

Will Casey,  
Chair  
Pittsburg  
City Council

Mary N. Piepho,  
Vice-Chair  
Contra Costa County  
Board of Supervisors

Donald P. Freitas  
Antioch  
City Council

Bob Taylor  
Brentwood  
City Council

Brad Nix  
Oakley  
City Council

Gil Azevedo  
Antioch  
Planning Commission

Joseph Weber  
Brentwood  
Planning Commission

Carmen Gaddis  
Representing the  
Contra Costa County  
Board of Supervisors

Walter MacVittie  
East Contra Costa  
Regional Planning  
Commission

Jim Frazier  
Oakley  
Planning Commission

Bruce Ohlson  
Pittsburg  
Planning Commission

**Staff contact:**  
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[jcunn@cd.cccounty.us](mailto:jcunn@cd.cccounty.us)

# TRANSPLAN COMMITTEE MEETING

Thursday, November 13, 2008, at **6:45 p.m.**

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

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

## NOTICE FOR SUPPLEMENTAL AGENDA ITEM

### ACTION ITEMS (*add the following item*)

**Appoint TRANSPLAN representation to CCTA to become effective in December 2008 or as determined by TRANSPLAN.** CCTA's administrative procedures require its members from TRANSPLAN to be elected officials. The elected terms for TRANSPLAN's current representatives will end in December, if not earlier. TRANSPLAN has appointed Mayor Taylor to serve as alternates for both TRANSPLAN seats on CCTA. TRANSPLAN will not have full representation on CCTA in December unless TRANSPLAN appoints separate alternates for its representation on CCTA.

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## 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 September 11, 2008 meeting. ♦**
4. **Accept correspondence. ♦**
5. **Accept recent news articles. ♦**
6. **Accept environmental register. ♦**
7. **Accept status report on major East County transportation projects. ♦**
8. **Request AUTHORIZATION for the 511 Contra Costa-TRANSPAC/ TRANSPLAN TDM Program Manager to submit applications to CCTA for FY 2009/10 Measure C Carpool, Vanpool and Park and Ride Lot funds, FY 2009/10 Bay Area Air Quality Management District funds and MTC CMAQ (Employer Outreach Funds), and to EXECUTE the required grant contracts and enter into cooperative agreements with the respective agencies. ♦**

### END OF CONSENT ITEMS

### ACTION ITEMS (see attachments where noted [♦])

9. **Appoint Two TRANSPLAN Members to the Joint TRANSPLAN/Tri-Valley Transportation Council (TVTC) Vasco Road Subcommittee:** At the August meeting, TRANSPLAN moved to create a joint sub-committee to address improvements to Vasco Road. The sub-committee is to be comprised of two members each from the TVTC and TRANSPLAN. TVTC will consider a request from TRANSPLAN on November 12, 2008 to appoint members to this sub-committee.
10. **Accept staff or Committee members' reports.** Staff or members of TRANSPLAN may report on items of interest to TRANSPLAN.  
**Material Included with this item:**
  - a) **November CCTA Administration and Projects Committee: Draft East Contra Costa County Subregional Transportation Fee Projections Report** ♦ (APC Staff Report Attached. DRAFT Study to be distributed @ TRANSPLAN Meeting)
  - b) **Preparation for an Authority Workshop to Discuss Growth Management Program (GMP) Issues in November 2008** ♦
  - c) **Contra Costa County Report on Reactivation of Mococo Rail Line** ♦

### ADJOURNMENT

11. **Adjourn to next meeting on Thursday, December 11, at 6:30 p.m.**

♦ = An attachment has been included for this agenda item.

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**ITEM 3**  
**ADOPT MINUTES FROM September 11, 2008 MEETING**

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

MINUTES  
September 11, 2008

The TRANSPLAN Committee meeting was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Will Casey at 6:31 P.M.

**ROLL CALL**

PRESENT: Gil Azevedo (Antioch), Jim Frazier (Oakley), Brad Nix (Oakley), Bruce Ohlson (Pittsburg), Bob Taylor (Brentwood), Joe Weber (Brentwood) and Chair Will Casey (Pittsburg)

ABSENT: Donald Freitas (Antioch), Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors), Walter MacVittie (East Contra Costa Regional Planning Commission), and Mary N. Piepho (Contra Costa County)

STAFF: John Cunningham, Senior Transportation Planner, Contra Costa County

**PUBLIC COMMENT**

There was no public comment.

**CONSENT ITEMS**

On motion by Brad Nix, seconded by Bob Taylor, TRANSPLAN Committee members adopted the Consent Calendar, as follows:

3. Adopted Minutes from August 14, 2008 Meeting.
4. Accepted Correspondence.
5. Accepted Recent News Articles
6. Accept Environmental Register
7. Accepted Status Report on Major East County Transportation Projects.

**RECOMMEND TO THE CONTRA COSTA TRANSPORTATION AUTHORITY THE AUTHORIZATION OF REIMBURSEMENT OF \$200,000 IN EAST CONTRA COSTA COUNTY'S FUTURE MEASURE J TRANSPORTATION FOR LIVABLE COMMUNITIES FUNDS STARTING IN FISCAL YEAR 2009-10, WITHOUT INTEREST, FOR ELIGIBLE EXPENDITURES BY THE COUNTY FOR THE BAILEY ROAD PEDESTRIAN AND BICYCLE IMPROVEMENT PROJECT**

Senior Transportation Planner John Cunningham advised that the item had been on the last TRANSPLAN Committee agenda for information only.

Mr. Cunningham explained that the Bailey Road Pedestrian and Bicycle Improvement Project had been considered for a grant by the Contra Costa Transportation Authority (CCTA). The funding at that time had been designated for another project. The current item had been submitted to the TRANSPLAN Committee to formalize the request for reimbursement of \$200,000 in East Contra Costa County's future Measure J Transportation for Livable Communities Funds starting in Fiscal Year 2009-10, without interest, for eligible expenditures by the County, to be forwarded to the CCTA.

Mr. Cunningham recommended that the TRANSPLAN Committee make that recommendation to the Contra Costa Transportation Authority for the Bailey Road Pedestrian and Bicycle Improvement Project. He noted that County staff was available to respond to questions on the project.

Brad Nix explained that the project was one of several commendable projects that had been considered by the CCTA's Planning Committee. He supported the staff recommendation.

On motion by Brad Nix, seconded by Bruce Ohlson TRANSPLAN Committee members unanimously recommended to the Contra Costa Transportation Authority the authorization of reimbursement of \$200,000 in East Contra Costa County's future Measure J Transportation for Livable Communities funds starting in Fiscal Year 2009-10, without interest, for eligible expenditures by the County for the Bailey Road Pedestrian and Bicycle Improvement Project.

**APPOINT TWO TRANSPLAN MEMBERS TO THE JOINT TRANSPLAN / TRI-VALLEY TRANSPORTATION COUNCIL (TVTC) VASCO ROAD SUBCOMMITTEE**

Mr. Cunningham reported that at the last meeting as part of the discussion of the East County Action Plan, the TRANSPLAN Committee had agreed with the need to appoint two members to a Joint TRANSPLAN/TVTC Vasco Road Subcommittee. Since the appointments had not been on the last meeting agenda, the item had been continued to the current agenda for action.

When asked by Brad Nix, Mr. Cunningham stated that the item could be deferred for a month if so desired by the TRANSPLAN Committee to allow all members to be present, particularly Mary Piepho, who was very interested in the item.

Bob Taylor agreed and supported a continuance until Mary Piepho could be present to participate in the action.

On motion by Brad Nix, seconded by Bob Taylor TRANSPLAN Committee members unanimously continued the appointment of two TRANSPLAN members to the Joint TRANSPLAN/Tri-Valley Transportation Council (TVTC) Vasco Road Subcommittee to the next meeting.

### **ACCEPT STAFF OR COMMITTEE MEMBERS' REPORTS**

a) Final 2007/08 Budget Report

Mr. Cunningham referred to the 2007/08 Budget Report which had been requested by the TRANSPLAN Committee at a prior meeting to identify the final budget numbers which were now available. While a \$6,000 overage in the 2007/08 budget had been anticipated, the actual overage was reported to be \$2,344.95. He advised that he would bill the member agencies accordingly.

On another matter, Mr. Cunningham reported that the Executive Director of Tri-Delta Transit had discovered some damage to the tables in the Board Room after the last meeting. He had been asked to make an announcement to ensure that care was taken during the course of the meeting.

Brad Nix urged Mr. Cunningham to work with Mr. Dennis of the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) and the State Route 4 Bypass Authority to schedule the meetings held after the TRANSPLAN Committee meeting in 15-minute increments since TRANSPLAN was ready to adjourn and the next meeting had been scheduled for, and could not begin until, 7:00 P.M.

On motion by Brad Nix, seconded by Joe Weber TRANSPLAN Committee members unanimously accepted the Final 2007/08 Budget Report.

### **ADJOURNMENT**

With no further business to come before the TRANSPLAN Committee, Chair Casey adjourned the meeting at 6:41 P.M. to October 9, 2008 at 6:30 P.M.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk

**ITEM 4**

**ACCEPT CORRESPONDENCE**



CONTRA COSTA  
transportation  
authority

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COMMISSIONERS: *Dave Hudson, Chair*    *Maria Viramontes, Vice Chair*    *Janet Abelson*    *Susan Bonilla*    *David Durant*  
*Donald P. Freitas*    *Federal Glover*    *Brad Nix*    *Julie Pierce*    *Karen Stepper*    *Don Tatzin*

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

FROM:        Robert K. McCleary, Executive Director

DATE:         October 16, 2008

SUBJECT:     **Items approved by the Authority on October 15, 2008, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **October 15, 2008** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Final 2008 Measure C Strategic Plan.** Staff will respond to any issues that may have arisen since the presentation of the draft plan last month and recommend adoption of the final Plan. **Resolution No. 08-12-P.** *The Authority adopted the final Plan as proposed.*
2. **Preparation for an Authority Workshop to Discuss Related Growth Management Program (GMP) Issues in November 2008.** The Authority has expressed general support for holding a full-Authority workshop in November to discuss the Measure J Growth Management Program and possible changes to it, in response to the complex and changing environment created by recent regional and state initiatives. *The Planning Committee has provided input for the development of the November workshop, and continued the item for further discussion in November.*
3. **Legislation.** Staff will provide updates on the status of legislation and the state Budget, including an overview of the provisions of SB 375, which will incorporate a Greenhouse Gas Emissions Reduction component into the Regional Transportation Plans. *Staff gave a presentation on the provisions of SB 375, which focused on aspects impacting the Authority's ability to fund and deliver projects in the future. (Attachment)*
4. **Establishment of Geographical Funding Targets for Lifeline Transportation Program Funds.** In September 2008 the Authority Board directed staff to ensure that program criteria developed for the Lifeline Transportation Program would provide the opportunity to distribute funds throughout the county sub areas and that all operators in the county with Lifeline needs would qualify for projects. In addition the Board directed staff to ensure that BART would be an eligible recipient of the LTP funds. To fulfill this directive staff is recommending target funding amounts for four geographical sub-areas of the county. The application review committee will consider these targets when ranking project applications for funding. In addition staff will clarify with the review committee the eligibility requirements for agencies applying for LTP funding and that BART meets those requirements. *The Authority approved the proposed target ranges.*



## **Morrison & Foerster Legal Updates and News (extract)**

SB 375 Becomes Law, Pushing Greenhouse Gas Reduction to the Forefront of California Transportation, Economic and Land Use Planning

October 2008

by David A. Gold, Zane O. Gresham, Mitchell S. Randall, Miles H. Imwalle

### **LUEL Briefing, October 2, 2008**

With California's historic budget battle finally resolved, the Governor recently signed hundreds of bills that had been waiting in limbo, including SB 375, a law some have declared to be the most significant piece of land use legislation since 1976's Coastal Act. Whether SB 375 results in the changes its proponents hope for, only time will tell. At the very least it is an ambitious – and complex – law that seeks to tackle one of the most challenging sources of greenhouse gas ("GHG") emissions: the private automobile. This is a key issue for California's efforts to meet AB 32's GHG emissions reduction mandate because the Air Resources Board has found that, even if cars become more efficient and run on cleaner fuels, the target levels cannot be met without also reducing vehicle miles traveled. SB 375 takes on this task by envisioning a bold new development pattern, one in which people live closer to jobs and services and have better access to transit. SB 375's approach to this problem is to link what have largely been unrelated planning processes: regional transportation, housing allocation, and land use planning.

If this so-called "climate change smart growth bill" lives up to its supporters' claims, California may witness a new era in land use planning and development in California, with a movement away from low-density suburban "sprawl" and toward higher-density, transit-oriented-development – that is, a development pattern less dependent on the private automobile and one with a smaller carbon footprint. On the other hand, if its detractors prove correct, SB 375 will add another layer to the planning process and new avenues for litigation, while doing little to reduce GHG emissions. Whichever viewpoint eventually proves correct, SB 375 represents a bold shift away from the suburban sprawl type of development and supporting transportation, which has made up most of California's growth for the last several decades. Anyone interested in California's transportation systems, housing development, or land use planning needs to be familiar with SB 375.

### **What you Need to Know About SB 375**

The heart of SB 375 is the creation of a new regional planning document called a "sustainable communities strategy," or "SCS." An SCS is essentially a blueprint for regional transportation infrastructure and development that is designed to reduce GHG emissions from cars and light trucks to target levels that will be set by the Air Resources Board ("ARB") for 18 regions throughout California. Each of the various metropolitan planning organizations, and the Association of Bay Area Governments ("ABAG") in the Bay Area, must prepare an SCS and include it in that region's regional transportation plan ("RTP"). ARB must also determine whether implementation of the SCS will achieve the region's GHG emissions reduction target. The SCS, in turn, influences transportation, housing, and land use planning. For example, transportation projects and programs must be consistent with the SCS in order to receive state funding. The housing allocation plan under the regional housing needs allocation process must be consistent with the SCS. On the land use front, certain residential and mixed-use projects that are consistent with the SCS may be eligible for some form of CEQA relief.

For public and private project applicants, the biggest carrot is CEQA relief. Certain qualifying in-fill residential and mixed-use projects may take advantage of a new streamlined review that allows the project applicant to forego certain analyses, including GHG emissions impacts, cumulative traffic impacts, or growth-inducing impacts. SB 375 also introduces a new CEQA document, known as a

“Sustainable Communities Environmental Assessment,” which may be used by certain qualifying projects and is similar to a Negative Declaration or Mitigated Negative Declaration, except that it receives more deference when reviewed by a court. SB 375 also exempts certain in-fill projects from CEQA review, although the exemption is narrow in scope and in practice may have relatively little impact on development patterns. (Indeed, CEQA already has an in-fill exemption, which has only been expanded upon slightly under SB 375) Thus, the legislation encourages project proponents to pursue projects consistent with the SCS and the goals of SB 375. However, at the insistence of local governments, there is nothing in SB 375 to prevent local jurisdictions from approving traditional “sprawl” type development and supporting infrastructure. It remains to be seen whether the CEQA relief “carrot” is strong enough to lure public and private project proponents into doing projects that otherwise would not have happened.

SB 375, however, does have teeth, particularly as it relates to the state’s transportation infrastructure and its housing allocation planning process. Most significantly, transportation projects and programs must be consistent with the SCS to receive state transportation funding, which will likely mean a much stronger focus on transit projects and less on highway projects.

As for housing, cities may under certain circumstances be required to rezone parcels to residential or may have less discretion to disapprove certain residential projects. At the same time, cities and counties are given some new flexibility, as SB 375 lengthens the regional housing needs allocation process from five to eight years.

As for the timing of SB 375, two key events must occur before any of the various incentives become available. First, ARB must set target GHG emissions levels for the various regions, a process that must be completed by September 30, 2010. Second, the applicable metropolitan planning organization must prepare and adopt an SCS for the region. Both processes are likely to be contentious and potentially subject to litigation.

That is not to say that impacts will not be felt in the near term. Similar to AB 32, which had immediate unintended impacts on the scope of CEQA review, SB 375 is likely to quickly engender action at the local level and by environmental organizations to move toward this new denser, transit-focused infrastructure and development pattern. This will most likely be true particularly in the state’s existing metropolitan regions, such as the Bay Area, Sacramento, Los Angeles, and San Diego. For the more rural areas, which in the last decade witnessed an explosion in suburban residential development, particularly in the Central Valley, SB 375 may, combined with the current economic climate, severely curtail continued growth. The passage of SB 375 is a strong signal that California’s land use and infrastructure planning – indeed its entire economy and way of life – may be shifting to one that is more urban and transit-friendly.

#### **A Word on How the SB 375 Sausage Was Created**

SB 375 is a piece of compromise legislation led by Senator Steinberg that has been endorsed by a wide array of interest groups, including home builders, environmentalists, local governments, and affordable housing advocates. While Senator Steinberg has been widely praised for bringing together such a diverse group, it remains to be seen whether the end result will achieve its lofty goals. Local governments withheld support until language was added to ensure that the bill did not infringe on their traditional land use decision-making authority (*e.g.*, General Plans do not need to be consistent with the SCS). Indeed, there is very little in SB 375 to require cities or counties to carry out development consistent with the SCS. Environmental groups fought hard against giving up too much in the way of CEQA relief. Home builders pushed for a requirement that local agencies be required to rezone

identified housing sites within 3 years. And affordable housing advocates pushed for stronger affordable housing requirements to obtain the CEQA benefits. While each group achieved some of what it was looking for, each also compromised in other areas. One group remains largely opposed – many local transportation authorities still oppose the bill and lobbied the Governor to veto it due to its implications for RTPs and the funding for their projects and programs.

The great unknown is whether this bill – which operates more by offering “carrots” than by threatening “sticks” – will actually result in a changed development pattern, or whether it will just add another layer of planning (and related delay, cost, and litigation risk). One thing remains certain, anyone interested in the development of California, particularly its transportation and housing, needs to be familiar with this significant new legislation.

If you would like further information or have questions relating to SB 375, or California's other climate change regulations under AB 32 or evolving Green Building standards, please contact David Gold (dgold@mofo.com /925-295-3310) or Mitch Randall (mrallan@mofo.com / 925-295-3377) in Walnut Creek, Zane Gresham (zgresham@mofo.com / 415-268-7145) or Miles Imwalle (mimwalle@mofo.com / 415-268-6523) in San Francisco, or Tom Ruby (truby@mofo.com / 650-813-5857) in Palo Alto.

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### **Detailed Overview of SB 375**

#### ***(1) Sustainable Communities Strategy, Emissions Reduction Targets and Transportation Funding.***

**The Sustainable Communities Strategy.** Regional transportation plans (“RTP”) prepared by the applicable metropolitan planning organization (“MPO”), or ABAG in the Bay Area, must include an SCS. The SCS is a blueprint for development within that region, designed to reduce GHG emissions from cars and light trucks, that identifies the general location of various land uses and focuses on identifying areas for locating regional housing needs and the transportation network.

**Regional Emissions Reduction Targets.** ARB, in consultation with each MPO, must set GHG emissions reduction targets for the car and light truck sector in each region. Targets must be set by September 30, 2010, and updated every 8 years.

**Quantification of Reductions.** The MPO must quantify the reduction in GHG emissions projected to be achieved by the SCS and determine if the target reduction level will be met. If it will not be met, the MPO must prepare an “alternative planning strategy” showing how additional reductions will be achieved to meet the target.

**ARB Review of SCS.** Although the MPO prepares the SCS, ARB reviews it to confirm that it will meet the region’s target.

**Transportation Funding Tied to SCS.** Transportation projects and programs must be consistent with the SCS to receive state funding.

**The SCS Does Not Regulate Land Use.** The legislation states that SCS documents do not regulate land use and are not subject to state approval. General Plans prepared by cities and counties need not be consistent with the region’s SCS.

#### ***(2) The Housing Requirements***

**Regional Housing Needs Assessment Process Revisions.** SB 375 aligns the regional housing needs allocation process with the RTP process, and the housing allocation plan must allocate housing units consistent with the SCS. SB 375 extends the regional housing needs allocation process from five to eight years.

**Rezoning of Housing Sites.** SB 375 requires that the housing element in a city or county’s General Plan include an inventory of land suitable for residential development. If necessary to meet the housing needs of all income levels, the local jurisdiction must rezone identified housing sites within 3 years of adoption of the housing element. In certain circumstances, the bill prohibits a local jurisdiction that fails to complete a required rezoning within the timeframe from disapproving a housing development project for the identified site. The applicant or any interested person may enforce this provision through judicial

proceedings.

### **(3) CEQA Incentives for “Transit Priority Projects” and Other Residential and Mixed Use Residential Projects**

**CEQA Exemption for “Sustainable Communities Projects.”** A project is exempt from CEQA if it (1) qualifies as a “transit priority project” and (2) meets the “sustainable communities project” requirements as declared by the legislative body of the local jurisdiction. As shown below, this is a narrow exemption.

*Transit Priority Project.* To qualify as a “transit priority project,” it must be consistent with the applicable SCS and (i) contain a minimum 50% residential component, (ii) meet minimum density requirements, and (iii) be located within a half mile of an existing major transit stop or a “high quality transit corridor.”

*Sustainable Communities Project.* A “transit priority project” may qualify as a “sustainable communities project,” if, among other requirements, it

- is not located on a site with wetlands or wildlife habitat of significant value;
- the buildings meet minimum energy efficiency standards;
- the landscaping meets minimum water efficiency standards;
- the site is not more than 8 acres;
- the project consists of less than 200 residential units;
- the project is located within ½ mile of a rail or ferry transit station or within ¼ mile of a “high-quality transit corridor”; and,
- the project either will meet certain affordable housing requirements or provide required open space.

**Streamlined Review for Certain Other Residential or Mixed-Use Projects.** Although a CEQA exemption is not available, certain residential or mixed-use projects that don’t qualify as a sustainable communities projects may still qualify for a streamlined environmental review under CEQA if they (i) are consistent with the SCS, and (ii) incorporate feasible mitigation measures set forth in a prior applicable environmental impact report.

If a project qualifies, the environmental document for the project is not required to (i) discuss growth inducing impacts or car and light truck impacts on global warming and the regional transportation network, or (ii) include a reduced residential density alternative to address the effects of car and light truck trips or an off-site alternative.

In addition, a qualifying project that would normally have prepared a Negative Declaration or a Mitigated Negative Declaration (“ND” or “MND”) may prepare what SB 375 dubs a “Sustainable Communities Environmental Assessment.” This new document is essentially the same as an ND or MND, except if it is challenged in court, the court reviews it according to the more deferential “substantial evidence” standard rather than the “fair argument” standard, meaning that a “Sustainable Communities Environmental Assessment” is more likely to withstand judicial challenge than a traditional ND or MND.

**Generic Traffic Mitigation Measures.** Local jurisdictions may adopt traffic mitigation measures that would apply to “transit priority projects.” If such measures are adopted, a transit priority project is not required to comply with any additional traffic related mitigation measures.



## MEMORANDUM

**DATE:** October 9, 2008  
**TO:** TRANSPLAN Committee  
**FROM:** Lynn Osborn Overcashier, 511 Contra Costa and  
TRANSPAC/TRANSPLAN TDM Program Manager  
**RE:** 511 Contra Costa/TRANSPAC-TRANSPLAN TDM Program Status  
Report

### **Community-based Outreach and Education**

- Staff is attending local city events and farmers' markets to draw attention to "green" commutes and commute alternative incentives and options. Please contact Corinne Dutra-Roberts at [Corinne@511contracosta.org](mailto:Corinne@511contracosta.org) or (925) 969-1193 to arrange for staff to attend your events.

### **Employer Outreach - (Implemented by TRANSPAC/TRANSPLAN TDM staff)**

- Staff conducted two mini-symposiums in central county: one on car sharing for city/county fleets and another on shared bicycle (e-Locker) parking. Due to the success of these trial mini-symposiums, additional ones will be organized for east county jurisdictions to be held early in 2009.
- A training seminar on Telework is being organized for late October to train 511 CC staff on the latest about current Telework practices. If it seems worthwhile, a mini-symposium will be organized for central and east county city/county staff in 2009.
- 511 CC incentive brochures were sent to Laura Wright, Environmental Affairs staff person at the City of Pittsburg.
- 511 Contra Costa held a commuter information meeting with the Contra Costa County Superior Court staff at the Pittsburg location.

### **Green Business Certification**

- 511 Contra Costa is now a partner agency with the Green Business Program and has sought green business certification. In addition, 511 CC staff submitted a suggested list of transportation elements and programs for inclusion in the Green Business Program certification process.

### **Bicycle Parking Infrastructure**

- A mini-symposium will be organized for east county jurisdictions' staff on the newest technology on secure bicycle parking called e-lockers. Other keyless-locker vendors will also be invited to participate to offer more details about this secure way to provide bicycle parking to employees and/or citizens. 511 CC staff is looking for grant funding to provide these to local jurisdictions. Please contact Corinne if you are interested at (925) 969-1193.

### **Climate Change Action Plans**

- Lynn Osborn and Corinne Dutra-Roberts from 511 CC were invited to attend two Climate Change Action Plan roundtable meetings in Contra Costa to offer suggestions for inclusion in jurisdictions' municipal and community based climate change action plans. Among the ways in which 511 CC can help is to offer community outreach, car-free campaign programs, SchoolPool, parking management programs, assistance with

# TRANSPAC Transportation Partnership and Cooperation

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

September 23, 2008

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

08 SEP 25 PM 1:37

DEPARTMENT OF CONSERVATION  
AND DEVELOPMENT

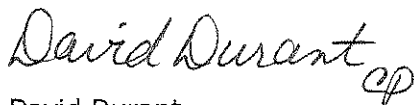
Dear Chair Hudson:

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

1. Approved adoption of Resolution 88-01 to provide for the donation and installation of two bicycle lockers to Contra Costa County.
2. Approved County Connection's request to seek Measure C/J funding for the Pacheco Transit Hub project.
3. Reported on the September 3rd Planning Committee items relating to TRANSPAC's Action Plan, Draft Implementation Guide, Growth Management Program, and Regional Transportation Mitigation Program.
4. Reported on the CCTA Planning Committee meeting regarding TRANSPAC's request that action on the Draft Growth Management Program Implementation Guide be delayed until the Technical Procedures and any other ancillary Growth Management Program documents such as Resolutions 95-06-G and 92-03-G have been reviewed/updated. Comments on the Implementation Guide have been submitted under separate cover.
5. Continued review of the Central County Action Plan. Adoption is anticipated at the October 9, 2008 TRANSPAC meeting.

TRANSPAC hopes that this information is useful to you.

Sincerely,



David Durant  
TRANSPAC Chair

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

# TRANSPAC Transportation Partnership and Cooperation

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

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

08 SEP 22 PM 1:19  
September 17, 2008

DEPARTMENT OF CONSERVATION  
AND DEVELOPMENT

Dear Chair Hudson:

TRANSPAC has reviewed the Proposal for Adoption of the Draft Implementation Guide for Measure J issued by the Transportation Authority on July 24, 2008, and offers the following comments.

1. The Growth Management Program was revised slightly for Measure J. However, in our view, it remains a relic of the mid-1980s mindset, from when Measure C was approved by the voters. Today, traffic congestion is not necessarily a top concern of all jurisdictions. As a result, the Measure C approach does not reflect today's reality. Rather than using an outdated program filled with congestion-related busywork (and "tweaking" it a bit), TRANSPAC suggests that it would be more useful to rethink and revamp the entire growth management program so that it addresses today's needs and issues.
2. In our view, the program is too complex, as evidenced by the fact that the Implementation Guide is 116 pages long -- far too long to be useful. Programs this complex inevitably end up being all process, with no meaningful outcomes -- assuming that people try to follow them at all.
3. If CCTA is to have a meaningful growth management program, the focus should be on people and communities, not on roads. Currently, the program (the Action Plans, the General Plan Amendment review process, etc.) focuses on Routes of Regional Significance (page 17 states "Contra Costa's network of freeways and major arterials continue to be the focus of the growth management effort..."). Developments, GPAs, etc., all must be reviewed for impacts on regional routes. We suggest CCTA and the jurisdictions take all the time necessary to rethink the entire process, so that it focuses on what is most important -- people and communities. For example, a community cannot have a successful downtown without congestion. And, today, we know that traffic congestion is an inevitable sign of a thriving economy.
4. Related to the comments above, TRANSPAC already has expressed reservations about the specific numerical goals required for traffic flow in the future (multi-modal transportation service objectives, or MTSOs). We reiterate our view that MTSOs do not help improve our communities or our transportation system. The MTSO process forces us to "pick a number" just for the sake of picking a number, or, alternatively, to establish and accept objectives that feel meaningless in light of today's challenges and realities. We see no value in analyzing how a given general plan amendment or development proposal will impact an arbitrary indicator such as level of service ten or twenty years from now. Such indicators are subject to many forces beyond our knowledge or control. Nor do we see any value in designating a specific "attainment year" for when the region will reach these MTSOs on its regional routes. We believe that we

cannot reasonably imply to the public and to decision-makers that we can predict future traffic conditions with any precision beyond a year or two (and, given the current fluctuations in gas prices, we are not sure we can aptly forecast accurately for one year into the future). It is our strongly held view that our growth management program should not be based on such speculative and unreliable concepts.

5. Chapter 4 of the Implementation Guide discusses the process for evaluating impacts of new development and General Plan Amendments over a certain size. As we have suggested, this analysis should not be necessary because it is based on MTSOs and therefore does not provide useful information. We already have to perform traffic analysis required by CEQA, which is more useful because it analyzes a project's actual impacts. There is no need for an additional "Measure C" type traffic analysis, because it simply adds process (and potential lawsuits and unnecessary slow-downs in getting projects completed) without improving outcomes. It is particularly unnecessary if the General Plan Amendment or development is within the Urban Limit Line. The purpose of the Urban Limit Line is to demarcate the area where urban growth is acceptable and to limit growth to that area. No Growth Management Program analysis should be necessary under these circumstances.

#### **Specific comments**

6. Page 4 -- Regional Routes -- The paragraph quotes from Resolution 95-06-G but does it incorrectly. We would modify the sentence to read: "Finally, they may approve a General Plan amendment without consequence only if . . ."

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In both local general plans and ABAG projections, the growth (land use) assumptions are not based on specific development proposals; rather, these assumptions are based on general factors



such as the capacity of available buildable land in each area and policy decisions on how much growth should be allowed. Nor do our land use assumptions include future General Plan Amendments (if they did, we wouldn't need the General Plan Amendments). In the case of a very large or significant development proposal which is known at the time a General Plan is created, that project may be assumed as part of the General Plan traffic analysis, but it may not end up actually being built in the same traffic analysis zone that was assumed in the General Plan; it could be in the zone next door. Though we can see the argument to the contrary, it seems to us that as long as the jurisdiction states the development proposal is consistent with the General Plan, then there is no need for the detailed analysis of land use and traffic zones that CCTA proposes. We believe it is important to refrain from compounding the Growth Management Program with even more technical analysis than is already required.

The draft TRANSPAC Action Plan includes the following language. "All current adopted General Plans are assumed to be included in the CCTA 2030 model and do not require any additional MTSO analysis; only CEQA traffic analysis requirements apply. The CEQA document for a given project needs to reference the Action Plan/CCTA model to establish that the MTSO analysis has been performed. In addition, TRANSPAC TAC members are working with the CCTA Growth Management Plan Task Force to incorporate the June 4, 2008 Planning Committee direction that one CEQA traffic study should suffice for an MTSO traffic analysis.

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Sincerely,



David E. Durant  
TRANSPAC Chair

cc: TRANSPAC Representatives (packet mailing)  
TRANSPAC TAC and staff  
Gayle B. Uilkema, Chair, SWAT  
Will Casey, Chair, TRANSPLAN  
Sharon Brown, Chair, WCCTAC  
Robert McCleary, Paul Maxwell, Martin Engelmann,  
Aricelle Bourgart, Peter Engel,  
Hisham Noeimi, Danice Rosenbohm, CCTA  
Christina Atienza, Executive Director, WCCTAC  
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JC

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City of Oakley  
3231 Main Street  
Oakley, CA 94561

CONTRACOSTA

DEPARTMENT OF CONSERVATION  
AND DEVELOPMENT

Internet: [www.ci.oakley.ca.us](http://www.ci.oakley.ca.us)

Phone: (925) 625-7000

Fax: (925) 625-9194

September 17, 2008

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

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

Dear Mr. Cunningham:

On September 9, 2008 the Oakley City Council adopted a resolution appointing the City of Oakley's Planning Commission representative and alternate to the TRANSPLAN Committee. The appointments will expire on December 31, 2009.

**TRANSPLAN Representative: Jim Frazier**

**TRANSPLAN Alternate: Iris Obregon**

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

Sincerely,

Kenneth W. Strelo  
Senior Planner

Attachment: City Council Resolution No. 98-08

C: Rebecca Willis, Community Development Director  
Strelo chron file

**RESOLUTION NO. 98-08**

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

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

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

**WHEREAS**, currently, the Oakley City Council representative position is served by Councilmember Brad Nix, and the Oakley Planning Commission representative position is vacant; and

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

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

Oakley's Planning Commission TRANSPLAN Representative: Jim Frazier  
Oakley's Planning Commission TRANSPLAN Alternate: Iris Obregon

The foregoing resolution was introduced at a regular meeting of the Council of the City of Oakley held on the 9<sup>th</sup> day of September 2008, by Councilmember Nix, who moved its adoption, which motion being duly seconded by Councilmember Anderson, was upon voice vote carried and the resolution adopted by the following vote:

AYES: Anderson, Connelley, Nix, Rios, Romick

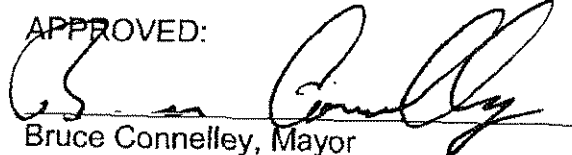
NOES: None

ABSTENTIONS: None

ABSENT: None



APPROVED:



Bruce Connelley, Mayor

ATTEST:



Nancy Ortenblad, City Clerk

TO: BOARD OF SUPERVISORS  
FROM: Catherine Kutsuris, Interim Deputy Director  
Department of Conservation and Development



Contra  
Costa  
County

DATE: September 23, 2008

SUBJECT: Appointment of the East County Regional Planning Commission Representative to the Transplan Committee

**SPECIFIC REQUEST(S) OR RECOMMENDATION(S) & BACKGROUND AND JUSTIFICATION**

RECOMMENDATIONS

REAPPOINT Walter MacVittie as the East County Regional Planning Commission (ECRPC) representative to the TRANSPLAN Committee, the Regional Transportation Planning Committee for eastern Contra Costa County, as recommended by the ECRPC

FISCAL IMPACT

None.

BACKGROUND/REASONS FOR RECOMMENDATIONS

The TRANSPLAN Committee provides the forum for the cooperative multi-jurisdictional transportation planning process in eastern Contra Costa County. All cities and the County must participate in these forums to be eligible for their return-to-source allocations under the local transportation sales tax (Measure C). The Board of Supervisors appoints three members of the 11-member TRANSPLAN Committee: two persons representing the Contra Costa County Board of Supervisors, and one person representing the East County Regional Planning Commission.

Mr. MacVittie has been the East County Regional Planning Commission's designated representative on TRANSPLAN since late 1999. Appointments to TRANSPLAN run for two years. Appointments to TRANSPLAN must be made by the Board of Supervisors under the TRANSPLAN Administrative Procedures. The East County Regional Planning Commission, on June 9, 2008, reaffirmed Mr. MacVittie as their TRANSPLAN appointee. You are requested to reappoint Mr. MacVittie to the TRANSPLAN Committee on this basis.

CONTINUED ON ATTACHMENT: YES SIGNATURE Catherine Kutsuris  
 RECOMMENDATION OF COUNTY ADMINISTRATOR APPROVE RECOMMENDATION OF BOARD COMMITTEE  
 APPROVE OTHER

SIGNATURE(S): Jason Lynn  
ACTION OF BOARD ON September 23, 2008 APPROVED AS RECOMMENDED  OTHER

VOTE OF SUPERVISORS  
 UNANIMOUS (ABSENT 0)  
AYES: \_\_\_\_\_ NOES: \_\_\_\_\_  
ABSENT: \_\_\_\_\_ ABSTAIN: \_\_\_\_\_

Contact: John Cunningham (925/335-1243)  
cc: Department of Conservation and Development  
Transplan Committee (via DCD)

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF AN ACTION TAKEN AND ENTERED ON THE MINUTES OF THE BOARD OF SUPERVISORS ON THE DATE SHOWN.

ATTESTED September 23, 2008  
DAVID TWA, CLERK OF  
THE BOARD OF SUPERVISORS  
AND COUNTY ADMINISTRATOR

BY Katherine Smilair, DEPUTY

**Item 5**

**Accept Recent News Articles**

# CONTRA COSTA TIMES

ContraCostaTimes.com

## Bypass opening speeds up East County

By Jonathan Lockett  
East County Times

Article Launched: 09/30/2008 12:00:00 AM PDT

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- [Forum: Local commuting and transportation](#)
- [Real-time traffic reports](#)
- [Post your traffic photos](#)

The third segment of the Highway 4 bypass is expected to open for drivers today, significantly improving the flow of traffic from Antioch to Brentwood and other parts of East Contra Costa County.

The bypass stretch from Balfour Road to Marsh Creek Road, along with the Vasco Road extension from Marsh Creek Road to Walnut Boulevard, could cut commuters' travel time from Antioch to Brentwood in half, project manager Dale Dennis said.

"The entire bypass, now that it's completed, will really change the face of East County," Dennis said. "People can just get around so much faster in their communities.

"We think that you'll be able to drive from the Vasco, Walnut intersection to Hillcrest (Avenue) in 12 to 15 minutes. (Before the opening), the trip probably would take 30 to 40 minutes."

Contractors still have miscellaneous work items to complete along the bypass, but they shouldn't affect travel, Dennis said.

Brentwood traffic manager Steve Kersevan said it will be tough to know how Brentwood is affected because school is out the next two weeks, but he's confident residents will benefit as the bypass diverts traffic from the downtown area.

"Anybody from Pittsburg and Antioch who travels Vasco Road will finally have the final piece of the puzzle in place. I'm thinking they're going to save eight to 10 minutes off their commute," Kersevan said. "You won't have as much traffic coming through the city, which is good for me."

Kersevan added that emergency services could also function quicker and people within Brentwood will see fewer congested streets, making them safer.

"It'll be interesting to see," Kersevan said. "I think we actually may run a little bit better."

### Advertisement



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# CONTRA COSTA TIMES

ContraCostaTimes.com

Segments two and three of the bypass will continue to be off-limits to semitrailers until the Bypass Authority is able to add roughly an inch and a half of a special kind of asphalt on the road, Dennis said. The new asphalt is made of recycled material, which allows semis to use it with little impact.

"We have to finish the last part of pavement called rubberized asphalt concrete," Dennis said. "What it does is it gives it more life, and minimizes noise compared to other concrete."

Dennis said revenue for the bypass was less than expected because of the economic downturn, prompting the authority to defer the asphalt application until next summer. The Bypass Authority also has plans to widen segment two of the bypass to four lanes, construct interchanges at Sand Creek and Balfour roads, and adopt three bike trails by next summer.

Eventually, the bypass will become Highway 4 and the current Highway 4 roads will be given back to their respective cities, a process that would begin in November or December and last about 15 months, Dennis said.

The bypass is now approximately 15 miles of freeway, expressway and conventional highway costing about \$216 million to construct. The project was approved in summer 2003, and all but nearly \$1 million was paid for by developer fees, Dennis said.

The Bypass Authority will close Walnut Boulevard from Marsh Creek Road to Vasco Road for three weeks beginning today to improve the road conditions and install a storm-water drain. In the meantime, traffic will be diverted to the newly opened portion of Vasco Road.

The Bypass Authority, along with county

supervisors, state legislators and Brentwood, Oakley and Antioch officials, will be on hand in late October for a ribbon-cutting ceremony.

**Jonathan Lockett covers East County. Reach him at 925-779-7174 or [jlockett@bayareanewsgroup.com](mailto:jlockett@bayareanewsgroup.com).**

## Advertisement



Sales Associate: Please collect this coupon.  
If unable to scan, manually enter the coupon number.

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# CONTRA COSTA TIMES

ContraCostaTimes.com

## Two plans for Concord naval station -- only one will sail

By Tanya Rose  
Contra Costa Times

Article Launched: 09/11/2008 08:36:57 PM PDT  
CONCORD — And then there were two.

After a year of workshops, a citizens committee — with help from the meeting-going public — has whittled seven land-use proposals for the mothballed Concord Naval Weapons Station down to a couple.

One proposal concentrates on clustered villages throughout the 5,028-acre site, and the other focuses on conservation and open space.

The options will be discussed at a workshop Saturday morning at the Concord Senior Center. The Community Advisory Committee will recommend a plan to the City Council this fall.

This is the largest land use project the region has ever seen — adding to the city's size by one-third — and the two plans suggest how many houses (ranging between 10,000 and 11,900) should be built on the former military base, plus how much retail and parkland is desired. The proposals, with their tighter ranges, represent the largest movement on the project since the original seven proposals came out last October.

Both proposals include a tournament-level sports complex, a university/education center and different types of parks. The plans' differences are in where development occurs, what transit options are offered

and the number of acres of designated as parks versus acres of undeveloped open space.

The plans also concentrate on developing around the North Concord BART station, and include a range of 60 to 73 percent open space.

"People should come on Saturday to get information on what's in (the plans)," said reuse project director Mike Wright. "We're not making a choice. We're not voting. This is not the end of the process. But it is a chance for informal small groups to ask questions and get answers."

At least one community group is frustrated.

The Concord Naval Weapons Station Neighborhood Alliance has, from the beginning, asked for 80 percent open space, as have groups such as Save Mt. Diablo and Greenbelt Alliance.

"We're still asking for 80 percent," said Kathy Gleason, of the neighborhood alliance. "That includes open space, active and passive parks, sports fields — you name it.

"At the last meeting, the CAC was talking about the plans and we piped up and said, 'Wait a minute, you're proposing all these homes — we're back where we were in 2006,'" Gleason said, of discussions in August.

She was referring to a general plan update Concord leaders embarked on two years ago that included development-heavy plans for the base made without consulting the public through wide-ranging workshops. The city admitted back then that it should do more outreach, and scrapped those plans.

"Who would you prefer to have as a neighbor — all these houses or a great regional park?" Gleason

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# CONTRA COSTA TIMES

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added.

However, city leaders have said in the past they worry about designating too much open space — the development has to be self-sustaining, so that it doesn't become a burden on the rest of the city. Council members have said they worry about a great park being able to pay for itself.

After hearing the matter in the fall, the City Council will settle on one land use plan — a "preferred plan" — that it will forward to the Navy. Meanwhile, the plan will undergo an intensive environmental review.

The Navy is pushing the city to have a plan in place by Sept. 20, but City Council members have said that will not happen. The community needs more time to reach a consensus, they said. Mayor Bill Shinn said that consensus should be reached around January.

Reach Tanya Rose at  
[trose@bayareanewsgroup.com](mailto:trose@bayareanewsgroup.com) .

**If you go: WHAT: Concord Naval Weapons Station workshop WHEN: 9 a.m. to noon, Saturday WHERE: Concord Senior Center, 2727 Parkside Circle, Concord INFO: Visit [www.concordreuseproject.org](http://www.concordreuseproject.org) , or call 925-671-3001**

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# CONTRA COSTA TIMES

ContraCostaTimes.com

## Weapons Station alternatives are in

By Tanya Rose  
Contra Costa Times

Article Launched: 09/20/2008 05:18:57 PM PDT

CONCORD — Between 22,900 and 28,100 people could be living on the shuttered Concord Naval Weapons Station if one of two approaches for developing the base's 5,028 inland acres — released last week — is chosen in the next couple of months.

City leaders unveiled two proposals, whittled down from seven, and the community is finally getting an idea what the base could look like when development begins, which won't be for about five years.

The "clustered villages" proposal includes 28,100 residents, 11,950 housing units, 26,460 jobs — both retail and office — and 650 acres of parks. All that is in addition to 2,560 acres of open space, or 50 percent of the property. Together, parks and open space would occupy 64 percent of the land.

Villages are clustered along the southern edge of the property, and transit-oriented development — which would include apartments and condominiums on the top levels and retail on the bottom level — is concentrated near the North Concord BART station at the tip of the property nestled against Highway 4 and Port Chicago Highway. There would be two jobs for every house, and the hope is residents living in the area would also work there, said Mike Wright, Concord's reuse project director.

The other proposal, called the "concentration and conservation" approach, includes 22,950 people, 10,040 housing units, 21,260 jobs, plus 370 acres

of parks. That's in addition to 3,300 acres of open space, which is 66 percent of the land. Together, parks and open space would occupy 73 percent of the land.

Both proposals preserve the hills and ridge lines and include hiking trails, a sports park and education facilities, plus a park in the central and eastern portions of the property. Both plans also put most development near the BART station.

The clustered villages proposal, however, features more roads connecting residents to parks, Wright said. Retail and bus routes are closer to the rest of the city, he said.

"With this approach, there's more developed park area than in the other approach, and less open space," he said, noting the clustered villages approach has 650 acres of parks, compared to 370 acres of parkland in the conservation approach.

"The clustered villages approach has more development, so you have more revenue sources to build parks," he said.

There are 1,000 more homes in this approach than the conservation approach, and more retail. This approach also contains a long boulevard through the property, even though both proposals push for public transit.

"Both are really designed to get people out of their cars, and to have them working in the same areas where they live," Wright said.

The City Council will discuss the proposals — or perhaps just one of them, chosen by the Community Advisory Committee — in November. From there, Wright said council members will choose a preferred plan in January.

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# CONTRA COSTA TIMES

ContraCostaTimes.com

Kathy Gleason of the Concord Naval Weapons Station Neighborhood Alliance is less than pleased about either proposal, especially the clustered village plan.

"There has been overwhelming support for 80 percent open space, but we're at 12,000 residents two years and several packed meetings later," she said.

"The public has spent so much time on this and has so much invested — we can't stand back and watch this happen. People aren't going to take public transit; they're going to drive."

Wright said the Community Advisory Committee has tried to make sure the proposals that go forward to the council are self-sustaining and won't be a financial burden on the existing city of Concord.

The development on the base, he said, has to fund the open space portions. Council members in the past have said they worry that 80 percent open space would not be financially feasible.


Reach Tanya Rose at  
[trose@bayareanewsgroup.com](mailto:trose@bayareanewsgroup.com) .

online

To see the two approaches, go to [www.ContraCostaTimes.com](http://www.ContraCostaTimes.com) .


For more information on the project, go to [www.concordreuseproject.org](http://www.concordreuseproject.org) .

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**ITEM 7**

**Accept status report on major East County transportation projects**

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

Information updated from previous report is in underlined italics.

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

All highway and local road construction is complete. Right of way close-out activities continue. The construction contract for the mainline landscaping was scheduled to be advertised summer 2008 with construction beginning in late summer or early fall 2008.

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

No Update

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

No Update

## **STATE ROUTE 4 BYPASS PROJECT**

From summer 2003 until fall 2008, the Authority has implemented an aggressive delivery program for the SR4 Bypass projects listed below. The following is a report on:

- Segment 1
- Laurel Road Extension
- Segment 3
- Sand Creek Intersection Lowering

### **Financial Status**

In May 2008, the Board adopted a FY 2008-09 budget, which included projected ECCRFFA revenue from developer fees, which are used to fund the SR4 Bypass Segment 1 and 3 projects. To address a \$2.5 million short-term cash flow issue, the Board directed staff to discontinue transfer and relinquishment activities and to remove the Rubberized Asphalt Concrete (RAC) from the current Segment 3 construction package, with the understanding the RAC would be installed summer 2009. The \$2.5M short-term cash flow issue was based on receiving a certain amount of revenue from developer fees through August 2008. *An updated forecast of developer fees will be discussed at the November TRANSPLAN meeting.*

### **Segment 1**

Right-of-way acquisition is continuing. Two parcels are continuing through the condemnation process. Also, one parcel is being leased from the Contra Costa County Flood Control Department, with a final payment due by November 30, 2009. Construction has been substantially completed and the contractor has recently completed punchlist items. The project is in the close-out phase.

### **Laurel Road Extension**

Construction has been completed, including punchlist items. The project is in the close-out phase.

### **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 is closed out.

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

Design is well underway and the schedule is presented below. Final Design is expected to be completed by February 2009 and the project will be advertised in February/March 2009, subject to available funding. Based on recent discussions with Brentwood staff and the Bridal Gate developer, there appears to be an opportunity to save \$3-4 million (10-15%) on construction of this project if it can be successfully delivered prior to or in conjunction with the extension of Sand Creek Road to the west of the SR4 Bypass. The estimated savings, provided by the Authority’s construction manager, is based on the fact that if construction of the project were to occur after the extension of Sand Creek Road was completed, the contractor would need to construct the bridge over live traffic. In addition, the contractor would not have free access to move through the project limits (Sand Creek to south of San Jose).

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

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

Right of way acquisition is underway.

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

Design is well underway and the schedule is presented below. Final Design is expected to be completed by February 2009 and the project would be ready to be advertised for construction in February/March 2009, 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

Plans, Specs. & Estimates (PS&E) - 100% Design	December 2008
Final Design - Plans, Specs. & Estimates (PS&E)	February 2009
Right-of-Way Activities /Acquisition (R/W)	April 2009
Advertise Project for Construction – Subject to Availability of Funding	February 2009
Award Construction Contract – Subject to Availability of Funding	April 2009

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

Right of way acquisition is underway.

#### **Segment 3**

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

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

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

### **eBART**

BART released a Draft Environmental Impact Report. Comments are due November 5th.

### **CORRIDOR MOBILITY IMPROVEMENT ACCOUNT<sup>1</sup>**

The state in February 2007 adopted a specific spending plan for the \$4.5 billion Corridor Mobility Improvement Account, making it the first program to be allocated from the \$19.9 billion statewide transportation infrastructure bond known as Proposition 1B. The CMIA program provides funding for one project in East County and two other projects elsewhere in Contra Costa County -- \$85 million for State Route 4 from Somersville Road to State Route 160, \$175 million for the Caldecott Tunnel, and \$55.3 million for the I-80 Integrated Corridor Mobility Project.

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<sup>1</sup> The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding from \$4.5 billion to be deposited in the Corridor Mobility Improvement Account (CMIA). The funds in the CMIA are to be available to the California Transportation Commission, upon appropriation in the annual Budget Bill by the Legislature, for allocation for performance improvements on the state highway system or major access routes to the state highway system. The CMIA presents a unique opportunity for the State's transportation community to provide demonstratable congestion relief, enhanced mobility, improved safety, and stronger connectivity to benefit traveling Californians.

## **ITEM 8**

Request AUTHORIZATION for the 511 Contra Costa-TRANSPAC/ TRANSPLAN TDM Program Manager to submit applications to CCTA for FY 2009/10 Measure C Carpool, Vanpool and Park and Ride Lot funds, FY 2009/10 Bay Area Air Quality Management District funds and MTC CMAQ (Employer Outreach Funds), and to EXECUTE the required grant contracts and enter into cooperative agreements with the respective agencies.



**TO:           TRANSPLAN TAC**

**FROM:       Lynn Osborn Overcashier, 511 Contra Costa Program Manager  
and TRANSPAC/TRANSPLAN TDM Program Manager**

**DATE:       October 21, 2008**

**SUBJECT:   Request Approval and Recommendation that TRANSPLAN  
Provide Authorization to Submit Grant Applications and if  
approved, Authorization to Execute Grant contracts for  
2009/10 Transportation Fund for Clean Air (TFCA), CCTA  
Measure C and MTC CMAQ Funds for the 511 Contra Costa  
TRANSPAC/TRANSPLAN TDM Programs.**

Below is a summary of the proposed FY 2009/10 511 Contra Costa TRANSPAC/TRANSPLAN TDM Programs.

511 Contra Costa is among the agencies responsible for implementing trip reduction actions in the TRANSPAC and TRANSPLAN Action Plans and its programs fulfill TSM/TDM Growth Management Program requirements under Measure C, and Congestion Management TSM requirements under Prop. 111.

With legislation (AB 32 and SB 375) requiring GHG emission reductions, the 511 Contra Costa programs have a proven success record in VMT and GHG emission reductions. The Program includes elements which promote all types of commute alternatives to residents, employers, students and commuters traveling to, from and through Contra Costa County. The program elements are refined and changed each year to ensure the maximum cost effectiveness, as determined by the Bay Area Air Quality Management District, MTC, and CCTA.

Due to the documented and demonstrated cost effectiveness of these programs over the last 15 years, the BAAQMD informed staff that follow-up surveys and year-end reports will not be required until 2012 as long as the programs do not change demonstrably from their current implementation detail. Using Measure C/J funds, the proposed program elements will include more municipal and community outreach and program development to promote VMT and GHG emission reductions. Program elements include:

1. Implementation of a transportation trip reduction section of the Contra Costa Green Business Program to certify employers through the GBP checklist.

2. Work with local jurisdictions in the development of both municipal and community-based Climate Change Action Plans to reduce GHG emissions.
3. Employer Outreach Program- offers services to reduce SOV commuting to worksites; distribute and analyze transportation surveys; promote telework; promote car sharing programs; encourage and seek funding for clean fuel infrastructure at worksites; staffing transportation/health fairs; customized ridematch assistance; tax benefit information distribution; bicycle parking infrastructure. Beginning in FY 2005/06, MTC signed a six-year delegation agreement with 511 Contra Costa, through CCTA, for Employer Outreach activities. Staff submits reports to CCTA, MTC and the BAAQMD on all outreach and delegated activities, including media/communications, the number of active employers, maintenance employers, vanpool leads and ridematch database contacts.
4. Comprehensive Incentive Program which includes: Countywide Carpool Incentive Program; Countywide Transit Incentive Program; Bicycle Safety and Last Mile Program; SchoolPool (K-12); Los Medanos Class Pass; and bicycle/walking programs. Details about the programs include:
  - COUNTYWIDE TRANSIT INCENTIVE PROGRAM- The program offers transit incentives to reduce drive-alone trips traveling to, through or from Contra Costa County. The incentives are offered to residents, employees, and commuters traveling to, from or through Contra Costa County, including express bus service provided by Tri Delta, County Connection, AC Transit and WestCat.
  - LOS MEDANOS CLASS PASS PROGRAM- Based on the success of the 2008/09 Los Medanos Class Pass program, additional funds will support this Pass in the 2009/10 year. All students, faculty and staff can ride Tri Delta buses for free most days of the year on all local routes. (As a note: Tri Delta reports that routes **not** accessing Los Medanos have increased ridership by 75% since this Class Pass has been offered, showing additional non-school increased trips.)
  - COUNTYWIDE CARPOOL PROGRAM- The Countywide Carpool Program promotes carpooling to commuters who travel to, from, and through Contra Costa County by offering new carpoolers a start-up incentive with subsequent incentives based on recorded travel diaries. With the addition and extension of HOV lanes in the county, commuters are seeing the advantages of carpooling. The Carpool to BART program will be promoted while staff works with BART to improve carpool signage and availability. Staff will work with MTC's Regional Rideshare Program on joint marketing campaigns such as Rideshare Rewards.
  - SCHOOLPOOL- This project provides public bus tickets for children in the County Connection and Tri Delta service areas (Central and East County). Bus ridership is promoted instead of parents creating congestion by driving children to school. Staff will continue to provide



a customized map with time schedules and bus stop information for each school by district, in cooperation with CCCTA and ECCTA. With many service and route changes, this updated information is intended to reduce confusion and assist parents in transporting children to school.

- WEBSITE DEVELOPMENT AND MAINTENANCE - The 511contracosta.org website is a comprehensive one-stop location for Bay Area transportation information with an emphasis on Contra Costa employer and commuter services. In the fall of 2002, staff developed and began hosting RTPC websites and currently hosts TRANSPAC (www.transpac.us), TRANSPLAN (www.transplan.us), in addition to the www.511contracosta.org site. The TRANSPAC and TRANSPLAN websites provide direct access to the RTPC sites making it easier to offer the agendas, minutes, and other important transportation information directly to the public. 511 Contra Costa sponsors the website hosting and programming services of the TRANSPLAN website.
- ACTION PLAN IMPLEMENTATION - Both the TRANSPAC and TRANSPLAN Action Plans include actions and programs which are to be implemented and developed by the 511 Contra Costa (TRANSPAC/TRANSPLAN TDM) Program. These include Community-based trip reduction outreach and expansion of Telework programs and education. Partnering with local agencies, clean fuel vehicle infrastructure funding and installation will be developed (e.g. plug-in locations for hybrid (electric) vehicles in public locations).
- BICYCLE/SKATEBOARD INFRASTRUCTURE/ GRANT SUBMITTAL ASSISTANCE- Staff works with the RTPC TACs to develop bicycle/pedestrian projects and assist in project delivery of bicycle/pedestrian gap closure projects. Bicycle lockers and racks will be installed at locations prohibited by the BAAQMD (e.g. some school sites and locations not available to the general public). Skateboard racks will be installed at additional school and public locations, per recommendations by the TRANSPAC/TRANSPLAN TACs and schools .
- DIABLO VALLEY COLLEGE TRANSIT CENTER- Preliminary discussions to offer a Class Pass (similar to Los Medanos College) will also be initiated with County Connection and DVC administrative staff.
- STAFF LIAISON ACTIVITIES- Staff participates in many local and regional meetings to ensure coordination, promotion and funding for TDM activities through CCTA committees, MTC, BAAQMD, ACT, League of California Cities' Transportation Policy Committee and its Climate Change Task Force, TRB's TDM Committee and other organizations and agencies.
- TFCA AND MTC APPLICATION DEVELOPMENT, SUBMITTAL AND FUNDING AGREEMENTS- BAAQMD policy prohibits expenditure of TFCA funds for costs associated with drafting TFCA applications; assisting other agencies with TFCA applications; coordinating the submittals through the RTPC, CCTA and BAAQMD, and other program development activities.

Funding is expected to remain at approximately the same levels as FY 2008/09, and budgets are determined by a population/employment formula established by CCTA for each region, which for the TRANSPAC/TRANSPLAN Program represents 57%. Budget numbers are currently in draft form, pending notification from the BAAQMD and CCTA of actual funds available. The TRANSPAC/TRANSPLAN allocation is estimated to include approximately \$700,000 TFCA, \$39,900 MTC CMAQ, and \$300,000+/- Measure C/J Carpool, Vanpool, Park & Ride Lot funds.

**ITEM 10**  
**Accept staff or Committee members' reports**

<b>Subject</b>	<b>Draft East Contra Costa County Subregional Transportation Fee Projections Report</b>
<b>Summary</b>	Transportation impact fees are collected in East County as a funding source for several projects, including State Route 4 East and the East County Corridor. Fees are collected when building permits are issued for new residential and commercial development. Due to the economic downturn, fee revenues have declined, adversely affecting the delivery of planned projects. The Authority entered into a contract with Economic & Planning Systems (EPS) to prepare a report evaluating how the economic situation will impact fee projections. Staff is requesting approval to release the draft report for review and comment by interested parties prior to a presentation at the December 4 <sup>th</sup> APC meeting.
<b>Recommendations</b>	Authorize release of the draft fee report for review and comment by interested parties, including TRANSPLAN and the East Contra Costa Regional Fee and Financing Authority (ECCRFFA).
<b>Financial Implications</b>	State Route 4 East Widening from Somersville to Route 160 (Project 3001) anticipates \$80 million in subregional transportation fees. Receipt of these funds in FY 2012 through FY 2014 is critical to the construction schedule.
<b>Options</b>	N/A
<b>Attachment</b>	A. Administrative Draft Report “ <i>East Contra Costa County Regional Transportation Fee Projections</i> ” dated October 2008 prepared by Economic & Planning Systems. (Board members only) – <i>available upon request or online at <a href="http://www.ccta.net">www.ccta.net</a></i>
<b>Changes from Committee</b>	

## Background

East County’s rapid growth over the past 20 years requires major improvements to transportation infrastructure. Recognizing this need, and consistent with Measure C, local jurisdictions through ECCRFFA have implemented uniform transportation impact fees to augment other funding sources. However the economic downturn has impacted the volume and pace of new development. Because of concerns that this situation will adversely affect cash flow for State Route 4 widening from Somersville to Route 160 (which has an \$80 million commitment from ECCRFFA), the Authority authorized a contract with Economic & Planning Systems (EPS) to study the current situation.

EPS has prepared a draft report which includes a range of fee revenue projections depending upon the timing of the anticipated economic turnaround. The report assumptions and related projections are subject to review by local jurisdictions and may change significantly depending on the status of planned projects. Staff is recommending that the draft report be circulated to interested parties for review and comment. Following that review, it will be presented to the APC in December which will include any revised projections warranted.

<b>Subject</b>	<b>Preparation for an Authority Workshop to Discuss Growth Management Program (GMP) Issues in November 2008.</b>
<b>Summary of Issues</b>	The Authority has expressed general support for holding a full-Authority workshop in November to discuss the Measure J Growth Management Program and possible changes to it, in response to the complex and changing environment created by recent regional and state initiatives. The Planning Committee is asked to provide direction to help shape the workshop.
<b>Recommendations</b>	Staff recommends that the Planning Committee review and comment on the attached table, which staff proposes to use at the workshop as the basis for consideration of potential changes to the Measure J GMP.
<b>Financial Implications</b>	Compliance with the Measure J GMP is required for each city, town, and Contra Costa County to receive its share of 18 percent of annual revenue, which is estimated to total \$13.29 million for FY 2008-09. Streamlining the review of compliance could save Authority and local jurisdiction staff time, but a detailed estimate of savings has not been made.
<b>Options</b>	Direct a different approach for the workshop, and/or request additional, more detailed information.
<b>Attachments</b>	A. Table: Review of Growth Management Program, 28 October 2008.
<b>Changes from Committee</b>	

**Background**

The Authority’s Measure C Growth Management Program was conceived 20 years ago, and has been in effect for 18 years. Circumstances have changed dramatically since 1988. The Measure C program of capital projects is virtually complete, representing about \$1.6 billion in capital investment. Over \$243 million in sub-regional fees have been collected, and Contra Costa’s population has grown approximately 25 percent.

The 2006 passage of AB 32, with its requirement to reduce greenhouse gas (GhG) emissions to 1990 levels by 2020, and the 2008 passage of SB 375, which makes GhG emissions reductions the overarching goal of the regional transportation planning process, are only the latest in a series of changes impacting the Authority’s programs.

At the regional level, the Metropolitan Transportation Commission (MTC) has increased its influence and impact by becoming the Bay Area Toll Authority (for toll bridges) and by creating a number of new programs and initiatives. Most recently, MTC has included a “freeway performance initiative” (FPI) and a regional high occupancy toll (HOT) lanes network concept in its draft 2009 Regional Transportation Plan (RTP). Both initiatives could have major impacts on the Authority’s programs, with implications for the GMP’s approach to performance standards (multi-modal transportation service objectives – MTSOs) and management of the freeway system. The Authority is also working in partnership with the Alameda County CMA (ACCMA) on the I-80 Integrated Corridor Management (ICM) project, an innovative effort

seeking to jointly manage the I-80 corridor through Alameda and Contra Costa counties, as well as the parallel San Pablo Avenue and arterials leading to the freeway.

The Measure C GMP has provided significant value over the past 18 years, fostering greatly enhanced cooperative planning among local jurisdictions, facilitating development of four sub-regional fee programs including a bi-county program in the Tri-Valley, enhanced the consistency and depth of the transportation planning done for Contra Costa and the Tri-Valley, created transportation demand management (TDM) programs, and made other improvements. However, with all of the changes in the external environment over the past 20 years, and with the approaching completion of the Measure C program, it appears to be a propitious time to review the upcoming Measure J program and determine whether or not it should be streamlined. In that regard, simplification of the GMP, and its related checklist, could result in local jurisdictions receiving their shares of the 18 percent funds sooner, and with less staff effort, than has been the case in the past. Given the paucity of local funds available for local streets and roads and other transportation improvements, that goal alone warrants a review of the GMP. At its October 15, 2008 meeting, the Authority indicated its strong interest in such a review, and has tentatively scheduled a workshop for November 19, 2008.

The attached table addresses each of the seven components of the Measure J GMP:

1. Adopt a Growth Management Element (GME) Within Each Jurisdiction's General Plan.
2. Adopt a Development Mitigation Program.
3. Address Housing Options. (Includes two other elements as well.)
4. Cooperative, Multi-Jurisdictional Planning. (Four elements.)
5. Adopt an Urban Limit Line (ULL).
6. Adopt a Five-Year Capital Improvement Program (CIP).
7. Adopt a Transportation Systems Management (TSM) Ordinance or Resolution.

The table summarizes, at strategic level, each of the above GMP requirements, and then provides:

- (1) Authority staff observations regarding the component and its elements;
- (2) Perspective regarding the "value added" in today's environment by each component; and
- (3) A potential approach to potentially desirable changes.

### **Summary of Potential Changes**

The Authority will need to carefully consider whether or not it wishes to make any changes to the Measure J Expenditure Plan in response to the changes in the external environment facing the Authority, the cities, towns and Contra Costa County. The formal process for Expenditure Plan changes would be necessitated by most, if not all, of the changes proposed in the attached table.

The table suggests that if the Authority wishes to streamline the upcoming Measure J Growth Management Program (GMP), the best candidates for such action are: (a) Component 1, which could be greatly simplified or explicitly modified by formally allowing just a Measure J Compliance correspondence table in lieu of a GME; (b) Component 3, which could be deleted with the exception of Item 3.3, which could be moved to Component 4; and (c) Component 6, which could be deleted. Component 4 is, in staff's judgment, an essential part of the Measure J program, and has been designated as such by Authority members in prior discussions. However, further discussion and direction is sought regarding potential changes to the elements of Component 4.

Requirement (Component)	Authority Staff Observations	Value Added?	Potential Approach
<p><b>1. Adopt a Growth Management Element (GME).</b></p> <p>The GMP Element “outlines the jurisdiction’s goals and policies for managing growth and requirements for achieving those goals,” and “must show how the jurisdiction will comply with sections 2-7 . . .”</p>	<p>All jurisdictions have a Measure C-compliant GME as part of their general plans. The GME includes acknowledgement that the jurisdiction will support and use the Authority’s transportation demand model and land use data base, and apply the Authority’s analytical framework when assessing the transportation impacts of its General Plan, a general plan amendment (GPA), and development projects.</p> <p>Local jurisdictions are currently updating their GMEs to reflect Measure J, which eliminated performance standards for local streets and for public services. Since a core reason for the separate GME was to insure that each local General Plan incorporated the performance standards that were eliminated as part of Measure J, this requirement appears less critical. The Authority did release a Measure J “Model GME” in June 2007.</p> <p>The GME does provide a clear, documented link between the Measure J GMP and a local General</p>	<p>Authority staff believes that the GME requirement accomplishes the following:</p> <ul style="list-style-type: none"> <li>• Interlinks and confirms each jurisdiction’s General Plan compliance with the requirements of the GMP;</li> <li>• Provides an adopted and consistent framework across all jurisdictions for assessing the impacts of a general plan, GPA, or development project;</li> <li>• Reinforces for each jurisdiction and its staff the need to fulfill core requirements of the GMP.</li> <li>• Consolidates policies regarding how the jurisdiction plans to manage growth.</li> </ul> <p>Are these expected benefits worth the costs of including an extra element in the general plan, and assuring consistency with it?</p> <p>How do the requirements relate to the focus in SB 375 on more dense, transit-oriented, and/or mixed use development?</p>	<p>The GM Task Force discussion suggested that, given the elimination of LOS and performance standards under Measure J, requiring a separate element may not be warranted. Staff recommends revising this component to explicitly include the option for a simple “Measure J GMP Correspondence Table” in a local jurisdiction’s General Plan in lieu of a GME. Such an approach may prove more efficient for many local jurisdictions.</p> <p>A sample “Measure J Correspondence Table” could be :</p> <ul style="list-style-type: none"> <li>• Transportation mitigation fees: Circulation element (or chapter), pages xx –yy;</li> <li>• Multi-jurisdictional cooperative planning: Land Use and/or Circulation element(s), pages aa-bb;</li> <li>• Consideration of facilitating transit, bicycle and pedestrian travel as part of development review: Circulation and/or Land Use element(s), pages cc-dd;</li> <li>• Urban Limit Line: Land Use element, p. qq;</li> </ul>

Requirement (Component)	Authority Staff Observations	Value Added?	Potential Approach
	<p>Plan. However, Authority policy allows (within the GME documentation), the use of a “correspondence table” referencing the specific pages within a general plan where each component of the GMP is addressed, rather than a separate General Plan element.</p> <p>Amendment or elimination of this component would require an amendment to the Expenditure Plan (the “PLAN”).</p>		<ul style="list-style-type: none"> <li>• Travel Demand Ordinance or Resolution: Circulation element, pp. gg-hh;</li> <li>• Etc.</li> </ul> <p>Mixed-use, transit-oriented development, particularly at higher densities, may lead to a revised growth management policies for some local jurisdictions.</p>
<p><b>2. Adopt a Development Mitigation Program.</b></p> <p>“Each jurisdiction must adopt, or maintain in place, a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a program to mitigate impacts on local streets and other facilities and a regional program to fund regional and subregional transportation projects ..”</p>	<p>As of July 1, 2007, the program will have generated over \$243 million for regional projects, and has contributed significantly in several areas to major infrastructure improvements. While annual fee revenues fluctuate with the economy, creating some uncertainties relative to the timing of project construction, the program has been successful to date.</p> <p>With the recent decline in housing prices, the aggregate development fees have risen as a percentage of the cost of new housing.</p> <p>At this juncture, fees for local infrastructure appear to be a given,</p>	<p>Sub-regional fee programs have funded projects that otherwise would probably not have gone forward, or would have taken longer to fund.</p> <p>Under SB 375, sub-regional fee programs may become the primary source of funding for improvements in areas that are not judged by MTC/ABAG to be compatible with the “sustainable communities strategy” (SCS); i.e., do not contribute to “achieving, if there is a feasible way to do so,” the greenhouse gas (GhG) emissions reductions target set by the California Air Resources Board (CARB). <i>(This assumes such projects could still be found</i></p>	<p>Retention of this component underscores a primary objective of the GMP: “(a)ssure that new residential, business and commercial growth pays fro the facilities required to meet the demands resulting from that growth.”</p> <p>Local jurisdictions are largely committed, with or without this requirement, to local fee programs. Multi-jurisdictional planning to mitigate impacts on the regional network is less assured without this component.</p> <p>Given the value added to date, and the anticipated facilities needed in the future, staff recommends</p>



Requirement (Component)	Authority Staff Observations	Value Added?	Potential Approach
	<p>and the Authority could potentially delete that reference if it chose. Sub-regional fees are likely to continue to be critical looking ahead, due to the limited funding compared to needs, and the potential shift in emphasis under SB 375, which appears focused largely on density and on transit-oriented and mixed-use development.</p>	<p><i>in conformity with federal and California air quality conformity requirements.)</i></p> <p>On the other hand, SB 375 may reduce the need for fees for regionally significant projects needed to support transit-oriented development or infill called for in the SCS.</p>	<p>retaining this component without modification.</p>
<p><b>3. Housing Options:</b></p> <p>3.1. Report on Plans &amp; Accomplishments.</p> <p>“Each jurisdiction shall demonstrate reasonable progress in providing housing opportunities for all income levels as part of a report on the implementation of the actions outlined in its adopted Housing Element. “</p> <p>3.2. Impacts on Transportation.</p> <p>3.3. Incorporate policies and standards that support for transit, bicycling &amp; walking into the</p>	<p>3.1 The reporting process provides some measure of whether or not a jurisdiction is satisfying its obligations under the regional housing needs assessment (RHNA) process, and whether it is effectively planning towards accomplishing those objectives in the future. The reports have been aligned with the State Housing and Community Development (HCD) Department’s requirements.</p> <p>3.2 The impacts of development on transportation are already addressed through compliance with CEQA and in section 4.</p>	<p>3.1 This requirement is redundant with state law and enforcement mechanisms. Moreover, SB 375 aligns the RHNA process with the RTP process, and the housing allocation plan must allocate housing units consistent with the SCS. SB 375 requires rezoning if necessary to meet the housing needs of all income levels within three years of adoption of the housing element, and has other provisions designed to enforce housing opportunities.</p> <p>3.2 SB 375 changes the focus of the RTP to reducing GhG emissions. CEQA will still</p>	<p>3.1 There is general consensus on the part of city and RTPC staff at the GMP Task Force that HCD requirements, the RHNA process, and the new provisions of SB 375 make this provision redundant and unnecessary. However, County staff believes the provision should be retained.</p> <p>Authority staff recommends deleting this requirement. The timing for completion of the required reports often delays local jurisdiction receipt of the local streets and roads funds. The greater emphasis on RHNA and zoning requirements in SB 375 make this requirement unnecessary.</p>

Requirement (Component)	Authority Staff Observations	Value Added?	Potential Approach
<p>development review procedure.</p>	<p>3.3 MTC requires consideration of “routine accommodation” when planning transportation projects. Measure J goes a step further, requiring consideration for these modes during local review of development projects. This component could be moved elsewhere in the GMP, for example section 4.</p> <p>To change or delete any of these items would require an amendment to the PLAN.</p>	<p>require transportation analyses for general plans, GPAs and projects.</p> <p>3.3 SB 375 envisions transit, bicycling and walking to play a greater role in development decisions.</p> <p>Item 3.1 appears to be redundant with state requirements. Item 3.2 is a restatement of Component 4.2.</p>	<p>3.2 This Item is covered in Component 4 and can be deleted from this component.</p> <p>3.3 This Item should be moved to Component 4.</p>
<p>4. Cooperative, Multi-Jurisdictional Planning: 4.1. Identify Routes of Regional Significance, establish MTSOs for them and actions for achieving those objectives;  4.2. Apply the Authority’s travel demand model and technical procedures to the analysis of General Pan Amendments (GPAs) and developments exceeding specified</p>	<p>4.1 Performance “objectives” for “regional” routes are consistent with performance evaluation mandates in state statutes. The CMP requires a program to analyze the impacts of land use decisions on the regional network (now being fulfilled through the Action Plans).</p> <p>Outside the GMP, project impacts are assessed using LOS as the default threshold. Eliminating MTSOs wouldn’t necessarily remove the need to have hard targets (thresholds of significance) in EIRs. MTSOs give</p>	<p>4.1 SB 375 does not focus directly on system performance, since it makes reduction of GhG emissions the overarching objective of the RTP. System performance could, however, affect GhG emissions, since more congestion can result in higher CO2 emissions. Government Code Section 65089(b)(2) (congestion management program) requires performance evaluations for projects, and it is expected to remain of interest at the federal</p>	<p>4.1 The details of how cooperative planning are carried out, particularly with respect to issues of setting performance standards (MTSOs), the GPA review process, and the future approach to Action Plans, warrants discussion. Some options for discussion:</p> <ul style="list-style-type: none"> <li>a. Continue to set MTSOs and use them in evaluating impacts of land use decisions on regional routes;</li> <li>b. Continue to measure performance, but eliminate benchmarks, and instead, measure the direction of change resulting from proposed major development</li> </ul>

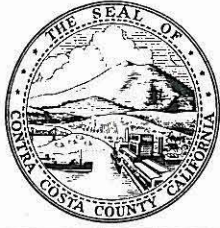
Requirement (Component)	Authority Staff Observations	Value Added?	Potential Approach
<p>thresholds; (Current policy requirements include measurable objectives, and a conflict resolution process.)</p> <p>4.3. Create mitigation programs per #2;</p> <p>4.4. Develop other plans, programs &amp; studies.</p>	<p>the RTPCs the flexibility to set whatever multi-modal threshold they want. Having mutually agreed-upon MTSOs leads to a consistent approach for assessing the impact of land use decisions on regional routes. While reasonable in concept, this approach has proven difficult in practice. Alternative proposals include: (a) replace firm objectives with an assessment of whether or not a proposed project moves the needle in the “right” direction on a particular measuring scale; (b) establish systemwide measures for monitoring conditions and assessing cumulative impacts, while decoupling the MTSOs from the GPA and development review process; or (c) abandon MTSOs entirely, and rely solely on CEQA and the ULL.</p> <p>The combination of forecast traffic significantly exceeding future available capacity on freeways and some arterials, the regional focus on freeway performance (i.e., ramp metering) and HOT lanes, emerging collaborative</p>	<p>level as well.</p> <p>Cooperative, multi-jurisdictional planning has been successful and needs to be continued. However, the combination of traffic forecasts significantly exceeding future available capacity on freeways and some arterials, the regional focus on freeway performance (i.e., ramp metering) and HOT lanes, emerging collaborative management of the freeway system and some arterials, and SB 375 have changed the context for setting performance objectives (MTSOs).</p> <p>4.2 Consistent modeling and analysis become more important under SB 375. The CTC’s adopted AB 32 RTP modeling guidelines place more emphasis on detailed modeling to assess the implications of alternative growth scenarios on VMT – and hence GhG emissions. Furthermore, if Contra Costa wishes to make the</p>	<p>projects and GPAs.</p> <p>c. Decouple the MTSOs from the land use analysis procedure and rely solely on CEQA; relegate MTSOs to the regional and state requirements; and continue monitoring/forecasting system performance.</p> <p>d. Abandon MTSOs entirely, shift to system performance, and rely entirely on the ULL and CEQA for evaluation of project and GPA impacts.</p> <p>At a minimum, staff suggests that the Authority should clarify that MTSOs are “objectives” to evaluate the forecast impact of development projects on regional routes, but that compliance will not depend on projecting that the forecasts can be met.</p> <p>Staff believes that retaining Items 4.2 and 4.4 are warranted, albeit with some simplifications to the GPA review process. Specifically, there is staff-level agreement that:</p> <ul style="list-style-type: none"> <li>Any development that is consistent with an adopted general plan, and whose numbers are contained in the</li> </ul>

Requirement (Component)	Authority Staff Observations	Value Added?	Potential Approach
	<p>management of the freeway system and some arterials, and SB 375 have changed the context for setting performance objectives (MTSOs).</p> <p>4.2 Use of a standardized simulation model and technical procedures for analysis provides a uniform and consistent basis for evaluating the impacts of development and GPAs, and should be retained. However, the Authority may wish to greatly simplify the process for GPA review by deleting the formal external review process (depending on CEQA instead). Draft GMP Task Force recommendations include focusing the conflict resolution process only on facilitation. Detailed review of GPAs could be revised to a notification of environmental review to affected jurisdictions, with formal review on an as requested basis.</p> <p>4.4 Cooperative planning at the RTPC level, and between RTPCs, has generally been</p>	<p>best case for a county-derived, preferred growth scenario, standardized modeling is essential.</p> <p>4.4 Cooperative and collaborative planning may be the best way to make a strong case to MTC and ABAG (who adopt the SCS) that Contra Costa’s preferred growth scenario should be in the RTP. If desired, such an effort would be significant.</p>	<p>Action Plan horizon year forecast (e.g., 2030, 2035, etc.), need not go through the MTSO analysis process; and</p> <ul style="list-style-type: none"> <li>The Authority’s role in conflict resolution will be facilitation, without Authority findings of “good faith” on the part of either party at the conclusion of the effort.</li> </ul>

Requirement (Component)	Authority Staff Observations	Value Added?	Potential Approach
	<p>successful, and staff believes it should continue to be a primary focus of the Authority’s planning programs, albeit with some simplifications in the process.</p> <p>Changes may require revisions to the PLAN.</p>		
<p>5. Adopt an Urban Limit Line (ULL)</p>	<p>The Authority has invested approximately 3-1/2 to 4 years of effort in formalizing the requirements for a voter-approved ULL. While not sufficient to promote infill, density and mixed-use developments, the ULL does provide a boundary to urbanized growth. No changes are proposed.</p>	<p>Supportive of SB 375’s general objectives to promote infill development, but not required under that legislation.</p> <p>The ULL was a core provision of the 2004 renewal effort, and has been identified by Authority members as essential to retain.</p>	<p>The ULL requirement is not in question.</p>
<p>6. Five-year Capital Improvement Program (CIP)</p>	<p>The PLAN requires each jurisdiction to prepare and maintain a five-year CIP that outlines the capital projects needed to implement the goals and policies of the jurisdiction’s General Plan. Projects are forwarded to the Authority for inclusion in the Authority’s database of transportation projects, and for consideration as part of the transportation model.</p> <p>This component is largely a remnant of Measure C, which required each local jurisdiction to</p>	<p>This component is no longer needed to show how jurisdictions will achieve the local facilities and streets and roads standards. If Item 3.1 is retained, this component may be needed to show how jurisdictions plan to carry out actions related to the housing element implementation. A CIP is legally required for identification of projects contained in a local development mitigation program (the GMP requirement is redundant to that requirement).</p>	<p>The GMP Task Force members observed that project lists are collected every two years by the Authority for the congestion management program (CMP), and every four years for the RTP. A local CIP is also necessary under state law for imposition of a mitigation fee program. These sources should be sufficient for local and Authority purposes.</p> <p>Consequently, this requirement is largely redundant and staff recommends that it be deleted.</p>

Requirement (Component)	Authority Staff Observations	Value Added?	Potential Approach
	<p>demonstrate it planned to achieve the adopted local performance standards.</p>	<p>Under SB 375, proposed improvements incorporated in the modeling done to develop the County-proposed SCS, if there is one, will be helpful in assessing both VMT and network speeds (speeds may ultimately play some role in assessing GhG emissions beyond VMT).</p>	
<p>7. Transportation Systems Management (TSM) Ordinance or Resolution</p>	<p>Under Measures C and J, all local jurisdictions are required to adopt a local ordinance or resolution that conforms to the Authority’s adopted TSM Ordinance. Cities with a small employment base may adopt alternative mitigation measures.</p> <p>Measure J includes one percent (1%) of the annual revenue stream that is dedicated to TSM – currently ~\$740,000. In addition, the TFCA revenues totaling over \$1.3 million annually are largely dedicated for this purpose. With that financial commitment, retaining this requirement in the PLAN may not be necessary. While the requirement raises the visibility of TDM, whether the requirement to have local resolutions and</p>	<p>One of the prime objectives of SB 375 is to reduce vehicle miles traveled (VMT). With the TDM programs fully funded, the question is whether or not requiring the cities, towns and County to have a TSM resolution or ordinance adds significant value to pursuing the objective of reducing VMT.</p>	<p>The primary suggestion of the GMP Task Force was to update the model ordinance and model resolution to emphasize reduction of VMT and reduction of GhG as goals of the program.</p> <p>From a public relations standpoint, retaining the program appears to be desirable, particularly, given AB 32 and SB 375, with the revised emphasis.</p>

Requirement (Component)	Authority Staff Observations	Value Added?	Potential Approach
	ordinances adds value beyond that commitment should be assessed.  Deleting the requirement would require an amendment to the PLAN.		



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**TO:** Transportation, Water and Infrastructure Committee  
(Supervisor Gayle B. Uilkema, Chair; Supervisor Mary N. Piepho)

**FROM:** John Greitzer, Transportation Planning Section

**DATE:** September 29, 2008

**SUBJECT: Potential reactivation of Mococo freight railroad line**

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**RECOMMENDATION:** Review this report, discuss with Union Pacific officials at the Committee meeting, and consider providing a report to the full Board or other action as appropriate

**ATTACHMENTS:**

- Maps (2) provided by Union Pacific Railroad
- *Contra Costa Times* article, August 18, 2008
- County maps (2) showing street crossings and schools along Union Pacific line

The Transportation, Water and Infrastructure Committee has asked staff to provide a report on the potential reactivation of the "Mococo" freight railroad line in eastern Contra Costa County, as reported in recent newspaper articles, and the possible impacts of this action on communities along the route. This report responds to that request.

Union Pacific Railroad staff will attend the meeting to discuss the issue with the Committee. Railroad representatives also are meeting with officials in the cities along the Mococo line.

#### Background

The Mococo line is the portion of the Union Pacific Railroad (UP) system between Martinez and Tracy in San Joaquin County. The name Mococo is short for Mountain Copper Company, a long-gone smelting operation just east of Martinez that used the railroad line in the early 1900s. From Martinez heading east, the tracks go through the Concord Naval Weapons Station, Bay Point, Pittsburg, Antioch, Oakley, Brentwood, and Byron, and continue southeast along Byron Highway to Tracy. The UP tracks west of Martinez are not called the Mococo line; they are part of the Martinez Subdivision (see UP route map, attached).

UP has not used the Mococo line for freight service in about twenty years. The tracks have been used for storage of freight cars since then. Several years ago BART and the Contra Costa Transportation Authority attempted to purchase part of the Mococo line (from Pittsburg to Tracy) for the planned eBART system but were unable to reach agreement on a price with UP. The railroad subsequently said it needed the Mococo line for freight service and will not sell it.



UP does not need any regulatory approval to resume freight service on the line, according to the California Public Utilities Commission, which regulates railroad safety in California.

UP staff have indicated the Mococo line is needed to relieve congestion on their main freight lines, which are the Martinez Subdivision and the Altamont Pass/Niles Canyon route in Alameda County. Both of those routes are heavily used by freight and passenger services. UP says it needs the Mococo as a reliever route so it can reduce congestion on the two main lines. Freight service has dropped recently due to the economy but freight analysts expect demand will pick up in the years ahead as the economy recovers.

Representatives of UP will provide more information on their plans for the Mococo line at the Committee meeting on September 29.

### Impacts

The impacts to adjacent communities would include noise, diesel emissions, safety at street crossings and along the tracks, traffic congestion at the intersections where the railroad crosses streets, and the potential damage from derailments. If derailments occur and the freight cars are carrying hazardous materials, there also is the risk of accidental release of hazardous materials, although recent federal regulations are aimed at reducing such risks.

The problems of noise, safety and congestion will be obvious immediately to communities along the route, once the Mococo line is reactivated. The potential health impacts from diesel emissions may not be as immediately obvious but studies at the state and local level have documented the health risks posed by such emissions. According to the California Air Resources Board, diesel engines emit a complex mixture of air pollutants including over 40 known cancer-causing substances. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks. Those most vulnerable are children whose lungs are still developing and the elderly who may have other serious health problems. Each year in California, diesel particulate matter contributes to 2,000 premature deaths and thousands of hospital admissions, asthma attacks and other respiratory symptoms, and lost workdays. Trucks, trains, and other diesel-powered vehicles are among the sources of diesel emissions.

Traffic congestion will result from vehicles queuing on local streets while a freight train passes through. The duration of the traffic delay will depend on the length of the freight train and the speed at which it travels. Freight trains serving the Port of Oakland can be a mile long, and the Port has plans to increase freight train length to a mile and a half and ultimately two miles in the longer term, to accommodate growing cargo volumes in the years ahead.

On the following page is a table which summarizes these and other potential impacts that Mococo reactivation likely will have on communities along the route.

**Summary table: potential impacts of railroad service on local communities**

Impact	Comments
Noise	<p><i>Horn noise:</i> Federal regulations require train horns to be sounded four times starting 15 to 20 seconds before the train reaches each street crossing. Local jurisdictions may create “Quiet Zones” where horns may not be sounded except in certain emergencies. The City of Richmond has established several Quiet Zones.</p> <p><i>Train noise:</i> Purdue University data indicate freight trains can produce 83 decibels of noise at 100 feet. Federal standards identify 80 decibels as harmful with uninterrupted exposure for several hours.</p>
Diesel emissions	<p>California Air Resources Board has agreements with both Union Pacific and Burlington Northern Santa Fe in which the railroads will accelerate their conversion to cleaner fuels and engines, eliminate unnecessary engine idling, and ensure that locomotives with excessive smoke are quickly repaired.</p> <p>CARB land use guidelines cite 1,000 feet as the area at most risk from emissions around railyards, and 500 feet from freeways.</p>
Safety at crossings	<p>Regulated by the California Public Utility Commission, which inspects crossings to ensure safety standards are met.</p> <p>Grade separations (bridging the street over the railroad or vice versa) are effective in reducing accidents but are costly and require a lot of space, which isn’t always available in existing neighborhoods.</p> <p>Operation Lifesaver is a nationwide non-profit providing education for children and adults on safety at crossings and along railroad tracks.</p>
Safety along the route	<p>Railroad tracks usually are not fenced off or secured from trespassers.</p>
Congestion at crossings	<p>UP estimates the trains will travel at speeds from 25 to 65 miles per hour. A mile-long freight train traveling 25 miles per hour would block a street crossing for about 2.4 minutes. Traveling at 65 miles per hour, the street would be blocked for about 1 minute.</p>
Hazmat leak or spill ( <i>it is not known if the Mococo trains will carry hazardous materials</i> )	<p>New federal regulations require stronger tank cars, and also require railroads to analyze safer routes every year.</p> <p>Hazardous material leaks or spills are first reported to the railroad dispatch office, who then notifies the Governor’s Office of Emergency Services, who then notifies the County Office of Emergency Services, who then will notify the County’s HazMat Team.</p> <p>When requested the railroads provide information on the hazardous materials shipped through Contra Costa County for the previous year.</p>

# International Service Lanes

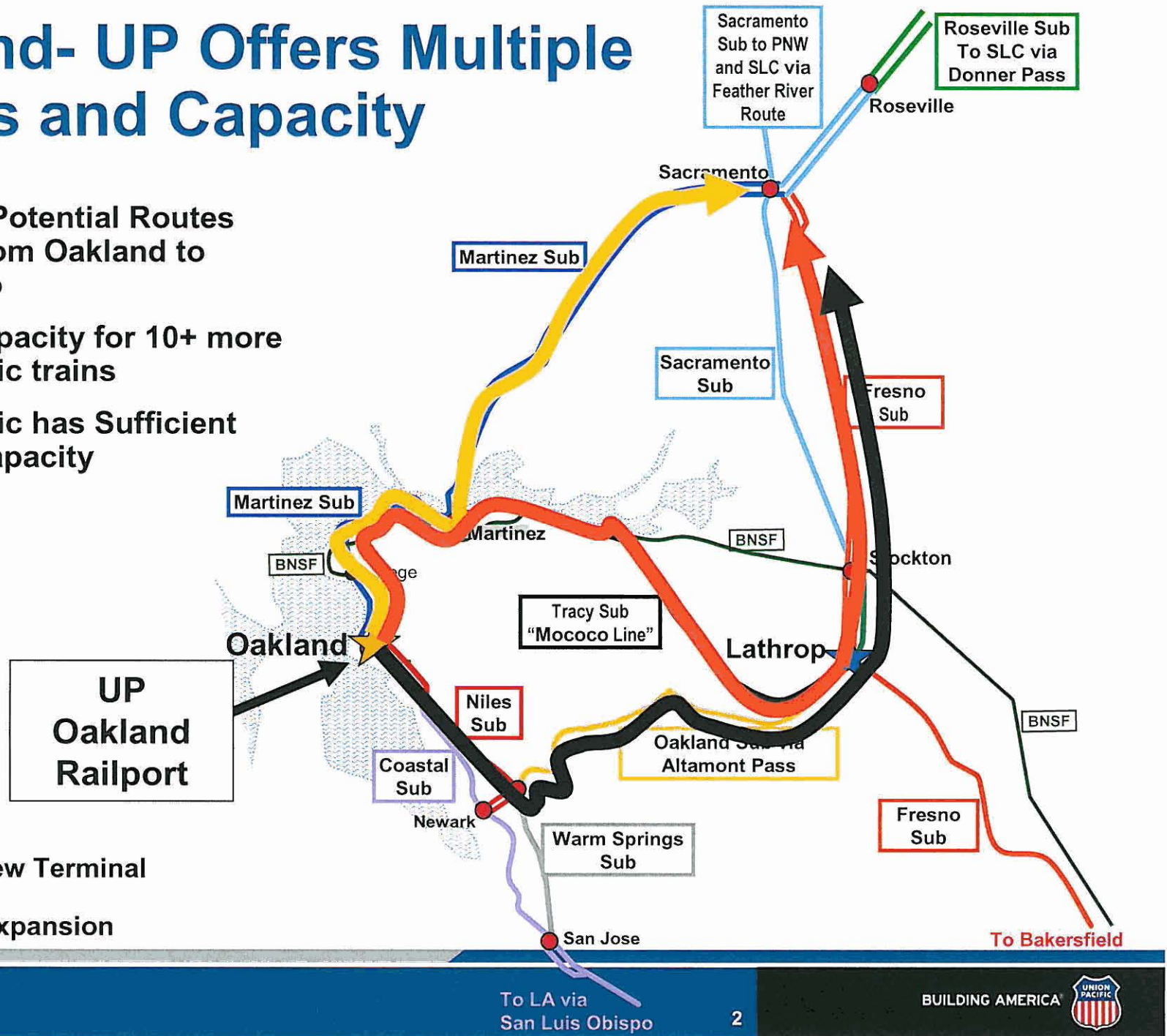
*From Oakland*





# Oakland- UP Offers Multiple Routes and Capacity

- 3 Different Potential Routes available from Oakland to Sacramento
- Existing Capacity for 10+ more Union Pacific trains
- Union Pacific has Sufficient Terminal Capacity



## **East County train back on track**

By Paul Burgarino

East County Times

Article Launched: 08/18/2008 05:26:38 PM PDT

When the Kirkebys bought their Oakley home six years ago, they were aware of the rail line behind their house. They also knew the line hadn't been used by trains in decades.

So it came as a shock when they heard that Union Pacific Railroad intends to again move freight from the Port of Oakland to the Sacramento area using the Mococo rail line, which connects Martinez to Tracy.

"I just couldn't believe it," said Heather Kirkeby inside her home on Gold Run Court last week. "It's very frustrating; there's going to be the equivalent of an earthquake rumbling my house every hour or so."

The Mococo rail line was last used for carrying freight cargo through the area in 1990. Since then, housing developments have sprung up along the tracks in rapid-growing East County cities.

The unused railway line sat dormant, retained in case it was ever needed again. The line was used to store empty boxcars.

Union Pacific officials estimate anywhere from five to 40 trains could run daily, depending on business. The likely scenario is about 10 to 15 trains — up to two miles long — will use the tracks each day, Union Pacific spokeswoman Zoe Richmond said, adding the number is still "nebulous."

Plans are "in their infancy," Richmond said. Significant track improvements and community outreach must be done before trains start running, she said. Starting up the line will cause significant noise, traffic and safety issues, affecting quality of life for residents and derailing some long-term plans, say city officials in Antioch, Oakley, Brentwood and Tracy.

### **No clear answers**

Thus far, Union Pacific has talked with city officials, but most say the railroad's answers have been vague. Union Pacific officials have not given specific details on how trains will use the track or what times of day they would run.

"We don't really know much other than they plan to use the line in the next 18 to 24 months," said Paul Eldredge, Brentwood's assistant director of public works.

Last year, Union Pacific executives decided to expand operations to capitalize on resurgence in overseas companies using rail instead of trucks to ship goods from the Port of Oakland because it is cheaper given rising fuel prices.

The preferred rail routes from Oakland to Roseville have too many commuter trains because of the Amtrak Capitol Corridor line to the north and Altamont Commuter Express trains to the south and west. Federal regulations say only a certain number of trains can run at one time and the railroad could not swap out commuter trains to run freight, Richmond said.

"It's unfortunate to the people who live around the (Mococo) line, but it's a business decision that had to be made," she said.

Union Pacific is taking inventory of the rail line, mostly where it "interacts with the public at crossings," Richmond said during a tour of the rail line last week. Trestle bridges, track and old power lines must also be fixed.

Leaders in Brentwood, Antioch and Oakley are worried about effects on traffic, public safety and noise from train whistles and rumbling freight cars. East County officials plan to form a united front for mitigation efforts and in communicating with Union Pacific.

"There is really nothing positive about this at all," said Antioch City Manager Jim Jakel.

### **Effect on communities**

The trains will likely travel 25 to 65 miles per hour, depending on track and neighborhood conditions, Richmond said.

The Mococo line crosses several major streets in each city. In Brentwood, the track runs on the edge of subdivisions that weren't a glint in a developer's eye when trains stopped running.

"It doesn't bisect the city completely in the middle, but it's pretty close," Eldredge said.

Brentwood residents Lorenzo and Michelle Zesati said their developer told them that it would be 10 to 15 years before any trains ran on the tracks that lie about 100 feet from their door.

But the couple, who bought their two-story house in the Rose Garden subdivision almost two years ago, admit they took the developer's word for it, and didn't consult their disclosure papers.

News that the rail could open sooner frustrates them. For Lorenzo Zesati, it brings fears that the trains could increase crime locally, as it did in the Los Angeles neighborhood where he grew up.

"Oh, I hate it," Michelle Zesati said.

People will "be fuming over the issue," Antioch Mayor Donald Freitas said, particularly over the incessant train noise from both the Mococo and Burlington Northern Santa Fe lines. Train whistles range from 85 to 100 decibels, roughly as loud as a jackhammer.

"It will exacerbate a nuisance that a lot of people want to see stopped entirely," he said.

Solutions for noise and traffic include building overpasses or installing quiet zones, where horns at intersections warn of oncoming trains. Both would cost millions of dollars and take years to implement.

Leaders are frustrated Union Pacific doesn't have to study environmental impacts, given how the area has changed. It's an existing line so a study isn't necessary, Richmond said.

"Even though they aren't obligated, it doesn't mean they shouldn't do the right thing. They're going to make a lot of money, they should address community issues," Oakley City Manager Bryan Montgomery said.

Oakley leaders have concerns about safety in rural areas where children can walk along the tracks. Adding fences around the Burlington Northern Santa Fe line downtown reduced the number of accidents on the line, but the Mococo line has no fencing, Montgomery said.

The effects for Pittsburg will be less than other East County cities. The track crosses only at Loveridge Road. The other major roads have overpasses. Trains will still rumble through older city neighborhoods in Pittsburg and Bay Point.

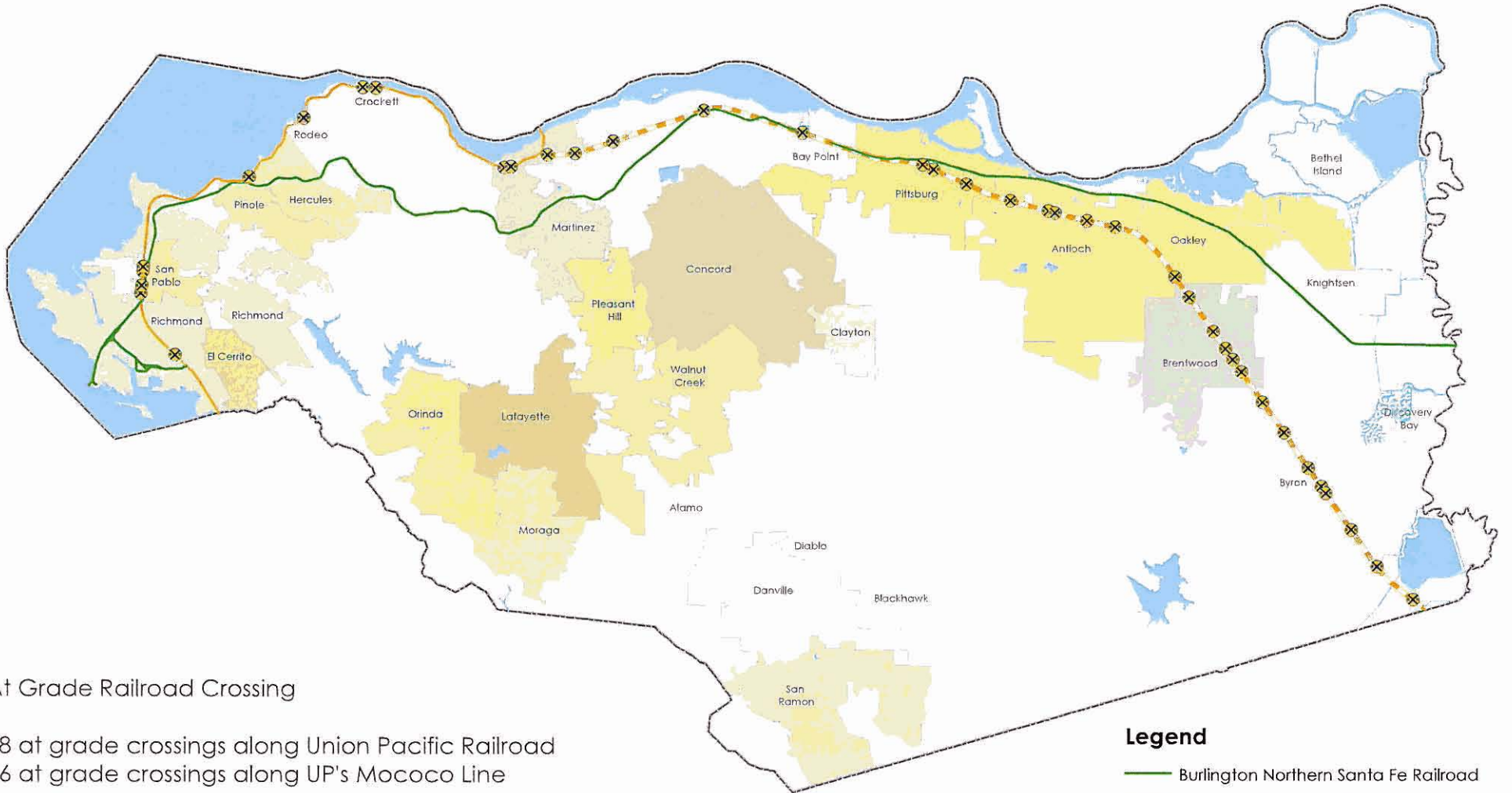
Martinez shouldn't see much of an effect because the Mococo line runs near industrial land where there is "little, if any" development, Mayor Rob Schroder said.

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



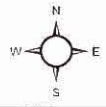
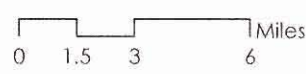


# Impact of Opening Union Pacific's Mococo Line to Freight Traffic on Local Roads



At Grade Railroad Crossing

38 at grade crossings along Union Pacific Railroad  
26 at grade crossings along UP's Mococo Line



Map prepared 8/13/2008  
 by Susan Green Bayle, Caltrans, in collaboration with C.E. Gray  
 and the Alameda County Planning Agency, Contra Costa County  
 and the City of Berkeley, Oakland, Alameda, Contra Costa  
 and San Ramon Counties.

This map is prepared for the City of Berkeley, California. The original  
 Department of Transportation's California State Route Inventory. This map is a  
 derivative of the original map and is not to be used for any other purpose.  
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### Legend

- Burlington Northern Santa Fe Railroad
- Union Pacific Railroad
- Union Pacific Railroad - Mococo Line
- At grade crossings along Union Pacific Railroad





# Silicon Valley Express Lanes Program

Contra Costa County Transportation Authority  
Board Meeting

October 15, 2008



## Background

- ✓ VTA Ad Hoc Financial Stability Committee Recommendation (September, 2003)
- ✓ Legislative Authority - AB 2032 (2004)
- ✓ VTA Feasibility Study (2005)
- ✓ Legislative Authority - AB 574 (2007)
- Preliminary Engineering (PE) and Public Outreach (2008)
- Recommendation for Implementation Plan (Dec 2008)



## What is an Express Lane?

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- Underutilized carpool lanes converted to Express Lanes
- Solo drivers given option of paying toll to use new Express Lanes



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## Why Express Lanes?

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- Makes better use of existing roadways
  - Manages congestion
  - Provide commuters with new mobility choices
- AND**
- Helps fund needed improvements including transit

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## How Do Express Lanes Work?

- Tolls for solo drivers collected electronically using FasTrak transponder—no tollbooths
- Tolls vary based on demand, and level of congestion in Express Lanes
  - Adjusted to maintain minimum speed of 55 miles per hour
  - Lighter congestion = lower fee; heavier congestion = higher fee



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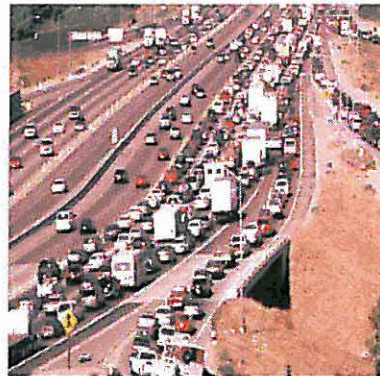
## Do Express Lanes Work?

### Similar Projects Successfully Operate Across U.S

- Orange County SR 91 Express Lanes
- San Diego I-15 Managed Lanes
- Seattle SR-167 Express Lanes
- Minneapolis I-394 MnPass
- Denver I-25 Express Lane
- Utah I-15 Express Lanes

### Future Projects

- Alameda & Santa Clara Counties I-680 Express Lanes
- Miami I-95
- Virginia I-495, I-395 and I-95
- San Diego I-5 and I-15
- Alameda County I-580 Express Lanes



SR 91 Express Lanes – Orange County

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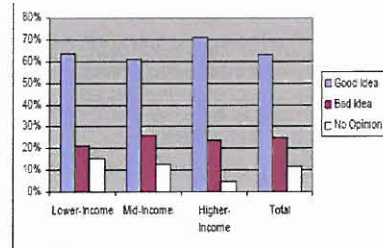
# What Are Public Opinions?

**Studies show** all commuters benefit

- Commuters like the idea
- Complements peoples' busy lifestyles by providing reliable travel

**The Public notes:**

- Reduces congestion across all lanes
- New funding source for transportation improvements and transit
- Environmentally friendly - reduces idling – conserves fuel and reduces air pollution



	Low	Mid	High	Total
Good Idea	64%	61%	71%	63%
Bad Idea	21%	26%	24%	25%
No Opinion	15%	13%	5%	12%

Source: McPain Evaluation Annual Panel Survey Wave 3, Aug 2006

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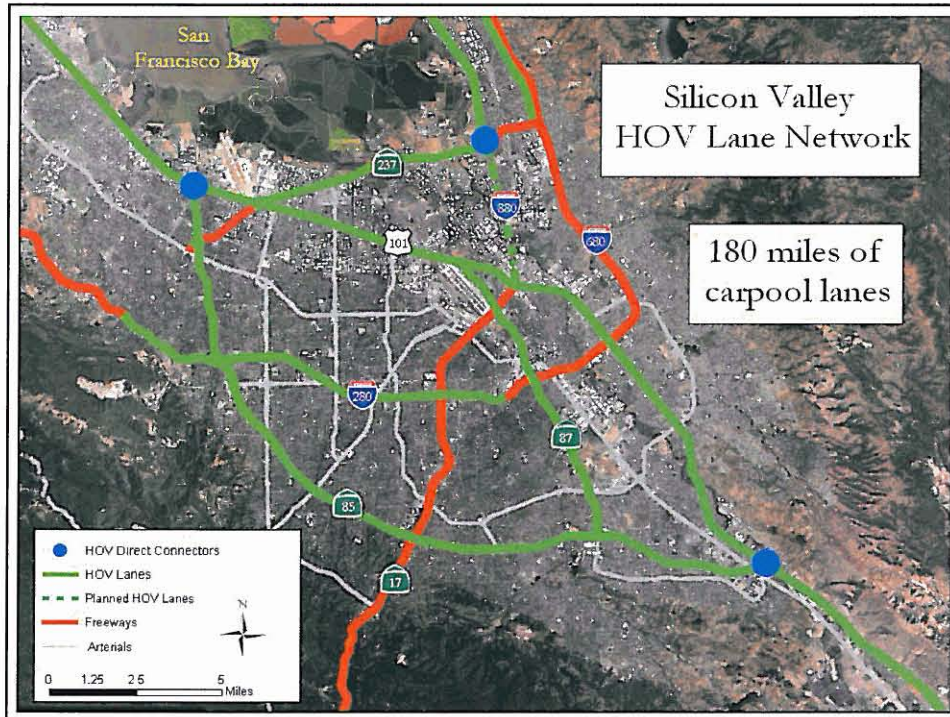
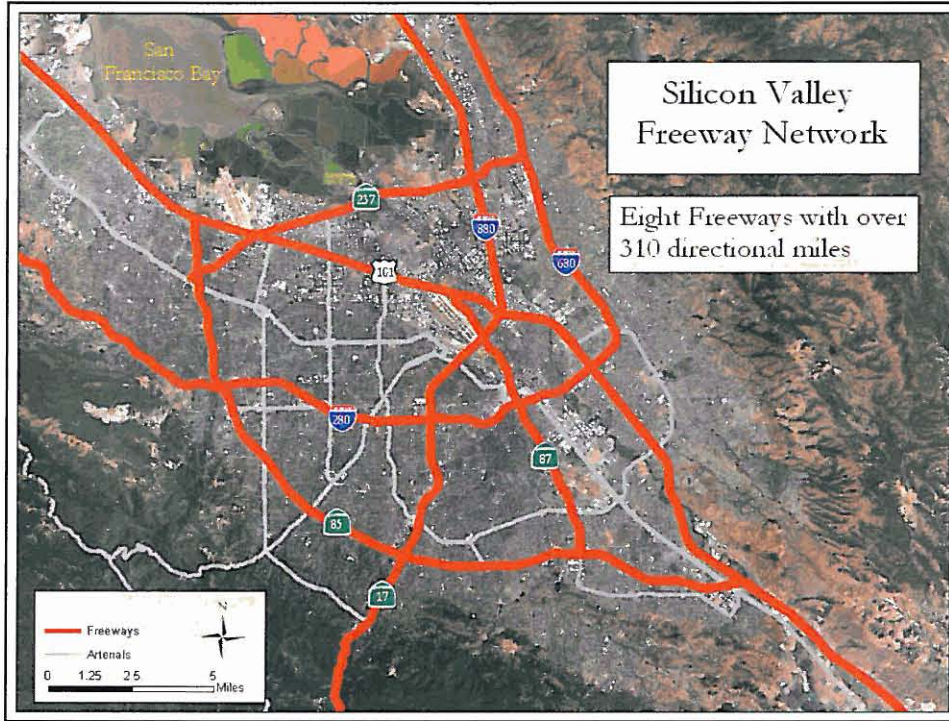
# Challenges - Technical and Policy

- Education of motorists to “new” style of HOT facility
- Equity concerns
- Entry/exit locations
- Enforcement and maintenance areas
- Inter-county coordination

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## Example of Express Lane in Minneapolis



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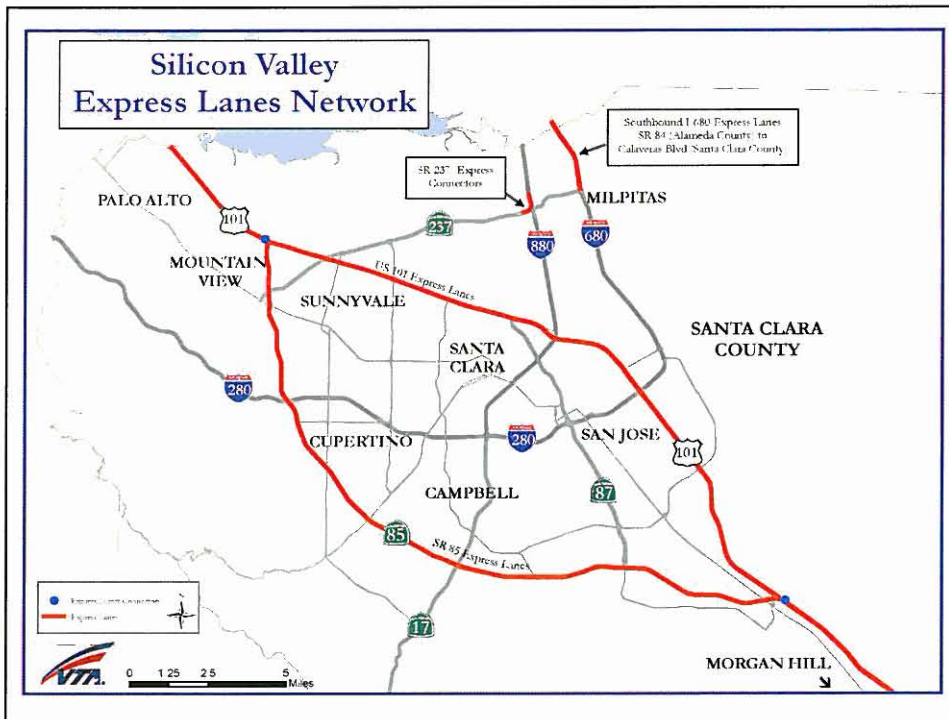


# Two Lane HOV (Southern California)



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## Southbound I-680 Express Lane

- Alameda County CMA is the lead
  - 14 miles (3 miles within Santa Clara County)
- Construction
  - Timeline: 2008 - 2011
- Operations
  - Timeline: open 2011
  - Initial year gross revenue: \$6 - \$7M



Southbound I-680 Express Lanes

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## SR 85 Express Lanes (Phase I)

- 24 miles
  - South San Jose to Mountain View
  - Potential for some 2-lane HOT lane segments
  - Short segments of US 101 added including carpool-carpool direct connectors
- Design & Construction
  - Timeline: 2007 - 2012
  - Cost Estimate: \$80M
- Operations
  - Timeline: open 2012
  - Initial year gross revenue: \$8 - \$12M



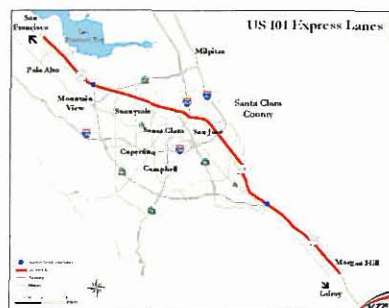
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## US 101 Express Lanes (Phase II)

- 34 miles
  - (Morgan Hill to Palo Alto)
  - Potential 2 lane HOT corridor
- Design & Construction
  - Timeline: 2007 - 2013
  - Cost Estimate: \$125M
- Operations
  - Timeline: open 2013
  - Initial year gross revenue: \$7 - \$9M



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## SR 237 Express Connectors

- Demonstration Pricing Project
- Design & Construction
  - Timeline: 2009 - 2010
  - Cost Estimate: \$5M
- Operations
  - Timeline: open 2010
  - Initial year gross revenue: \$1 - \$2M



SR 237 Express Connectors

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## Future Board Recommendations (Dec 2008)

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- Approval of an implementation plan for Silicon Valley Express Lanes Program
- Approval of a funding approach for Silicon Valley Express Lanes Program
- Approval of an allocation of funds from existing sources to implement SR 237/I-880 Express Connector Demonstration Project

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## What Is the Schedule?

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- December 2008
  - Final program recommendation to VTA Board
- Early 2009
  - Begin final design for SR 85 and US 101 if approved by the VTA Board
- Implementation
  - SR 85 – 2012
  - US 101 – 2013
- Demonstration Project
  - SR 237/I-880 Express Connector – early 2010

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**Thank You!**