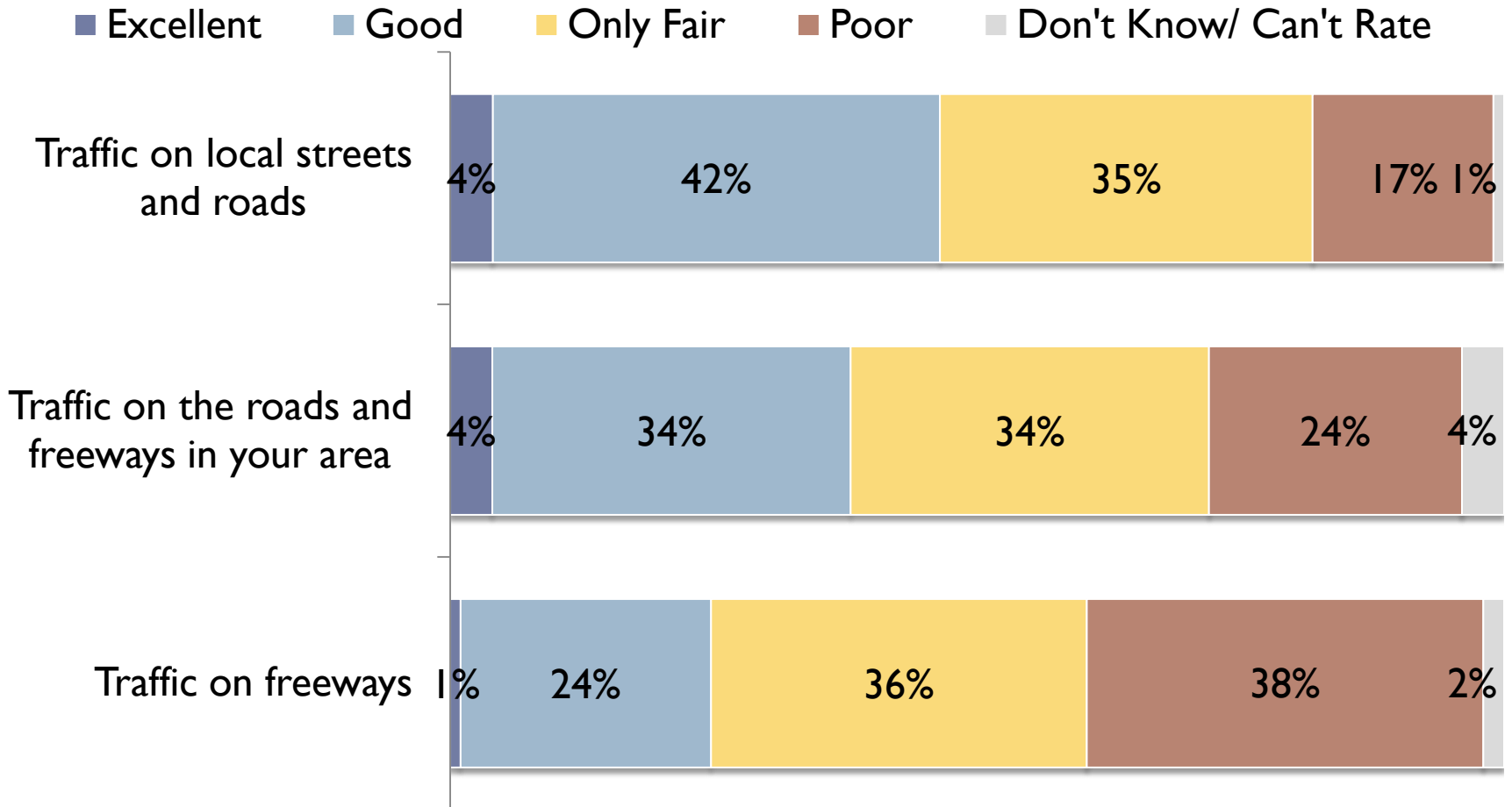
Overview of Expenditure Priorities

Voter Priorities	Overall	East	South	Central	West	Lamorinda	Yes, but Anti-Tax
Repairing and maintaining local streets and roads	3.88	3.96	3.68	3.87	3.92	3.97	4.31
Make it easier to walk, bike and take pub. transit	3.57	3.40	3.61	3.61	3.64	3.53	3.84
Help the county get state transportation funds	3.55	3.52	3.57	3.51	3.61	3.65	3.74
Improving access to public transit	3.50	3.47	3.37	3.49	3.64	3.51	3.71
Programs that reduce commute hour traffic	3.48	3.63	3.40	3.52	3.32	3.44	3.83
Installing smart traffic signal technology	3.38	3.36	3.30	3.48	3.31	3.21	3.67
On-hold voter approved projects	3.36	3.36	3.33	3.37	3.41	3.25	3.56
Support jobs and housing near public transit	3.34	3.41	3.18	3.28	3.49	3.27	3.69
Reduce pollution from cars and trucks	3.29	3.21	3.27	3.28	3.37	3.34	3.52
Reduce pollution from storm water runoff	3.26	3.36	3.08	3.23	3.29	3.42	3.34
Expand express bus service along busiest highways	3.19	3.27	3.16	3.08	3.33	3.10	3.35

Attitudes and perceptions

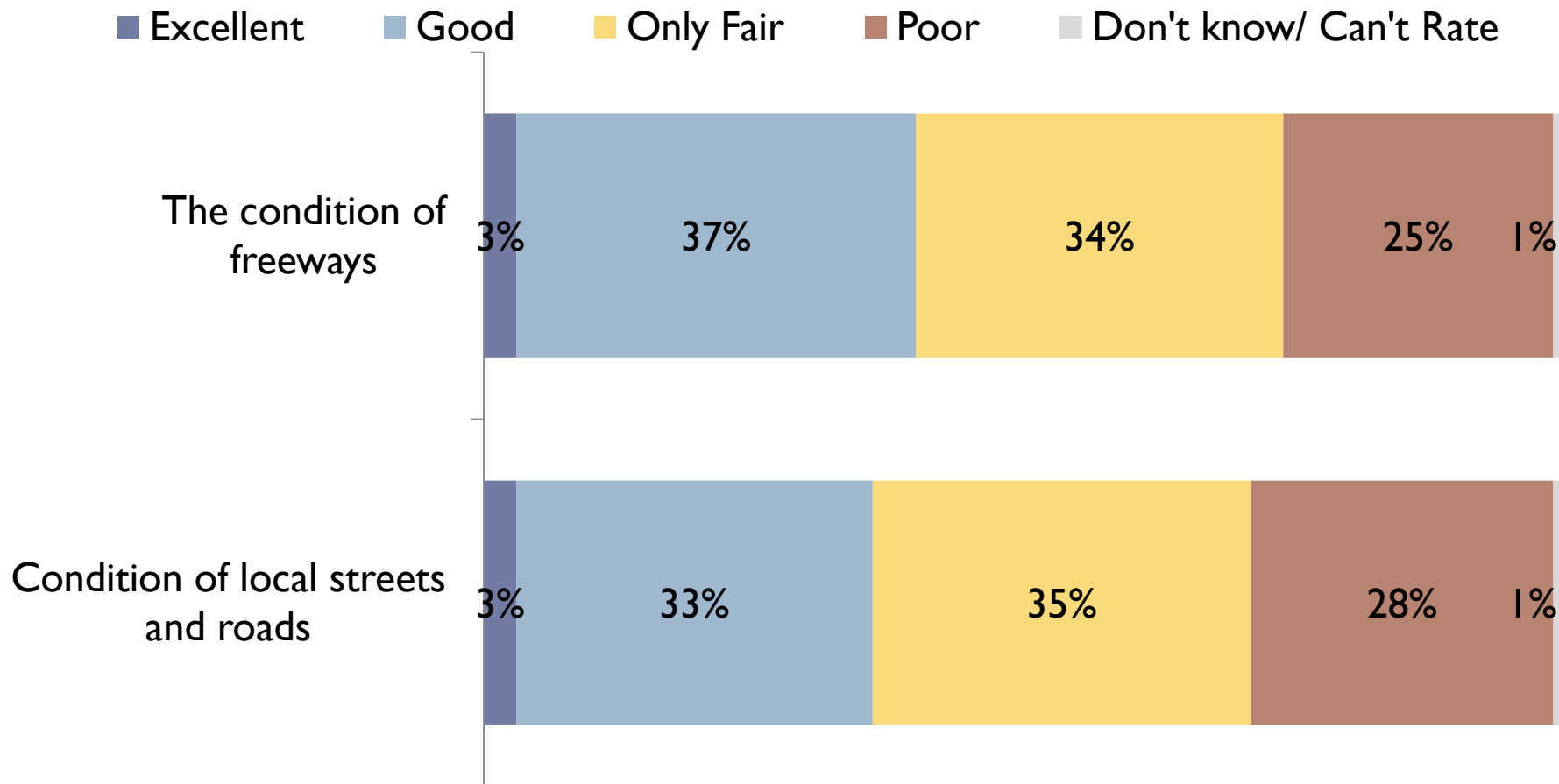
Ratings of traffic

Using a scale of excellent, good, only fair, or poor, how would you rate each of the following in Contra Costa County? (Q5-11)



Ratings of road conditions

Using a scale of excellent, good, only fair, or poor, how would you rate each of the following in Contra Costa County? (Q5-11)



Recommendation & Other Considerations

- ▶ The recommendation of CCTA staff and consultants is to move forward with the next steps to develop an expenditure plan for a \$10VRF ballot measure in Contra Costa County for November 2010.
 - ▶ It will be important that consensus develop around an expenditure plan that is generally consistent with the survey results.
- ▶ Other considerations:
 - Timing** Passing the measure sooner means the money is available sooner.
 - Cost** The cost of the ballot measure is constant.
 - Context** A better ballot may never come.
 There are potential synergies with other Bay Area counties in November 2010, both in message and collaborative communications.
 - Threshold** Current law allows for creation of a local VRF by simple majority.

Next Steps

Date	Event	Action
April 21	Authority Board meeting	Presentation of survey results
April 23	Advisory committee meeting	Develop expenditure plan options
April 30	WCCTAC meeting	Gather input on expenditure plan options
May 3	SWAT meeting	Gather input on expenditure plan options
May 6	APC meeting	Review expenditure plan options
May 13	TRANSPLAN meeting	Gather input on expenditure plan options
May 13	TRANSPAC meeting	Gather input on expenditure plan options
May 19	Authority Board meeting	Approve expenditure plan options
May 21	Advisory committee meeting	Recommend expenditure plan
May 24 or 25	Public workshop	Gather input on expenditure plan options
June 3	APC meeting	Review draft expenditure plan, ballot language, nexus study findings
June 16	Authority Board meeting	Approve draft expenditure plan, ballot language, nexus study findings
July 1	APC meeting	Review final expenditure plan, ballot language, nexus study findings
July 21	Authority Board meeting	Public hearing; Approve final expenditure plan, ballot language, nexus study findings
August 6	Last day to place measure on the ballot	None should be required

All events are opportunities for public input.

**ITEM 9: REQUEST FROM THE STATE ROUTE 4 BYPASS AUTHORITY
FOR TRANSPLAN TO APPROVE ADDING THE DESIGN OF THE
MOKELUME BICYCLE/PEDESTRIAN OVERCROSSING TO THE SR4
BYPASS: WIDEN TO 4-LANES – LAUREL ROAD TO SAND CREEK ROAD
PROJECT.**



Joint Exercise of Powers Agency

City of Antioch City of Brentwood City of Oakley County of Contra Costa

May 5, 2010

John Cunningham
TRANSPLAN
651 Pine St, 4th Floor - North Wing
Martinez, CA 94553

RE: Request for the SR4 Bypass, 4-Lane
Widening Project

Dear Mr. Cunningham,

In the spring of 2007, CCTA approved a resolution which allocated Measure J funds for the SR4 Bypass: Widen to 4-Lanes - Laurel Road to Sand Creek Road project. Resolution 07-05-PJ allocated \$2.983M in Measure J funding for design of this project.

Background

SR4 Bypass Authority staff has always considered the Mokelumne Bicycle/Pedestrian Overcrossing a component of the SR4 Bypass: Widen to 4-Lanes - Laurel Road to Sand Creek Road project, but it was not clearly included in the text of the fact sheet that was provided to CCTA for the Measure J Strategic Plan. The SR4 Bypass Authority has always expected the Mokelumne Bicycle/Pedestrian Overcrossing could be designed and constructed separately from the actual construction of the 4-Lane Widening of the SR4 Bypass.

In May 2009, the SR4 Bypass Authority Board approved using a portion of the \$2.983M in Measure J funding for design of the Mokelumne Bicycle/Pedestrian Overcrossing. However, when the Bypass Authority proceeded with the design the Overcrossing, CCTA staff raised concerns that it was not specifically called out in the fact sheet for the SR4 Bypass: Widen to 4-Lanes - Laurel Road to Sand Creek Road project and indicated the SR4 Bypass should request TRANSPLAN formally approve adding the design of the Mokelumne Bicycle/Pedestrian Overcrossing to the project description.

Formal Request

As such, this letter serves as the SR4 Bypass Authority's formal request that TRANSPLAN approve adding the design of the Mokelumne Bicycle/Pedestrian Overcrossing to the SR4 Bypass: Widen to 4-Lanes - Laurel Road to Sand Creek Road project

Please contact me at 925-686-0619 if you have any questions.

Sincerely,

A handwritten signature in black ink that reads 'Dale Dennis'.

Dale Dennis
Program Manager
State Route 4 Bypass Authority

Board of Directors:
Jim Frazier, Chair
Federal Glover, Vice Chair
Robert Taylor
Brian Kalinowski

Authority Staff Office:
Contra Costa County
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