

# **TRANSPAC Transportation Partnership and Cooperation**

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
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## **TRANSPAC MEETING NOTICE AND AGENDA**

**THURSDAY, SEPTEMBER 11, 2008**

**9:00 AM TO 11:30 AM**

**in the**

**COMMUNITY ROOM**

**CITY OF PLEASANT HILL CITY HALL**

**100 GREGORY LANE**

**PLEASANT HILL**

**(925) 969-0841**

**TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion or other indication that action will be taken is included on the agenda or attachments thereto.**

- 1. Convene meeting: Pledge of Allegiance/Self-Introductions**
- 2. Moment of Silence to remember all those who died as a result of the September 11, 2001 attacks**
- 3. Public Comment**

At this time, the public is welcome to address the Committee on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments made by others and observe any time limits that may be announced.

#### **4. CONSENT AGENDA**

**Approval of the July 10 and July 24, 2008 minutes (attachment)**

**END CONSENT AGENDA**

**ACTION: Approve Consent Agenda and/or as determined**

- 5. Consider Approval of Resolution 08-01 authorizing the TRANSPAC/TRANSPLAN TDM Program (aka 511 Contra Costa) to deliver two bicycle lockers (2 bicycles may be stored in each locker) to Contra Costa County - 10 minutes (attachment)**

511 Contra Costa customarily provides bike lockers and racks to private and public entities for use by bicycle commuters. The County has requested two bicycle lockers (two bicycles may be stored in each locker) to be placed at the County Detention Center. For several years, bike racks

and lockers have been provided to jurisdictions, including the County, using an Agreement drafted by TRANSPAC's counsel, the City Attorney of the City of Pleasant Hill.

For this bicycle locker donation, County Counsel's Office has requested that the lockers be "gifted" to the County using a Resolution approved by TRANSPAC for the 511 Contra Costa program. The Resolution which has been approved by TRANSPAC's attorney is attached. TRANSPAC is requested to approve the Resolution so that the bicycle lockers may be delivered to the County and installed for use.

**ACTION: Adoption of Resolution 88-01 providing for the donation and installation of two bicycle lockers to Contra Costa County and/or as determined**

**6. County Connection Request for TRANSPAC's Support to Seek Measure C Funding for the Pacheco Transit Hub Project – 10 minutes**

County Connection is requesting TRANSPAC's support in seeking additional Measure C funding for the Pacheco Transit Hub project. The total project cost is approximately \$2.9 million. Secured funding is approximately \$2.6M leaving a \$300,000 shortfall. CCTA Project staff believes that Measure C funds may be available and suggested that CCCTA staff seek TRANSPAC's approval for a Measure C funding request. Due to the timing of this request, the TRANSPAC TAC has not had an opportunity to forward a recommendation to TRANSPAC.

**ACTION: Approve County Connection's request for TRANSPAC's support to seek Measure C funding for the Pacheco Transit Hub project and/or as determined**

**7. Report of CCTA Planning Committee consideration of TRANSPAC's request to not include MTSOs in the Central Count Action Plan - 20 minutes (attachment)**

**Please note that Member Pierce will attend the September 3, 2008 Planning Committee meeting for Chair Durant to report on a number of Planning Committee items that relate to TRANSPAC's Action Plan, the Draft Implementation Guide and the Growth Management Program, as well as TRANSPAC's Regional Transportation Mitigation Program. These reports/issues discussions can be found in agenda items 7, 8, and 10.**

At its July 10, 2008 meeting, TRANSPAC approved the TRANSPAC TAC's "Plan A" recommendation which included an Action Plan without Multi-Model Transportation Service Objectives (MTSOs) and a +/- 18 month review of the Growth Management Program including the Draft Growth Management Program Implementation Guide, Technical Procedures as well as implementing Resolutions 95-06-G and 92-03-G. These documents need to be updated, aligned for consistency and repackaged into a single document for Authority adoption for use by local jurisdictions for Growth Management Plan compliance purposes.

Prior to the July 24, 2008 meeting, TRANSPAC was advised by CCTA staff that the Plan A recommendation was acceptable and could be completed in 3 months. At the July 24, 2008 meeting, TRANSPAC approved a motion to revise its request from 18 to 3 months and CCTA staff indicated that the Planning Committee would consider TRANSPAC's request at its September 3, 2008 meeting.

Packet attachments include: TRANSPAC's July status letter to CCTA detailing the Plan A recommendation and other actions taken in July; a letter from Steven Goetz, Deputy Director, Transportation Planning Section, Contra Costa County to Martin Engelmann, Deputy Executive Director, Planning, CCTA commenting on the backward nature of the Action Plan process and its adverse impacts on transportation planning in Eastern Contra Costa and the East County

Action Plan; and the September 3, 2008 CCTA staff report to the Planning Committee (especially page 4-4 which addresses TRANSPAC's request to proceed with an Action Plan without MTSOs).

**ACTION: Accept report on the CCTA Planning Committee meeting, determine additional actions as necessary and/or as determined**

**8. Report of Planning Committee Consideration of the Draft Growth Management Program Implementation Guide for Measure J-Proposal for Adoption – 20 minutes (attachment)**

In July, the TRANSPAC TAC advised TRANSPAC that the Draft Growth Management Implementation Guide is "built" in large part on the Technical Procedures. As a result, The TAC suggested, and TRANSPAC concurred, that any review/revision of the Implementation Guide should wait until the Technical Procedures Update is completed. TRANSPAC's request to the CCTA/Planning Committee requesting that action on the Implementation Guide be delayed until the Technical Procedures are updated and the Growth Management Program documents reviewed and revised is in the packet. This process also is expected to include circulation to the RTPCs, TACs and the TCC for review/comment prior to CCTA consideration. As noted above, this review is anticipated to be completed in 3 months per CCTA staff.

Please note that a memo with comments on the Implementation Guide developed by John Greitzer and John Hall is in the packet along with an e-mail from Ray Kuzbari with additional comments. With TRANSPAC's approval, these comments will be transmitted to CCTA by its September 19, 2008 deadline.

**ACTION: a) Accept report 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; b) transmit comments prepared by TRANSPAC TAC members and staff to the CCTA by its comment deadline; c) and/or as determined**

**9. Central County Action Plan – 15 minutes (attachment)**

A revised Chapter 2 and revised Chapter 5, including a new Table 5-1, are in the packet. Table 5-1 has been expanded to include a variety of freeway, transit, street and bicycle/pedestrian/trail projects. TRANSPAC staff will continue to work with CCTA and the Action Plan Consultant on "presentation" version of the TRANSPAC Action Plan.

**ACTION: Advise Action Plan edits, approve circulation of Action Plan chapters, development of a "presentation" Action Plan and/or as determined**

**10. TRANSPAC and CCTA Representatives are requested to report on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and CCTA meetings (Members Pierce and Durant). The minutes of the June 18, 2008 CCTA Board meeting are attached for information – 15 minutes (attachment).**

a) Please note that the attachment for this item also includes a September 3, 2008 CCTA staff report to the Planning Committee on a "Proposal for an Authority Workshop to Discuss Corridor Management and related Growth Management Program Issues". This proposal, in many ways, mirrors TRANSPAC's contention that "transportation business" has changed since voter approval of Measure C in 1988 and that the CCTA needs to keep

pace with those changes to ensure the Contra Costa transportation network keeps pace with necessary physical improvements as well as advancements in the efficient operation of the system.

b) An additional attachments for this item is the September 3, 2008 CCTA staff report to the Planning Committee regarding the Measure C/J Regional Transportation Mitigation Program (RTMP). Please see the last three pages of the Item 9 packet attachment for a copy of TRANSPAC's RTMP.

**ACTION: As determined**

#### **11. Reports from Staff and Committees - information - 10 minutes (attachments)**

- a. WCCTAC press release announcing the appointment of Ms, Christine Atienza as its new Executive Director effective September 15, 2008. (attachment)
- c. Please visit [www.transpac.us](http://www.transpac.us) – thanks to Corinne Dutra-Roberts and the tech consultant crew, the web site has a new look and future changes are untended to make the site more informative and easier to use. All ideas welcome.
- d. CCTA Notice of Availability (July 30) of the Issues and Options Report for the Update to the Countywide Bicycle and Pedestrian Plan. Comments are requested by the end of September 2008. Given the schedule, the TAC will review the document at its September 25, 2008 meeting. (attachment)
- e. As provided for in CCTA Agreement 192, I-680 HOV Express Bus Access Study (RM2) was administratively extended for the second time to March 31, 2010. The Agreement was originally executed on April 25, 2006, then extended from December 31, 2006 to March 31, 2008. (attachment)
- f. Tribute to Peter Hirano on this 30 years of service to the City of Concord by Dave Golick, APA California Planner Magazine, September – October 2008. (attachment)

**ACTION: Accept Reports from Staff and Committees**

#### **12. Correspondence/Copies/Newsclips/Information - 5 minutes**

7/9/08 Chair Durant letter to CCTA Chair Hudson re: TRANSPAC comments on the Countywide Transportation Plan draft Vision, Goals and Strategies; 7/14/08 TRANSPLAN status letter to CCTA; 7/17/08 Items approved by the Authority on July 16, 2008 for Circulation to the Regional Transportation Planning Committees (RTPCs) and items of interest; 8/26/08 TRANSPAC July status letter to CCTA (see Agenda Item 7 above); 7/21/08 John Cunningham, TRANSPLAN staff, to Michael Wright, CNWS Reuse Project Director regarding the travel time impacts of the project alternatives to East County commuters in SR 4 and Kirker Pass Road; County Connection, June 2008 Fixed Route Operating Statistical Reports; August 31, 2008 CCTA Project Status Report.

**Bay Area Monitor:** August/September 2008 "Next Stop on the Line for High-Speed rail: November 4 Ballot"; **San Francisco Chronicle:** 7/30/08 "Emeryville firm pays employees to bike"; **San Jose Mercury News:** 8/19/08 Editorial "Make way for the Segway even if trails not built for it"; **LA Times:** 8/26/08 "Congestion pricing may not hurt the poor, study finds"; 8/21/08 "A smart bill for smart growth in California is on the verge of passage in Legislature"; the following articles believed to be those suggested by Member Ross; 6/18/08 "OCTA prepares

for more riders"; 6/10/08 "MetroLink, bus upgrades are planned"; 6/10/08 "More rough roads ahead"; 6/10/08 "Leaders try to stall toll lanes".

**13. For the Good of the Order – 10 minutes**

**14. Adjournment. The next TRANSPAC meeting is scheduled for October 9, 2008 at 9 am in the Community Room, City Hall, City of Pleasant Hill unless otherwise determined.**

TRS 9 11 08

**Summary Minutes  
TRANSPAC – July 10, 2008**

**ATTENDANCE:**

**Elected Officials:** David Durant, Pleasant Hill, TRANSPAC Chair; Mark Ross, Martinez, Vice Chair; Julie Pierce, Clayton, CCTA Representative, TRANSPAC Vice-Chair; Guy Bjerke, Concord; Cindy Silva, Walnut Creek, CCTA Representative. Absent: Susan Bonilla (excused).

**Planning Commissioners:** Bob Armstrong, Clayton; Bob Hoag, Concord; Diana Vavrek, Pleasant Hill; Jon Malkovich, Walnut Creek. Vacant Seat: Martinez. Absent: Donnie Snyder, Contra Costa County (excused).

**Staff:** Deidre Heitman, BART; Ray Kuzbari, Concord; Martin Engelmann, CCTA; Tim Tucker, Martinez; Eric Hu, Pleasant Hill; John Hall, Walnut Creek; Lynn Osborn, 511 Contra Costa Program Manager; Barbara Neustadter, Connie Peterson, TRANSPAC staff.

Anne Muzzini representing the County Connection was introduced to the TRANSPAC Committee.

**Meeting convened with a quorum by Chair Durant at 9:20 a.m.**

- 1. Convene meeting: Pledge of Allegiance/Self-Introductions - completed**
- 2. Public Comment** – Mark Ross congratulated the 511 Contra Costa staff on its successful applications (totaling \$800,000) to the Air District.

**CONSENT AGENDA: Pierce/Silva/unanimous**

- 3. Approved the June 19, 2008 minutes**

**END CONSENT**

**The order of agenda was changed to discuss Item #5 first.**

- 4. Draft Growth Management Program Implementation Guide for Measure J-Proposal for Adoption**

On June 18, 2008, the Transportation Authority, on the recommendation of its Planning Committee, released the revised Draft Growth Management Program Implementation Guide and released it for a 45-day review period (comments due September 19, 2008). The CCTA may consider adoption in September and the CCTA Technical Coordinating Committee, subject to comments received, may request an opportunity to review the Guide again prior to final adoption, and to reassess procedures for Action Plan development/implementation based on the lessons learned from the current experience with the Action Plans.

**DISCUSSION:** Neustadter said that at its meeting on June 26, the TAC determined that comments on the Draft Growth Management Implementation Guide, which is "built" in large part on the Technical Procedures, should wait until the Technical Procedures Update has been completed as well as a review/update of all other relevant documents including Resolutions 95-06-G and 92-03-G. The TAC also noted that because there are so many different guides and other documents for the Growth Management Program, combining the documents into one handbook would be a worthwhile goal.

**ACTION:** Approved a request to the Transportation Authority to delay action on the Draft Growth Management Program Implementation Guide 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, and circulated to the RTPCs and TACs for review/comment prior to adoption. **Pierce/Bjerke/Unanimous.**

## **5. MTSOs in the TRANSPAC Action Plan**

The TRANSPAC TAC has continued its discussions on how to address MTSOs in the Central County Action Plan. At its June 26, 2008 meeting, the TAC developed two options for TRANSPAC's consideration. Both of these options are predicated on the premise that the Transportation Authority's 2030 model includes the General Plans adopted by Central County local jurisdictions and no additional MTSO analysis is required for a development project of any size which is consistent with an adopted Central County General Plan. This premise addresses the issue of development projects in adopted local jurisdiction General Plans. General Plan Amendments (GPAs) remain subject to MTSO analysis.

The TAC is recommending "Plan A". The proposal is to request that the Authority concur that TRANSPAC may proceed with an Action Plan without MTSOs to allow more time (up to +/-18 months) to develop some other solution(s) to the MTSO dilemma. This would allow CCTA to complete its Countywide Transportation Plan prior to the initiation of Measure J.

During the +/-18 month period, all of the documents regarding the Growth Management Program should be reviewed, aligned for consistency and repackaged into a single document for Authority consideration and ultimately for use by local jurisdictions for Growth Management Plan compliance purposes. The TAC also noted that a General Plan Amendment for the Concord Naval Weapons Station is not expected to be proposed within the 18 month period.

It may be that a review and update of the implementing Resolutions 95-06-G and 92-03-G as well as the Implementation Guide and Technical Procedures will be sufficient to address MTSO issues. It is also possible that a recommendation to amend the Measure J Growth Management Program to reflect how transportation planning is conducted today (intentional inducement of delay, TOD, etc.) could be determined to be required during the review period.

In recognition of the magnitude and ramifications of the "Plan A" recommendation, the TAC also developed a "Plan B" recommendation which proposes that one MTSO be established in the Action Plan. That MTSO is "Implement as many Action Plan actions as financially and institutionally feasible by 2030". This MTSO is tracked in the Conditions of Compliance report which is developed by TRANSPAC and 511 CC staff for use by TRANSPAC jurisdictions when filing Growth Management Compliance Checklists.

The TAC recommends that a review/update of Resolution 95-06-G and Resolution 93-03-G as well as the Implementation Guide and Technical Procedures also be undertaken under "Plan B".

**Motion 1:** Approved the Plan A recommendation by the TRANSPAC TAC. Prior to the meeting, CCTA staff had communicated that the Plan A recommendation was acceptable.

Plan A is based on the premise that the Transportation Authority's 2030 model includes the General Plans adopted by Central County local jurisdictions. Inclusion in the 2030 model means that these General Plans have been analyzed by the Transportation Authority for effects on the regional transportation network. As a result, no additional MTSO analysis is required for a development project of any size which is consistent with an adopted Central County General

Plan. This premise is proposed to be stated in the Central County Action Plan to make clear that no additional MTSO analysis will be required for development projects that are consistent with an adopted General Plan.

Plan A includes a TRANSPAC request to the Transportation Authority to concur that TRANSPAC may proceed with an Action Plan without MTSOs to allow more time (up to +/-18 months) to develop some other solution(s) to the MTSO dilemma. During the +/- 18 month period, all of the documents regarding the Growth Management Program (the Draft Growth Management Program Implementation Guide, its Technical Procedures, implementing Resolutions 95-06-G and 92-03-G) should be reviewed, aligned for consistency and repackaged into a single document for Authority adoption to be used by local jurisdictions for Growth Management Plan compliance purposes.

TRANSPAC approved consideration of the redefinition of Routes of Regional Significance as super segments and/or future corridor management plans areas. The TAC believes that the definitions for freeways address this issue and that the application of super segments/corridor management plan areas for arterials should be addressed after the review of the Growth Management Program and related documents is completed.

**Motion 2:** TRANSPAC also approved a motion that its elected representatives, Planning Commissioners and Technical Advisory Committee staff intend to fully participate in the review of the Measure J Growth Management Program and its implementing documents (the Implementation Guide and Technical Procedures) and Resolutions.

**Motion 3:** TRANSPAC will release the revised Action Plan to the Transportation Authority for use in the development of the Countywide Transportation Plan EIR after the completion of its review at this meeting.

**DISCUSSION:** Neustadter noted that the Authority concurred that TRANSPAC may proceed with an Action Plan without MTSOs and allow up to +/-18 months to develop some other solutions to the MTSO dilemma as well as review all documents relating to the Growth Management Program (GMP) that are used for compliance purposes. Incorporated into the Action Plan is a note that the GPA is not expected for the Concord Naval Weapons Station during that period. The Authority has accepted the Plan A recommendation. The Action Plan Subcommittee (including Diana Vavrek, Cindy Silva, Julie Pierce and Neustadter) completed revisions of the Actions which have been distributed and will be discussed later in detail.

TRANSPAC is being asked if it is prepared to accept the TAC's recommendation for Plan A and to release the Actions to Transportation Authority staff for use in the Countywide Transportation Plan EIR.

Bjerke restated his understanding of staff's recommendation, of which Transportation Authority staff has agreed in concept, that TRANSPAC will not put MTSOs in the Action Plan pending a thorough review of the GMP and review of the basis for MTSOs. This is a result of recent thinking that MTSOs may no longer be valid given where we are in development of Transportation Plan and how we deal with transportation issues. We will be asking Authority over next 18 months to undergo that thorough review.

Neustadter stated Authority staff has advised that they are prepared to start after the August break and believe it can be done in fewer than 18 months.



Bjerke said that the other basic premise is that because the Authority has already taken into account all development envisioned in our jurisdictions' General Plans, any project that is consistent with an adopted General Plan in theory has already been accounted for in modeling and in planning. Only extraordinary issues/projects that would require a GPA need a higher a level of scrutiny that would merit additional review by TRANSPAC, RTPCs or the Authority.

Pierce stated she would second the motion with the inclusion of a minor adjustment in the last paragraph of Item 5 to allow redefining of Routes of Regional Significance into "super segments". Plan A should include consideration of corridor management plans rather than just Action Plans for arterials.

Neustadter noted that supersegments had not been reviewed by the TAC and there could be issues associated with the amalgamation of arterials creating MTSO GPA analysis problems in the future. She also suggested that there may be administrative adjustments and it might be advisable to include language allowing for GPAs that have no traffic impact, such as changes in height limitations. The height issue was brought up by Hall with regard to the BART TOD development. He suggested that this sort of technicality should be defined and given an exemption.

Durant pointed out that the exemption is already there because it is tied to net new peak hour trips. He suggested revisions to the Resolutions as follows:

**Resolution 95-06-G:** In Attachment A, paragraph 2, revise to read - "The process requires that a jurisdiction study the impacts of a proposed GPA on the Action Plan when the size of the GPA exceeds the threshold size established by the RTPC in the Plan; or and 500 net new peak hour vehicle trips if such threshold has not been established."

**Resolution 93-02-G:** In the fourth Whereas, revise to read - "Whereas as an interim measure, the Authority wishes to facilitate notification of affected jurisdictions of the preparation of environmental documents for proposed projects ~~or~~ and General Plan Amendments that generate more than 100 net new peak hour vehicle trips so that affected jurisdictions may comment on draft environmental documents; and ... "

**ACTION:** Approved Plan A with changes incorporated as discussed.  
**Bjerke/ Pierce/Unanimous.**

## **6. Review of the Central County Action Plan**

At the June 19, 2008 meeting, TRANSPAC established a subcommittee to rewrite the Action Plan. TRANSPAC is requested to review the document and note comments, revisions, etc. TRANSPAC may wish to schedule an additional meeting for July 24 in lieu of the TRANSPAC TAC meeting and/or schedule additional meeting(s) or determine another course of action.

**DISCUSSION:** Neustadter said that Authority staff has requested the addition of language in the last paragraph on page 1 of Chapter 4 (before the "therefore") that amplifies our concerns about how business has changed since the approval of Measure J and the 2000 Action Plan. Language should indicate that we are concerned about TOD development and its impact, possible advent of HOT Lanes, the reconsideration of ramp metering and other operational techniques. She suggested drafting a sentence or two that clarifies the reasons we have established the three key Actions at the bottom of the paragraph that address completion of the existing system, improved traffic management and operation and continuing of TDM programs.

Pierce added that the Action Plans need to show why we are purposefully not doing things the way we did before. Durant suggested including a sentence that describes changes in the environment in the intervening years since Measure C. Measure C was about reducing traffic delays, but the goal now is managing traffic. He noted the summary in Chapter 3 says this is what has developed over the past twenty years that causes us to look at the universe in a different way. Armstrong asked if we are now more interested in results than the process. Durant said we are more interested in identifying the real problem and trying to develop policies and plans to address it rather than being stuck in a concept from the past. It is the same dilemma that underlies the MTSO debate, that is, if the intention is to reduce traffic congestion but it cannot be done on certain routes, why have it under consideration. We should look at the whole system, the larger segments of system, and make sure we are managing the situation the best way to achieve the desired outcome.

Pierce said we are looking at it in new way because circumstances have changed since 1988 and the public recognizes that we have successfully accomplished what we set out to do. Twenty years later we have a track record and what we promise should be what is realistic to accomplish now and to not be hamstrung by the process.

Neustadter again thanked the subcommittee (members Silva, Vavrek and Pierce) for its hard work and many hours spent on revising the Action Plan. Member Pierce noted particular thanks to Member Silva and her writing capabilities. Durant thanked the subcommittee for the extraordinary effort that they had put forth. The revisions were crisply written and well done.

Malkovich requested clarification on Page 4 about the gap in Planned and Study. Engelmann explained that the original intent was to look at preliminary studies as potential projects being considered in the future. Planned improvements are projects. The headers were revised.

TRANSPAC continued its review of each section and noted additions, changes and corrections that need to be made.

**ACTION:** The subcommittee was given direction to make additional revisions to the Action Plan as discussed. TRANSPAC will meet again on July 24, 2008 to look over the edits and review the remaining chapters.

**7. TRANSPAC and CCTA Representatives are requested to report on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and CCTA meetings (Members Pierce and Durant).**

Neustadter reported that the July 3<sup>rd</sup> APC discussed I-80 and SR-4 projects; the purchase of a new photocopier and legislative issues. Member Pierce added that a closed session was held to conduct the Executive Director's annual review.

Member Durant reported that the Planning Committee's July 2<sup>nd</sup> meeting had been cancelled and the checklists were forwarded to the Authority Board.

**ACTION:** Reports accepted.

**8. Reports from Staff and Committees**

- a. 511 Contra Costa Monthly Report by Lynn Osborn, 511 Contra Costa Program Manager.

Osborn related her recent 12.5 mile commuting experience on an electric bike, and offered a ride to anyone interested after the next meeting. Staff is working with the County's Green Building program and was asked to draft a section on transportation that would qualify a business to be green. The West County Greenhouse Gas roundtable has invited staff to participate regularly. The 511 Contra Costa website is being updated and should be completed by end of summer.

**ACTION: Reports accepted**

**9. Correspondence/Copies/Newsclips/Information - Received**

- 10. For the Good of the Order** – Mark Ross suggested that the LA Times' four-part article on transportation system (published about a month ago) be reprinted and distributed. The article showed the effect that a 2% reduction in traffic had on the entire system.

Armstrong requested that we keep on the record a running tally of the cost of the bullet train. Today's estimate was \$45 billion.

- 11. Adjournment.** The meeting was adjourned at 11:15 a.m. The next meeting is scheduled for Thursday, July 24, 2008 at 9 a.m. in the Community Room at Pleasant Hill City Hall.

**Summary Minutes  
TRANSPAC – July 24, 2008**

**ATTENDANCE:**

**Elected Officials:** David Durant, Pleasant Hill, TRANSPAC Chair; Mark Ross, Martinez, Vice Chair; Julie Pierce, Clayton, CCTA Representative, TRANSPAC Vice-Chair; Cindy Silva, Walnut Creek, CCTA Representative. Absent: Susan Bonilla, Guy Bjerke (excused).

**Planning Commissioners:** Bob Armstrong, Clayton; Bob Hoag, Concord; Diana Vavrek, Pleasant Hill; Vacant Seat: Martinez. Absent: Donnie Snyder, Contra Costa County; Jon Malkovich, Walnut Creek (excused).

**Staff:** Deidre Heitman, BART; Ray Kuzbari, Concord; John Greitzer, Contra Costa County, Martin Engelmann, CCTA; Tim Tucker, Martinez; Eric Hu, Pleasant Hill; John Hall, City of Walnut Creek; Julie Campero, CALTRANS. Lynn Osborn Overcashier, 511 Contra Costa Program Manager; Barbara Neustadter, Connie Peterson, TRANSPAC staff.

**Meeting convened without a quorum by Vice Chair Ross at 9:17 a.m.**

- 1. Convene meeting: Pledge of Allegiance/Self-Introductions - completed**
- 2. Public Comment – None**
- 3. Continued Review of the Central County Action Plan**

At the July 10, 2008 meeting, TRANSPAC unanimously approved a series of motions regarding the Central County Action Plan, the Measure J Growth Management Program, its implementation documents and resolutions.

*Chair Durant arrived at 9:27 a.m.*

**DISCUSSION:**

Neustadter thanked the members of the subcommittee (Members Pierce, Silva and Vavrek) for rewriting the Action Plan and expressed appreciation for their time and effort. Neustadter noted the motions approved at the last meeting and asked to be made aware of any corrections or omissions. She requested clarification of what action would be taken at the next Planning Committee meeting on this matter.

Engelmann stated that at the September Planning Commission (PC) meeting staff will ask the PC to ask the Authority to consider TRANSPAC's request regarding the Action Plan and not to include MTSOs. CCTA staff's recommendation is to consider TRANSPAC's request. Subcommittees have been established by the TCC to look at the two resolutions cited here as well as Technical Procedures, the Growth Management Program Checklist, coming to the PC in September. The process should be completed in three months rather than 18 months.

**ACTION:** Approved changing the time allotted for the process from 18 months to plus or minus three months. **Pierce/Ross/Unanimous.**

TRANSPAC continued its review of the Draft TRANSPAC Action Plan. CCTA staff has been requested to revise the format of charts, tables (Chapter 2) and the Central County map. Comments and suggested revisions were discussed for Chapters 2, 3, 4 and 5.

**ACTION:** By consensus it was agreed that the TAC will work on updating the Central County Comprehensive Project List, and Member Silva will rewrite the language in Chapter 5.

#### **4. For the Good of the Order**

##### **DISCUSSION:**

Neustadter presented a new item to be added to the agenda. A request was received from the County Connection to send a letter of support to MTC for a New Freedom Grant. This request was for a \$150,000 planning grant to develop Mobility Management Centers that will disseminate information to riders. Most transit agencies in Contra Costa are involved in this as well as the Authority, AC Transit, Contra Costa County Health and Human Services, West County, and East County. The TRANSPAC committee is being asked for approval to send a letter of support for this grant.

Neustadter explained that this is a request for planning money to create an information outreach referral system that will assist people in determining what kinds of transit services are available for their particular condition.

Several members expressed concern that such a program could potentially create additional bureaucracy for each county involved; that it might be duplicating services already available; and the justification for the cost of such a study. The concept of the Mobility Management Centers involves having a designated person(s), possibly within an existing public agency, who would provide assistance and information to groups or individuals on the transit services available to them. It is in the interest of the transit operators to get everybody in the right kind of service and vehicle as it represents faster run times, smaller load times and will also ensure that people who are not able to ride the regular bus can get appropriate service through other means.

**ACTION 1: By consensus approved agendaizing this item.**

**ACTION 2: Approved sending letter of support for County Connection's New Freedom grant application to MTC. Armstrong/Ross/Unanimous.**

Martin Engelmann was asked to describe the telecarpooling project for which he submitted a grant request to Caltrans in February. This project involves spontaneous carpooling, where a member uses a phone to request a ride from another member of the network. This network is based on affinity groups, such as employees of Walnut Creek or Hacienda Park, etc. A financial exchange is involved among members that also include a share for the local transit agency.

**5. The meeting was adjourned at 11:08 a.m. The next meeting is scheduled for September 11, 2008 at 9 a.m. in the Community Room, Pleasant Hill City Hall.**

RESOLUTION NO. 08-01

A RESOLUTION OF TRANSPAC, THE REGIONAL TRANSPORTATION PLANNING  
COMMITTEE FOR CONTRA COSTA

A RESOLUTION AUTHORIZING THE TRANSPAC/TRANSPLAN TDM PROGRAM  
(511 CONTRA COSTA) TO DELIVER AND DONATE TWO BICYCLE LOCKERS WHICH  
HOLD FOUR BICYCLES, TO CONTRA COSTA COUNTY PURSUANT TO THE FUNDING  
AUTHORIZED IN THE MASTER COOPERATIVE AGREEMENT 43.00.115, BETWEEN  
THE CITY OF PLEASANT HILL AND THE CONTRA COSTA TRANSPORTATION  
AUTHORITY

WHEREAS, Measure C approved by Contra Costa voters in 1988, established a half cent  
sales tax to address regional transportation issues and to implement transportation projects,  
programs and operational strategies; and

WHEREAS, the Contra Costa Transportation Authority has previously allocated funds to  
develop and implement programs and projects aimed at reducing vehicle trips, vehicle emissions  
and vehicle miles traveled, including bicycle parking infrastructure; and

WHEREAS, the Contra Costa Transportation Authority (CCTA) also has allocated Bay  
Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (AB434)  
funds for said programs and projects; and

WHEREAS, Transportation Demand Management efforts are established in Central and  
Eastern Contra Costa jurisdictions' TDM ordinances and/or resolutions as required by the Contra  
Costa Growth Management Program, the Congestion Management Program and the Federal  
Clean Air Act; and

WHEREAS, the Central and Eastern Contra Costa TRANSPAC/TRANSPLAN TDM  
Program is the designated agent of these Contra Costa jurisdictions for the development and  
implementation of transportation demand management programs; and

WHEREAS, the City of Pleasant Hill is the designated fiscal agent for TRANSPAC and  
the TRANSPAC/TRANSPLAN TDM program and is authorized to enter into contracts and  
process invoices on behalf of both TRANSPAC and the TRANSPAC/TRANSPLAN TDM  
Program; and

WHEREAS, to provide Contra Costa County cyclists with bicycle lockers to securely  
park bicycles, the TRANSPAC/TRANSPLAN TDM Program is providing bicycle parking  
equipment for installation at County facilities; and

WHEREAS, the TRANSPAC/TRANSPLAN TDM Program also known as 511 Contra  
Costa wishes to donate the lockers and pay for the installation of the two bicycle lockers which  
hold four bicycles which will then become the property of Contra Costa County; and

WHEREAS, Contra Costa County has expressed a desire to own, manage, and maintain two bicycle lockers which hold four bicycles at 1000 Ward Street, Martinez CA 94553 to encourage the use of bicycle commuting.

NOW, THEREFORE, BE IT RESOLVED by TRANSPAC, that the TRANSPAC/TRANSPLAN TDM Program Manager is authorized, through the above-referenced Master Cooperative Funding Agreement, to provide two bicycle lockers which hold four bicycles to Contra Costa County subject to the following conditions:

1. The parties will agree upon an acceptable time and date for delivery of the lockers by TRANSPAC/TRANSPLAN TDM staff to the County location at 1000 Ward Street, Martinez CA 94553

2. Any work needed to prepare site for installation will be the responsibility of Contra Costa County.

3. The bicycle lockers shall become the sole property of Contra Costa County at the time of possession of and installation of the bicycle lockers.

4. Contra Costa County agrees to promote the use of the lockers to its users in order to encourage the use of bicycling as a means commuting to work. Contra Costa County agrees to provide to TRANSPAC/TRANSPLAN TDM Program usage statistics no later than 90 calendar days after the date of installation. The usage statistics include: average usage per day (total for all lockers), and location of lockers. Contra Costa County also agrees to designate a contact person who will act as a liaison to TRANSPAC/TRANSPLAN TDM Program and be responsible for carrying out the duties outlined in this Resolution.

5. Contra Costa County hereby agrees to defend, indemnify and save harmless TRANSPAC/TRANSPLAN TDM/City of Pleasant Hill its officers, agents, employees and servants from and against any and all claims, liability or obligations arising out of the installation, use or maintenance of the bicycle lockers. Neither TRANSPAC/TRANSPLAN TDM/City of Pleasant Hill nor any officer or employees shall be held responsible for any damage or liability occurring by reason of anything done or omitted to be done by Contra Costa County in the rendering of services and/or products under this Resolution. This indemnification shall survive termination of this Resolution.

6. Contra Costa County shall maintain bicycle lockers in good working order and in an aesthetically appealing condition for no less than five (5) years, including but not limited to prompt removal of graffiti, periodic washings and/or re-painting if weathering occurs, and maintenance to ensure adequate working condition. Funding agency stickers will be applied by TRANSPAC/TRANSPLAN TDM Program and are to remain for the life of the lockers; and

ADOPTED by TRANSPAC at a regular meeting of said Regional Transportation Planning Committee, held on the 11 day of September 2008, by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

---

DAVID E. DURANT  
TRANSPAC Chair

ATTEST:

By: \_\_\_\_\_  
Barbara Neustadter





# **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

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

August 26, 2008

Dear Chair Hudson:

At its meetings on July 14 and July 24, 2008, TRANSPAC took the following actions that may be of interest to the Transportation Authority. A number of actions regarding the Central County Action Plan, the Measure J Growth Management Program, its implementation documents and implementing resolutions were taken as part of these meetings.

1. Approved the TRANSPAC TAC's Plan A recommendation. Prior to the meeting, CCTA staff communicated that the Plan A recommendation was acceptable and that a 3 month rather than 18 month review period is sufficient for the proposed review of all Measure J Growth Management documents (see details below).

- Plan A is based on the premise that the Transportation Authority's 2030 model includes the General Plans adopted by Central County local jurisdictions. Inclusion in the 2030 model means that these General Plans have been analyzed by the CCTA staff for effects on the regional transportation network. As a result, no additional MTSO analysis is required for a development project of any size which is consistent with an adopted Central County General Plan. This premise is proposed to be stated in the Central County Action Plan (and should be included in the Implementation Guide for the Growth Management Program) to make clear that no additional MTSO analysis will be required for development projects that are consistent with an adopted General Plan.
- Plan A also includes TRANSPAC's request to the Transportation Authority to concur that TRANSPAC may proceed with an Action Plan without MTSOs to allow more time to develop some other solution(s) to the MTSO dilemma. The Planning Committee is requested to review this request at its earliest convenience.
- In addition, TRANSPAC is requesting that during an +/- 18 month review process, all of the documents regarding the Growth Management Program (the Draft Growth Management Program Implementation Guide, its Technical Procedures, implementing Resolutions 95-06-G and 92-03-G) should be reviewed, aligned for consistency and repackaged into a single document for Authority adoption to be used by local jurisdictions for Growth Management Plan compliance purposes.
- Note: At the 7/24/08 meeting, in response to a CCTA staff statement that the Growth Management Program review could be completed in 3 months, TRANSPAC adopted a motion to revise the GMP review time line from 18 months to 3 months.
- TRANSPAC approved consideration of the redefinition of Routes of Regional Significance as super segments and/or future corridor management plans areas. The TAC

believes that the definitions for freeways address this issue and that the application of super segments/corridor management plan areas for arterials should be addressed after the review of the Growth Management Program and related documents is completed.

- In addressing the issue of General Plan Amendments (GPA), TRANSPAC approved a proposal to CCTA to revise Resolutions 95-06-G and 92-03-G as shown below.
- **Resolution 95-06-G:** In Attachment A, paragraph 2, revise to read - "The process requires that a jurisdiction study the impacts of a proposed GPA on the Action Plan when the size of the GPA exceeds the threshold size established by the RTPC in the Plan; ~~or~~ and 500 net new peak hour vehicle trips if such threshold has not been established."
- **Resolution 93-02-G:** In the fourth Whereas, revise to read - "Whereas as an interim measure, the Authority wishes to facilitate notification of affected jurisdictions of the preparation of environmental documents for proposed projects ~~or~~ and General Plan Amendments that generate more than 100 net new peak hour vehicle trips so that affected jurisdictions may comment on draft environmental documents; and ... "

2. TRANSPAC approved a motion that its elected representatives, Planning Commissioners and Technical Advisory Committee staff intend to fully participate in the review of the Measure J Growth Management Program and its implementing documents (the Implementation Guide and Technical Procedures) and Resolutions.

3. Completed its second full review of the TRANSPAC Action Plan chapters 2-5. Revisions will be incorporated before posting on the TRANSPAC web site.

TRANSPAC will release the revised Action Plan to the CCTA as requested, for use in the development of the Countywide Transportation Plan EIR after the completion of its review.

Within this context, TRANSPAC will continue its review of the Draft TRANSPAC Action Plan and update the project list in Chapter 5, Table 5-1. Please note that CCTA staff has been requested to revise the format of charts, tables (Chapter 2) and the Central County map.

4. TRANSPAC's position regarding review of the Draft Implementation Guide to be sent under separate cover.

5. Approved a letter of support for County Connection's New Freedom Grant Application for \$150,000 in planning funds for mobility management centers.

TRANSPAC hopes that this information is useful to you.

Sincerely,

A handwritten signature in cursive script that reads "David Durant". The signature is written in dark ink and includes a stylized flourish at the end.

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  
Mark Sakamoto, Nancy Cuneo, WCCTAC  
John Cunningham, TRANSPLAN  
Andy Dillard, SWAT  
Steve Wallace, City of Pleasant Hill



Department of  
Conservation &  
Development

Community Development Division

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

Phone: (925) 335-1240

Contra  
Costa  
County



Dennis M. Barry, AICP  
Interim Director

Catherine Kutsuris  
Interim Deputy Director

August 1, 2008

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

Dear Mr. Engelmann:

*Martin*

The letter responds to the second draft of the 2008 TRANSPLAN Action Plan Update that was released on July 25, 2008 for consideration by TRANSPLAN Technical Advisory Committee. Your stated schedule, subject to the consent of TRANSPLAN, is to incorporate this second draft into the draft Countywide Comprehensive Transportation Plan, which will be initiated in September and adopted by CCTA in April 2009. With the support of \$800,000 in consultant contracts, several reviews by the TRANSPLAN Committee, numerous meetings of the TAC over the past year and comments by local jurisdictions, I would expect that this second draft would be suitable for incorporation into the draft Countywide Comprehensive Transportation Plan. Unfortunately, County staff believes otherwise, as described in the following observations.

**The Action Planning process was backwards and confounding.**

The process to develop this Action Plan Update did not follow the sequence of events described on page 25. Work on this Action Plan began in the summer of 2007 with development of Multimodal Transportation Service Objectives (MTSOs) and actions, but without any understanding of the cumulative impacts of growth on regional routes. Simply put, the MTSOs and actions were developed in an uninformed context. Information on the effectiveness of proposed actions to accommodate year 2030 traffic forecasts and achieve proposed MTSOs was not available until April 2008. Since that time, resources have been spent on reviewing year 2030 forecasts, which change each month (sometimes radically) with revised model inputs and methodologies. Few resources have been directed at where our primary responsibilities lie, to reduce congestion by developing and evaluating potential actions. This would have led to progress in achieving MTSOs by improving conditions for the traveling public. Instead, resources were spent on pursuing the moving target of MTSO compliance by reviewing and adjusting the travel demand model until we see the numbers we want, which has no benefit to anyone, least of all the traveling public.

**The Action Plan defers significant action on emerging East County transportation issues.**

We relied on our current Action Plan, developed under Measure C, to develop a successful regional solution to the cumulative impacts of growth on State Route 4. County staff had hoped

Mr. Engelmann  
August 1, 2008  
Page 2 of 2

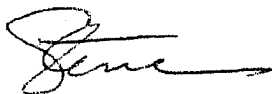
that the Action Plan Update developed under Measure J would provide a similar tool for identifying a regional solution to the cumulative impacts of year 2030 growth on Vasco Road and Byron Highway. Unfortunately, this update provides little useful information on the nature of the impacts of year 2030 growth on Vasco Road and Byron Highway. It fails to provide an evaluation of solutions to allow TRANSPLAN to make a well-informed decision on actions for these regional routes. Except for the addition of the safety project on Vasco Road (see page 34), the proposed actions for these two corridors are drawn from the current Measure C Action Plan.

**The Action Plan requirements appear to add little value to the planning efforts of local jurisdictions or benefit to the traveling public.**

In April, interim reports on the Action Plan Update began to reveal a significant worsening of congestion problems on State Route 4, Vasco Road and Byron Highway by 2030. These problems were largely resolved through imposition of "gateway constraints" on regional routes that were based on physical or political considerations. These gateways have not been sufficiently evaluated to determine if their application can be defended in environmental studies. In fact, at the July TAC meeting we were informed that these gateways could eliminate the possibility to quantify an impact of a new development proposal at a gateway location because the traffic forecasting procedure would strip off any additional traffic demand at these locations. A potential consequence is that local jurisdictions reviewing development applications may end up preparing one traffic study to comply with the Contra Costa Transportation Authority's Growth Management Program and a separate traffic study to comply with their obligations under the California Environmental Quality Act and state planning regulations. The Action Plan traffic studies could end up as an appendix to an EIR, provided solely to demonstrate compliance with the Authority's requirements, but adding little if any value to the planning efforts of local jurisdictions.

The above observations describe issues that have been raised as comments on earlier reports on the Action Plan. Apparently the Authority is incapable of addressing these issues at this time. County staff hopes these issues will be addressed at some point before these Action Plan Updates are adopted as Authority policy and local planning resources are potentially wasted in attempting to comply with the requirements these policies impose.

Sincerely,



Steven L. Goetz, Deputy Director  
Transportation Planning Section

g:\transportation\steve\letter\sent\2008\transplan action plan.8.doc

cc: D. Barry, DCD  
C. Kutsuris, DCD  
J. Bueren, PWD  
TPS Staff  
Members, TRANSPLAN TAC

Subject	Review and Discussion of Action Plans for Routes of Regional Significance
<b>Summary of Issues</b>	<p>Each subarea has completed a Draft Action Plan for incorporation into the 2009 Countywide Transportation Plan. The Actions Plans reflect a collaborative, multi-jurisdictional planning process to set performance measures and establish a program of actions for achieving those measures along each major corridor.</p> <ul style="list-style-type: none"> <li>a. <b>Status of Action Plan, by Sub-area.</b> Since last June, significant progress continues on the Action Plans. WCCTAC, TRANSPLAN, and LPMC have released second drafts for circulation and review. TVTC released its Proposal for Adoption Action Plan in July. At its meeting on July 24, the TRANSPAC committee released portions of its first draft Action Plan for Central County,</li> <li>b. <b>Consideration of TRANSPAC's request to proceed with an Action Plan that does not include MTSOs.</b> TRANSPAC's draft Action Plan does not include MTSOs. TRANSPAC is requesting that the Authority incorporate the Central County Action Plan into the CTP, and allow TRANSPAC to proceed with its action plan without MTSOs.</li> </ul>
<b>Recommendations</b>	<ul style="list-style-type: none"> <li>a. Direct staff to incorporate the Draft Action Plans into the Draft 2008 CTP Update for release in October 2008, as proposed.</li> <li>b. Respond affirmatively to TRANSPAC's request seeking authorization to proceed with its action plan without MTSOs, pending further Authority review and discussion of the GMP requirements.</li> </ul>
<b>Financial Implications</b>	<p>The action plan effort is funded by the Authority at a cost of \$800,000, which includes \$600,000 for preparation of the Action Plans, and \$200,000 for the traffic data collection and modeling analysis. Funds are drawn from Org. 9591 – Measure C Regional Transportation and Growth Management and federal planning funds, and were previously approved in the Authority's adopted FY 2008-09 budget.</p>
<b>Options</b>	<p>A. See Discussion Below.</p>
<b>Attachments</b>	<ul style="list-style-type: none"> <li>A. Synopsis of the Action Plans</li> <li>B. Overall Schedule for the 2009 CTP and EIR</li> <li>C. Letter from TRANSPAC regarding the Central County Action Plan, August 26, 2008.</li> <li>D. Required Action Plan Components</li> <li>E. The Measure J GMP, July 2004</li> </ul>
<b>Changes from Committee</b>	



## Background

As part of the development of the 2008 *Countywide Comprehensive Transportation Plan* (CTP), the RTPCs are updating their Action Plans for Routes of Regional Significance. The Action Plans for Routes of Regional Significance are a fundamental component in implementing the cooperative, multi-jurisdictional planning process called for by the Measure C Growth Management Program and are continued in the Measure J GMP. In addition, the Action Plans have and will continue to serve as a key input for the CTP.

Each Action Plan must identify a network of Regional Routes and contain:

- Long-range assumptions regarding future land use based on local general plans, consistent with regional forecasts.
- Overarching goals that articulate the Authority's vision for the future.
- Adopted MTSOs that use quantifiable measures of effectiveness and include a target date for attaining the objectives.
- A set of actions to be implemented by each participating jurisdiction.
- Requirements for consultation on environmental documents among participating localities.
- Procedure for review of impacts resulting from proposed local General Plan amendments that have the potential to influence the effectiveness of adopted Action Plans.
- Schedule for the Regional Committee and the Authority to review progress in attaining MTSOs, and revision of Action Plans as needed.

The initial Action Plans were developed and adopted in the first half of the 1990s and were "knitted together" within the CTP. More recently, the Action Plans were updated in 2000 and those updates incorporated into the 2000 CTP. The 2000 updates, however, were more focused and less comprehensive than the current effort. The 2004 updates incorporated the development of the Measure J Expenditure Plan. For the 2008 updates to the Action Plans, the RTPCs have now completed a comprehensive update to the Plans, covering all aspects from the designation of regional routes to development of new MTSOs, and new sets of actions designed to pursue attainment of them.

Besides needing to update project and program status, the comprehensive update of the Action Plans is triggered by the 2009 start of the Measure J program. The Action Plan requirement was first established in the early 1990s as part of the implementation of the Measure C GMP. These requirements were spelled out in the *Implementation Documents*. While it kept the GMP as a key component, the Measure J Expenditure Plan made a number of changes to the GMP and several of these affect the Action Plans:

- 1) It explicitly requires the RTPCs to "identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives."

- 2) It renamed the objectives from “Traffic Service Objectives” to “Multimodal Transportation Service Objectives” (MTSOs), reflecting a shift in emphasis since 1988 when Measure C was passed.
- 3) Measure C explicitly kept the requirement that jurisdictions analyze General Plan amendments and development projects that exceed certain thresholds for “their effects on the regional transportation, including on Action Plan objectives.”

### Status of Draft Action Plans

The RTPCs and their consultants have made good progress on updating and refining the Action Plans, including work to make them consistent with Measure J. All of the RTPCs have released the draft documents for review. West County, East County, Lamorinda and the Tri-Valley have circulated a first draft, received comments, and incorporated the comments into a second draft. Tri-Valley has released its “Proposal for Adoption,” and Central County recently released its first draft Action Plan. The following table outlines the status of the Action Plan updates. Authority staff is currently reviewing the drafts for consistency with the Implementation Documents and to flag any issues or potential inconsistencies between the Action Plans.

<i>RTPC</i>	<i>Release Date</i>	<i>Comment</i>
West County (WCCTAC)	June 27, 2008	Second Draft
Central County (TRANSPAC)	July 24, 2008	First Draft –MTSOs not included, and TRANSPAC is requesting time to develop an alternative approach
East County (TRANSPLAN)	August 14, 2008	Second Draft
Tri-Valley (TVTC)	July 30, 2008	Proposal for Adoption
Lamorinda (LPMC)	July 10, 2008	Second Draft

Attachment A provides a synopsis of the Action Plans. Based upon staff’s review of the the draft Action Plan, there are no significant conflicts between adjoining subareas.

### Schedule for the 2009 CTP and EIR

The overall schedule for the review and adoption of the 2009 CTP is shown below in Attachment B:

<b>Activity</b>	<b>Date</b>
Draft Action Plans Completed for incorporation into the Draft CTP	End of August, 2008
Release Draft 2009 CTP	October 2008
Release Draft CTP EIR	November 2008
Comments Due on the Draft CTP and EIR	January 2009
Certify Final CTP EIR	February 2009
Authority Adopts Final 2009 CTP	February/March 2009
RTPCs Adopt Final Action Plans	April 2009

**Consideration of TRANSPAC's request to proceed with an Action Plan that does not include MTSOs.**

TRANSPAC's draft Action Plan does not include MTSOs. In its letter dated August 26, 2008 (see Attachment B), TRANSPAC is requesting that the Authority incorporate the Central County Action Plan into the CTP, and allow TRANSPAC to proceed with its action plan without MTSOs. TRANSPAC requested that the Planning Committee and Authority consider this request at its earliest convenience. Staff recommends an affirmative response, based on:

- 1) An expressed willingness on the part of the Authority to review the GMP program and consider revisions and refinements;
- 2) The desirability of proceeding forward with the Countywide Plan, which can be done without adoption of MTSOs by TRANSPAC;
- 3) Changing external circumstances, as highlighted in PC Item 6, which create new pressures and issues for the Authority to address, and that may suggest redirection of Authority focus and efforts; and
- 4) After nearly 18 years of experience, a reevaluation of the GMP in light of the Authority's experiences may be appropriate.

TRANSPAC is requesting a three-month review process of all GMP-related documents. The context for this request is:

- Current Authority Policy
  - The Implementation Guide requires that the Action Plan include quantifiable MTSOs.
  - Measure J requires that local jurisdictions work through the RTPCs to establish MTSOs for regional routes and actions for achieving the MTSOs.
  - Measure J requires applications of the Authority's travel demand model and technical procedures to analyze GPAs and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.
- TRANSPAC's Issues with MTSOs
  - Previously Adopted MTSOs cannot be met by 2030;
  - Conducting an analysis of the impacts of a proposed GPA on the MTSOs can be time consuming and expensive;
  - Some corridors are subject to TMPs, where delay is intentionally imposed along a corridor. Along such corridors, the usefulness of having a delay-based MTSO is questionable.
- Implications of Granting TRANSPAC's Request
  - In the short run, the CTP could proceed on schedule, because the CTP DEIR does not evaluate the MTSOs.
  - Allowing TRANSPAC a permanent "exemption" from the MTSO requirement would require changes to Authority policy, and possibly to the Measure J Expenditure Plan.
  - Specific changes would need to be carefully evaluated, with regard to the State CMP legislation, which requires multi-modal measures of performance, and evaluation of land use decisions on the regional transportation system using those measures.

## ATTACHMENT A Synopsis of the Action Plans

Copies of the Action Plans may be downloaded from [ccta.net/current](http://ccta.net/current) activities. Below is a brief summary of each plan's key objectives, performance measures (MTSOs), and actions.

### West County

#### Key Objectives:

- Maintain transit system quality and encourage continued use of alternative transportation modes;
- Continue planning and funding of bicycle and pedestrian routes;
- Improve emergency access to and along freeways and major arterials;
- Implement ferry service to the cities of Hercules and Richmond;
- Plan and implement youth advisory internships;
- Study West County goods movements;
- Maintain and enhance roadway network; and
- Work towards the AB 32 (Global Warming Solutions Act of 2006) requirement of reducing GHG emissions to 1990 levels by 2010.

#### Performance Measures:

- Maintain LOS "E" or better on all segments of I-580;
- Increase I-80 HOV lane usage by 10% by 2012;
- Maintain a Delay Index of 3.0 or less on I-80 during the weekday morning and evening peak hour;
- Maintain LOS E on San Pablo Dam Road, San Pablo Avenue, and SR 4.
- Maintain LOS D on other major arterials.

#### Actions:

The plan includes operational improvements to the I-80 and San Pablo Avenue corridor, as well as new and expanded transit services and facilities. The multi-modal "Smart Corridor" project on San Pablo Avenue may see further enhancements; the I-80 Integrated Corridor Management Project will deploy enhanced signal and notification technology throughout the corridor and allow collaborative, joint management of local arterial and freeway traffic by Caltrans and local jurisdictions. A number of new or enhanced transit facilities and services are also planned, including possible ferry service to Richmond and a rail station in Hercules that may also be served by ferries.

### Central County

#### Tenets:

- Support the planning for and management of the transportation system in coordination with other community interests;
- Support management of regional freeway corridors to facilitate regional travel and to encourage interregional travelers to use the freeways and transit network rather than local and arterial streets.

- Support traffic management strategies for arterial Routes of Regional Significance (Regional Routes), including use of the storage capacity of certain roads to moderate traffic volumes (creation of traffic “reservoirs”) to better manage peak through traffic.
- Support improved transit facilities and services to provide mobility choices and alternatives to the single occupant vehicle
- Support the TRANSPAC-TRANSPLAN Transportation Demand Management Program (branded as 511 Contra Costa) to reduce the number of single occupant vehicles on the road network, increase transit ridership and promote alternatives to the single-occupant vehicle.

Goals:

- Encourage land use decisions that manage the increase of overall traffic demand;
- Increase HOV lane usage;
- Work to improve freeway flow;
- Manage arterial traffic flow;
- Support an efficient and effective transit system;
- Increase participation in the 511 Contra Costa Program and to improve multi-modal mobility and decrease single-occupant vehicle use in Central County.

Performance Measures:

- As noted above, TRANSPAC is requesting that the Authority allow TRANSPAC to proceed without MTSOs, and allow more time to develop an alternative approach.

Actions:

Preliminary planning efforts have focused on further enhancements to management of the arterial system through the East-Central Traffic Management Program, HOV gap closure projects, other operational and arterial roadway improvements, and enhancements to the I-680/4 and other interchanges on the freeways. Central County is exploring, or implementing, a number of new transit-oriented developments, and also has plans for expanded bus and express bus services.

East County:

Overall Goals:

- Implement Regional Highway Transportation Facility Improvements
- Continue Growth Mitigation and Monitoring Program
- Monitor and Update the East County Sub-regional Transportation Mitigation Fee
- Make Spot Traffic Engineering Improvements
- Provide Freeway and Arterial Traffic Operations Improvements
- Explore Rail Transit Operations
- Expand Park-and-Ride Lots
- Offer Transportation Demand Management Programs
- Provide Intermodal Transit Centers
- Transportation Funding
- Encourage Walking and Bicycling Transportation
- Expand Transit Service

- Pursue Jobs-Housing Balance in East County
- Encourage Adequate Maintenance of the Transportation System

**Performance Measures:**

- SR-4 and the SR-4 Bypass: Delay Index should not exceed 2.5 during the AM or PM Peak Period for these facilities.
- HOV lane utilization should exceed 600 vehicles per lane in the peak direction at peak hour.
- Signalized Suburban Arterial Routes: LOS D (by CCTA LOS methodology)
- Rural Unsignalized Roadways: LOS D (by roadway segment)
- TMP Provision: Roadway segments subject to a Traffic Management Plan may be analyzed using a measure other than LOS or V/C during TMP operations.

**Actions:**

Completion of the Route 4 widening project, the Route 4 Bypass, and eBART are the key capital projects that are needed to help East County achieve its objectives to keep freeways flowing at steady speeds during rush hour. Safety improvements to Vasco Road and the East County Corridor are also very important. Funding of these projects will continue through Measure J and East Contra Costa Regional Fee and Financing Authority to leverage regional, state, and federal funding sources. These projects, coupled with a growth management plan that emphasizes economic development to stimulate job growth in East County, comprise the main platforms of this Action Plan.

**Lamorinda:**

**Goals:**

- Preserve and enhance the semi-rural character of the community;
- Pursue actions to meet or sustain service objectives that will reduce reliance on single-occupant automobile travel;
- Support actions that help achieve environmental goals, through participation in countywide, regional, and statewide transportation improvement plans;
- Avoid the addition of roadway capacity for single-occupant vehicles;
- Enhance mobility by providing alternative travel options;
- Actions should not lead to an increase in the use of BART parking in Lamorinda by people driving into the area from outside communities;
- Pursue actions to improve safety of travelers by all modes;
- Coordinate local land use planning and regional transportation planning;
- Encourage through-trips and interregional travel to stay on freeways and discourage diversion of these trips to arterial and local streets as a mechanism for ensuring intraregional mobility;
- Maintain capacity constraints at selected gateways with the intent of preserving and improving mobility on regional routes within Lamorinda;
- Efficiency improvements, such as signal timing and other operational improvements, especially those that help side street traffic and buses, are important, but not at the risk of compromising pedestrian and bicycle safety;
- Increase the transit ridership within Lamorinda by at least 10 percent by 2018;
- Increase the average vehicle occupancy on Camino Pablo/San Pablo Dam Road and on Pleasant Hill Road/Taylor Boulevard to at least 1.3 during the peak commute hours by 2018.

**Performance Measures for SR-24:**

- Maintain a Delay Index of 2.0 (2.5 after 2030) or lower on the corridor between I-680 and Caldecott Tunnel during peak periods in the peak commute direction including freeway onramps;
- Maintain a Delay Index of 1.5 or less for all but the six most congested hours of the day;
- Maintain an hourly average loading factor of 1.5 or less approaching Lafayette Station westbound and Orinda Station eastbound during each and every hour of service.

**Performance Measures for Pleasant Hill Road:**

- Establish CCCTA bus service on Pleasant Hill Road and/or Taylor Boulevard that has a composite frequency of at least two buses per hour during peak commute and school times (6:30 AM—9:30 AM and 3:30 PM—6:30 PM) and direct connection to the Lafayette BART station;
- Maintain school bus service on Pleasant Hill Road and Taylor Boulevard;
- Maintain a maximum wait time for drivers on side streets wishing to access Pleasant Hill Road or Taylor Boulevard of one signal cycle or less;
- Maintain peak hour peak direction delay index of 2.0 or lower.

**Performance Measures for San Pablo Dam Road/Camino Pablo:**

- Maintain peak hour peak direction delay index of 2.0 or lower;
- The maximum wait time for drivers on side streets wishing to access San Pablo Dam Road or Camino Pablo should be no greater than one signal cycle.

**Actions:**

The focus here is implementation of a policy to preserve mobility on the SR 24 corridor for Lamorinda residents, with support for the Caldecott Tunnel, HOV improvements, and testing of traffic operations plans, including the use of signal timing to meter traffic on Pleasant Hill Road. A major goal of these actions is to reduce the use of Pleasant Hill Road, San Pablo Dam Road, and Camino San Pablo as alternatives to freeway travel. The new actions also address other modes of travel through support for expanded BART seat capacity, construction of additional park-and-ride lots, and bicycle and pedestrian safety improvements.

**Tri-Valley Transportation Council:**

**Goals:**

- Integrate transportation planning with planning for air quality, community character and other environmental factors;
- Support corridor management programs to make the most efficient, effective and safe use of existing facilities and services;
- Support incident management programs to maintain mobility when accidents or breakdowns occur on major transportation facilities;
- Consider both the need for vehicular mobility and congestion reduction, and such livability concepts as walkability, bicycle access and community character;
- Maintain and actively pursue expanded transit, ridesharing and non-motorized mode options and trip reduction programs to increase accessibility, to increase the transit share of travel in the Tri-Valley and to increase average vehicle occupancy;
- Manage school-related traffic to enhance safety and reduce peak period traffic impacts;
- Classify the Routes of Regional Significance as either interregional or intraregional in order to recognize the different trip types served on each Route;
- Maintain established MTSOs on routes of regional significance;
- Maintain established capacity constraints to limit interregional traffic at Tri-Valley gateways in I-580, I-680, Crow Canyon Road, and Vasco Road;

- Encourage through-trips and interregional travel to stay on interregional routes and discourage diversion of these trips to intraregional routes as a mechanism for ensuring intraregional mobility;
- Support arterial traffic management strategies that address hotspots at critical intersections and approaches;
- Respect past regional commitments in the prioritization of funding of projects;
- Work cooperatively with regional transportation partners to maximize funding opportunities.

Performance Measures:

- Maintain a peak hour travel speed of 30 miles per hour or above on I-580 and I-680;
- Maintain a target Delay Index of 2.0 for I-580 and I-680 and 3.0 for SR 84;
- Duration of congestion on I-680 and SR 84 should not exceed five hours per day;
- Maintain a level of service “D” or better for each of the intersections on the Routes of Regional Significance.

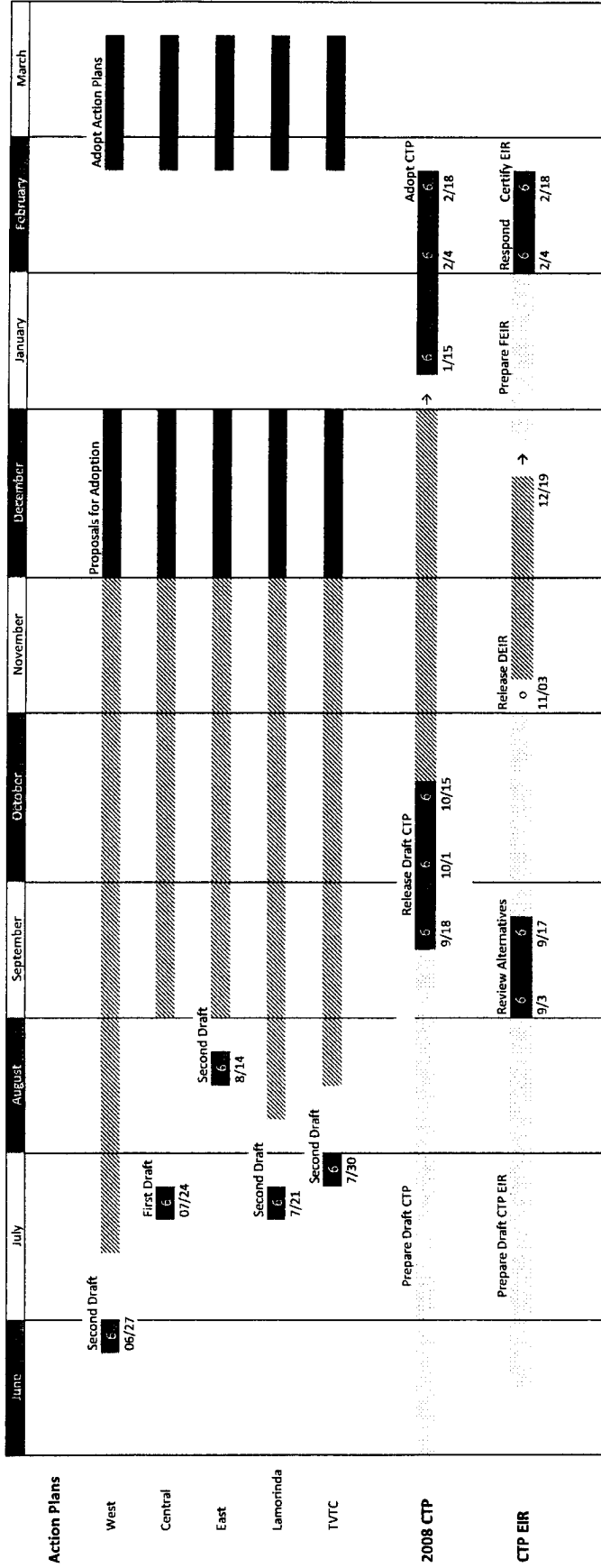
Actions:

This area is emphasizing a significant push to improve operations on I-580 through construction of HOV/HOT lanes and intensified corridor management, coupled with a gateway constraint policy that will prevent the Tri-Valley’s transportation system from being overwhelmed by external commuters. Major transit improvements include a proposal for an additional BART station in West Dublin, enhancements to ACE commuter service, expanded express bus service along heavily traveled corridors, and reorientation of existing bus service to BART and park-and-ride lots. Recent planning includes some higher density development around BART stations to support greater use of transit facilities.



# Attachment B

## Overall Schedule for 2009 CTP and CTP EIR



Public Review

Review

Preparation

**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

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

August 26, 2008

Dear Chair Hudson:

At its meetings on July 14 and July 24, 2008, TRANSPAC took the following actions that may be of interest to the Transportation Authority. A number of actions regarding the Central County Action Plan, the Measure J Growth Management Program, its implementation documents and implementing resolutions were taken as part of these meetings.

1. Approved the TRANSPAC TAC's Plan A recommendation. Prior to the meeting, CCTA staff communicated that the Plan A recommendation was acceptable and that a 3 month rather than 18 month review period is sufficient for the proposed review of all Measure J Growth Management documents (see details below).

- Plan A is based on the premise that the Transportation Authority's 2030 model includes the General Plans adopted by Central County local jurisdictions. Inclusion in the 2030 model means that these General Plans have been analyzed by the CCTA staff for effects on the regional transportation network. As a result, no additional MTSO analysis is required for a development project of any size which is consistent with an adopted Central County General Plan. This premise is proposed to be stated in the Central County Action Plan (and should be included in the Implementation Guide for the Growth Management Program) to make clear that no additional MTSO analysis will be required for development projects that are consistent with an adopted General Plan.
- Plan A also includes TRANSPAC's request to the Transportation Authority to concur that TRANSPAC may proceed with an Action Plan without MTSOs to allow more time to develop some other solution(s) to the MTSO dilemma. The Planning Committee is requested to review this request at its earliest convenience.
- In addition, TRANSPAC is requesting that during an +/- 18 month review process, all of the documents regarding the Growth Management Program (the Draft Growth Management Program Implementation Guide, its Technical Procedures, implementing Resolutions 95-06-G and 92-03-G) should be reviewed, aligned for consistency and repackaged into a single document for Authority adoption to be used by local jurisdictions for Growth Management Plan compliance purposes.
- Note: At the 7/24/08 meeting, in response to a CCTA staff statement that the Growth Management Program review could be completed in 3 months, TRANSPAC adopted a motion to revise the GMP review time line from 18 months to 3 months.
- TRANSPAC approved consideration of the redefinition of Routes of Regional Significance as super segments and/or future corridor management plans areas. The TAC

believes that the definitions for freeways address this issue and that the application of super segments/corridor management plan areas for arterials should be addressed after the review of the Growth Management Program and related documents is completed.

- In addressing the issue of General Plan Amendments (GPA), TRANSPAC approved a proposal to CCTA to revise Resolutions 95-06-G and 92-03-G as shown below.
- **Resolution 95-06-G:** In Attachment A, paragraph 2, revise to read - "The process requires that a jurisdiction study the impacts of a proposed GPA on the Action Plan when the size of the GPA exceeds the threshold size established by the RTPC in the Plan; ~~or~~ and 500 net new peak hour vehicle trips if such threshold has not been established."
- **Resolution 93-02-G:** In the fourth Whereas, revise to read - "Whereas as an interim measure, the Authority wishes to facilitate notification of affected jurisdictions of the preparation of environmental documents for proposed projects ~~or~~ and General Plan Amendments that generate more than 100 net new peak hour vehicle trips so that affected jurisdictions may comment on draft environmental documents; and ... "

2. TRANSPAC approved a motion that its elected representatives, Planning Commissioners and Technical Advisory Committee staff intend to fully participate in the review of the Measure J Growth Management Program and its implementing documents (the Implementation Guide and Technical Procedures) and Resolutions.

3. Completed its second full review of the TRANSPAC Action Plan chapters 2-5. Revisions will be incorporated before posting on the TRANSPAC web site.

TRANSPAC will release the revised Action Plan to the CCTA as requested, for use in the development of the Countywide Transportation Plan EIR after the completion of its review.

Within this context, TRANSPAC will continue its review of the Draft TRANSPAC Action Plan and update the project list in Chapter 5, Table 5-1. Please note that CCTA staff has been requested to revise the format of charts, tables (Chapter 2) and the Central County map.

4. TRANSPAC's position regarding review of the Draft Implementation Guide to be sent under separate cover.

5. Approved a letter of support for County Connection's New Freedom Grant Application for \$150,000 in planning funds for mobility management centers.

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  
Mark Sakamoto, Nancy Cuneo, WCCTAC  
John Cunningham, TRANSPLAN  
Andy Dillard, SWAT  
Steve Wallace, City of Pleasant Hill

ATTACHMENT D  
ACTION PLAN COMPONENTS

The Authority's Implementation Guide (Proposal for Adoption – June 18, 2008) state that the Action Plans will be required to include the following components.

1. **Long-range assumptions regarding future land use based on local general plans, consistent with regional forecasts.** The Authority maintains and updates a Land Use Information System (LUIS) that is consistent with the regional forecasts prepared by the Association of Bay Area Governments and reflects local plans for future development. The RTPCs are to use the LUIS in the short- and long-range forecasts used in developing and updating the Action Plans.
2. **Overarching goals that articulate the Authority's vision for the future.** These goals can be either qualitative or quantitative. They can also be corridor specific, or apply to the entire subregion. For example, a goal could be to improve trunk-line transit service along a specific corridor or to improve overall transit ridership within the entire subregion.
3. **Adopted MTSOs that use a quantifiable measure of effectiveness and include a target date for attaining the objective.** For Regional Routes that connect two or more regions of Contra Costa, adopted objectives are to be the same in the Action Plans prepared by different Regional Committees. Objectives are to be consistent with the Authority's adopted goals. Measurable MTSOs might include travel time, level-of-service, auto occupancy, or transit ridership. (Table 2 on the following page gives specific examples)
4. **A set of actions to be implemented by each participating jurisdiction.** Actions may include commitments to: 1) fund a specific project or program; 2) support one or more strategies; or 3) implement any number of measures, all of which work towards the achievement of the MTSOs. The actions may be the same for each locality, or may vary. They may relate to capital improvements, fees, land use policy, TSM/TDM, transit service, or other programs and projects. Some actions may apply to more than one Regional Route because of the breadth of their impact. This is particularly likely in relation to land use measures.

5. **Requirements for consultation on environmental documents among participating localities.** Each Regional Committee will develop its own requirements specifying a threshold size for projects to be subject to the consultation requirements. These requirements must be at least as stringent as those contained in the California Environmental Quality Act (CEQA) and the CEQA guidelines. Furthermore, the threshold size for projects must be no more than the threshold established in adopted Authority policy. Consultation on environmental documents should not be limited to neighboring jurisdictions; it should include all localities that could be affected by a project's impacts. Section 4 provides further information regarding this requirement.
  
6. **Procedure for review of impacts resulting from proposed local General Plan amendments that have the potential to influence the effectiveness of adopted Action Plans.** Because the Action Plans will be based on land use assumptions reflecting local General Plans, General Plan amendments may affect implementation of Action Plans. The Authority has adopted a process for notification and review of the impact of proposed General Plan amendments. (See Section 4 for a more detailed description of the process and local requirements in it.) Within the framework of adopted Authority policy, the Action Plans will outline how that process will be implemented for GPAs within the Action Plan area.
  
7. **Schedule for the Regional Committee and the Authority to review progress in attaining MTSOs, and revision of Action Plans as needed.** The updated Action Plans will represent each RTPC's best efforts to develop projects and programs that will result in progress towards meeting objectives. Because of the difficulty of anticipating program effectiveness, the Action Plans should be reviewed periodically and revised as appropriate.

# THE GROWTH MANAGEMENT PROGRAM

## Goals and Objectives

The overall goal of the Growth Management Program is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land use decisions.<sup>1</sup>

The objectives of the Growth Management Program are to:

- Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.
- Require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies.
- Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.
- Support infill and redevelopment in existing urban and brownfield areas.

## Components

To receive its share of Local Transportation Maintenance and Improvement funds and to be eligible for

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<sup>1</sup> The Authority will, to the extent possible, attempt to harmonize the Growth Management and the State-mandated Congestion Management Programs. To the extent they conflict, Congestion Management Program activities shall take precedence over Growth Management Program activities.

Contra Costa Transportation for Livable Communities funds, each jurisdiction must:

### 1. ADOPT A GROWTH MANAGEMENT ELEMENT

Each jurisdiction must adopt, or maintain in place, a Growth Management Element as part of its General Plan that outlines the jurisdiction's goals and policies for managing growth and requirements for achieving those goals. The Growth Management Element must show how the jurisdiction will comply with sections 2–7 below. The Authority will refine its model Growth Management Element and administrative procedures in consultation with the Regional Transportation Planning Committees to reflect the revised Growth Management Program.

Each jurisdiction is encouraged to incorporate other standards and procedures into its Growth Management Element to support the objectives and required components of this Growth Management Program.

### 2. ADOPT A DEVELOPMENT MITIGATION PROGRAM

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 local program to mitigate impacts on local streets and other facilities and a regional program to fund regional and subregional transportation projects, consistent with the Countywide Comprehensive Transportation Plan.

The jurisdiction's local development mitigation program shall ensure that revenue provided from this measure shall not be used to replace private devel-

## TRANSPORTATION SALES TAX EXPENDITURE PLAN

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oper funding that has or would have been committed to any project.

The regional development mitigation program shall establish fees, exactions, assessments or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development. Regional mitigation programs may adjust such fees, exactions, assessments or other mitigation measures when developments are within walking distance of frequent transit service or are part of a mixed-use development of sufficient density and with necessary facilities to support greater levels of walking and bicycling. Each Regional Transportation Planning Committee shall develop the regional development mitigation program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives and actions to achieve them established in the Action Plans for Routes of Regional Significance. Regional Transportation Planning Committees may use existing regional mitigation programs, if consistent with this section, to comply with the Growth Management Program.

### 3. ADDRESS HOUSING OPTIONS

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. The report will demonstrate progress by:

- (1) Comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in the jurisdiction's Housing Element; or
- (2) Illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportu-

nities for, and do not unduly constrain, housing development; or

- (3) Illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

In addition, each jurisdiction shall consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided, and shall incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments.

### 4. PARTICIPATE IN AN ONGOING COOPERATIVE, MULTI-JURISDICTIONAL PLANNING PROCESS

Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the Regional Transportation Planning Committees and the Authority to create a balanced, safe and efficient transportation system and to manage the impacts of growth. Jurisdictions shall work with the Regional Transportation Planning Committees to:

- A. Identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives.
- B. Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.
- C. Create the development mitigation programs outlined in section 2 above.



## TRANSPORTATION SALES TAX EXPENDITURE PLAN

- D. Help develop other plans, programs and studies to address other transportation and growth management issues.

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

Jurisdictions shall also participate in the Authority's ongoing countywide comprehensive transportation planning process. As part of this process, the Authority shall support countywide and subregional planning efforts, including the Action Plans for Routes of Regional Significance, and shall maintain a travel demand model. Jurisdictions shall help maintain the Authority's travel demand modeling system by providing information on proposed improvements to the transportation system and planned and approved development within the jurisdiction.

### 5. ADOPT AN URBAN LIMIT LINE (ULL)

Each jurisdiction must continuously comply with either a new "Countywide mutually agreed upon voter approved ULL" or the "local jurisdiction's voter approved ULL" before that jurisdiction would be eligible to receive the 18% return to source funds or the 5% TLC funds. In the absence of a new local voter approved ULL, submittal of an annexation request to LAFCO outside the countywide voter approved ULL will constitute non-compliance with the Measure C Growth Management Plan.

The new ULL will be developed and maintained consistent with the "Principles of Agreement" in Attachment A, incorporated herein by reference.

### 6. DEVELOP A FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

Each jurisdiction shall prepare and maintain a capital improvement program that outlines the capital projects needed to implement the goals and policies of the jurisdiction's General Plan for at least the following five-year period. The Capital Improvement Program shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements. The jurisdiction shall forward the transportation component of its capital improvement program to the Authority for incorporation into the Authority's database of transportation projects.

### 7. ADOPT A TRANSPORTATION SYSTEMS MANAGEMENT (TSM) ORDINANCE OR RESOLUTION

To promote carpools, vanpools and park and ride lots, each jurisdiction shall adopt a local ordinance or resolution that conforms to the model Transportation Systems Management Ordinance that the Transportation Authority has drafted and adopted. Upon approval of the Authority, cities with a small employment base may adopt alternative mitigation measures in lieu of a TSM ordinance or resolution.

### Allocation of Funds

Portions of the monies received from the retail transaction and use tax will be returned to the local jurisdictions (the cities and the county) for use on local, subregional and/or regional transportation improvements and maintenance projects. Receipt of all such funds requires compliance with the Growth Management Program described below. The funds are to be distributed on a formula based on population and road miles.

Each jurisdiction shall demonstrate its compliance with all of the components of the Growth Management Program in a completed compliance checklist. The jurisdiction shall submit, and the Au-

## TRANSPORTATION SALES TAX EXPENDITURE PLAN

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thority shall review and make findings regarding the jurisdiction's compliance with the requirements of the Growth Management Program, consistent with the Authority's adopted policies and procedures.

If the Authority determines that the jurisdiction complies with the requirements of the Growth Management Program, it shall allocate to the jurisdiction its share of local street maintenance and improvement funding. Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of the

Growth Management Program, the Authority shall withhold those funds and also make a finding that the jurisdiction shall not be eligible to receive Contra Costa Transportation for Livable Communities until the Authority determines the jurisdiction has achieved compliance. The Authority's findings of noncompliance may set deadlines and conditions for achieving compliance.

Withholding of funds, reinstatement of compliance, reallocation of funds and treatment of unallocated funds shall be as established in adopted Authority's policies and procedures.



# **TRANSPAC Transportation Partnership and Cooperation**

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

The Honorable Dave Hudson

August 26, 2008

Chair

And

The Honorable Brad Nix

Chair, Planning Committee

Contra Costa Transportation Authority

3478 Buskirk Avenue, Suite 100

Pleasant Hill, CA 94523

Dear Chair Hudson and Chair Nix:

I write, on behalf of TRANSPAC, to request that the Planning Committee and Transportation Authority Board delay review and action on the Draft Growth Management Program Implementation Guide until the Technical Procedures and all other Growth Management Program documents (including Resolutions 95-06-G and 92-03-G) have been reviewed, circulated to the RTPCs, TACs and TCC for review/comment, and then perhaps redrafted as necessary, before review by the Planning Committee and adoption by the CCTA Board.

On June 18, 2008, the Transportation Authority approved release of the Proposal for Adoption of the Growth Management Program Implementation Guide for Measure J. At that time, adoption of the document in September was considered a possibility based on the assumption that the CCTA Technical Coordinating Committee (TCC) would have an opportunity both to review the Guide (and comments received thereto) again before final adoption, and to reassess procedures for Action Plan development/implementation based on the lessons learned from the current Action Plan experience.

The Proposal for Adoption for the Implementation Guide was released on July 24, 2008 for a 45 day review period which ends on September 19, 2008. TRANSPAC had hoped to hold its comments for an anticipated full discussion of the many issues affecting the implementation of the Measure J Growth Management Program. However, looked at holistically, the Implementation Guide review schedule, the TRANSPAC meeting schedule and Planning Committee deliberation schedule make it clear that these this document cannot be reviewed in a systematic way. The Technical Procedures update is not yet completed and available for careful study and review. CCTA staff suggested that the updated Technical Procedures, which are required to be used for the various technical analysis components of the Growth Management as well as Congestion Management Programs, would be updated over this summer. The TRANSPAC TAC has advised TRANSPAC that the Draft Growth Management Implementation Guide is "built" in large part on the Technical Procedures. TRANSPAC suggests that any review/revision of the Implementation Guide should wait until the Technical Procedures Update is completed.

In addition, TRANSPAC has been advised by CCTA staff that a review/update of all Growth Management Program documents including Resolutions 95-06-G and 92-03-G can be completed in three months. TRANSPAC believes that this effort should include review/revisions to the Technical Procedures as necessary, and that such a review will not impact the ability to complete a review/revision of all of the necessary documents.

TRANSPAC requests that the Planning Committee and Transportation Authority Board delay review and action on the Draft Growth Management Program Implementation Guide until the Technical Procedures and all other Growth Management Program documents (including Resolutions 95-06-G and 92-03-G) have been reviewed, circulated to the RTPCs, TACs and TCC for review/comment, and possibly revised by CCTA Staff before adoption by the CCTA Board.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "David Durant". The signature is written in a cursive style with a large, stylized "D" and a small "du" at the end.

David Durant  
Chair

cc: TRANSPAC Representatives  
TRANSPAC TAC  
Bob McCleary, Martin Engelmann CCTA staff

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**MEMORANDUM**

**TO:** Barbara Neustadter

**FROM:** John Greitzer and John Hall

**DATE:** August 27, 2008

**SUBJECT:** Comments on CCTA Growth Management Implementation Guide

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This memo is in response to your request on August 21 for comments on the Implementation Guide for the Growth Management Program, which the Contra Costa Transportation Authority has circulated for review. Please feel free to share this with the Technical Advisory Committee.

**General comments**

1. The entire Growth Management Program as described in the Implementation Guide should be rethought. Even though the Growth Management Program was revised somewhat for Measure J a few years ago, it is still, in essence, a relic of the mid-1980s mindset when the first two sales-tax ballot measures were created (the first failed, the second passed). For at least some of the Central County communities, traffic congestion is not a top concern. Rather than clinging to an outdated program that is filled with congestion-related busywork and "tweaking" it a bit, it would be more useful to rethink and revamp the entire growth management program so that it serves today's needs and issues. For some communities in Contra Costa County, congestion remains an important issue; for other communities, it does not.

2. The program is too complex, as evidenced by the fact that the Implementation Guide is 116 pages long -- far too long to be useful. If a program can't be explained in a few pages, it is too complex. Programs that are this complex inevitably end up being all process, with no meaningful outcomes. The Growth Management Program is no exception.

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 their impacts on regional routes. We suggest CCTA and the jurisdictions take all the time necessary to rethink the entire process so it focuses on what is most important -- people and communities, not roads. A community cannot have a successful downtown without congestion. Traffic congestion is an inevitable sign of a thriving economy.

4. Related to the comments above, TRANSPAC already has expressed reservations about the concept of having to have specific numerical goals for traffic flow in the future (multi-modal transportation service objectives, or MTSOs). We reiterate our comments from our TAC

meetings that MTSOs are not useful and 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. 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. It is misleading to the public and to decision-makers to imply that we can predict future traffic conditions with any precision beyond a year or two in the future, and given the current fluctuations in gas prices, we can't even forecast accurately for one year in the future. Our growth management program should not be based on such speculative, 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 at our TAC meetings, 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 the project's actual impacts. There is no need for additional "Measure C"-type traffic analysis, because it doesn't help and simply adds process 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.

### **Specific comments**

6. Page 4 -- Regional Routes -- The paragraph quotes from Reso 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 . . ."

7. Page 9 – Section 1.2 – The only reference in this entire section to a requirement to assess the impacts on transportation is in the *Address Housing Options* subsection. This implies that studies are not necessary for commercial development.

8. Page 9 – 3<sup>rd</sup> paragraph... to ensure that new growth is paying its share of the costs associated with that growth...What does the word "costs" refer to? We believe this is specifically transportation costs, but it should be clarified.

9. Page 12 – top of page – delete the words, "relying instead on other way of correlating the circulation element with the land use element of the General Plan." This statement has nothing to do with Measure J. It is a State requirement on a General Plan.

10. Page 13 – top of page, add "voter approved" in front of Urban Limit Line.

11. Page 15 – second bullet near bottom of page. Change "circulation" to "notification."

12. Page 20 – After the fourth bullet under No. 1, change "Authority" to "RTPC."

13. Page 37 -- The new language exempts a development from a traffic study as long as it shows it is part of the land use assumptions of the General Plan. However the third paragraph requires a detailed review of the model's land use assumptions to "determine whether the forecast for the adopted Action Plan included the proposed project or GPA." This review cannot be performed, because one cannot "find" specific development proposals in the model's land use assumptions. In both local general plans and ABAG projections, the growth (land use) assumptions are not based on specific development proposals; rather, they are based on general factors such as the capacity of available buildable land in each area and policy decisions on how much growth to allow. 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. 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.

14. Page 37 – The third paragraph also states the Authority "will update the modeling every four years to assess the cumulative impacts of growth on MTSO performance." We are not clear on how CCTA intended this statement (whether it means the model will be relied upon to periodically assess the cumulative impacts of growth that has occurred, or if it just means CCTA will update its model every four years). We request clarification from CCTA on how this statement was intended. If it is intended that the model will be used to periodically assess the cumulative impacts of growth that has occurred, we suggest this be done through actual counts and measurements rather than model runs, since the model's margin of error is too great for this purpose.

15. Page 38 – In the top paragraph "major development" is defined as generating 100 peak hour trips. But on page 53 in table 5, projects that generate 100 trips are defined as "fast food restaurant," "very small center," "small office building." These definitions do not jive with "major developments." In addition, in the current version of the *Technical Procedures*, an intersection is exempt from analysis if it is impacted by less than 50 trips. Trips distributed from a development that generates 100 trips will likely be less than 50 trips once the trips pass through two signalized intersections. This is hardly a regional impact. We suggest that the 100 trip threshold be increased.

16. Page 38 – bottom of first paragraph, a "jurisdiction must notify RTPCs, prepare a traffic study and ....." It is our understanding of this *Guide* and the *Technical Procedures* that rather than prepare a traffic study the jurisdiction must determine if a traffic study is necessary. It may be exempt under the previous General Plan analysis or it doesn't generate enough trips to trigger the 50 trips at the intersection.

17. Page 39 – first full paragraph – It is our understanding that the CMP requirement can be satisfied by the periodic updates to the Countywide Model and does not need to be project



specific.

18. Page 39 – Section 4.1 – The *Implementation Guide* refers to the *Technical Procedures* for the details of requirements of traffic studies. The *Technical Procedures* require a traffic study to use CCTALOS for local streets. Measure J specifically does not set standards for local street operation. The CCTALOS requirement creates “quasi” countywide local intersection LOS standards which is exactly what was eliminated by Measure J. The *Implementation Guide* and *Technical Procedures* need to remove the references to CCTALOS.

19. Page 42 – First line amend to read, “may approve a General Plan amendment ***without consequences***, only if ...”

20. Page 42 – First bullet – Because the requirement is the effect on MTSOs, GMP required General Plan amendment traffic studies should not have to include any local street analysis.

21. Page 43 – Second paragraph in section 4.4 – We don’t see the value in sending a notice at the time of completion of the environmental document. We suggest revising Resolution 92-03-G.

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----- Original Message -----

**Subject:** RE: Review of proposal for adoption of the Implementation Guide for the Measure J Growth Management Program

**Date:** Tue, 26 Aug 2008 17:34:25 -0700

**From:** Kuzbari, Ray <Ray.Kuzbari@ci.concord.ca.us>

**To:** 'Barbara Neustadter' <bantrans@sbcglobal.net>, Cindy Dahlgren <cdahlgren@cccta.org>, 'DHeitma@bart.gov' <DHeitma@bart.gov>, Eric Hu <Ehu@ci.pleasant-hill.ca.us>, John Greitzer <jgrei@cd.cccounty.us>, John Hall <Hall@walnut-creek.org>, Lynn Osborn <losborn@511contracosta.org>, John McKenzie <john\_mckenzie@dot.ca.gov>, TIM TUCKER <TTUCKER@cityofmartinez.org>, Karen Majors <Kmajors@cityofmartinez.org>

Barbara,

Have the following comments on the GMP Implementation Guide Proposal for Adoption:

I would like to see the word "only" deleted near the top of page 42 of the proposed Implementation Guide, as shown in the pdf attachment. This is because a jurisdiction should have some wiggle room to approve a GPA if MTSOs are projected to be unacceptable under the cumulative scenario with or without the project based on the Countywide Model, and the project is not expected to significantly degrade the subject MTSOs.

If the update to the Central County Action Plan is supposed to specifically state that no additional MTSO analysis will be required for development projects that are consistent with an adopted General Plan, then wouldn't the whole discussion on evaluating the impacts of non-GPA development projects on MTSOs on page 37 of the proposed Implementation Guide become relevant for Central County?

What is the schedule for releasing a draft update to the *Technical Procedures*?

Thanks,

Ray Kuzbari  
Transportation Manager  
City of Concord Public Works  
455 Gasoline Alley, M/S 44

8/26/2008

Concord, CA 94520  
(925) 671-3129, Fax (925) 680-1660

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**From:** Barbara Neustadter [<mailto:bantrans@sbcglobal.net>]

**Sent:** Thursday, August 21, 2008 4:21 PM

**To:** Cindy Dahlgren; 'DHeitma@bart.gov'; Eric Hu; John Greitzer; John Hall; Lynn Osborn; John McKenzie; Ray Kuzbari; TIM TUCKER; Karen Majors

**Subject:** Review of proposal for adoption of the Implementation Guide for the Measure J Growth Management Program

TAC Members:

On July 24, 2008, the CCTA staff released the latest version of the Measure J GMP Proposal for adoption.

Comments are due on September 19, 2008. Please note that the review period does not include a regularly scheduled TRANSPAC TAC meeting.

TRANSPAC's request for CCTA review/revision of the Measure J GMP and all implementation documents is to be heard at the Planning Committee meeting on September 3 and theoretically, any recommendation would be forwarded to the full CCTA Board meeting on September 17.

Given that the outcome of TRANSPAC's request is unknown, TAC comments on the Implementation Guide need to be included on the September 11 TRANSPAC agenda to be forwarded to CCTA if necessary.

Please forward any comments to me as soon as you can for inclusion on the agenda.

Thanks very much!

Barbara

cies. To comply with the Measure J GMP, a jurisdiction may approve a General Plan amendment ~~only~~ if:

- The amendment does not adversely affect the ability of local jurisdictions to meet the ~~traffic service objectives~~ MTSOs or carry out the actions in the Action Plans;
- The General Plan amendment or the Action Plan, or both, have been modified to mitigate any adverse impacts; or
- The conflict resolution process has been successfully completed among the jurisdictions affected by the proposed amendment.

The procedure calls for "good faith" efforts on the part of the sponsoring and other jurisdictions and the notification of affected jurisdictions of any impacts on the ability to achieve MTSOs as soon as possible in the process.

#### **4.3 MITIGATION OF IMPACTS THROUGH THE MEASURE J DEVELOPMENT MITIGATION PROGRAM**

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Measure J requires that each jurisdiction adopt and maintain a development mitigation program to ensure that new growth pays its share of the costs associated with that growth. The program consists of both a local and regional components. The local program is intended to mitigate impacts on local streets and other non-regional facilities. The regional program is to fund regional and subregional transportation projects, consistent with the countywide CTP.

The jurisdiction's local development mitigation program should ensure that revenue provided from Measure J does not replace private developer funding that should be committed to a project. Therefore, mitigation projects that are identified in traffic impact studies should be incorporated into the local jurisdiction's mitigation program, and identified in the jurisdiction's five-year Capital Improvement Program, specifying the funding arrangements for the mitigations.

## 2. LAND USE AND TRANSPORTATION TRENDS

The current and future demands on Central County's regional routes are a direct result of three key factors.

- The levels of development and the intensity and location of that development in Central County
- The number of workers who live in Central County and work outside of the area, coupled with the numbers of workers who travel into the area from outlying regions for work or other purposes
- People who drive through without an origin or a destination in Central County

Forecasts for future population and employment levels in Central County were derived from the Contra Costa Transportation Authority (CCTA) Countywide Travel Model. Model forecasts are based on the Association of Bay Area Governments (ABAG) *Projections 2005* and the 2006 CCTA Land Use Information System (LUIS '06). Land use estimates or forecasts have been made for the years 2000, 2010, 2020, and 2030 through this process. The 2007 estimates were derived through straight-line interpolation between 2000 and 2010.

### Population Forecasts

As shown in Table 2-1, by 2030, the total Central County population and households are forecasted to grow 12 percent over 2007, adding approximately 36,000 more residents and 15,000 new households. The total number of jobs is expected to grow as well, but at a faster rate: 18 percent, or 31,000 new jobs. In comparison to other county subareas, Central County is expected to grow at a slower rate (see Table 2-2).

**Table 2-1: Central County Forecast Demographic Changes**

Characteristics	Year					2007 to 2030	
	2000	2007*	2010	2020	2030	Expected Increase	%
Total Population (1,000s)	290	310	315	332	346	36	12%
Total Households (1,000s)	118	121	123	129	134	14	11%
Total Employed Residents (1,000s)	151	153	155	172	189	36	24%
Total Jobs (1,000s)	167	176	182	191	211	31	20%
Jobs/Housing Balance	1.08	1.08	1.08	1.03	1.06	--	-2%

\*Interpolated from 2000 and 2010.

Source: CCTA Countywide Travel Demand Model, ABAG Projections 2005

**Table 2-2: Expected Growth Through Year 2030****Growth 2000 to 2007**

	Households		Employed Residents		Jobs	
	2000	2007	2000	2007	2000	2007
Central County	118,000	121,000	151,000	153,000	167,000	176,000
Growth	3,000		2,000		9,000	
% Change	3%		1%		5%	
East County	76,000	95,000	108,000	129,000	48,000	57,000
Growth	19,000		21,000		9,000	
% Change	25%		19%		19%	
West County	85,000	88,000	110,000	113,000	76,000	79,000
Growth	3,000		3,000		3,000	
% Change	4%		3%		4%	
Lamorinda	23,000	23,000	29,000	30,000	19,000	20,000
Growth	0		1,000		1,000	
% Change	0%		3%		5%	
Tri-Valley†	103,000	119,000	152,000	173,000	183,000	202,000
Growth	16,000		21,000		19,000	
% Change	16%		14%		10%	
Total	404,000	445,000	551,000	597,000	493,000	535,000
Growth	41,000		46,000		42,000	
% Change	10%		8%		9%	

**Growth 2008 to 2030**

	Households		Employed Residents		Jobs	
	2007	2030	2007	2030	2007	2030
Central County	121,000	134,000	153,000	189,000	176,000	211,000
Growth	13,000		36,000		35,000	
% Change	11%		24%		20%	
East County	95,000	133,000	129,000	200,000	57,000	116,000
Growth	38,000		71,000		59,000	
% Change	40%		55%		104%	
West County	88,000	98,000	113,000	137,000	79,000	105,000
Growth	10,000		24,000		26,000	
% Change	11%		21%		33%	
Lamorinda	23,000	26,000	30,000	36,000	20,000	22,000
Growth	3,000		6,000		2,000	
% Change	13%		20%		10%	
Tri-Valley†	119,000	166,000	173,000	270,000	202,000	314,000
Growth	47,000		97,000		112,000	
% Change	39%		56%		55%	
Total	445,000	558,000	597,000	832,000	535,000	770,000
Growth	113,000		235,000		235,000	
% Change	25%		39%		44%	

† Includes Alameda County portion of Tri-Valley

Source: CCTA Countywide Travel Demand Model, ABAG Projections 2005

Table 2-3 shows that Central County's senior population (age 62 and over) is expected to grow significantly, increasing by 107 percent from 2007 to 2030, while the growth in working-age and youth populations are both expected to decrease slightly. Although the size of Central County's working-age population will drop by 2030, ABAG forecasts an increase in the number of employed residents because of the growing trend of seniors continuing to work.

**Table 2-3: Central County Forecast Population Changes by Age Group**

Characteristics	Year					Change 2007 to 2030	
	2007*	2007*	2010	2020	2030	Expected Change	%
Total Population (1,000s)	290	310	315	332	346	36	12%
Total Employed Residents (1,000s)	151	153	155	172	189	36	24%
Seniors (over 62) (1,000s)	49	59	63	92	122	63	107%
Adults (ages 18-61) (1,000s)	186	188	189	180	164	-22	-12%
Youth (ages 17 and younger) (1,000s)	62	63	64	60	60	-2	-3%

\*Interpolated from 2000 and 2010.

Source: CCTA Travel Demand Model, ABAG Projections 2005

## Commute Patterns

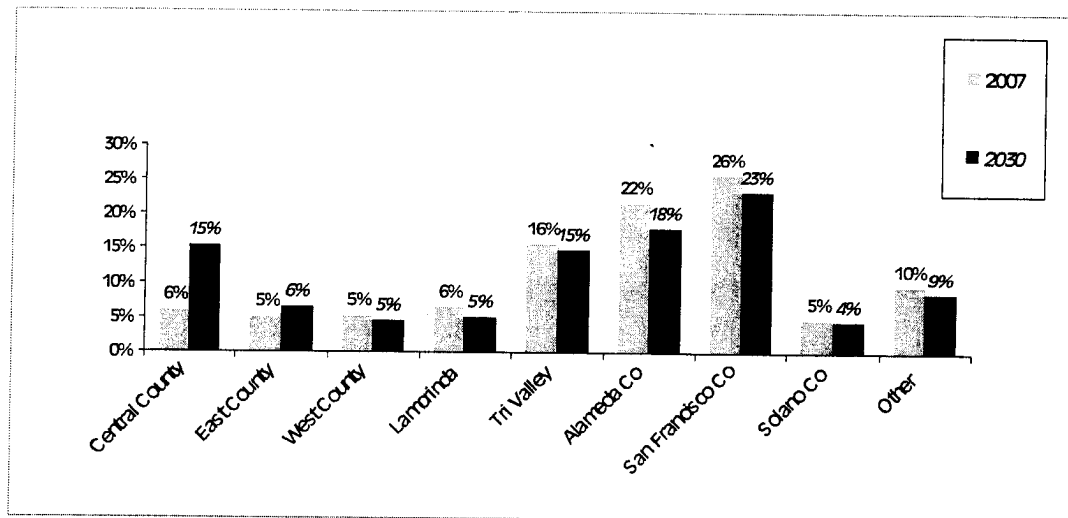
As shown in Table 2-1, Central County has a good "jobs-housing balance" – i.e., the number of employed residents roughly equals the number of jobs. However, many of those who live in Central County are employed in Oakland, San Francisco, and the Tri-Valley, while many Central County employees live in areas generally located to the north and to the east. Further, Central County is located at the "crossroads" of many larger commute patterns in the greater San Francisco Bay Area. As a result, traffic volumes are high in Central County.

Figure 2-1 shows that the percentage of Central County employed residents who also work in Central County is projected to more than double by 2030, from 6 to 15 percent, while the percentage of residents who commute into Oakland and San Francisco is expected to decrease slightly. Figure 2-2 shows that the percentage of workers commuting from East County and Solano is expected to decrease by 2030,



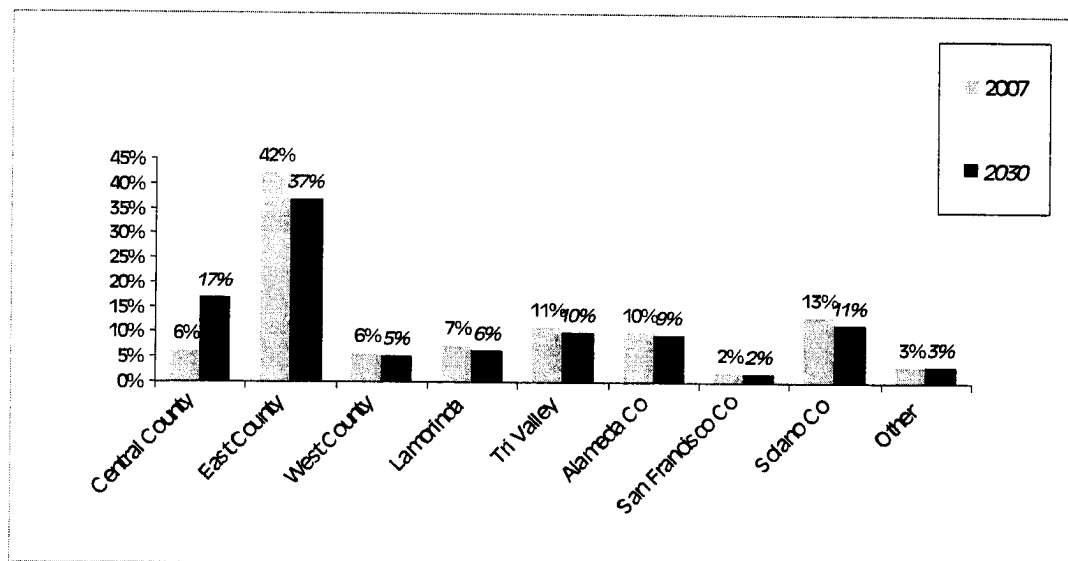
while the percentage of Central County jobs held by Central County residents will nearly triple from 6 to 17 percent.

**Figure 2-1: Where Central County Employed Residents Work, 2007 and 2030**



Source: CCTA Countywide Travel Demand Model, 2008

**Figure 2-2: Where Central County Workers Live, 2007 and 2030**



Source: CCTA Countywide Travel Demand Model, 2008

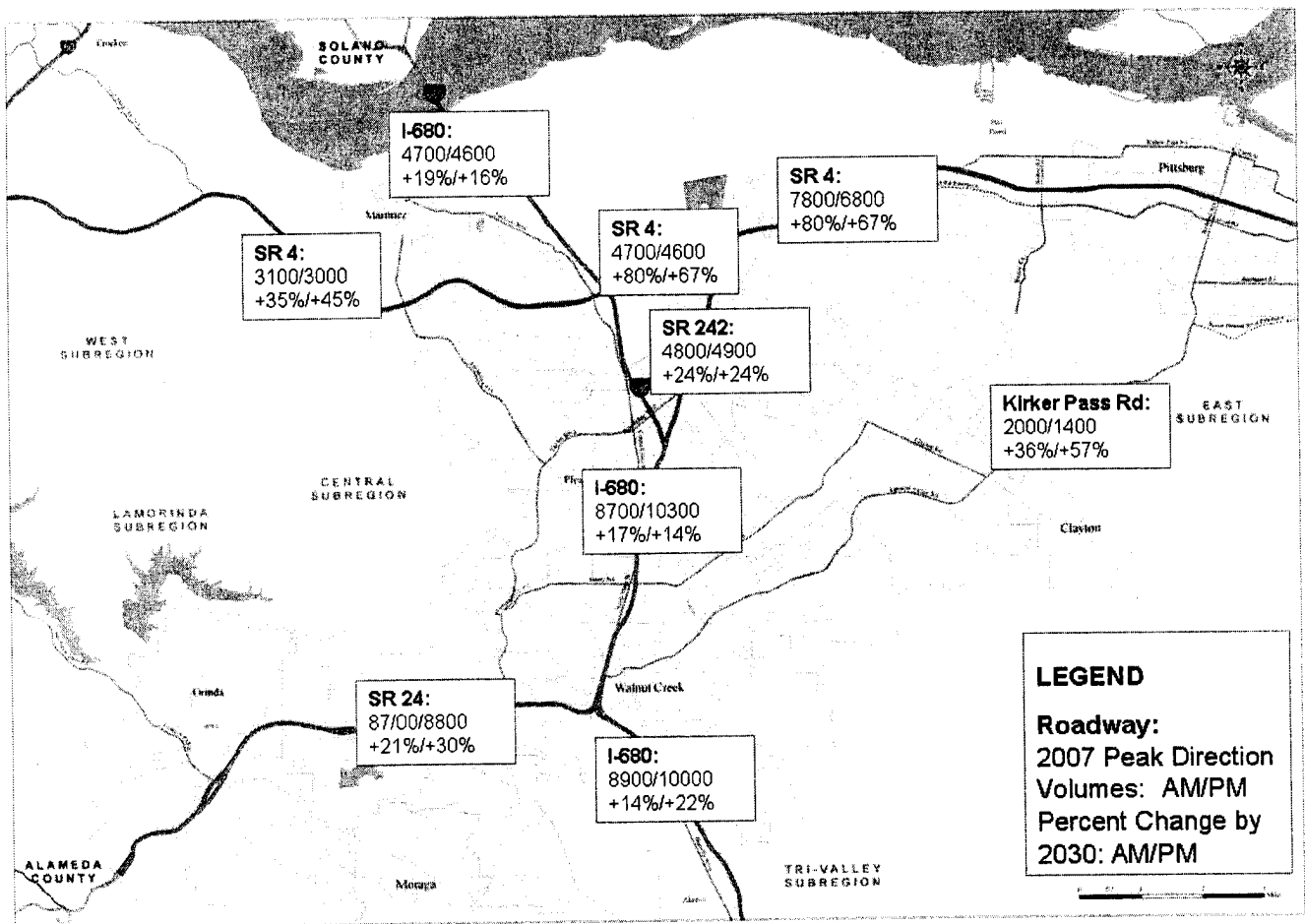
## Roadway Traffic Forecast

The combination of population growth, trends in working population, and commute patterns means that congestion is expected to worsen as traffic volumes in-

crease on major roadways in the future. TRANSPAC has focused on projects and operations strategies to manage increasing congestion and optimize traffic flow.

The map in Figure 2-3 shows how peak-hour traffic is forecasted to change on key roadways from 2007 to 2030. Appendix C provides 2007 and forecasted data for the peak-hour delay index, peak-hour average speed, and the peak-hour average vehicle occupancy rates as compared to the target MTSOs from the 2000 Update. The data show that the 2000 MTSOs will be exceeded well before 2030.

**Figure 2-3: Peak-Hour Traffic Increases on Key Roadways, 2007 to 2030**



Source: CCTA Travel Demand Model, 2008; DKS Associates 2008

## **5. FINANCIAL OUTLOOK**

On an ongoing basis, TRANSPAC makes every possible effort to identify its major capital investment priorities for inclusion in local, regional, state, and federal funding plans. TRANSPAC provides input to the Authority on the development of financial strategies that, if successful, result in the allocation of funds towards projects in Central County. In addition, TRANSPAC has implemented a Regional Transportation Mitigation Program (RTMP) to generate funding for project mitigations from private developers whose projects are found to increase traffic on Routes of Regional Significance (Regional Routes).

This Action Plan is not financially constrained; it includes both funded and unfunded projects. All of the key projects listed in Table 5-1 have a lead agency, a projected cost estimate and listed possible funding sources. As a result, these projects qualify for inclusion in the Authority's Comprehensive Transportation Project List, part of the 2008 CTP Update. As shown, project costs total just over \$900 million, while projected revenues are approximately \$355 million, leaving an unfunded shortfall of \$545 million.

### **TRANSPAC Regional Transportation Mitigation Program (RTMP)**

As required by Measure J, TRANSPAC has adopted an RTMP to ensure that new development pays to mitigate its impacts. The RTMP may include interjurisdictional agreements.

Under the TRANSPAC RTMP, the impacts of any new development are determined through the environmental assessment process under CEQA and project-specific mitigations are developed based on the environmental assessment.

The full text of the TRANSPAC RTMP is in Appendix A.



# DRAFT 2008 ACTION PLAN PROJECT LIST

Agency		Project Name	Project	Secured	Prospective STIP Requests (estimate)
CENTRAL COUNTY PROJECTS			Cost (2007\$)	Funding	
FREEWAY PROJECTS					
CCTA/CALTRANS	Caldecott Tunnel 4th Bore		\$420,000,00	TRANSPAC Measure J: \$62M	
CCTA/TRANSPAC	I-680 SB HOV Lane Restriping; Extend the Southbound HOV lane from north of Rudgear to Livorna Rd		\$3,000,000	Measure J: \$3M	
CCTA/TRANSPAC	I-680 SB HOV Lane Gap Closure: Close the HOV gap between N. Main and Livorna.		\$44,000,000	Measure J: \$29M RM2: \$15M	
CCTA/TRANSPAC	I-680 NB HOV Lane Extension: N. Main to SR242		\$44,000,000	Measure J: \$4M	
CCTA/TRANSPAC	I-680/SR4 Phase 3: Complete SR 4 missing lane		\$52,000,000	STIP-RIP: \$1.3M, Measure J: \$35.7	\$15M
CCTA/TRANSPAC	I-680/SR 4 NB to WB		\$76,200,000		\$5M
CCTA/TRANSPAC	I-680/SR4 EB to SB		\$44,000,000		\$2.5M
CCTA/TRANSPAC	I-680/SR4 SB to EB		\$40,500,000		
CCTA/TRANSPAC	I-680/SR4 WB to NB		\$26,000,000		
CCTA/TRANSPAC	I-680/SR4 HOV Flyover		\$82,000,000		
Martinez	I-680/Marina Vista Interchange Modifications		\$6,000,000	Measure J: \$1.3M	\$4.7M
Concord	SR242/Clayton Road On- and Off-ramps		\$31,000,000	Measure J: \$4.5M	\$27M
Concord	SR4/Willow Pass		\$32,800,000	Measure J: 2.8M; Developer Fees: \$20M	\$10M
Concord	SR4/Port Chicago Highway Interchange Improvments		\$35,000,000		
ROAD PROJECTS					
Clayton	Marsh Creek Road Upgrade		\$1,000,000		
Clayton	Pine Hollow Road Upgrade		\$300,000		
Concord	Waterworld Pkwy Bridge, to connect to Meridian Park Blvd.		\$12,500,000	Measure J: \$3M; Local: \$6.1M	\$3.4M
Concord	Clayton Rd. /Treat Blvd./Denkinger Rd. Intersection Capacity Improvements			Measure J: \$2M	
Concord	Commerce Avenue Roadway Extension and Bridge at Pine Creek		\$6,887,668	Measure C I-680: \$3.92M; TE Bill: \$1.36M; Local: \$1.60M	

Concord	Panoramic Dr. Extension	\$18,000,000			
Concord	Galaxy Way Bridge over Walnut Creek	\$11,000,000			
Concord	Ygnacio Valley Road Lane Ext. (Cowell to Michigan Widening)	\$11,000,000			
Concord	Bailey Road Traffic Improvements	\$4,790,026	Developer Fees: \$0.123M; Local ROW: \$0.123M		
County/Martinez	Pacheco Blvd: Widen to 4 lanes, construct new RR overcrossing for Burlington Northern Santa Fe Railway. Can be phased	\$35,000,000	Measure J: \$4.9M; Measure C: \$3M; City Fees: \$1.5 M; TOSCO/Solan o Fund \$3.6M	\$22M	
County	Alhambra Valley Road realignment and safety projects to straighten curves and improve operational and safety characteristics	\$5,080,000	Martinez AOB: \$0.7M, Local \$1.5M	\$3M	
County	Kirker Pass Rd Truck Climbing Lanes from Concord to Pittsburg	\$8,000,000	Measure J: \$5.8M; Prop. 42: \$1.2M	\$1M	
County	Arnold Drive Extension	\$15,000,000			
Martinez	Alhambra Avenue Safety Improvements, Walnut Avenue to Franklin Canyon Rd; Construct a second southbound lane on Alhambra Ave from Walnut Ave to Franklin Canyon Rd with other necessary signal, ramp, and median modifications.	\$1,750,000	Local: \$0.25M	\$1.5M	
Martinez	North Court/UPRR Overpass	\$19,000,000			
Martinez	Alhambra Avenue Widening (Phase 3)	\$6,000,000	Other: \$1M		
Pleasant Hill	Contra Costa Blvd Improvement; Between 2nd Ave and Monument Blvd, construct additional right and left turn lanes at various intersections, modify intersection lane alignments, add new class II bike lane, improve traffic operations throughout corridor.	\$8,248,000	Local: \$1M, STP: \$0.54M	\$7M	
Pleasant Hill	Buskirk Avenue Realignment, Phase 2	\$10,000,000	Measure J: \$8M; City: \$1M	\$1M	
Pleasant Hill	Pleasant Hill Road Improvement project - phases iii,iv,v	\$1,800,000			
Pleasant Hill	Monument Boulevard Widening	\$12,000,000			
Pleasant Hill	Contra Costa Boulevard Widening at Gregory Gardens , Doris to Doray	\$425,000			
Pleasant Hill	Gregory lane right turn lane at I-680 off-ramp	\$275,000			
Pleasant Hill	Contra Costa Boulevard at Oak Park Blvd. south bridge connector	\$200,000			
Pleasant Hill	Mayhew Way Widening	\$562,000			
Pleasant Hill	Mayhew Way Frontage Improvements	\$88,000			
Pleasant Hill	Paso Nogal Improvements	\$200,000			
Pleasant Hill	Cleaveland Road widening and sidewalk improvements	\$325,000		\$1M	
Pleasant Hill	Pleasant Hill Road installtion of new pedestrian and bicycle facilities, drainage improvements, traffic calming measures , and intersection improvements				
Pleasant Hill	Taylor Boulevard extend signal interconnect Pleasant Hill Road to Grayson Road				
Pleasant Hill	Taylor Boulevard eliminate free right turn lanes at Taylor Boulevard/Pleasant Hill Road intersection				
Walnut Creek	Ygnacio Valley Road (YVR) Rehabilitation - Phase 1; Overlay YVR from California Blvd to Civic Drive, including ADA upgrades, safety, intersection and traffic operations improvements.	\$2,849,000	Local: \$0.4M		
Walnut Creek	Ygnacio Valley Road (YVR) Rehabilitation - Phase 2: I-680-California; Phase 3: Civic to Bancroft; Phase 4: Bancroft to Oak Grove; Phase 5: Oak Grove to City Limits	\$20,500,00			

Walnut Creek	Ygnacio Valley Road @ Walnut Blvd. Left Turn Extension	\$400,000		
Walnut Creek	Bancroft/Ygnacio Valley Road New Eastbound Right Turn Lane	\$4,500,000		
Walnut Creek	Ygnacio Valley Road @ Homestead Ave. Left Turn Extension (350 feet)	\$350,000		
Walnut Creek	Ygnacio Valley Road @ Oak Grove Road Southbound Left Turn Lane	\$2,500,000		
Walnut Creek	Ygnacio Valley Road @ Marchbanks/Tampico Left Turn Extension	\$300,000		
Walnut Creek	Parkside/Buena Vista Ave Intersection Improvements	\$1,150,000		
Walnut Creek	Ygnacio Valley Road @ San Carlos Left Turn Extension	\$500,000		
<b>TRANSIT PROJECTS</b>				
BART	BART Walnut Creek Station Capacity Expansion - includes new paid area, platform expansion, new vertical circulation, additional fare gates, and fare collection	\$30,000,000		
BART	BART Pleasant Hill Station Capacity Expansion - includes expansion of existing paid area, new paid area, platform expansion, new vertical circulation, additional fare gates and fare collection equipment, etc.	\$50,000,000		
County Connection	Pacheco Transit Hub	\$2,031,922	PTMISEA:\$800k; Measure C: \$550k;RM2: \$1.089M; TFCA:\$92,922	
County Connection	DVC Transit Center	\$4,318,530	PTMISEA: \$2,231,030; T-Plus:\$350k; \$253k;FTA 5303:\$1,237,500; RM2:\$500k	
County Connection	Trunkline Transit service capital improvements from Pacheco Boulevard (Martinez) to Main Street (Walnut Creek) - Buses:	\$2,100,000		
County Connection	Infrastructure Improvements (bulb outs, queue jump lanes, passenger shelters, signage)	\$6,000,000		
County Connection	IT: (real time information, signal priority)	\$3,900,000		\$3.9M
Martinez	Martinez Intermodal Station (Phase 3)	\$12,600,000	Measure J: \$2.6M	
Martinez	Martinez Ferry Terminal	\$5,000,000		
511 CC/TRANSPAC	Clean Fuel Vehicle infrastructure	\$10,000,000		
<b>BICYCLE, PEDESTRIAN AND TRAIL PROJECTS</b>				
Clayton	Concord-Clayton Bikeway Clayton Town Center to Treat Boulevard in Concord	\$362,000		
Clayton	Mitchell Canyon Road, Pine Hollow to Clayton Road & South of Pine Hollow Road -Sidewalk Gap Closure	\$100,000		
Clayton	Oak Street , south of High Street, Sidewalk Gap Closure	\$50,000		
Clayton	Pine Hollow Road, West of Pine Hollow Estates Sidewalk Gap Closure	\$300,000		
Concord	Concord Boulevard Sidewalk Gap Closure Phase II	Bike/Ped Grant: \$0.82M; Local:\$0.45M		
Concord	Port Chicago Highway Sidewalk Gap Closure	\$270,000		
Concord	Treat Blvd Sidewalk - Coco's Restaurant to Cobblestone Drive Sidewalk Gap Closure	\$125,000		
Concord	Treat Boulevard-Cobblestone drive to Cowell Road Sidewalk Gap Closure	\$740,000		

County	Monument Blvd & Meadow Ln Pedestrian Infrastructure Improvements	TLC: \$2.2M; CDBG: \$0.275M; Local: \$1.569M		
County	David/ Minert Shortcut	\$200,000		
County	Pleasant Hill BART Shortcut Pedestrian Path	\$2,169,000	CCCO: \$600K; SRTS: \$300K; TLC: \$25K	
County	Pleasant Hill BART Station Bicycle and Pedestrian Access	\$1,000,000		
County	Alhambra Valley Road Shoulder Widening. East of Castro Ranch	\$2,000,000	Prop 1B: \$1.05 M; HRS: \$900K; Briones AOB: \$25K	
County	Delta-De Anza Class I Trail from Evora Road to Port Chicago Hwy	\$500,000		
County	Delta-De Anza Class I Trail from Port Chicago Hwy to Iron Horse Trail			
County	Delta-De Anza Class I Trail from Port Chicago Hwy to Iron Horse Trail			
County	Iron Horse Trail Overcrossing at Treat Blvd. / Jones Road	\$2,500,000		
County	Carquinez Scenic Trail design/construction between Port Costa & Martinez	\$3,800,000	SAFETEA-LU: \$1M	
County	Alhambra Valley Road Realignment to straighten curves/improve operational characteristics	\$357,000		
County	Marsh Creek Road Curve Realignment between Apasara Drive and Deer Valley Road	\$3,630,000	Marsh Creek AOB: \$350K	
County	Walnut Creek Area Overlay / Reconstruction	\$395,000	Measure C: \$395K	
County	Rudgare Road/San Miguel Drive/Walnut Boulevard/Mountain View Boulevard Safety Improvements	\$350,000	Central Co. AOB	
County	Pacifica Avenue Left Turn Pocket at Rio Vista School	\$375,000		
County	Willow Pass Road Widening to 4 lanes / Gap Closure from Bailey Road to Pittsburg City limits			
County	Marsh Drive Widening	\$2,471,000	West Concord Fees: \$2,472,000	
County	Center Avenue Widening: Pacheco Boulevard to Blackwood Drive	\$588,000	West Concord Fees: \$588,000	
County	Evora Road/Willow Pass Road Intersection	\$800,000		
County	Pacifica Avenue Sidewalk Gap Closure	\$123,000		
County	Boulevard Way Sidewalk Gap Closure	\$62,000		
County	Mayhew Way Sidewalk Gap Closure	\$80,000		
County	Pacheco Boulevard (from 3765 to 3789) Sidewalk Gap Closure	\$335,000		
County	Bethel Island Rd. Sidewalk Gap Closure	\$65,000		
County	Arnold Industrial Way Sidewalk Gap Closure	\$80,000		



County	Springbrook Road Sidewalk Gap Closure			
County	Pacheco Blvd. (from 4101 to 4285 ) Sidewalk Gap Closure			
County	Alhambra Valley Road Pedestrian Bridge	\$357,000	Prop 1B; \$297K; Alhambra Valley Fees: \$60K	
Martinez	Bay Trail (all unconstructed Phases)	\$1,000,000		
Martinez	Contra Costa Canal Trail: Extend, Muir Rd. to Martinez Reservoir			
Martinez	Howe Street Bicycle Lanes			
Martinez	Marina Vista Bike Lanes: Extend	\$500,000		
Martinez	Morello Avenue Bicycle Lanes Gap Closure , Pacheco Boulevard top Petit Lane	\$265,000		
Martinez	Morello Avenue Bicycle Lanes Gap Closure	\$322,000		
Martinez	Vine Hill Walkway (2 phases)	\$702,000		
Martinez	North Court Street Bicycle Lanes	\$195,000		
Martinez	Pacheco Blvd. Bike Lanes, Arnold Dr. to Muir Rd.	\$75,000		
Pleasant Hill	Pleasant Hill Road Improvement project - phases iii,iv,v	\$1,800,000		
Pleasant Hill	Monument Boulevard Widening	\$12,000,000		
Pleasant Hill	Contra Costa Boulevard Widening at Gregory Gardens , Doris to Doray	\$425,000		
Pleasant Hill	Gregory Lane right turn lane at I-680 off-ramp	\$275,000		
Pleasant Hill	Contra Costa Boulevard at Oak Park Blvd. south bridge connector	\$200,000		
Pleasant Hill	Mayhew Way Widening	\$562,000		
Pleasant Hill	Mayhew Way Frontage Improvements	\$88,000		
Pleasant Hill	Paso Nogal Improvements	\$200,000		
Pleasant Hill	Cleaveland Road widening and sidewalk improvements	\$325,000		
Pleasant Hill	Contra Costa Canal Trail realignment at Taylor Blvd.	\$60,000		
Pleasant Hill	Morello Avenue Bike Lanes	\$60,000		
Pleasant Hill	Pleasant Hill Road Pedestrian Bridge, Diablo View Road to Barnett Terrace	\$200,000		
Pleasant Hill	Pleasant Hill Road Pedestrian Improvements, Boyd Road to Geary Road	\$1,100,000		
Pleasant Hill	Taylor/Morello Pedestrian Improvements			
Pleasant Hill	Grayson Road/Grayson lane Bike Route	\$18,000		
Pleasant Hill	Grayson Road/Grayson Lane Bike Route	\$375,000		
Pleasant Hill	1636 to 1736 Ruth Drive (Ardith Dr. to Taylor Blvd.) Sidewalk Gap Closure	\$33,000		
Pleasant Hill	Contra Costa Boulevard (Harriet to Ellinwood/Gregory Gardens School) Sidewalk Gap Closure	\$54,000		
Pleasant Hill	Maureen Lane to Strandwood School (1900 Rose Lane) Sidewalk Gap Closure	\$87,000		
Pleasant Hill	2200 Pleasant Hill Road, replace pedestrian bridge near Diablo View Drive	\$196,000		
Pleasant Hill	Brandon Road near Allen Way to Christ the King school Sidewalk Gap Closure	\$91,000		
Pleasant Hill	Pleasant Hill Road to Taylor Boulevard (700 Grayson) Sidewalk Gap Closure	\$318,000		
Pleasant Hill	Chilpancingo Parkway at Oak Creek Court Sidewalk Realignment	\$10,000		
Pleasant Hill	Lucille Drive, Maureen to Taylor Boulevard Sidewalk Gap Closure	\$100,000		
Pleasant Hill	Pleasant Valley Drive Neighborhood Sidewalk Installation	\$104,000		
Pleasant Hill	Morello at Paso Nogal Park Sidewalk Gap Closure	\$23,000		
Walnut Creek	Olympic Boulevard Pedestrian Improvements, Bridgefield Road to Boulevard Way			
Walnut Creek	Community School Improvements, various locations in the TRANSPAC area			

Walnut Creek	Buena Vista Pedestrian Improvements, all phases	\$507,000		
Walnut Creek	Parkside Drive Sidewalk Gap Closure	\$200,000		
Walnut Creek	Walnut Boulevard Pedestrian Improvement Project, Ygnacio Valley Road to Homestead Avenue	\$500,000		
Walnut Creek	Ped/Bike Overcrossing of Ygnacio Valley Road at Walnut Creek BART	\$10,000,000		
Walnut Creek	Walnut Blvd./Pedestrian Pathway	\$7,200,000		
Walnut Creek	Mt. Diablo/Iron Horse Trail Crossing	\$250,000		
Walnut Creek	Rudgear/Palmer Pedestrian Improvements	\$300,000		
Walnut Creek	Buena Vista/First St. Pedestrian/Bike Improvements	\$800,000		
<b>Total</b>		<b>\$900,134,146</b>	<b>\$247,243,952</b>	<b>\$108,000,000</b>
Draft 2008 Action Plan Project List 8 29 08				

## APPENDIX A

### TRANSPAC REGIONAL TRANSPORTATION MITIGATION PROGRAM (RTMP)

This Program is intended to fulfill the requirement for a Regional Transportation Mitigation Program (RTMP) established by the Contra Costa Transportation Authority as part of each jurisdiction's compliance with the Measure C Growth Management Program. RTMP requirements are applicable to jurisdictions with statutory land use authority in the Central Contra Costa TRANSPAC area.

This program creates a requirement for an interjurisdictional agreement(s) to mitigate traffic impacts of net new peak hour vehicle trips should a proposed development meet or exceed the established interregional net new peak hour vehicle trip threshold for Routes of Regional Significance and that result in significant cumulative traffic impacts on such Routes. As provided under CEQA, an impacted jurisdiction may request an analysis of and mitigation from a proposed development outside that jurisdiction even if the established thresholds in the RTMP may not have been met.

1. While the standard for project notifications to TRANSPAC and other RTPCs remains at 100 net new peak hour vehicle trips, the RTMP is geared to an assessment of the cumulative impacts of net new peak hour vehicle trips and net new peak hour interregional vehicle trips on Routes of Regional Significance. Nexus and rough proportionality requirements are to be individually addressed as part of the proposed development's environmental assessment under the California Environmental Quality Act, (CEQA) as amended. For the purposes of the RTMP, "interregional trip" is defined as any trip with origin or destination outside of the "home" jurisdiction in which the development is located.
2. The RTMP requires the execution of an interjurisdictional agreement(s) to mitigate the cumulative impacts of development generating peak hour and interregional vehicle trips at or above the thresholds established in paragraph 3 for the development and for Routes of Regional Significance (Note: a jurisdiction may voluntarily choose to address impacts of interregional trips on roads other than Routes of Regional Significance).
3. RTMP requirements are to be followed if it is first determined that a development project generates 500 or more net new peak hour vehicle trips and subsequently is determined to generate 100 or more interregional net new vehicle trips in any peak hour on a Route of Regional Significance as defined in the Central County Action Plan and/or the Comprehensive Countywide Transportation Plan. Jurisdictions are to execute a mitigation agreement(s) with all impacted TRANSPAC jurisdictions.

Interjurisdictional agreements are strongly encouraged to be executed to address impacts on TRANSPAC jurisdictions by outside jurisdictions. TRANSPAC jurisdictions also expect to execute such agreements with jurisdictions impacted by TRANSPAC area projects as well.

For the purpose of determining if the above thresholds are met ( i.e. 500 net new peak hour project vehicle trips and 100 net new interregional peak hour vehicle trips) and assessing cumulative traffic impacts on Routes of Regional Significance, a cumulative trip analysis must be completed as part of the CEQA assessment. This cumulative analysis is to review incremental trips (net new peak hour vehicle trips) not only generated by the proposed development, but also trips from "related past, present, and reasonably probable future projects" as defined by CEQA. If such cumulative analysis meets the trip thresholds and results in significant cumulative traffic impacts, the proposed development is responsible for mitigating its proportionate share of the impacts via an interjurisdictional agreement(s). Cumulative impacts are generally defined as a) existing traffic counts plus b) approved projects which have not yet been constructed or operated plus c) pending projects under review and consideration for approval by the proper agency(ies) plus d) any anticipated projects for which environmental review (e.g. Negative Declaration, Mitigated Negative Declaration or Environmental Impact Report/Study) has been completed.

4. The required CEQA environmental assessment for a development project is to be used to determine if cumulative impacts on Routes of Regional Significance need to be mitigated.

- A. If a development project meets or exceeds the thresholds established in Section 3 above and the environmental assessment can be accomplished by a Negative or Mitigated Negative Declaration, the jurisdiction will undertake a focused traffic study to determine if the requirements of the RTMP apply. The traffic study will assess cumulative traffic impacts on Routes of Regional Significance beyond the home jurisdiction.

Should the requirements apply, the interjurisdictional agreement(s) on mitigation measures, actions and/or fees would require the voluntary consent and sponsorship of the project applicant. (Note: if such voluntary consent is not achieved, CEQA requires that an EIR be prepared, see Section 4B.) The agreement(s) will be developed in cooperation with affected jurisdictions and are to include the identification, implementation and monitoring mechanism(s) for mitigation of impacts (e.g. Central County Action Plan and Countywide Comprehensive Transportation Plan mitigation measures, actions, payment of fees, etc.)

- B. If a development project meets or exceeds the thresholds and the environmental assessment requires the preparation of an Environmental Impact Report (EIR), the EIR will include an analysis of cumulative traffic impacts outside the home jurisdiction to determine if the requirements of the RTMP apply. Should the requirements apply, an interjurisdictional agreement(s) establishing the developer responsibility to mitigate project impacts (e. g. Central County Action Plan and Countywide Comprehensive Transportation Plan mitigation measures, actions, payment of fees, etc.) is required. The agreement(s) will be developed in cooperation with the affected jurisdictions and include the identification, implementation and monitoring mechanism(s) for mitigation requirements. Early consultation with affected jurisdictions is suggested.

C. If a development project does not exceed the thresholds as determined under the cumulative analysis) and the required CEQA assessment is accomplished through a Categorical Exemption, Negative or Mitigated Negative Declaration, the jurisdiction is not required to develop an interjurisdictional agreement(s). Such development projects are likely to be small infill projects which are to be encouraged to promote jobs/housing balance, increased services and sustainability.

D. It is also possible that after a traffic analysis has been completed under 4A or 4B above, the participating jurisdictions may determine that no significant cumulative traffic impacts are expected to occur on Routes of Regional Significance. Similarly, it may be determined that the development does not create or increase congestion on a Route of Regional Significance and/or that the traffic increase is insignificant relative to the existing traffic volumes and/or capacity of the Route, and, as a result, does not warrant the development/execution of an interjurisdictional agreement. Under such circumstances, the parties may determine, and should document, that an interjurisdictional agreement is not necessary.

5. TRANSPAC may amend the RTMP with the approval of its member jurisdictions at any time.



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**SUMMARY MINUTES**  
**June 18, 2008**

**Commissioners Present:** Dave Hudson (Chair), Janet Abelson, David Durant, Donald P. Freitas, Brad Nix, Julie Pierce, Karen Stepper, Don Tatzin

**Commissioners Absent:** Susan Bonilla, Federal Glover, Maria Viramontes

**Alternates Present:**

**Ex-Officios Present:** Gail Murray, Amy Worth

**Staff Present:** Bob McCleary, Arielle Bourgart, Martin Engelmann, Paul Maxwell, Susan Miller, Amin AbuAmara, Brad Beck, Randall Carlton, Erick Cheung, Peter Engel, Jack Hall, Matt Kelly, Hisham Noeimi, Stan Taylor (Authority Counsel), Danice Rosenbohm (Executive Secretary)

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- A. **CONVENE MEETING:** *Chair Hudson* convened the meeting at 6:04 p.m.
- B. **PLEDGE OF ALLEGIANCE:**
- C. **PUBLIC COMMENT:**  
*There were no public comments on items not on the Agenda.*
- D. **PUBLIC HEARING:** Authority Budget for FY 2008-09 (Item 4.A.16)

Following staff's presentation on the FY 2008-09 Final Budget, *Authority Chair Hudson* opened the Public Hearing on the Authority's FY 2008-09 Budget. There were no public comments and the public hearing was closed. Action on Agenda Item 4.A.16 immediately followed.

**FY 2008-09 Final Budget for the Contra Costa Transportation Authority and Congestion Management Agency.** Last month the preliminary budget was presented for review and comment. Changes suggested by the APC and Authority have been incorporated into the Final Budget and will be highlighted by staff at the meeting. *The 2008-09 Budget is scheduled for adoption following a Public Hearing – See Agenda Item D. Resolution No. 08-03-A.*

**ACTION:** *Chair Hudson* moved to adopt the FY 2008-09 Budget as proposed in Resolution No. 08-03-A and Attachment B, amending the FY 2007-08 Budget for Local Streets and Maintenance to \$13,447,177 million based on revised sales tax information, seconded by *Commissioner Tatzin*. The motion passed unanimously, 7-0. (*Commissioner Durant had not yet arrived.*)

**STAFF REPORT:**

Erick Cheung, Management Analyst, reviewed the FY 2008-09 Budget and changes recommended previously by the APC and full Authority Board, which included the addition of the 2007 Actual column, the 2008 Original Budget column, 2008 Estimated Amounts, and re-naming of the 2007 mid-year

column to "Amended".

#### Revenues

Mr. Cheung stated that the new budget included \$108.8 million in projected revenues. He said that the budget had been adjusted to reflect salary range changes for five staff positions approved by the Authority in May, and that the APC and PC had both approved the bus and paratransit allocations, increasing appropriations by \$400,000. Mr. Cheung said that increases resulted from revising assumptions that the full reserve amounts had been drawn down, when in fact \$400,000 was still being held and was available for 2009.

Mr. Cheung stated that the \$8 million difference in revenues from the budget presented in May was related to State Route 4 STIP funds and right-of-way purchases, and changes to Planning, Programming, and Monitoring (PPM) funds which provided for reimbursement for staff time spent on regional planning and project monitoring.

#### Expenditures

Mr. Cheung stated that the FY 2008-09 Budget included projected expenditures of \$151.8 million, and that differences from the budget previously presented were due to changes for State Route 4, Capitol Corridor, I-80 right-of-way, Caldecott Tunnel construction management, and an increase in the amount budgeted for the new financial system.

#### Sales Tax Revenues

Mr. Cheung referenced an Authority Meeting handout, which updated sales tax revenues projections to \$73.85 million.

Mr. Cheung said that staff recommended approval of the revised FY 2008-09 Budget subject to any comments from the Public Hearing.

*Commissioner Abelson* asked for clarification of the \$1 million I-80 right-of-way purchase, to which *Hisham Noemi* responded that it was related to the I-80 San Pablo Dam Road project.

*Commissioner Pierce* asked if PPM reimbursement for staff time would be an on-going source of revenue, and mentioned the one percent limitation on Administrative salary and benefit costs. *Bob McCleary* responded that state law had been changed several years ago, allowing use of up to 5 percent of STIP funding for project monitoring. He said that the amount of revenue would fluctuate based on STIP funding, but that it would be an on-going source.

*Commissioner Freitas* asked what would occur at the end of the four-year period, and how unspent allocations would be handled. *Bob McCleary* responded that the county share period ran over four years, and that PPM allocations (funds could alternatively be used projects) should be possible within each four-year period. He said that at the end of the four-year period, unspent allocations would be lost.

1. **APPROVAL OF MINUTES:**

Authority Minutes of May 21, 2008.

**ACTION:** *Commissioner Abelson* moved to approve the Minutes of May 21, 2008, seconded by *Commissioner Tatzin*. The motion passed unanimously, 7-0. (*Commissioner Durant* had not yet arrived.)

2. **CONSENT CALENDAR:** Consent Items recommended by the following committees:

**ACTION:** *Commissioner Tatzin* moved to accept the Consent Calendar excluding item 2.1, seconded

by *Commissioner Stepper*. The motion passed unanimously, 7-0. (*Commissioner Durant had not yet arrived.*)

**2.A.1 Monthly Project Status Report.**

**2.A.2 Warrants Issued for Month of April 2008.** This report also includes the summary of payroll and benefits costs by organizational unit.

**2.A.3 Monthly Investment Report for April 2008.** The Authority's Investment Policy requires this report.

**2.A.4 2007 Measure J Strategic Plan – Amendment No. 1:** Amendment No. 1 to Measure J Strategic Plan reprograms \$5.5 million from the Waterworld Parkway Bridge (Project #24008) to two new projects: Ygnacio Valley Road Permanent Restoration – Phase 2 (New Project #24027) and Clayton Road/Treat Blvd./Denkinger Rd. Intersection Capacity Improvements (New Project #24028). It also reprograms \$3 million from the I-680 Carpool Lane Gap Closure (Project 8001) to the I-680 SB HOV Lane Extension (Restripe) Project (New Project #8002). **Resolution No.08-08-P**

**2.A.5 City of Concord – Ygnacio Valley Road Permanent Restoration – Phase 2 (Project #24027).** The City of Concord is requesting an appropriation of \$500,000 in Measure J funds for environmental clearance work and preliminary engineering for the Ygnacio Valley Road Permanent Restoration – Phase 2 project. Staff recommends approval of the appropriation request and is requesting authorization to enter into Cooperative Agreement No. 24C.01 with the City of Concord. **Resolution No. 08-01-PJ.**

**2.A.6 State Route 4 (w) Gap Closure Project (Project 1501).** Staff seeks authorization to augment Consultant Agreement #118 with URS Corporation by \$119,252 to provide additional Right of Way Engineering Services.

**2.A.7 Lamorinda School Bus Program (Project 1603).** The Lamorinda School Bus Transportation Authority (LSBTA) is requesting an appropriation of \$1,033,976 in Measure C funds for FY2008-09. **Resolution No. 08-07-P.**

**2.A.8 Approval of Consultant Services Agreement No. 249 with Economic & Planning Systems, Inc. for a Transportation Regional Fee Study.** The Authority authorized Request for Qualifications 08-3 to evaluate and forecast revenues derived from transportation impact fees collected from jurisdictions in East Contra Costa County. Qualifications from two firms have been evaluated and staff recommends contracting with Economic & Planning Systems, Inc. (EPS).

**2.A.9 Authorization to Issue Request for Proposal No. 08-7 for a Financial Management Information System.** The Authority authorized a contract with Schaffer Consulting to develop a Request for Proposal (RFP) for a new Financial Management Information System (FMIS). The RFP has been completed and staff is seeking authorization to issue the RFP.

**2.A.10 Selection of Local Agencies and Consulting Firms for FY 2007-08 Measure C Compliance Audit.** Each year, the three recipients of Measure C funds are selected for a Compliance Audit consistent with Authority policy. The compliance audits are performed by an independent auditor to assure that Measure C funds have been expended in accordance with specified purposes.

**2.A.11 Review of the Authority's Investment Policy for FY 2008-09.** Authority procedures require an annual review of the agency's Investment Policy. The policy is reviewed by the Chief Financial Officer and the Authority's Investment Advisor, Public Financial Management (PFM). The review has been completed and no changes or amendments are recommended for the next fiscal year. **Resolution No. 08-02-A.**



- 2.A.12 Office Procedure No. 8 – Reimbursement of Travel, Conference, Training, Education and Other Business Expenses.** Office Procedure No. 8 has been revised to conform with existing practices to encourage staff development, including job-related professional affiliations and education.
- 2.A.13 Paper Reduction Strategies.** The Authority is expanding the use of electronic documents, email, and its website as strategies to reduce paper, postage, and handling costs.
- 2.A.14 Approval of Consultant Services Agreement No. 250 with CirclePoint for Website Maintenance Services.** The Authority authorized Request for Qualifications 08-4 to obtain consulting services to provide support services in maintaining the Authority's website. Qualifications from three firms have been evaluated and staff recommends contracting with CirclePoint with Marqui as a subcontractor.
- 2.A.17 2008 State Transportation Improvement Program (STIP).** In adopting the 2008 STIP, the CTC deferred requests for two Corridor Mobility Improvement Account (CMIA) Infrastructure Bond Projects until the June CTC meeting. The request for STIP funds for the I-80 CMIA project was withdrawn. The revised resolution makes additional pre-commitments from the 2010 STIP. **Resolution No. 07-18-P, Rev. 2**
- 2.A.19** *(APC Agenda Item 19 not carried forward to Authority Agenda; related to recommendations in Item 4.A.20 below.)*
- 2.A.21** *(APC Agenda Item 21 not carried forward to Authority Agenda; workshop resulted in recommendations in Item 2.1, below, and addressed after items 4.A.15, 4.A.16, and 4.A.20.)*
- 2.1** *Removed from Consent*
- 2.2** **NEW ITEM: State Route 4 (e) Widening Project - Bailey Road to Railroad Avenue: Amendment to Cooperative Agreement 90.14.03 with Caltrans (Project 1403).** Staff seeks authorization for the Chair to execute amendment No. 4 to Cooperative Agreement No. 90.14.03 with Caltrans to extend the term of the agreement.
- 2.B** **Planning Committee:**
- 2.B.1 Approval of the City of Walnut Creek Calendar Year 2006 & 2007 Growth Management Compliance Checklist.** Walnut Creek has submitted its Calendar Years 2006 & 2007 Growth Management Program Compliance Checklist for allocation of local street maintenance and improvement funds.)
- 2.B.2 Approval of the FY 2008-09 Allocation for the Measure C Bus Transit Improvement Program. Authority Resolution No. 08-04-G.** The total annual Measure C Bus Transit Improvement Program funding is established at 4.9% of sales tax revenues. The annual allocation for the Bus Transit Program is developed collaboratively with representatives of the affected bus transit operators in Contra Costa: AC Transit, County Connection, Tri Delta Transit, and WestCAT. **Resolution No. 08-04-G**
- 2.B.3 Approval of the FY 2008-09 Allocation for Measure C Elderly & Handicapped (Paratransit) Service. Authority Resolution No. 08-06-G.** A total funding allocation of \$1,983,538 for paratransit services is proposed for the Measure C portion of FY 2008-09. **Resolution No. 08-06-G**
- 2.B.4 Update on Overall Work Plan for Transitioning from the Measure C to the New Measure J Growth Management Program (GMP).** To facilitate a smooth transition from the Measure C to the Measure J GMP by April 1, 2009, the Authority's Planning Section has undertaken a work program that

encompasses updates to the GMP Implementation Documents, the Action Plans for Routes of Regional Significance, and the Countywide Comprehensive Transportation Plan (CTP). This June 2008 update constitutes the second annual review of the first work program, which was presented in June 2006.

- 2.B.5 Approval of Proposed Outline for the 2008 CTP Update.** With publication of the “Looking to the Future” booklet, the Authority created a framework for development of the 2008 CTP Update. Using the booklet as an executive summary, staff has prepared an expanded draft outline for development of the 2008 CTP Update, based largely on Volume I of the 2004 Update.
- 2.B.7 Selection of 2<sup>nd</sup> Cycle T-PLUS Projects:** In response to a “Call for Projects” issued in February 2008, the Authority received the following four applications for 2<sup>nd</sup> Cycle Transportation Planning- Land Use Solutions (T-PLUS) funding: 1) Phase III Design of the Diablo Valley College Transit Center, CCCTA; 2) Pittsburg/Bay Point BART Station Area Master Plan, City of Pittsburg; 3) Bailey Road Pedestrian and Bicycle Improvement Project, Contra Costa County; and 4) San Ramon Valley Iron Horse Trail Corridor Concept Study, City of San Ramon. After review, the PC recommended \$250,000 for the DVC Transit Center, and \$150,000 for the Pittsburg/Bay Point Master Plan, and requests TRANSPAC and SWAT to consider options for funding the remaining two requests, including Authority TLC and bicycle funds.

#### **End of Consent Calendar**

**3.0 MAJOR DISCUSSION ITEMS:** *None*

**4.0 REGULAR AGENDA ITEMS:**

**4.A Administration & Projects Committee:**

- 4.A.15 Legislation.** Staff will provide updates on any legislative items pertaining to the Authority’s 2008 legislative program. In addition, staff has reviewed AB 983 (Ma), which potentially limits the ability of public agencies to bring claims against contractors for errors in design documents, and is recommending a position of ‘oppose.’ Staff also recommends a position of “oppose” on SB 1691, a bill that would bring public agencies under the mechanics lien law. A status report on SB 375 will be provided at the meeting. Action may be taken on this or on any legislation pertaining to the Authority’s legislative program.

**ACTION:** *Commissioner Stepper* moved to approve staff’s recommendation of “oppose” on AB 983, seconded by *Commissioner Nix*. The motion passed unanimously, 7-0. (*Commissioner Durant had not yet arrived.*)

*Commissioner Freitas* moved to approve staff’s recommendation of “oppose unless amended” on SB 1691, seconded by *Commissioner Abelson*. The motion passed unanimously, 7-0. (*Commissioner Durant had not yet arrived.*)

#### **STAFF REPORT:**

##### **AB 983**

Arielle Bourgart, Director for Government and Community Relations, stated that AB 983 (Ma) pertained to responsibility for the accuracy of plans and specifications for public works projects. She explained that existing law allowed a public agency to require contractors to review architectural and engineering plans and specifications, but precluded an agency from holding contractors responsible for the accuracy and completeness of those plans.

Ms. Bourgart stated that AB 983 would allow a contractor to make a claim against an agency without demonstrating intentional misrepresentation or concealment, eliminating the ability of a public agency to

hold a contractor responsible for its own review of plans and specifications. Ms. Bourgart said that AB 983 would make an agency the responsible for errors and oversights, and would diminish the collaborative relationship between an agency and its contractor.

Ms. Bourgart stated that staff was recommending a position of 'oppose' on AB 983.

#### SB 1691

Ms. Bourgart said that SB 1691 (Lowenthal) would ostensibly make non-substantive, technical changes to clarify existing law pertaining to mechanics liens, and contained provisions regarding liens on public works projects of concern from a public agency perspective. Ms. Bourgart explained that public works projects were exempt from mechanics lien law, but had other statutory provisions for recovering costs.

However, Ms. Bourgart stated that, accordingly to legal counsel, SB 1691 would enact a new mechanics lien statute applicable to public works projects, extending the ability to place liens on public property, which could create problems in terms of bond issuances potential conflicts with other contractors.

Ms. Bourgart said that although staff had not yet analyzed all of the provisions of SB 1691, Authority Counsel had flagged the bill and indicated its concerns. She stated that staff was recommending that the Authority "oppose unless amended" to remove the mechanics lien provision for public works projects.

#### SB 375

Bob McCleary provided an update on SB 375, on which the Authority had previously voted to "oppose unless amended." Mr. McCleary stated that recent information indicated that the incoming president Pro-Tem of the Senate (Daryl Steinberg) was eager to move SB 375 forward, and that promised amendments had not yet been circulated.

Mr. McCleary said that the California Building Industry Association had introduced SB 303, a competitive bill which could lead to compromise language. He said that the Authority packet included a letter which had been drafted by the Self-Help Counties Coalition with significant input from him and Arielle Bourgart, and that it contained critical amendments consistent with prior Authority communications to the bill's author. Mr. McCleary said that the letter included provisions for future sales tax increase protection and a county-based land use and sustainable communities strategy.

*Commissioner Stepper* commended staff on their efforts to gain support for the Authority's position on SB 375 to "oppose unless amended."

- 4.A.16 FY 2008-09 Final Budget for the Contra Costa Transportation Authority and Congestion Management Agency.** Last month the preliminary budget was presented for review and comment. Changes suggested by the APC and Authority have been incorporated into the Final Budget and will be highlighted by staff at the meeting. The 2008-09 Budget is scheduled for adoption following a Public Hearing – See Agenda Item D. **Resolution No. 08-03-A.** (*Summary Attachment – Action*)

*(Action on this item taken after the Public Hearing - Agenda Item D)*

*(Commissioner Durant arrived at 6:28 p.m.)*

- 4.A.18 Proposed "Regional" High Occupancy Toll (HOT) Lanes Network in the 2009 Regional Transportation Plan (RTP): Issues and Options.** MTC staff is proposing a "regional" HOT lane network in the 2009 RTP. Staff will discuss policy implications and seek guidance from the Authority regarding a proposed policy approach for the 2009 RTP.

**ACTION:** (*Information only*)

**STAFF REPORT:**

Bob McCleary stated that he was interested in guidance from the Authority regarding MTC's 2009 Regional Transportation Plan (RTP). Mr. McCleary said that the primary issue was including a proposal for a regional High Occupancy Toll (HOT) network in the RTP, and the degree to which HOT lanes in one area would fund construction of those in other areas. Mr. McCleary stated that a financial plan and related assumptions had not been made available to the CMA Directors.

Mr. McCleary said that because Santa Clara and Alameda already had statutory authority over HOT lanes, there was much concern about how future revenues from their projects would be used if a regional network were to be created.

Several commissioners voiced their concerns about the appropriateness, equity, benefits, and governance of HOT lanes in the Bay Area.

*Commissioner Freitas* commented that he is philosophically opposed to HOT lanes, and that State Route 4 was already too congested for them to work. He said that he objected to HOT lanes as an elitist approach. *Commissioner Abelson* said that she agreed.

*Commissioner Stepper* said that the people whom members sought to protect, from a social equity perspective, may include those who could actually benefit from HOT lanes at some point. She stated that performance measures for HOT lanes for managing congestion were needed.

*Representative Worth* stated that the issues outlined by Bob McCleary were among those being discussed at MTC. Increasing access and providing more travel options was important, and could gain support, even with respect to social equity. She said that I-80 was an example of a corridor that was full and without capacity for adding a HOT lane. She added that those paying for HOT lanes needed to receive a direct benefit from paying those fees.

*Representative Worth* also said that Alameda and Santa Clara had concerns that their electeds had approved HOV/HOT lanes, and it was critical that the revenue stay in those corridors. She said that a demonstration project proving the viability of a HOT lanes network in the Bay Area was needed.

*Commissioner Nix* emphasized that more data was needed to evaluate this proposal – there was no substantiation to MTC's numbers. He said that catering to special interests was unacceptable. He added that he was "10,000 percent" supportive of Commissioner Freitas' comments, and that everyone should have equal access to an equal amount of roads. He said that the Authority should send a very strong message to MTC to reject the program completely. *Commissioner Nix* also suggested elected official attendance at MTC meetings to voice opposition.

*Commissioner Freitas* questioned how MTC could justify a HOT lanes network from a social equity perspective?

*Commissioner Durant* stated that the definition of "social equity" can vary. He said that some studies suggested that low-income people favor such programs as much or more than the higher income population. While he did not favor such an approach, he said that if the data supported implementing such a program in the Bay Area, he would be open to considering it. *Commissioner Nix* said that it was an abhorrent concept – pay taxes to build a road, then fees to use it.

*Commissioner Pierce* said that data had been presented showing use of HOT lanes (occasional or otherwise) by lower income populations, but questioned whether HOT lanes would work at all in the Bay Area. She said that success should be demonstrated first, and that the Authority should reject the proposed MTC

program.

*Commissioner Tatzin* suggested that perhaps the HOT lanes network could be restructured as an "opt-in" program for each county to consider, including which roads should be tolled. *Commissioner Stepper* added that this is an experiment that should be monitored – are HOT lanes managing congestion?

*Commissioner Abelson* said that a HOT lanes network would require funding to implement, and that it would add to congestion on I-80.

Bob McCleary said that he viewed HOT lanes as a way to manage the system, and sell extra capacity, if available. He agreed that much more information and analysis were needed.

As a separate note, Mr. McCleary stated that significant progress had been made at MTC's recent Planning Committee meeting with respect to policy positions taken by the Authority on the RTP. He said that a preliminary decision by the committee to place an emphasis on the maintenance of local streets and roads was positive, although transit capital shortfall needs had not yet been adequately addressed.

Mr. McCleary also mentioned that he would be attending the HOV lane groundbreaking in Solano County scheduled for June 19<sup>th</sup>, at which he would relay comments received from the Authority.

*Representative Worth* thanked the Authority for the timely, valuable feedback on the HOT lane issue. She said that MTC commissioners would continue to work toward increasing transit capital investment.

**4.A.20 Caldecott Fourth Bore – Status of Settlement Agreement .** In February, the Authority agreed to advance \$2 million for enhancements in the Route 24 corridor in Oakland, as part of a proposed settlement agreement with Oakland, with the possibility of an additional \$2 million, if necessary. Staff recommends making the additional \$2 million available conditioned upon a commitment by the Alameda County Congestion Management Agency (ACCMA) to program \$2 million in the 2010 STIP for a project(s) in Contra Costa County.

**ACTION:** *Commissioner Pierce* moved to approve setting aside an additional \$2 million in Measure J funds to help fund enhancements in the Route 24 corridor in Oakland (as contemplated in Section 1(d) of the draft settlement agreement), subject to a commitment by the Alameda CMA to pre-commit \$2 million for a Contra Costa project(s) in its 2010 STIP, seconded by *Commissioner Tatzin*. The motion passed unanimously, 8-0.

**STAFF REPORT:**

Paul Maxwell, Chief Deputy Executive Director for Projects, updated the Authority on negotiations between Caltrans, the City of Oakland, and the Authority with respect to a lawsuit that was threatened by the City of Oakland in November, 2007, related to CEQA and the Caldecott Tunnel.

Mr. Maxwell stated that an agreement had been approved by the City of Oakland early on June 18<sup>th</sup>, conditioned upon Authority approval of the funding advances and the CTC's approval of Alameda County's 2008 STIP programming components of the agreement.

He said that provisions of the agreement included a commitment of \$8 million from Alameda County's STIP shares to fund additional enhancements in the Highway 24 corridor.

The second issue related to the monitoring of noise, traffic, and air quality before, during, and after construction to gauge significant impacts of the fourth bore. Mr. Maxwell said that a temporary soundwall would be constructed and should be effective, and that the agreement would require Caltrans to stop the project if today's existing noise levels were exceeded.

Mr. Maxwell said that the final issue related to conflict resolution, and that the agreement outlined a multi-step process that would allow issues to be resolved at the lowest possible level, and provided for mediation, not arbitration, of disputes.

Mr. Maxwell stated that in February, 2008 the Authority had agreed to swap \$2 million of Measure J funding for Alameda County's commitment to program \$2 million in STIP funding to the project, and also agreed to commit an additional \$2 million subject to future programming by the Alameda County CMA if necessary. Mr. Maxwell said that staff was recommending that the Authority approve the additional \$2 million commitment, conditioned upon the Alameda County CMA agreeing to pre-commit \$2 million for a Contra Costa project(s) in the 2010 STIP (subject to CTC approval).

Mr. Maxwell said that another component of the agreement limited off-hauling of material between the hours of 9:00 p.m. and 7:00 a.m.

Mr. Maxwell acknowledged Kanda Raj, Deputy Project Manager, Nolte Associates, Inc., for his efforts in bringing the matter to resolution, and thanked *Amy Worth* for her diligence and coordination with Alameda County officials. He requested Authority approval for the agreement as outlined, subject to Alameda County CMA approval at its July 24<sup>th</sup> meeting.

*Representative Worth* commended Mr. Maxwell and Bill Gray on their excellent work in facilitating the settlement agreement between Oakland and Caltrans.

- 2.1 **NEW ITEM: Amendment to Salary and Benefits Resolution for FY 2008-09.** On June 5<sup>th</sup> the APC held a workshop to discuss Authority staff compensation matters, and recommended an increase of 3.8% to salary ranges for the 2008-09 fiscal year. Actual salary increases within the Board-approved salary ranges are based on the quality of performance evaluations. Additionally, the APC recommended that the Authority begin a deferred compensation match amount ranging from \$100 to \$300 per month depending upon years of service. **Resolution No. 08-01-A, Rev. 1**

**ACTION:** *Commissioner Stepper* moved to approve Resolution 08-01-A, Revision 1, seconded by *Commissioner Pierce*. The motion passed unanimously, 8-0.

*Commissioner Nix* stated that the staff report did not include actuarial liability data relative to health care costs, critical for making informed decisions. He commended staff on consideration of a Health Savings Plan for Authority employees, and asked what percentage of salary costs were used to fund OPEB. Randall Carlton, Chief Financial Officer, responded that approximately seven percent of staff salaries went toward funding the Authority's OPEB obligation.

Bob McCleary said that the Authority's OPEB obligation had been determined through an actuarial study and had been funded within the last year or so. Staff would present more information to further reduce costs to the APC for future discussion.

*Commissioner Durant* asked if there were maximums by department for salary increases, and asked about the history of the proposed 457 Deferred Compensation match. He also questioned the CPI index used (All Urban Workers for the San Francisco-Oakland-San Jose economic region, December-December) for the adjustment in the Salary and Benefits Resolution, and said that perhaps a 3.8 percent CPI adjustment was too generous in the current economic climate.

Bob McCleary responded that because the Authority had limited staff, there were no departmental maximums for salary increases. He said that the CPI issue was discussed at length by the APC, and that the APC had supported using the same CPI index as in prior years, for consistency. Mr. McCleary said

that the deferred compensation matching program was new, and came as a result of a recent compensation study, which found Authority retirement benefits to be lagging other transportation agencies and cities used as comparators.

*Commissioner Pierce* confirmed that the APC wanted to find other ways to enhance benefits than increasing the PERS formula. She stated that this benefit was intended to alleviate the risks of losing valued, long-term staff.

*Commissioner Stepper* agreed that consistency for the index was important to the APC. *Chair Hudson* said that consistency in the timing for obtaining the CPI was important.

*Commissioner Nix* said that he would discuss the issue further with staff.

#### **4.B Planning Committee**

- 4.B.6 Growth Management *Implementation Guide* for Measure J – Release of “Proposal for Adoption”.** In October, the Authority released a draft of the *Implementation Guide* for the Measure J Growth Management Program (GMP). The draft *Implementation Guide* was developed to address changes made to the GMP by Measure J. The Authority has received comments from TRANSPAC, TRANSPLAN, and SWAT, and staff has made some changes to the document in response to those comments. In March, April, and May the TCC reviewed the comments received and the proposed changes to the *Implementation Guide*. The May meeting involved a third discussion of the issue regarding trip thresholds for preparation of traffic impact studies. Staff recommends release of the *Implementation Guide* as a “Proposal for Adoption” with a 45 – day public review period. Subject to comments received, the Authority may consider adoption in September.

**ACTION:** *Commissioner Durant* moved to release the *Implementation Guide* as a “Proposal for Adoption” with a 45-day public review period, seconded by *Commissioner Pierce*. The motion passed unanimously, 8-0.

#### **STAFF REPORT:**

Martin Engelmann, Deputy Executive Director for Planning, stated that the *Implementation Guide* (IG) was one of several components of the Measure J *Implementation Documents*. He said that the current update was intended to reflect the transition from Measure C to Measure J. Mr. Engelmann said that the Growth Management model element had already been updated, and that the technical procedures would follow the IG.

Mr. Engelmann stated that the IG described how the provisions of Measure J were to be implemented by cities and the County, the four Regional Transportation Planning Committees, and the Authority, and that the primary focus of the document was on the cooperative, multi-jurisdictional planning component of the Measure J GMP. Mr. Engelmann said that the IG was intended to serve as a road map to help local jurisdictions and the RTPCs successfully navigate through the transition from Measure C to the Measure J GMP.

Mr. Engelmann outlined the IG and reviewed the timeline to date. He said that staff was recommending that the Authority approve release of the IG for a final review with a 45-day public review period, after which the Authority could consider final adoption in September.

*Commissioner Durant* thanked staff for including TRANSPAC’S concerns, and said that he was pleased that staff would be pursuing consideration of one set of criteria for traffic studies.

#### **5.0 CORRESPONDENCE AND COMMUNICATIONS:**

5.1 Letter to Bill Dodd, Chairman, MTC, from the Bay Area Council, Relative to the 2009 RTP, dated June 6, 2008.

6.0 **ASSOCIATED COMMITTEE REPORTS:**

- 6.1 Central County (TRANSPAC): *Report of May 8, 2008*
- 6.2 East County (TRANSPLAN): *(Meeting of May 8, 2008 canceled.)*
- 6.3 Southwest County (SWAT): *(Meeting of June 2, 2008 canceled.)*
- 6.4 West County (WCCTAC): *Report of May 30, 2008*
- 6.5 Conference of Mayors (COM):
- 6.6 Contra Costa County (COUNTY)
- 6.7 CCTA Citizen Advisory Committee (CAC)

7.0 **COMMISSIONER AND STAFF COMMENTS:**

- 7.1 Chair's Comments and Reports
- 7.2 Commissioners' Comments and Reports

*Commissioner Nix wished Chair Hudson a Happy Birthday.*

BART Representative *Gail Murray* said that the Pleasant Hill BART parking garage would open on June 30<sup>th</sup>, and that it would accommodate 3,100 vehicles. She also mentioned the upcoming Spare the Air Day on June 19<sup>th</sup> (with transit service and parking provided at no cost on that day), and a national "Dump the Pump" event at the El Cerrito Del Norte BART station to demonstrate the volume of auto emissions saved as a result of using transit.

*Representative Murray* mentioned that the option chosen by MTC at its Planning Committee meeting for the RTP included \$1.5 billion for bicycles, versus only \$4.5 billion for all of transit – an issue of significant concern.

*Representative Worth* said that she had attended the Contra Costa Council annual dinner, at which Gray-Bowen was honored as recipient of its Contra Costa Medal Award. She congratulated Gray-Bowen on their efforts to improve transportation in Contra Costa.

7.3 Executive Staff Comments

8.0 **CALENDAR:** July/August/September 2008

9.0 **ADJOURNMENT** to Wednesday, July 16<sup>th</sup>, at 6:00 p.m.

The meeting was adjourned at 7:46 p.m. to July 16<sup>th</sup>, 2008, at 6:00 p.m.





<b>Subject</b>	<b>Proposal for an Authority Workshop to Discuss Corridor Management and related Growth Management Program (GMP) Issues</b>
<b>Summary of Issues</b>	<p>The external environment that the Authority and its local jurisdictions operate within is changing, and the pace of change is significant. The Metropolitan Transportation Commission has approved, in concept, an 800 mile high occupancy toll (HOT) lanes network as part of its draft 2009 Regional Transportation Plan (RTP) that would include Route 4, east, I-80 and I-680 in Contra Costa. MTC also endorsed a “freeway performance initiative” (FPI) that would install ramp metering and information signs throughout the Bay Area’s freeway network. If the Governor signs SB 375, it will make reducing greenhouse gas emissions the overarching objective of the RTP, and significantly change the regional housing needs allocation (RHNA) process.</p> <p>In this changing environment, the Authority needs to decide both how to best address the complex and challenging regional and state initiatives, and also whether or not those proposals and mandates fundamentally change the context of Contra Costa’s 20-year old GMP. If so, it could warrant a significant review, possibly resulting in changes to more efficiently and effectively adapt to the external forces now in play. An Authority workshop is suggested.</p>
<b>Recommendations</b>	Staff recommends that the Authority conduct a workshop on corridor management issues and the GMP at its September meeting and provide initial direction to staff regarding a process, perspective and desired outcomes relative to the issues raised. A suggested outline is attached.
<b>Financial Implications</b>	If a significant corridor management effort is established it would require staff resources to initiate and for on-going support. To the extent management was shared among CMAs, those costs could be shared. If the GMP was streamlined in parallel with the new management effort, savings could be redirected into that effort. If HOT lanes are established, resulting revenues could offset some or all management costs.
<b>Options</b>	<ul style="list-style-type: none"> <li>A. Separate discussions of corridor management from those regarding potential GMP changes; or</li> <li>B. Focus on GMP issues and defer corridor management issues; or</li> <li>C. Postpone or reshape the workshop and direction in other ways.</li> </ul>
<b>Attachments</b>	<ul style="list-style-type: none"> <li>1. Draft outline for Proposed Authority September Workshop.</li> <li>2. MTC’s Adopted HOT Network Principles.</li> </ul>
<b>Changes from Committee</b>	

**Background**

As noted above, the environment in which the Authority functions is changing at a significant pace. Since 2000, the Metropolitan Transportation Commission (MTC), the regional transportation planning agency (RTPA under state law) and metropolitan transportation organization (MPO under federal law) for the San Francisco Bay Area, has also become the Bay Area Toll Authority (BATA), with responsibility for the various programs and projects funded by tolls on the seven State-owned Bay Area toll bridges. Between those responsibilities and an increasingly top-down “regional” approach to transportation planning, the Authority finds itself responding to new MTC initiatives every year.

The most recent initiatives of note, interest and potential concern to the Authority are MTC’s proposals, adopted in the draft 2009 Regional Transportation Plan (RTP), for an 800 mile high occupancy toll (HOT) lanes network and a freeway performance initiative (FPI) that would apply ramp metering, performance monitoring and traveler information displays throughout the freeway system. The HOT lanes proposal is designed to increase throughput on the system, manage demand, and generate revenues for additional capital and service improvements. The FPI is intended to maximize throughput on the freeway system. MTC is proposing legislation in 2009 to memorialize the HOT lanes network, presumptively under its authority within parameters agreed-upon with the Bay Area CMAs.

Recent legislative actions also are injecting significant changes into the operating environment. AB 32, Statutes of 2006, mandated that California reduce its greenhouse gas emissions (GGEs) to 1990 levels by 2020. A subsequent Governor’s Executive Order S-3-05 specifies a goal of an 80 percent reduction from 1990 levels by 2050. Light cars and trucks are nearly 30 percent of the total inventory of GGEs in California. GGEs are presumed to correlate directly with vehicle miles traveled and the average miles per gallon (MPG) of the vehicle fleet. There is currently no known mechanism for controlling vehicle emissions of CO<sub>2</sub>. AB 32 must now be considered in state environmental reviews for projects. SB 375 is on the verge of passage by the Legislature. If signed by the Governor, it would (1) impose a much more extensive RTP process upon the MPOs, (2) make reduction of GGEs an overarching consideration in finalizing a RTP, (3) impose new and more extensive requirements for local jurisdictions to comply with the regional housing needs allocation (RHNA) process, and (4) create more opportunities for litigation against transportation and development projects. AB 32, and prospectively SB 375, make project delivery more challenging and place the GMP in a significantly different context.

**Proposed HOT Lanes**

With strong input from the CMAs, particularly Alameda, Contra Costa and Santa Clara, which were presumed to be counties where HOT lane revenues would significantly exceed the costs of implementation and operations, MTC did adopt “Principles” for HOT lane implementation that focused on collaboration and corridor management (attached). However, staff believes that the Authority will need to be proactive to insure that legislation, and the details of implementation, are acceptable to the Authority and the local jurisdictions and travelers that we represent. The outline suggests conceptual approaches to do so.

**Proposed Freeway Performance Initiative**

Ramp metering is an issue the Authority has explored before, in some depth. In the mid-1990s we funded a study of the Route 4 and I-680 corridors to examine the potential benefits and issues associated with implementing ramp metering. We discovered that ramp metering in those corridors would be problematic, primarily because of the lack of storage on freeway on-ramps, the close proximity of arterials that would be affected by back-ups on the ramps, the lack of sufficient arterial capacity paralleling a freeway that backed-up traffic could divert to, and bottlenecks in the freeway system itself. These constraints led the study to conclude that ramp metering provided little overall benefit.

However, in response to the availability of grant funds from Proposition 1B (2006), the Authority has partnered with the Alameda CMA on an innovative approach to freeway and arterial management in the I-80 corridor, the “integrated corridor management” (ICM) project. That \$85 to \$90 million effort seeks to integrate: (a) ramp metering on freeway approaches; (b) freeway speed management through signs with recommended speeds along the freeway; (c) integrated timing of arterial traffic signals on arterials near freeway on-ramps; and (d) agreed-upon protocols for overall operation of the system between Caltrans, local jurisdictions and the CMAs. We hope that through this innovative integrated management system – which has not been done on this scale before – we can improve reliability, predictability and the travel experience for all travelers, both on the freeway and on the local arterials. If successful, it could be a model for application elsewhere.

### **The Challenges**

The Authority needs to decide how proactive to become with respect to freeway corridor management, particularly with regard to the HOT lanes and FPI. HOT lanes have been implemented in San Diego, Orange, and Riverside counties in Southern California, and are under development in Alameda and Santa Clara counties in Northern California. The Schwarzenegger administration is very interested and supportive of HOT lanes and other transportation pricing strategies, and likely to support legislation expanding the number of such projects in California. In that regard, Caltrans has initiated a statewide forum to begin planning for much more extensive implementation of HOT lanes. These initiatives warrant the Authority’s full attention.

### **Growth Management Issues**

Most of the Authority’s Growth Management Program (GMP) has origins that are 20 years old. The exception is the urban limit line requirement added in 2004 for the new Measure J GMP. Contra Costa’s population has grown from approximately 803,000 in 1990 to over 1,000,000 today. The Authority’s direct investment in projects and programs to date has exceeded \$1 billion, and the Measure C projects completed with Measure C and other funding total over \$1.5 billion. Fees initiated as a result of the GMP, in Contra Costa and the Tri-Valley, add more than \$240 million in additional investments.

With these investments nearly complete and the initial seven years of Measure J investments programmed in the Strategic Plan, transportation infrastructure is more “mature” than it was in 1988. Population growth continues to outpace our ability to add new capacity. Consequently, it may be time to revisit some of the provisions of the GMP, particularly as to how they are carried out. The multi-modal transportation service objectives (MTSOs) and the general plan amendment (GPA) review process have been raised as candidates for review; particularly if SB 375 is signed into law, Authority staff believe that the affordable housing provisions should also be reviewed.

Authority staff is primarily interested in focusing the Authority’s time and resources towards the areas of greatest importance and impact, and making sure that the Authority is efficiently and effectively addressing today’s most pressing issues. Some components of the GMP, particularly in the area of cooperative planning, constitute major advancements. For example, having a single Countywide Model with which to evaluate projects, a uniform procedure for conducting traffic impact analyses, and a formal process for inter-jurisdictional consultation have proven to be of significant internal value. However, leveraging our internal advancements on the state or regional level has been problematic. Accordingly, we are desirous of retaining the beneficial elements of the GMP program. We believe a review of GMP provisions is timely, and should be done in the context of the corridor management issues and external pressures highlighted above.

## ATTACHMENT 1

### DRAFT OUTLINE FOR AUTHORITY WORKSHOP

#### REGARDING HOT LANES, RAMP METERING, & GROWTH MANAGEMENT

##### ISSUES

- **HOT Lanes.** MTC has adopted, in its draft 2009 Regional Transportation Plan (RTP), the concept of implementing an 800 mile high occupancy toll (HOT) lane network throughout the Bay Area, including conversion of HOV lanes on Route 4, I-80 and I-680 in Contra Costa. The Authority needs to be organized and work collaboratively with other CMAs in these corridors to see that the provisions of implementation are acceptable to our businesses and residents, and that revenues generated benefit travelers in the corridor commensurate with the tolls collected.
- **Freeway Management.** MTC has also included a "freeway performance initiative" (ramp metering and information) in the 2009 draft RTP. This initiative also needs to be implemented in ways that work for all travelers, and do cause unmitigated backups on local streets and roads.
- **Growth Management.** TRANSPAC's Board and staff, and County staff have separately raised issues regarding the appropriateness of continuing some aspects of the Growth Management Program, notably the adoption of "multi-modal transportation service objectives" (MTSOs) and the general plan amendment (GPA) review process. Their concerns appear to be:
  - That meaningful MTSOs cannot be met,
  - The effort is duplicative of required CEQA analyses, without adding value, and
  - Standards that cannot be met could impede future development plans.

In addition to these specific concerns, the question of whether or not after 19 years the GMP is providing sufficient return on the efforts invested, or whether a changing environment (e.g., ULL, a maturing system, AB 32) suggests revisiting the GMP. It should be noted that the Authority uses the MTSOs to satisfy the requirements in the state mandated congestion management program (CMP) to have a performance element that includes measures to evaluate current and future multi-modal system performance, and to apply those measures to evaluate the impact of local land use decisions on the regional transportation system.

##### OPTIONS

- **Institutional Approach.** Staff believes a proactive institutional approach to corridor management should be taken, including consideration of HOT lane options, and applying the integrated corridor management approach being undertaken on I-80. Efforts could be focused:
  - At the county level through the CMA, or
  - At the multi-county level, creating MOUs with Alameda, Santa Clara and Solano CMAs for I-80 and I-680 (possibly including Route 4), with appropriate representation. A multi-

county approach would recognize that the corridors transcend county boundaries, and could strengthen the Authority's standing in the region on critical corridor issues.

- The corridor organizations would adopt a policy of acting in unanimous concert on policy matters, and recognize the need for variations in each county in the application of service standards, HOT tolls where applicable, etc.
- **Corridor Management.** A proactive approach to corridor management could potentially replace the broader MTSO process. For example, operating objectives could be chosen for the corridors (average peak hour or daily vehicle throughput, average speeds, delay index, etc.) that are targets for actually managing the freeway and ramp operations. Then, protocols would be established, services would be monitored, and joint actions could be taken to refine operating parameters and encourage improvements as appropriate. If the I-80 ICM project successfully integrates freeway and local arterial management, it could serve as a model for the I-680 and prospectively the Route 4 corridors. Should HOT lanes be implemented, the management group would be well-positioned to address toll levels, the allocation of toll revenues, etc.
- **Manage Arterial corridors.** A similar management approach to arterial corridors could be considered within sub-areas and/or specific corridors in Contra Costa. A collaborative approach between the Authority, the RTPCs and local jurisdictions is envisioned.
- **Multi-county MOUs** would provide an effective means to manage long corridors such as I-80 and I-680, and would build on our multi-year partnership with Solano on these two corridors, and our partnership with Santa Clara and Alameda on the I-680 Sunol Grade project.
  - The MOU would look to manage each corridor collaboratively, in cooperation with Caltrans, the owner/operator of the system.
  - The CMA from each county would appoint 2 members to the organization.
  - Route 4 might be an "internal to Contra Costa" organization, or integrated with I-680.
  - MTC could provide technical assistance.
  - Potentially, staffing for a multi-corridor focus could be collectively funded by the partner agencies initially. Riverside and Orange County have such an arrangement.
- **Streamlining the GMP.** If the above approach becomes appropriate, it would provide some impetus for staff to be directed to look for "opportunities" to streamline the GMP program. Specifically, the Authority may wish to recognize:
  - The urban limit line requirement effectively constrains growth to within well-defined areas;
  - There are sub-regional fee or mitigation programs in all parts of Contra Costa and the Tri-Valley;
  - Growth over the past 20 years has outpaced system expansion, so that the management of the system has become more important; and

- The external environment is changing, with circumstances that suggest the Authority and its programs face emerging challenges including addressing AB 32, the parameters of SB 375 if it is signed into law, and a regional agency that is expanding its role and direction.

These dramatic changes suggest a change in focus for the Authority's efforts may be warranted. Specifically, the Authority may wish to reexamine the provisions of its GMP, to determine whether these changed circumstances make some of the provisions less effective, or even moot. The discussion should probably start with the MTSOs and the GPA review process; if SB 375 passes, then the affordable housing provisions should also be examined in the context of the significant new provisions in that bill relative to the regional housing needs assessment (RHNA) process and provisions for challenges.

#### **TIMING FOR PURSUIT OF OPTIONS**

- MOUs with other counties. Staff suggests that the Authority should enter into MOUs with Alameda, Solano, and potentially Santa Clara within the next 60 to 90 days, with a goal of making appointments to a corridor management group in November, and initial organizational meetings in December.
- Review of Growth Management Program. The Authority has already tentatively agreed to review Measure J GMP implementation issues over the next year. The Implementation Guide is recommended to be placed on hold pending further review and consideration of various facets of the GMP. The countywide plan is approaching the final steps to adoption, and can probably proceed to closure without resolution of these issues. Staff believes that review and discussion of options and potential revisions is feasible over the next 120 to 180 days. Whether closure in that time frame is possible is unclear.

## **Attachment 2**

### **2009 RTP**

### **BAY AREA High-Occupancy Toll (HOT) Network Implementation Principles**

#### **Objectives**

Development and Implementation of a Bay Area Express /High Occupancy Toll (HOT) Lanes Network has five primary objectives:

- More effectively manage the region's freeways in order to provide higher vehicle and passenger throughput and reduce delays for those traveling within each travel corridor;
- Provide an efficient, effective, consistent, and seamless system for users of the network;
- Provide benefits to travelers within each corridor commensurate with the revenues collected in that corridor, including expanded travel options and funding to support non-highway options that enhance effectiveness and throughput;
- Implement the Express/HOT Lane Network in the Bay Area, as shown in exhibit 1 and as amended from time to time, using a rapid delivery approach that takes advantage of the existing highway right of way to deliver the network in an expedited time frame; and
- Toll Revenue collected from the HOT network will be used to operate the HOT network; to maintain HOT system equipment and software; to provide transit services and improvements in the corridors; to finance and construct the HOT network; and to provide other corridor improvements.

#### **Implementation**

1. Collaboration and Cooperation. To accomplish the objectives requires collaboration and cooperation by numerous agencies at several levels of government, including the Congestion Management Agencies (CMA), Caltrans, California Highway Patrol (CHP) and the Bay Area Toll Authority (BATA). This collaborative process shall establish policies for implementation of the HOT network including, but not limited to (a) phasing of HOV conversion and HOT construction, (b) phasing of corridor investment plan elements, and (c) occupancy and pricing policies for HOT network operations.
2. Corridor-Based Focus & Implementation. Utilize a corridor-based structure that recognizes commute-sheds and geographic communities of interest as the most effective and user-responsive models for Bay Area Express/HOT Lane facilities implementation.
3. Reinvestment within the Corridor. Recognize that popular, political and legislative support will rest on demonstrating that the revenues collected in a corridor benefit travelers – including the toll payers – in the corridor through a variety of mechanisms, including additional capital improvements on the freeway and parallel arterials, providing support for transit capital and operations that increase throughput capacity in the corridor, and providing funds for enhanced operations and management of the corridor.



4. Corridor Investment Plans. Corridor Investment Plans, developed by stakeholder agencies within the corridor, will direct reinvestment of revenues to capital and operating programs serving the corridor, commensurate with the revenue generated by each corridor.
5. Simple System. Users deserve a simple, consistent and efficient system that is easy to use and includes the following elements: (a) consistent geometric design; (b) consistent signage; (c) safe and simple operations; (d) common technology; and (e) common marketing, logo and terminology.
6. Toll Collection. BATA shall be responsible for toll collection.
7. Financing. A collaborative process will determine the best financing mechanism, which could include using the state owned toll bridge enterprise as a financing pledge to construct the network.

Subject	Status Report Regarding the Measure C/J Regional Transportation Mitigation Programs
<b>Summary of Issues</b>	In February 2008, the Authority issued an updated Summary Status Report for the Measure C Regional Transportation Mitigation Program. The report documented that \$243 million in regional mitigation fees had been collected since program inception. Chair Nix has requested that the Planning Committee hold a discussion regarding the status of RTMPs.
<b>Recommendations</b>	That the Authority receive a report on current status of the RTMP.
<b>Financial Implications</b>	As of the close of FY 2006-07, the Measure C Regional Transportation Mitigation Program had collected \$243 million in new revenues for multi-modal projects countywide (including the Alameda County portion of the Tri-Valley). Of that, \$193 million has been collected as part of the combined East County fee programs. Tri-Valley and south county have collected \$44.7 million, West County \$4.2 million, Central County \$417,384, and Lamorinda \$380,000.
<b>Options</b>	N/A
<b>Attachments</b>	The Measure C RTMP: Summary Status Report (February 2008) is available for download from <a href="http://www.ccta.net">www.ccta.net</a> (see this agenda item).
<b>Changes from Committee</b>	

Chair Nix has requested that the Planning Committee hold a discussion regarding the status of the RTMP. In response, Authority staff has invited each RTPC Manager to make a brief presentation to the PC regarding their respective RTMPs. Following the presentations, the PC will have the opportunity to discuss current status and direct staff regarding next steps.

### Background

Measure C requires the Authority to "...develop a program of regional traffic mitigation fees, assessments or other mitigations, as appropriate, to fund regional and subregional transportation projects, as determined in the Comprehensive Transportation Plan of the Authority."<sup>1</sup> From 1993 through 1998, the Regional Transportation Planning Committees (RTPCs) developed programs suited to each subarea's project needs and growth expectations.

As of the date information was assembled for the report, the adopted fee programs have collected \$243 million in new revenues for multi-modal projects countywide (including the Alameda County portion of the Tri-Valley). Of that, \$193 million has been collected as part of the combined East County fee

<sup>1</sup> Measure C Expenditure Plan, Growth Management Program, 1988, p. 11.

*September 3, 2008*

***CCTA – Planning Committee***

programs, Tri-Valley and South County have collected \$44.7 million, West County \$4.2 million, Central County \$417,384, and Lamorinda \$380,000. Regional fees for single family homes range widely. In East County, the fee is now set at \$16,667 per single family dwelling unit (SFDU). Fees in other subareas range from \$2,595 per SFDU for West County to \$5,941 per SFDU in South County for the Windermere development. Fees levied on commercial, office, and industrial developments also vary widely, from \$.53/sq. ft. in West County, to \$5.89 per sq. ft. in South County. Tri-Valley is currently considering an increase in its fee.

Since February 2008, when the last update to this report was published, some of the fee schedules have increased based upon a variety of considerations that influence the fee calculation. These include increases in project cost estimates, changes in the annual inflation index in the Engineering News Record Construction Index, revisions to the project lists, and changes in forecasted demographic growth.

**FOR IMMEDIATE RELEASE:**

**08/15/08**

**The West Contra Costa Transportation Advisory Committee  
Announces New Executive Director**

After an Extensive and Successful Search by Bob Murray and Associates, Ms. Jennifer Nitrio-Saleem Confirmed that The West Contra Costa Transportation Advisory Committee (WCCTAC) Has Announced Their Selection of a New Executive Director.

Ms. Christina Atienza Will Assume the Role of Executive Director on September 15, 2008.

Ms. Atienza has over 16 years of public and private sector experience in transportation planning and traffic engineering. She brings to WCCTAC a unique blend of both public policy and technical expertise.

Prior to joining WCCTAC, Christina worked for the Metropolitan Transportation Commission (MTC) where she advocated for; and led, Bay Area-wide programs to improve arterial operations, pedestrian and bicyclist safety. Additionally, she managed federal and state transit grant programs for the region's transportation-disadvantaged populations.

Before MTC, Christina was a project manager for transportation planning, and traffic and transit operations as well as design projects, including Intelligent Transportation Systems.

She is a licensed civil and traffic engineer, and a member of the Institute of Transportation Engineers. She received her Bachelor's degree in Civil Engineering and Master's degree in Transportation Engineering from UC Berkeley.

The West Contra Costa Transportation Advisory Committee (WCCTAC) is comprised of elected officials from the cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo; Contra Costa County Board of Supervisors representing the unincorporated areas of this section of the county; and transit providers, AC Transit, BART, and WestCAT.

WCCTAC is a public entity, governed by a Joint Exercise of Powers Agreement (JPA). The members of the WCCTAC Board are selected by their individual jurisdictions and agencies.

**- END -**



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

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Chair

Maria Viramontes  
Vice-Chair

Janet Abelson

Susan Bonilla

David Durant

Donald P. Freitas

Federal Glover

Brad Nix

Julie Pierce

Karen Stepper

Don Tatzin

## Notice of Availability

**Date** July 30, 2008

**To** City Managers, Planning Directors, Public Works Directors, RTPC Managers, Local Planners, and Other Interested Parties

**From** Brad Beck, Senior Transportation Planner

**RE** **Issues and Options Report for the Update to the Countywide Bicycle and Pedestrian Plan**

The Authority has released the Issues and Options Report for the Update to the Countywide Bicycle and Pedestrian Plan. This report, the first public review document in the update process, is intended to:

- Summarize the data we've collected so far to update the plan
- Outline potential changes to the plan's goals and policies, criteria for identifying priorities and selecting projects, and responses to new policies and guidelines
- Provide a tool for eliciting comments from the public and local agencies on how we should update the plan

The document can be downloaded from the Authority's website at [www.ccta.net](http://www.ccta.net). We hope that your staff will review the document and provide corrections, where needed, and recommendations on how to proceed with the update. To help in your review, we've listed issues and options throughout the document. We hope you will weigh in on them. We're asking for your comments by the end of September 2008.

Besides the report itself, you can also find five large maps of existing and planned bicycle facilities that local agencies have identified posted on our website. We hope you'll review those maps as well and let us know if we missed anything.

Robert K. McCleary  
Executive Director

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94523

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July 2, 2008

Barbara A. Neustadter  
TRANSPAC  
296 Jayne Avenue  
Oakland, CA 94610

Re: I-680 HOV Express Bus Access Study

Dear Ms. Neustadter:

On April 25, 2006, the Contra Costa Transportation Authority (CCTA) entered into Agreement # 192 with TRANSPAC for you to serve as Administrative Manager for the I-680 HOV Express Bus Access Study. CCTA also entered into agreements with the City of Walnut Creek and the Central Contra Costa Transit Authority to provide oversight and assistance for the Study.

With the Study now underway, the consultant schedule dictates that the term of the agreement be extended. Under Section 3 of the original agreement, the term was effective April 25, 2006 through December 31, 2006, however it allowed for the extension or renewal under substantially the same terms and conditions through written mutual agreement. A previous letter dated August 11, 2006 served to extend the term of the agreement through March 31, 2008.

This letter extends the agreement further to June 30, 2010. Please return one original of this letter acknowledging the acceptability of this extension at your earliest convenience. You may retain the second original for your files.

Sincerely,

Robert K. McCleary  
Executive Director

Accepted:

TRANSPAC

Date: 7/8/08

# Peter Hirano, A Bay Area Planning Pioneer

by David Golick

In the 1950s, the Concord City Council and the Concord Planning Commission decided to hire a professional planning staff to cope with demands arising from post-war suburban growth. In 1958, the first staff member hired by the new planning director was Peter Hirano. Hirano started his career in Concord as a junior planner and quickly advanced to the position of assistant planning director, a position which he held for many years. Later, Hirano was promoted to planning director. Hirano helped guide waves of suburban growth and was instrumental in the formulation of the city's redevelopment plan and assisted in guiding the inauguration of BART to Concord. Hirano retired in 1988 after 30 years of service.

Peter Hirano was born in Kingsburg, CA in 1928. He spent World War II in a Japanese-American internment camp, and later joined the Army. He was one of very few minority planners in the area, and perhaps the first minority planner in a high management position. With his planning expertise and professional demeanor, he helped pave the way for other

minorities in the field. He was truly a planning pioneer.

After retiring from the City of Concord, Hirano remained actively involved with local planning issues. However, he declined to accept offers to be interim planning director in other jurisdictions. He repeatedly told me, "I've been to more than my fair share of night meetings." In his retirement, Hirano was involved with the University of California Alumni Association, the Concord Japanese American Club, and the Concord Bocce Federation.

Peter Hirano passed away after suffering from the effects of a stroke at the age of 80 on June 11, 2008. He is survived by his wife, Ruth; their two sons, Christopher and David, and other family members. Donations in Peter's name may be made to Hospice Foundation of the East Bay, 3470 Buskirk Ave., Pleasant Hill, CA 94523 or to the Japanese American Club Building Fund, 3165 Treat Blvd., Concord, CA 94518.

*David Golick is a Planning Consultant and can be reached at [dlgolick@msn.com](mailto:dlgolick@msn.com)*

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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July 14, 2008

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

Dear Mr. McCleary:

This correspondence reports on the actions and discussions at the TRANSPLAN Committee at their meeting on July 10, 2008.

**Concord Community Naval Weapons Station Reuse Plan:** The Committee heard a presentation on the project by City of Concord staff and their traffic consultant. A draft letter from the Committee was discussed and revisions made.

**Receive report and seek input on the second draft of the East County Action Plan:** The Committee received an update on the progress of the update to the East County Action Plan and indicated that staff would return in August with a second draft for review.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, August 14, 2008 at 6:30 p.m.

Sincerely,



John W. Cunningham  
TRANSPLAN staff

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

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# 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

July 9, 2008

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

Dear Chair Hudson:

As requested by the Transportation Authority, TRANSPAC reviewed the proposed Vision, Goals and Strategies proposed for inclusion in the 2008 Update to the Countywide Transportation Plan (CTP) and has provided responses to some of the issues raised in the companion "Policy Questions" memo, dated February 27, 2008.

We suspect that many reviewers struggled (as TRANSPAC did) between the desire to achieve congestion reduction and the reality that the Authority's computer model forecast suggests that such efforts are futile and that increasing congestion is here to stay. TRANSPAC believes that congestion management should be the focus of its efforts, targeted to management of the system, as well as completion of the transportation network throughout Contra Costa, including the Central Contra Costa area. With those caveats, TRANSPAC's recommendations are listed below.

In Table I Goals and Strategies, TRANSPAC suggests the following revisions:

We would restate Goal 1 and tighten some of the action statements.

Goal 1. ~~Reduce future congestion—~~ Enhance the movement of people and goods through improved management, mobility, safety and traffic flow on highways and arterial roads.

1.1. Increase the operational capacity of the existing highway and arterial roads systems through capital investments and operating ~~enhancements~~ techniques, including coordination of arterial and freeway operations.

1.2. Define and close gaps in the existing highway and arterial system.

1.3. Improve the highway and arterial system consistent with a countywide plan to influence the location and nature of anticipated growth.

1.4. ~~Develop new strategies for reducing~~ Continue to implement strategies to manage and mitigate congestion, such as traffic operations and management, ~~and~~ increasing multi-modal mobility, interregional cooperation, and implement improvements to the efficiency and reliability of the transportation network.

We believe that Goal 3 needs stronger action statements. For example, Goal 3, "Provide and expand safe, convenient and affordable alternatives to the single occupant automobile", could incorporate stronger action statements addressing the needs of the anticipated growth in the number of transit-dependent people and the ongoing need to invest in expanded transit options. We recommend that

The Honorable Dave Hudson, Chair  
Page 2  
July 9, 2008

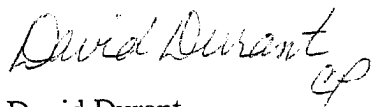
CCTA seek input from the Paratransit Coordinating Council and the Bus Transit Coordinating Committee on these issues, if it has not already done so.

In response to the two Goal 4 Policy Questions posed in the Authority memo, TRANSPAC recommends that statements 4a and 4b should be revised into two more generic statements relating to the need for funding to address the significant shortfall in transit capital funding and the need for major maintenance replacement expenditures for transit. We believe that the specific 4b statement relative to the BART car replacement program should be eliminated as a stand-alone item ("what role will the Authority play with regard to the BART car replacement program...?"). It seems to us that BART car replacement is a piece of a larger maintenance and infrastructure replacement issue.

That is, given the current strain on the existing BART system facilities and operations, we believe that the goal should reflect an Authority policy of advocacy for funding transit capital needs and major maintenance/replacement expenditures.

Please do not hesitate to contact me or the TRANSPAC Manager should you require additional information.

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, CCTAC  
Robert McCleary, Paul Maxwell, Martin Engelmann, Arielle Bourgart,  
Peter Engel, Hisham Noeimi, Danice Rosenbohm, CCTA  
Mark Sakamoto, WCCTAC  
John Cunningham, TRANSPLAN  
Andy Dillard, SWAT  
Steve Wallace, City of Pleasant Hill



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<b>COMMISSIONERS:</b>	<i>Dave Hudson, Chair</i>	<i>Maria Viramontes, Vice Chair</i>	<i>Janet Abelson</i>	<i>Susan Bonilla</i>	<i>David Durant</i>
	<i>Donald P. Freitas</i>	<i>Federal Glover</i>	<i>Julie Pierce</i>	<i>Karen Stepper</i>	<i>Don Tatzin</i>

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**TO:** Barbara Neustadter, TRANSPAC  
Andy Dillard, SWAT  
John Cunningham, TRANSPAN

Mike Sakamoto, WCCTAC  
Lisa Bobadilla, TVTC  
Calvin Wong, LPMC/SWAT (TAC)

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

**DATE:** July 17, 2008

**SUBJECT:** **Items approved by the Authority on July 16, 2008, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **July 16, 2008** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **I-80 Integrated Corridor Mobility (Project #7005) – Authorization to Enter into Cooperative Agreement No. 07W.03 with the Alameda County Congestion Management Agency.** *The Authority approved Cooperative Agreement No. 07W.03 with the Alameda County Congestion Management Agency detailing the funding and management roles of each agency with respect to project development.*
2. **Legislation.** Action may be taken on any item listed or on any legislation pertaining to the Authority's legislative program. *The following staff recommendations were approved by the Authority. (Attachment)*
  - AB 2558 (Feuer/Huffman/Levine): Regional Climate Mitigation Fee (Oppose unless amended)
  - California Consensus on Federal Transportation Reauthorization 2008 (Endorse)
  - SB 1691 (Lowenthal): Public Contracts (Remove opposition contingent upon confirmation from bill's author that the bill would not permit placement of a mechanics lien against public works projects.)

**Release of Proposed "Issues and Options" Report for Update of the Countywide Bicycle and Pedestrian Plan.** The consultant team working on the update of the *Countywide Bicycle and Pedestrian Plan* has drafted an "Issues and Options" report. This report outlines issues that need to be addressed in the update and options for addressing those issues. The Countywide Bicycle and Pedestrian Advisory Committee met twice to review and comment on the administrative draft; the proposed draft reflects their comments. The report will be circulated for review by the RTPCs, local jurisdictions, and other interested parties, and will be discussed at three public workshops. *Proposed "Issues and Options" can be downloaded at <http://www.ccta.net/agendas/CCTA/0708/04B4AttA.pdf> (Control + Click to follow link, or see CCTA's website, Meetings and Agendas, Authority Meeting, July 16, 2008 Agenda Item 4.B.4)*

## Legislative Report to the Authority

July 16, 2008

### New Items

#### **AB 2558 (Feuer/Huffman/Levine): Regional Climate Mitigation and Adaptation Fee**

**APC Recommendation: Oppose Unless Amended**

#### **Senate Appropriations**

This bill revitalizes the provisions of the failed AB 2744 (Huffman), which the Authority opposed unless amended. As it pertains to the Bay Area, the bill would give MTC the authority to impose a 30-year '**climate mitigation and adaptation fee**' in the region, subject to majority vote of the electorate approving the fee and associated expenditure plan. The measure would have to be placed on the ballot no later than November, 2012.

The fee authorized by this bill could take the form of a motor vehicle fuel fee, not to exceed 3% of the retail cost of the fuel; or a vehicle registration fee, not to exceed \$90 per year. Exemptions to the vehicle registration fee would be available for individuals qualifying for specified 'lifeline'-type programs.

Revenues generated by the fee would be used for public transit (2/3 of net revenues) and congestion management projects and programs, per the approved expenditure plan. Any capital projects funded by the fee would have to begin construction by December 31, 2018.

Like AB 2744, this bill would repeal the statutory authorization MTC currently has to impose a tax on motor vehicle fuel. The original legislation contained a return-to-source provision regarding the allocation of the fees. Neither AB 2744 nor AB 2558 contains such a provision.

At its May meeting, in anticipation of a bill being introduced with similar provisions to AB 2744, the Authority took a general position of opposition to any bills providing for a regional fee that (1) establish eligibility for funding based only on emissions reduction/climate control, to the exclusion of mobility, economic vitality, prudent fiscal policy, etc.; and (2) does not contain a provision for a proportional return-to-source allocation of the funds generated by the fee. Clearly, the bill does not contain a return-to-source provision, although amendments were made to the bill in a Senate Transportation Committee meeting on June 24 (not yet in print) requiring some provision for equity in fund distribution. And while the bill establishes that public transit and congestion management projects and programs would be eligible for funding, the expenditure plan title, '*climate change mitigation and adaptation expenditure plan*' suggests that the overriding criteria for establishing eligibility for funding would be the impact on climate change, rather than the ability to meet other basic transportation objectives.

## **California Consensus on Federal Transportation Authorization 2008**

### **APC Recommendation: Endorse**

The current federal transportation authorization act, SAFETEA-LU, will expire on September 31, 2009. The national debate on the form, content, and funding provisions of the next authorization has begun. California has a considerable amount at stake in these deliberations, given the challenges the state faces in terms of maintaining its economic viability and quality of life with a growing population and expanding economy. California will be best able to influence this debate if the state's public and private interests are in agreement as to the basic principles they want to see applied to the reauthorization legislation by our congressional delegation.

To that end, the Governor's office, the Business, Transportation and Housing Agency and Caltrans sponsored a series of meetings over the past six months with stakeholder groups throughout the state to arrive at a set of principles that amount to a 'California voice' regarding reauthorization. The product is the document 'California Consensus on Federal Authorization 2008' (*attached*). Its intended use is to serve as a guideline to California's congressional delegation, to other states' delegations, regional and national coalitions, and to candidates for national office who will be participating in the debate on reauthorization. The distribution of the consensus principles will be timed so as to be available before proposed legislation is drafted, roughly in mid-November 2008.

Formal endorsements are being sought from public agencies and private and non-profit groups and associations.  
(*Attachment to APC agenda*)

### **Updated Items**

Staff will provide updates on the following legislation previously acted on by the Authority. Further action on any of these items to be determined:

<b><u>SB 1691 (Lowenthal):</u></b>	Mechanics Liens on Public Projects
<b>Revised APC</b>	
<b>Recommendation:</b>	Remove opposition contingent upon receipt of a letter from the bill's sponsor confirming the bill would not permit placement of a mechanics lien against public works projects ( <i>attachment: letter from bill sponsor</i> ).
<b><u>SB 375 (Steinberg):</u></b>	Greenhouse gas emissions component to Regional Transportation Plans
<b>Authority Position:</b>	Oppose unless amended. A second bill, sponsored by the building industry, addressing land use and GHG emissions reduction is also in Assembly Appropriations. Negotiations are ongoing among the bills' sponsors.
<b><u>SB 445 (Torlakson):</u></b>	Regional greenhouse gas emissions mitigation fees
<b>Authority Position:</b>	Oppose unless amended. <i>Bill failed in committee.</i>
<b><u>SB 1507 (Oropeza):</u></b>	Highway construction near schools
<b>Authority Position:</b>	Oppose. <i>Bill failed in committee.</i>
<b><u>AB 983 (Ma):</u></b>	Responsibility for project plans and specifications.
<b>Authority Position:</b>	Oppose. <i>Assembly Concurrence.</i>

***Attached is text of email to Arielle Bourgart received on Tuesday, July 8, 2008, from the sponsor of SB 1691 clarifying the intent of the bill, per request of the Authority's Administration and Projects Committee.***

In speaking with Stan Taylor about SB 1691, it was my understanding that his opinion that the bill might allow mechanics lien claims on a public work was based on a misreading of an ambiguous *committee analysis* of the bill, rather than any language in the bill itself.

It has long been the law in California that a mechanics lien claim may not be made against public property. See, e.g., *A.J. Setting Co. v. Trustees of Cal. State University & Colleges* (1981) 119 Cal.App.3d 374, 38. Nothing in SB 1691 is intended to change that general rule, and we expressly reference that principle in our formal Recommendation submitted to the Legislature in support of the bill. Here is a link to our Recommendation: <http://www.clrc.ca.gov/pub/Printed-Reports/RECcpp-H820-MechLienLaw.pdf>. (The reference can be found at the top of page 3 of the recommendation.)

When a bill is enacted by the Legislature based on a Commission Recommendation, that recommendation is properly considered as evidence of legislative intent. See, e.g., *Hale v. Southern Cal. IPA Med. Group, Inc.*, 86 Cal. App. 4th 919, 927 (2001), 7 B. Witkin, Summary of California Law Constitutional Law § 96, at 149 (9th ed. 1988).

Finally, a consideration of the language of the bill also supports this conclusion. Under the bill, the only references to mechanics lien claims are in the newly proposed Part 6 of the Civil Code, which is entitled "*Private Works of Improvement*." See Section 22 of SB 1691. In addition, one of the proposed code sections of that newly proposed Part 6, Section 8052, expressly provides that "This part applies only to a work of improvement that is *not* governed by [the proposed new public work provisions]."

I hope this is of help to you and the Authority. Please feel free to contact me if you need any further clarification. Thank you.

Steve Cohen  
California Law Revision Commission  
(916) 739-7068  
[scohen@clrc.ca.gov](mailto:scohen@clrc.ca.gov)

## FINAL DRAFT

### California Consensus on Federal Transportation Authorization 2008

Under the leadership of Governor Arnold Schwarzenegger, the California Business, Transportation and Housing Agency, and the California Department of Transportation, stakeholders from across California have united on a basic set of principles that we ask our delegation in Washington, DC to adopt in the upcoming debate on the future of this nation's transportation policies.

#### ***1. Ensure the financial integrity of the Highway and Transit Trust Funds***

The financial integrity of the transportation trust fund is at a crossroads. Current user fees are not keeping pace with needs or even the authorized levels in current law. In the long-term, the per-gallon fees now charged on current fuels will not provide the revenue or stability needed, especially as new fuels enter the marketplace. This authorization will need to stabilize the existing revenue system and prepare the way for the transition to new methods of funding our nation's transportation infrastructure.

- Maintain the basic principle of a user-based, pay-as-you-go system.
- Continue the budgetary protections for the Highway Trust Fund and General Fund supplementation of the Mass Transportation Account.
- Assure a federal funding commitment that supports a program size based on an objective analysis of national needs, which will likely require additional revenue.
- To diversify and augment trust fund resources, authorize states to implement innovative funding mechanisms such as tolling, variable pricing, carbon offset banks, freight user fees, and alternatives to the per-gallon gasoline tax that are accepted by the public, and fully dedicated to transportation.
- Minimize the number and the dollar amount of earmarks, reserving them only for those projects in approved transportation plans and programs.

#### ***2. Rebuild and maintain transportation infrastructure in a good state of repair.***

Conditions on California's surface transportation systems are deteriorating while demand is increasing. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment.

- Give top priority to preservation and maintenance of the existing system of roads, highways, bridges and transit.
- Continue the historic needs-based nature of the federal transit capital replacement programs.

#### ***3. Establish goods movement, as a national economic priority.***

Interstate commerce is the historic cornerstone defining the federal role in transportation. The efficient movement of goods, across state and international boundaries increases the nation's ability to remain globally competitive and generate jobs.

- Create a new federal program and funding sources dedicated to relieving growing congestion at America's global gateways that are now acting as trade barriers and creating environmental hot spots.
- Ensure state and local flexibility in project selection.
- Recognize that some states have made a substantial investment of their own funds in nationally significant goods movement projects and support their investments by granting them priority for federal funding to bridge the gap between need and local resources.
- Include adequate funding to mitigate the environmental and community impacts associated with goods movement.

#### ***4. Enhance mobility through congestion relief within and between metropolitan areas.***

California is home to the six of the 25 most congested metropolitan areas in the nation. These mega-regions represent a large majority of the population affected by travel delay and exposure to criteria air pollutants.



## FINAL DRAFT

- Increase funding for enhanced capacity for all modes aimed at reducing congestion and promoting mobility in and between the most congested areas.
- Provide increased state flexibility to implement performance-based infrastructure projects and public-private partnerships, including interstate tolling and innovative finance programs.
- Consolidate federal programs by combining existing programs using needs, performance-based, and air quality criteria.
- Expand project eligibility within programs and increase flexibility among programs.

### ***5. Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.***

California recognizes that traffic safety involves saving lives, reducing injuries and optimizing the uninterrupted flow of traffic on the state's roadways. California has completed a comprehensive Strategic Highway Safety Plan.

- Increase funding for safety projects aimed at reducing fatalities, especially on the secondary highway system where fatality rates are the highest.
- Support behavioral safety programs – speed, occupant restraint, driving under the influence of alcohol or drugs, road-sharing, etc. -- through enforcement and education.
- Address licensing, driver improvement, and adjudication issues and their impact on traffic safety.
- Assess and integrate emerging traffic safety technologies, including improved data collection systems.
- Fund a national program to provide security on our nation's transportation systems, including public transit.

### ***6. Strengthen comprehensive environmental stewardship.***

Environmental mitigation is part of every transportation project and program. The federal role is to provide the tools that will help mitigate future impacts and to cope with changes to our environment.

- Integrate consideration of climate change and joint land use-transportation linkages into the planning process.
- Provide funding for planning and implementation of measures that have the potential to reduce emissions and improve health such as new vehicle technologies, alternative fuels, clean transit vehicles, transit-oriented development and increased transit usage, ride-sharing, and bicycle and pedestrian travel.
- Provide funding to mitigate the air, water and other environmental impacts of transportation projects.

### ***7. Streamline Project Delivery***

Extended processing time for environmental clearances, federal permits and reviews, etc. add to the cost of projects. Given constrained resources, it is all the more critical that these clearances and reviews be kept to the minimum possible consistent with good stewardship of natural resources.

- Increase opportunities for state stewardship through delegation programs for NEPA, air quality conformity, transit projects, etc.
- Increase state flexibility for using at-risk design and design-build.
- Ensure that federal project oversight is commensurate to the amount of federal funding.
- Require federal permitting agencies to engage actively and collaboratively in project development and approval.
- Integrate planning, project development, review, permitting, and environmental processes to reduce delay.

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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July 21, 2008

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

Dear Mr. Wright:

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

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

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

Thank you for taking the time to consider this request.

Sincerely,



John Cunningham  
TRANSPLAN Administrator

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# The County Connection

## Inter Office Memo

### Agenda Item 7.a

TO: O&S Committee

DATE: July 22, 2008

FROM: Anne Muzzini   
Director of Planning & Technical Services

SUBJ: Fixed Route Reports

**Attached are the County Connection Fixed Route Operating Statistical Reports for June 2008**

#### 1. Monthly Boarding's Data

The following represent the numbers that are most important to staff in evaluating the performance of the fixed route system.

<u>Title</u>	FY 2008		
	<u>Current Month</u>	<u>YTD Avg</u>	<u>Annual Goal</u>
Average Weekday	17,811	16,009	FY08 Goal 15,600
Pass/Rev Hour	17.6	15.6	FY08 Goal 17.0
Missed Trips	0.05%	0.12%	FY08 Goal 0.25%
Miles between Road Calls	30,065	27,798	FY08 Goal 18,000

\* FY 2008 goals to be determined with the SRTP Update.

#### Analysis

Average weekday ridership in June was higher than any other month this fiscal year. Passenger counts on most routes were up with the exception of routes affected by the construction in Lafayette. The most significant increases were seen on the commute services - Route #920 between the ACE trains and Bishop Ranch had passenger growth of 39%. Likewise ridership on the #970 between Dublin BART and San Ramon grew 45%. The #930 between Antioch and Walnut Creek grew by 19%.

The #114 and the #110 grew only 1% and 6% respectively over the May levels. Since January however these two routes have seen ridership growth of 14%.

Meetings were conducted with the drivers to solicit input on running time, routing, and stops. Planning and scheduling staff has already responded with some bus stop fixes and will use many of the ideas to make future improvements.

Transportation and Maintenance  
Operations Data Summary

Fixed Route Boardings		Passengers by revenue Hrs/Miles			Service Days			Fiscal YTD Comparison	
June 2008 Fixed Route Boardings	411,096	Revenue Hours -	June 2008	Weekdays	21	June 2008	Fiscal 2008 YTD	4,409,941	
Pavilion	468		June 2007		21	June 2007			
Bus bridge	0	Revenue Miles -	June 2008	Saturdays	4	June 2008			
Special (Chase)	0		June 2007		5	June 2007	Fiscal 2007 YTD	4,181,860	
Cal Express	0			Sundays	5	June 2008			
					4	June 2007			
June 2008 Total Boardings	411,564	Passengers per Mile	1.44	Total Days	30	June 2008	YTD Trend	105.5%	
June 2007 Total Boardings	393,212	Passengers per Hour	17.58		30	June 2007	Monthly Trend	104.7%	

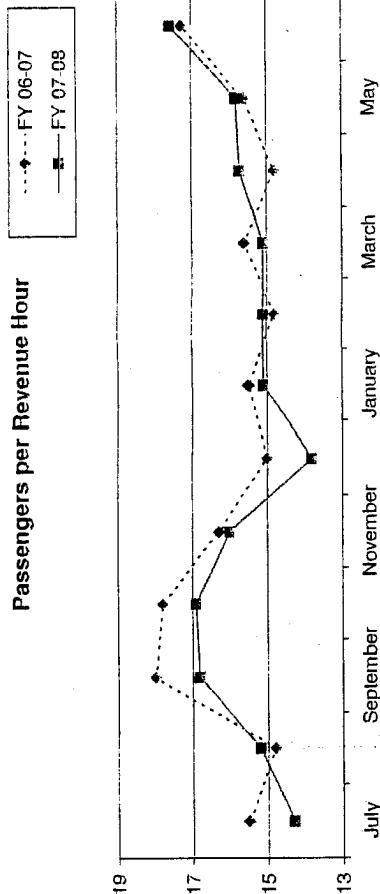
June 2008 Fixed Route Passenger Total									
Route	Destination Information	Weekday	Saturday	Sunday	Total	June 2007 Weekday Average	June 2008 Weekday Average	June 2007 Passengers per Revenue hour	June 2008 Passengers per Revenue hour
8	Minuteman Shuttle	1,511			1,511	53	72	2.3	3.1
101	Rossmore / Ygnacio Valley	16,124	1,142		17,266	891	768	17.1	15.0
102	Pleasant Hill Rd. / Livorno	11,694			11,694	492	557	11.0	12.7
104	Walnut Creek Downtown Shuttle	35,009	3,689	2,584	41,282	1,303	1,667	35.4	45.1
105	Broadway / Creekstone	3,116			3,116	121	148	15.3	18.3
106	Lafayette / Moraga / Orinda	16,165	452		16,616	653	770	12.6	14.9
107	Shadelands / John Muir	6,455			6,455	388	307	15.8	10.9
108	Martinez / North Concord	10,044			10,044	435	478	15.9	17.3
109	Concord Oaks Boulevard	11,349	995		12,344	570	540	20.3	19.2
110	Clayton Rd. / D.V.C.	68,405	6,894		75,299	3,222	3,257	21.3	22.9
110W	Waldenworld	1,177	498		1,675	N/A	56	N/A	11.7
111	Oak Grove Rd. / Geary Rd	9,254	992	1,208	11,453	446	441	12.7	13.7
114	Monument Boulevard	33,595	4,059		37,654	1,394	1,596	23.0	26.4
115	Treat Boulevard	22,637	1,113		23,750	1,111	1,078	16.4	27.4
115B	Bart Concord	1,860			1,860	N/A	89	N/A	4.5
116	Martinez / Walnut Creek	15,865	1,314		17,179	616	755	16.6	16.5
117	Olivera/Solano/Salvino/N. Concord Bart	8,243	904		9,147	510	593	27.7	31.7
118	Morello / Antrak	12,902	1,653		14,555	773	614	20.1	15.9
119	Antrak / Sunset Loop	1,681			1,681	81	80	1.2	1.1
121	Walnut Creek Bart / Dublin Bart	25,871	3,209	1,651	30,730	1,208	1,232	14.7	14.8
124	Conelli Road	836			836	51	40	10.6	8.3
126	Orinda Bart / Community Ctr / Miner	2,287	0		2,287	75	109	8.0	11.7
137	Bart Concord / D.V.C.	4,273			4,273	238	203	20.1	9.0
135	Dougherty Valley	8,694			8,694	293	414	9.9	12.2
206A	Rossmore / St. Mary's / Happy Valley	1,468			1,468	69	70	8.0	15.3
206L	Happy Valley Limited Service	388			388	N/A	18	N/A	4.7
221	Stone Valley / Danville Bishop Ranch	1,166			1,166	50	56	7.7	8.6
308	Martinez / North Concord Sunday	N/A		1,217	1,217	N/A	N/A	19.7	14.0
314	Clayton Road / Monument Blvd.	N/A		3,431	3,431	N/A	N/A	39.6	21.0
820	Night Owl Service	428	134	329	891	14	20	2.0	2.7
920	ACE Shuttle	5,895			5,895	259	281	28.9	31.4
930	Kitter Pass Express	4,453			4,453	157	212	13.7	18.5
960B	Bishop Ranch Express	10,790			10,790	874	514	19.8	18.7
960C	Bishop Ranch Express	7,023			7,023	N/A	334	N/A	17.7
970B	Dublin Bart / San Ramon	2,741			2,741	262	131	12.8	12.4
970C	Dublin Bart / San Ramon	1,794			1,794	350	85	11.0	8.4
980	Martinez Express	7,785			7,785	N/A	371	N/A	11.6
991	Concord Commuter/Express	1,125			1,125	56	54	15.5	14.9
TOTALS		374,032	26,645	10,420	411,096	17,115	17,811	17.3	17.6

#### IV. Staff Reports

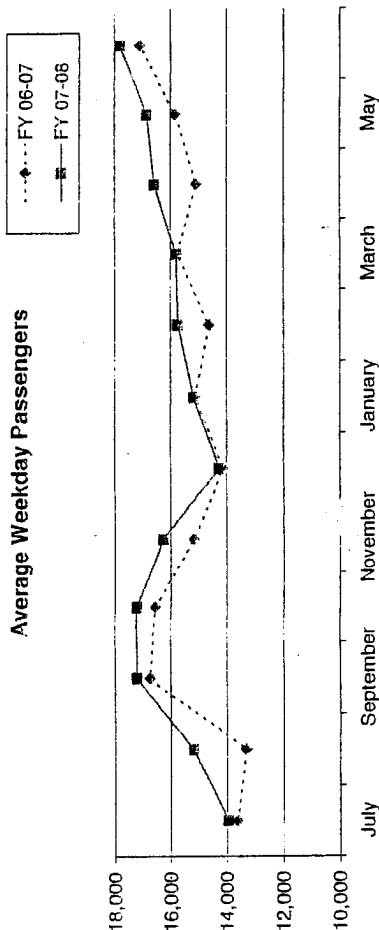
TRANSPORTATION		2007 June	2007 July	2007 August	2007 September	2007 October	2007 November	2007 December	2008 January	2008 February	2008 March	2008 April	2008 May	2008 June	FY08 FISGAL YTD	13 MONTH AVERAGE
Number of Buses	131	131	131	131	131	131	131	131	131	131	131	131	131	131	N/A	131
Totals Miles	352,426	348,671	377,148	335,100	397,176	357,715	347,849	380,121	361,828	372,139	379,518	366,885	360,781	4,384,931	364,412	364,412
Work Days	30	30	31	29	31	29	30	30	29	31	30	30	30	360	30	30
Revenue Hours	22,244	22,207	24,553	21,197	24,813	22,780	22,362	24,237	23,204	23,757	24,703	24,024	23,406	281,243	23,345	23,345
Operator Pay Hours	39,984	44,666	42,118	39,329	39,606	39,210	44,155	41,503	41,718	45,790	40,265	42,201	40,618	501,178	41,628	41,628
Number of Operators	219	216	216	216	216	216	216	215	228	219	219	219	218	N/A	218	218
FT Extra Board	79	89	110	70	65	42	46	65	50	26	36	34	67	700	60	60
Unscheduled Absences	333	414	487	397	448	412	426	407	575	478	469	424	482	5,419	442	442
Worker Comp.	96	138	179	132	171	162	165	131	122	101	124	148	123	1,696	138	138
Sick leave	237	276	308	265	277	250	261	276	453	377	345	276	359	3,723	305	305
Collision Accidents	9	7	11	7	6	6	8	8	11	10	8	5	6	83	8	8
Passenger Accidents	5	15	13	20	13	15	6	7	6	6	10	15	12	138	11	11
Total Chargeable Collisions	5	2	6	2	1	1	3	5	3	1	5	1	2	32	3	3
Chargeable/100K Miles	1.41	0.57	1.59	0.59	0.25	0.27	0.86	1.31	0.82	0.26	1.31	0.27	0.55	0.72	0.77	0.77
Number of Trips Scheduled	30,840	30,110	33,935	29,438	34,634	32,318	31,433	33,799	32,140	32,741	33,945	32,923	30,834	388,240	32,237	32,237
Number of Trips Missed	78	84	56	16	39	24	34	33	59	31	37	26	15	454	41	41
Of Trips Scheduled - % Missed	0.25%	0.28%	0.17%	0.05%	0.11%	0.07%	0.11%	0.10%	0.18%	0.09%	0.11%	0.08%	0.05%	0.12%	0.13%	0.13%
Of Trips Missed - Mechanical	25	39	30	14	21	18	23	32	22	12	21	14	13	259	22	22
On Time Performance %	91%	92%	92%	88%	91%	91%	89%	92%	93%	91%	90%	92%	91%	N/A	91%	91%
MAINTENANCE																
A/C Operative - Avg %	100%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	N/A	99.8%	99.8%
Lifts Operative - Avg %	99%	100%	99%	99%	100%	99%	100%	99%	100%	100%	99%	99%	100%	N/A	99.5%	99.5%
PM Complete on Schedule	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	N/A	100.0%	100.0%
Total Road Calls	21	24	27	16	18	26	23	22	19	11	26	20	19	251	21	21
Road Calls for Mechanical	12	14	18	10	11	23	17	14	12	8	19	13	12	171	14	14
Road Calls for Other	9	10	9	6	7	3	6	8	7	3	7	7	7	80	7	7
Miles Between Mechanical Road Calls																
Bus Numbers																
60	199	5691	17,014	14,454	19,859	16,870	15,224	16,504	15,726	11,831	13,908	12,830	13,935	173,946	14,532	14,532
200	299	41,490	26,846	19,839	38,382	14,651	13,614	13,799	22,752	40,528	22,830	40,696	21,581	316,865	27,566	27,566
300	399	25,242	15,644	56,458	52,233	19,743	13,886	16,240	53,429	26,485	54,616	52,434	25,560	435,342	35,430	35,430
400	499	37,606	37,384	38,825	31,928	19,006	11,734	4,209	18,996	37,357	17,915	38,429	18,446	313,391	27,000	27,000
500	519	21,007	61,725	32,676	58,800	33,849	65,065	20,729	32,071	63,916	23,213	65,229	64,552	584,367	46,567	46,567
2000	2099	11,210	26,259	27,664	21,798	28,402	12,046	25,112	25,179	26,403	27,933	28,870	29,874	306,130	24,412	24,412
9600	9629	34,349	18,758	16,392	33,660	118,939	14,464	33,277	39,990	34,668	107,741	12,408	21,385	467,151	18,577	18,577
9800	9809	19,131	20,005	4,353	3,305	6,988	6,286	18,184	9,979	5,174	12,257	4,774	10,760	113,226	10,181	10,181
Fleet Avg																
Maintenance Pay Hours	29,369	24,905	20,953	33,510	36,107	15,553	20,462	27,152	30,152	46,517	19,975	28,220	30,065	333,571	27,918	27,918
No Maint. Employees	28	26	26	26	28	28	28	27	26	25	25	25	25	315	26	26
Maint. Emps./100K Miles	8	7	7	8	7	8	8	7	7	7	7	7	7	7	7	7
Unscheduled Absences	1	3	1	4	2	3	2	3	2	2	1	2	0	29	2	2

# FIXED ROUTE GRAPHS

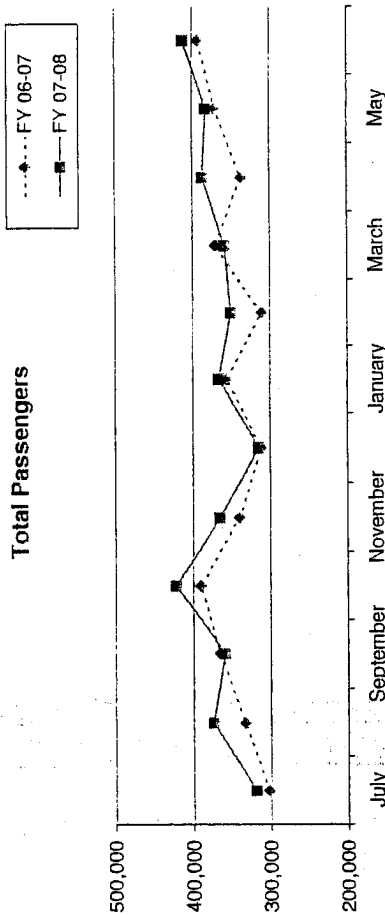
Passengers per Revenue Hour



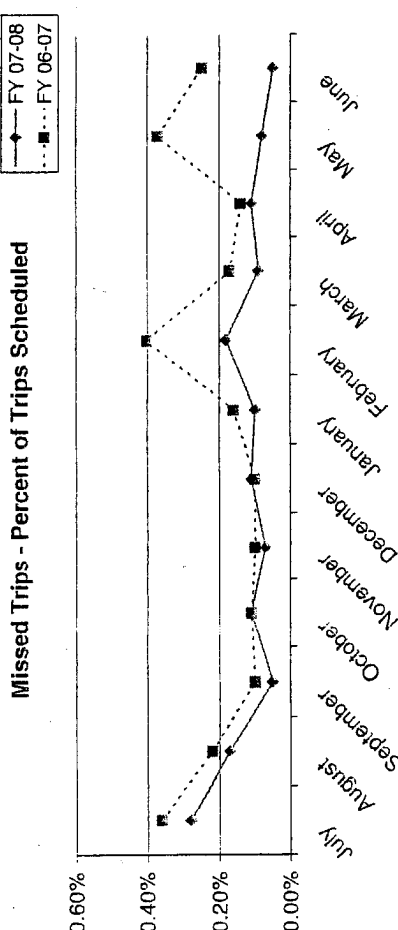
Average Weekday Passengers



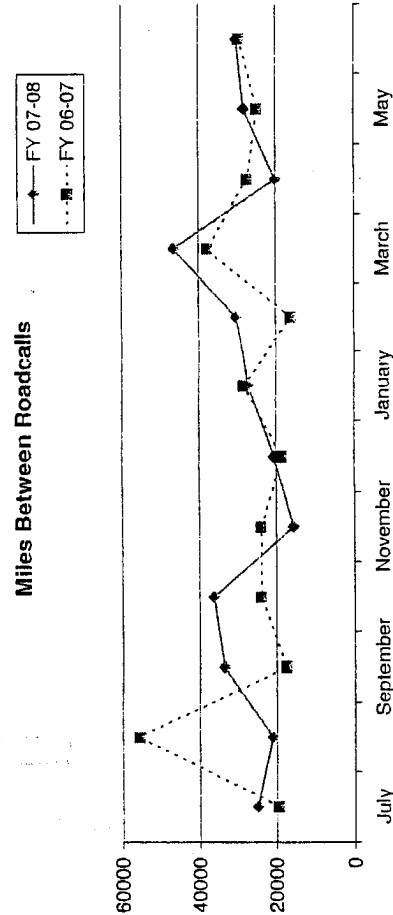
Total Passengers



Missed Trips - Percent of Trips Scheduled



Miles Between Roadcalls



**PROJECT STATUS REPORT**  
**August 31, 2008**

**INTERSTATE 680 CORRIDOR**

**a. I-680 Auxiliary Lanes (1106)**

**Lead Agency:** CCTA

**Project Description:** This project provides auxiliary lanes on I-680 from the Diablo Road Interchange Danville to the Bollinger Canyon Road Interchange in San Ramon divided into the following segments: Segment 1, Diablo Road to Sycamore Valley Road. Segment 2, Sycamore Valley Road to Crow Canyon Road. Segment 3, Crow Canyon Road to Bollinger Canyon Road.

**Current Project Phase:** Landscaping of Segments 1 & 3.

**Project Status:** Landscape construction for Segments 1 & 3 began in January 2008. The landscaping construction is expected to be completed in early September 2008. Several years of Plant Establishment Maintenance will follow the initial construction.

**Issues/Areas of Concern:** None.

**b. I-680/SR 4 Interchange (1117)**

**Lead Agency:** CCTA

**Project Description:** The ultimate project will provide a three-level interchange with two direct connections: the high demand northbound to westbound and southbound to eastbound movements at I-680 and SR 4.

**Current Project Phase:** Project Report/Environmental Document

**Project Status:** Because the project now falls under the new NEPA delegation to Caltrans, staff has worked through the final steps for processing the document with Caltrans. This schedule targets sending the final document to the State Clearinghouse in October. The Final Project Report is under review by Caltrans and is expected to be signed in October.

**Issues/Areas of Concern:** None.

**c. Alhambra Avenue Widening (1203) *No changes from last month.***

**Lead Agency:** City of Martinez

**Project Description:** The second phase of the project will install additional lanes, traffic signals and soundwalls at major intersections on Alhambra Avenue from MacAlvey to SR 4.

**Current Project Phase:** Construction.



**Project Status:** In 2006, the Authority approved an appropriation of \$5,456,499 for construction, which started in June 2007. The Project is rescheduled for completion in September 2008 because of some PC delays.

**Issues/Areas of Concern:** None.

**d. Pacheco Boulevard Widening (1216) *No changes from last month.***

**Lead Agency:** Contra Costa County

**Project Description:** This project consists of widening of Pacheco Boulevard from Blum Road to Arth in the Martinez area. Environmental clearance and preliminary design plans for the new project need to be completed.

**Current Project Phase:** Environmental clearance (started but now on hold).

**Project Status:** The County is planning to environmentally clear the entire project using County funds.

**Issues/Areas of Concern:** Project has a funding shortfall and requires coordination with the State to re-align the railroad overcrossing. \$4.9 million is programmed for the project from Measure J.

**e. Iron Horse Trail Crossing at Treat Boulevard (1219) *No changes from last month.***

**Lead Agency:** Contra Costa County

**Project Description:** This project will construct a bicycle/pedestrian bridge along the Iron Horse Trail alignment crossing Treat Boulevard in the vicinity of Jones Road.

**Current Project Phase:** Design.

**Project Status:** Project design started in July 2002. The last remaining right-of-way clearance activity is underway. The Project was successful in securing an additional \$340,000 in Countywide TLC funds for a total of \$1,000,000 in Countywide TLC funds. Project cost is now estimated at \$8.2 million. Peer Review of plans was completed on August 15, 2007. The County signed an agreement with PG&E for relocation of transmission lines. One piece of property was purchased for that reason. County is negotiating for final remaining easement.

**Issues/Areas of Concern:** Significant utility relocation is required which has adversely affected the schedule. Construction is rescheduled to early 2009.

**f. Commerce Avenue Extension (1214) *No changes from last month.***

**Lead Agency:** Concord

**Project Description:** The project will extend Commerce Avenue between Pine Creek and Waterworld Parkway and will rehabilitate the pavement section between Concord Avenue and its end near the cul de sac.

**Current Project Phase:** Design.

**Project Status:** The City completed the 90% design plans and specifications in December 2006. The City is currently finalizing the environmental document. Construction is rescheduled for early 2009.

**Issues/Areas of Concern:** Staff is still working with Caltrans to obtain the environmental clearance, which is taking longer than had been anticipated and is now expected in fall 2008.

**g. Contra Costa Blvd. Signal Coordination (1221) *No changes from last month.***

**Lead Agency:** City of Pleasant Hill

**Project Description:** The project will synchronize the traffic signals along Contra Costa Boulevard between the I-680 off-ramp (near Pleasant Hill/Martinez city limits) and Oak Park Boulevard.

**Current Project Phase:** Construction.

**Project Status:** The Authority appropriated \$125,762 for construction on September 19, 2007. Orders for traffic management software and necessary hardware for the signals have been received. Software has been installed and hardware is currently being installed. The system will be fully operational by fall 2008.

**Issues/Areas of Concern:** None.

**h. Ygnacio Valley Road Slide Repair (1220)**

**Lead Agency:** City of Concord

**Project Description:** Heavy rains in December through April 2006 triggered a landslide on a hillside in the City of Concord which caused the soil under Ygnacio Valley Road to shift, resulting in upheaval of the pavement along an 800 ft. section of the slow lane in the eastbound direction west of Cowell Road. The City has received \$2.3 million in federal emergency relief funds for the permanent restoration of the shoulder roadway.

**Current Project Phase:** Design

**Project Status:** The Authority appropriated \$270,000 for construction on March 19<sup>th</sup>, 2008. Environmental clearance was received on April 30<sup>th</sup>, and construction activities on the slide repair are anticipated to begin in Fall. The estimated project cost is \$3.52 million. Concord City Council is scheduled to award the contract on September 8, 2008, with the winning bid coming in 26% under the engineer's estimate.

**Issues/Areas of Concern:** None.

**i. Sycamore Valley Road Improvements (1719)**

**Lead Agency:** Town of Danville

**Project Description:** The project will restripe Sycamore Valley Road between Camino Ramon and Broadway Road to provide an additional westbound travel lane and a 5 foot bike lane. The additional lane will provide increased storage space for traffic making a right turn at the I-680 northbound on-ramp. Currently, the westbound Sycamore Valley Road extends beyond Camino Ramon impeding westbound through traffic.

**Current Project Phase:** Construction

**Project Status:** Contract was awarded to Ghilotti Brothers, Inc. for \$326,854 on June 17, 2008 (engine estimate was \$404,045). The Authority appropriated funds for construction on March 19, 2008, and construction is underway.

**Issues/Areas of Concern:** None.

## **ROUTE 4 EAST**

### **a. Railroad Avenue to Loveridge Road (1405)**

**Lead Agency:** CCTA

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

**Current Project Phase:** Landscaping

**Project Status:** All highway and local road construction is complete. Right of way close-out activities continue. The construction work for the City of Pittsburgh's portion of the landscaping was completed in October 2007. Final Design Plans for the freeway mainline landscaping is complete and are being reviewed. The construction contract for the mainline landscaping is scheduled to be advertised in late September or October with construction beginning in January or February 2009.

**Issues/Areas of Concern:** None.

### **b. Loveridge Road to Somersville Road (1406)**

**Lead Agency:** CCTA

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

**Current Project Phase:** Final design for the widening from Loveridge Road to Somersville Road.

**Project Status:** Monthly Project Development Team (PDT) Meetings and specialty meetings including consultants and BART are on-going. The submittal for the final (District) PS&E package is now scheduled for July in order to include construction staging modifications due to anticipated concurrent construction at Somersville.

Construction of the pump station is now complete. This area has been fenced and is anticipated to be used for staging of the PG & E relocation work and the follow on mainline contract.

Monthly meetings are ongoing for all right of way activities. The Construction and Maintenance (C&M) property disposition agreement is being circulated for signature. The CEQA process for the Team Track is complete. Construction of the team track is anticipated to start in winter.

**Issues/Areas of Concern:** The schedule for the project has been re-assessed in order to accommodate in the median. Right of way is still the critical path, specifically utility easements required for relocation of major PG&E facilities. The provisions of SB1210 will likely adversely affect schedule.

**c. Somersville Road to SR 160 (1407)**

**Lead Agency:** CCTA

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

**Current Project Phase:** Right of Way Acquisition & Final design.

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

The re-validation environmental document, prepared to cover the change in the project to include a wide median for future transit, has been completed.

Segment 1 is furthest along in design, with 65% PS&E documents submitted to Caltrans and the City of Antioch in August. Right of way acquisition is underway for Segment 1 and PG&E is working on design of their utilities in this segment, which will need to be relocated prior to construction.

Segment 3A Right of Way sufficiency plans were submitted to Caltrans and the City in July. It is anticipated that 65% PS&E documents will be submitted for review in September. Right of way acquisition is expected to be underway in this segment in September.

Segment 2 Right of Way sufficiency plans are anticipated to be submitted for review in September. This segment continues to pose the most challenges, particularly given the significant utility relocation requirements.

Segment 3B, the Hillcrest Interchange area, is not proceeding at the same pace as the rest of the project, pending resolution of issues related to the future transit station. At this time, conceptual plans are being developed in coordination with station alternatives being considered by the transit project.

**Issues/Areas of Concern:**

The project team has had initial discussions with the Regional Water Quality Control Board, Region 5. Issues remain related to storm water treatment requirements for this project.

Based on the latest project construction cost estimate, it is estimated that there will be a funding shortfall of approximately \$37 M that may require phasing some of the interchange improvements. Furthermore, if the \$80 M in ECCRFFA funds earmarked for this project is delayed, further phasing of the project will be required which may jeopardize the ability to construct the entire freeway widening and transit median along the way to Route 160 by the current goal of 2015.

## **ROUTE 4 WEST**

Projects Completed.

## ROUTE 24

### a. Caldecott Tunnel Improvement Project (1698)

**Sponsor Agency:** CCTA

**Project Description:** Construction of a fourth bore between Contra Costa and Alameda Counties.

**Current Project Phases:** Final Design (PS&E) for the preferred 2-lane tunnel alternative & right of way

**Project Status:** The design team completed a District submittal on July 31, 2008 for final consistency review by Caltrans Headquarters' engineers. Project advertisement is expected in February/March 2009.

**Issues/Concerns:** On August 5, 2008 a settlement agreement was signed between Caltrans and the City of Oakland that avoided potential litigation by the City on the certified final environmental impact report. However, as reported earlier, in November 2007 a concerned Citizens' group filed a lawsuit under CEQA. Settlement negotiations with the group were not fruitful. The court hearing is scheduled for October 31,

## MAJOR ARTERIALS – SOUTHWEST REGION

Projects Completed.

## RAIL EXTENSION (BART)

### a. State Route 4 (e) eBART Corridor Transit Study

**Lead Agency:** BART/CCTA

**Project Description:** To implement transit improvements in the State Route 4 corridor from the Pittsburg Point station in the west to a station in Antioch in the vicinity of Hillcrest in the east. Options such as a light rail extension, e-BART, Bus Rapid Transit and express bus service are being evaluated.

**Current Project Phase:** Environmental Document/Preliminary Engineering. BART is the lead agency for this phase.

**Project Status:** Work is underway on the preliminary design of the project, environmental clearance, and development of the Ridership Development Plans (RDP). The policy advisory group (ePPAC) continues to oversee this work.

Coordination work is ongoing between BART and CCTA consultants working on the design of the SR4 Widening Project. Meetings have occurred with all parties including Caltrans and MTC to define schedule, costs and cash flows by funding source. The work required for Livermore is the first focus for BART by designers and was completed by the end of May to include in the District Final PS&E submittal.

The City of Pittsburg has begun work on the environmental review of the Railroad Avenue Specific Plan to release a Notice of Preparation and Initial Study soon and will hold a scoping session on the NOI afterward. Staff hopes to bring the plan to the City Council for approval by the end of this year. The City

Antioch released a NOP for the Hillcrest Station Area Specific Plan on May 22, 2008. As described in the NOP, the draft specific plan will include separate land use, transportation and infrastructure plans for each of the three potential station locations.

**Issues/Areas of Concern:** None.

## COMMUTERWAY

### a. Pacheco Transit Hub (2210)

**Lead Agency:** CCCTA

**Project Description:** Construct a transit hub at Pacheco Blvd. and Blum Road. The project will relocate and expand the existing Park & Ride lot to provide 116 parking spaces and provide six bus bays for express local bus service.

**Current Project Phase:** Design

**Project Status:** A revised PSR/PR was submitted to Caltrans on January 5, 2008. Project received environmental clearance on May 6, 2008. A phase II (65%) design peer review was held on September 2008. Construction is targeted for 2009.

**Issues/Areas of Concern:** None.

### b. Martinez Intermodal Station – Phase 2 (2208) *No changes from last month.*

**Lead Agency:** City of Martinez

**Project Description:** Construct replacement landscaping and fencing (due to previous construction of tracks change) along the south side of Joe DiMaggio Drive between Ferry Street and North Court Street and several other locations.

**Current Project Phase:** Construction

**Project Status:** Planting along Joe DiMaggio Drive is complete. Planting near Union Pacific Ozol yard scheduled for construction by Union Pacific in FY 2008-09. Environmental monitoring and plant maintenance continue. City received \$268,141 additional appropriation from other Martinez Measure C projects to reimburse PG&E for utility relocation work.

**Issues/Areas of Concern:** None.

### c. Martinez Intermodal Station – Phase 3 (2208A) *(No changes from last month)*

**Lead Agency:** City of Martinez

**Project Description:** Project will acquire land north of the railroad tracks, construct new road access to north parking lot, add 425 parking spaces, and build a pedestrian bridge over the tracks.

**Current Project Phase:** Right of Way

**Project Status:** City received \$5.5 million STIP allocation in June 2007 and the Authority appropriated \$5.5 million in advanced Measure J funds in May 2007. Right of way clearance activities are ongoing.

**Issues/Areas of Concern:** None

## BART PARKING

### a. Richmond Transit Village BART Parking Structure (2302)

**Lead Agency:** Richmond Redevelopment Agency

**Project Description:** The project will construct a 785-space parking structure at the Richmond BART station. The project will replace surface parking and free up land for building residential units on the east side of the station. Approximately 150 parking spaces will be added at the station when this project is complete.

**Current Project Phase:** Design

**Project Status:** Design is underway using TCRP and Measure C funds and is 65% complete. Because the project needs to be built to BART standards, and BART is reviewing the plans, a peer review will not be required for this project. Construction is targeted for early 2009.

**Issues/Areas of Concern:** Traffic Congestion Relief Program (TCRP) funds may be at risk. \$3.82 million TCRP funds is currently unallocated. The city obtained an additional \$1,000,000 in TCRP funds for in design costs at the CTC its May 29<sup>th</sup>, 2008 meeting.

## REGIONAL BICYCLE & PEDESTRIAN TRAILS

### a. Big Break Regional Trail (3112) *No changes from last month.*

**Lead Agency:** East Bay Regional Park District

**Project Description:** The Big Break Regional Trail connects the shoreline from the Antioch Bridge to downtown Oakley and the delta in eastern Contra Costa County. The trail is part of the newly designated California Delta Trail. Measure C funds will be used to construct a bridge over the Vintage Parkway Channel and make trail improvements along 1/2 mile of shoreline from Piper Land to the existing trail and Lane within the Vintage Parkway housing development in Oakley. The project will construct the bridge then the trail improvements.

**Current Project Phase:** Bridge construction in Spring 2008 – Trail portion is in design.

**Project Status:** Design is complete for the bridge part of the project using Measure C funds and other. CCTA Peer Review Committee reviewed the project in April 2007 and gave comments. Awarded construction contract for bridge portion in January 2008. Construction is rescheduled for summer of 2008.

**Issues/Areas of Concern:** N/A

## MEASURE J PROJECTS

**a. I-80/Central Avenue Interchange (7003)**

**Lead Agency:** CCTA

**Project Description:** To study possible improvements of overall traffic operations at the I-80/Central Avenue Interchange and along Central Avenue between Jacuzzi Street and San Pablo Avenue.

**Current Project Phase:** Project Study Report (PSR)

**Project Status:** The team is considering a change of strategy for the project and has been discussing this with Caltrans, FHWA, and the cities of El Cerrito and Richmond. A technical analysis is currently underway to evaluate possible next steps.

**Issues/Areas of Concern:** The project scope will have to be adjusted if a new strategy is adopted.

**b. I-80/San Pablo Dam Road Interchange (7002)**

**Lead Agency:** CCTA/City of San Pablo

**Project Description:** Reconstruct existing interchange to provide improved pedestrian and bicycle access.

**Current Project Phase:** Project is in Preliminary Engineering and Environmental Documentation stage.

**Project Status:** Environmental Clearance work started in October 2006. A public meeting was held on December 3, 2007 at the San Pablo City Hall. A second public meeting is scheduled in September 2008. Preliminary design work is being coordinated with an adjacent city improvement project (El Portal Gate) to minimize any "throw away" work.

**Issues/Areas of Concern:** The scope of the project, and hence the cost, has increased significantly since development of the Project Study Report. Significant funding shortfall exists.

**c. I-680 /Norris Canyon Carpool/Bus Ramps (8003)**

**Lead Agency:** CCTA

**Project Description:** To provide direct HOV connector ramps from/to I-680 at Norris Canyon Road.

**Current Project Phase:** Project Study Report (PSR)

**Project Status:** CH2M Hill has been retained by the Authority to prepare the project PSR. Monthly team meetings with Caltrans and the City of San Ramon staff are underway. Conceptual plans for the proposed HOV connector ramps have been prepared and reviewed, in concept, by Caltrans, FHWA and City of San Ramon staff. Several of the technical studies supporting the PSR have been drafted and are under review by Caltrans. The traffic forecasting study is underway, along with the project purpose and need statement. FHWA Headquarters' approval for the project design exceptions may be required. Should that be the case, an additional 6 months has been included in the project schedule. The estimated completion date for the PSR is August 2009.

**Issues/Areas of Concern:** None.



d. **Richmond Parkway Upgrade Study (9001)**

**Lead Agency:** CCTA/City of Richmond

**Project Description:** The study will identify issues and costs to upgrade the Richmond Parkway to urban oriented standards and expressway standards.

**Current Project Phase:** Study.

**Project Status:** Study is complete. Cost to upgrade project to expressway standards is in excess of \$20 million, and to urban arterial standard is \$94 million. A presentation was made to the Richmond City Council on March 25, 2008. The Council gave direction to city staff to start discussions with Caltrans regarding adoption of the facility as an "urban arterial".

**Issues/Areas of Concern:** None

e. **Ygnacio Valley Road Permanent Restoration – Phase 2 (New Project 24027)**

**Lead Agency:** City of Concord

**Project Description:** The restoration work consists primarily of constructing a pier wall with tiebacks (protective feature) and repair of the damaged roadway. There will also be some work regarding the slope slide area above the roadway to remove depressions and repair damaged Ohlone Trail. Phase 1 of this project which is partially funded with Measure C funds, is scheduled to begin construction this summer. The City of Concord proposes to implement phase 2 in 2009 as the final phase of the permanent restoration work.

**Current Phase:** Environmental/Preliminary Engineering

**Project Status:** The City of Concord has requested proposals from consultants for environmental and engineering work. The Authority appropriated \$500,000 for environmental clearance work and preliminary engineering on June 18, 2008. Concord City Council is scheduled to select a design consultant on September 22, 2008.

**Issues/Areas of Concern:** None

f. **SR4 Bypass: Widen Bypass to 4 Lanes – Laurel Road to Sand Creek Road (5002)**

**Lead Agency:** State Route 4 Bypass Authority

**Project Description:** Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road.

**Current Phase:** Design

**Project Status:** Final design is expected to be completed by January 2009, and the project will be read advertised for construction in February 2009, subject to available funding. Right of way acquisition is underway. The Authority appropriated \$2,983,000 for design and \$1,000,000 for right-of-way activities on September 16, 2007.

**Issues/Areas of Concern:** Construction schedule is subject to available funding.

**g. SR4 Bypass: Sand Creek Road Interchange – Phase 1 (5003)**

**Lead Agency:** State Route 4 Bypass Authority

**Project Description:** The project is currently planned to be constructed in two phases: Phase 1 consists of constructing the crossover for Sand Creek Road via a single bridge with loop for Westbound Sand Creek Road to access the Eastbound Bypass segment. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant. Phase 1 will be further divided into two stages. Stage 1 will lower existing Sand Creek Intersection by approximately 5 feet. Stage 2 will complete all movements except the southwest quadrant. Phase 2 of the project will construct the southwest quadrant of the interchange.

**Current Phase:** Phase 1/ Stage 2 – Design and Right of Way acquisition

**Project Status:** Phase 1/ Stage 1 – Construction was substantially completed in November 2007; Phase 1/ Stage 2 – Final design is expected to be completed by January 2009 and the project would be ready to be advertised in February 2009. Phase 1/ Stage 2 – Right of way acquisition is underway. The Authority appropriated \$3,598,000 for design, \$4,500,000 for construction and construction management, and \$500,000 for right-of-way activities on May 16, 2007.

**Issues/Areas of Concern:** Construction schedule is subject to available funding.

**h. SR4 Bypass: Segments 1 and 3 (5010)**

**Lead Agency:** State Route 4 Bypass Authority

**Project Description:** Complete the remaining two of three segments planned for the State Route 4 Bypass. Segment 1 – Construct a partial interchange at the SR4/SR4 Bypass (SR4BP) junction (no connection from SR4BP to SR160) with six lanes of freeway to Laurel Road and four lanes of freeway to Lone Tree Way. Segment 2 exists. Segment 3 – Construct a two-lane expressway which begins at Balfour road and extends south approximately 2.6 miles to Marsh Creek Road. Connect back to existing State Route 4 via an interchange at Marsh Creek Road (conventional highway standards), approximately 4 miles. Segment 3 also includes a connection to Vasco Road.

**Current Phase:** Segment 1 – Complete; Segment 3 – Construction

**Project Status:** Construction is underway and Segment 3 will be open to automobile traffic in October 2007. The Authority appropriated \$15,000,000 for construction on May 16, 2007, and an additional \$10,000,000 for construction on November 28, 2007.

**Issues/Areas of Concern:** None

## COMPLETED PROJECTS

PROJECT #	PROJECT TITLE	CONSTRUCTION YEAR
1101	I-680/Burnett Ave. Ramps	1995
1103	I-680/North Main Street Bypass	1996

<b>PROJECT #</b>	<b>PROJECT TITLE</b>	<b>CONSTRUCT</b>
1104	I-680/Stone Valley Road Interchange	1998
1105	I-680/El Cerro Blvd. I/C Ramp Signalization	1994
1107	I-680/Fosteria Way Overcrossing	1994
1108	Route 242/Concord Ave. Interchange	1997
1113	Route 242 Widening	2001
1116	I-680 HOV Lanes	2005
1205	Taylor Blvd./Pleasant Hill Rd./Alhambra Rd. Intersection Imp.	2000
1209	South Broadway Extension	1996
1210	Monument Blvd./Contra Costa Blvd./Buskirk Ave. Improvements	1996
1215	Geary Road Improvements – Phase 2	2002
1217	Bancroft/Hookston Intersection	2004
1218	Buskirk Avenue Improvements	2005
1300	Richmond Parkway	1996
1401/1401B	SR 4 (E) Willow Pass Grade Lowering	1995
1402/1402B	SR 4 (E) Bailey Rd. Interchange	1996
1402	Route 4 Landscaping	2005
1403	Bailey Road to Railroad Avenue Widening and HOV Lanes	2006
1501	State Route 4 (W) Gap Closure – Phase 1	2004
1503	SR 4 (W) Willow Ave. Overcrossing	1996
1600	Moraga Road Safety Improvements	2005
1602	Camino Pablo Carpool Lots	1996
1607	Moraga Way at Glorrietta Blvd. and Camino Encinas	2001
1608	Moraga Way Safety Improvements	2002
1609	Moraga Way/Ivy Drive Roadway Improvements	2004
1611	Mt. Diablo Corridor Improvements	2001
1612	Moraga Rd. Corridor Improvements	2005
1621	St. Mary's Rd. - Phase 2	1999
1622	Moraga Rd. Structural and Safety Improvements	2005
1624	Bryant Way/Moraga Way Improvements	2005

<b>PROJECT #</b>	<b>PROJECT TITLE</b>	<b>CONSTRUCTION</b>
1711	St. Mary's Road Improvements	1995
1715	San Ramon Valley Blvd. Improvements – Phase 1	1996
1716	Stone Valley Road Circulation Improvements	2006
1717	Camino Tassajara Circulation Improvements	
1718	Crow Canyon Rd. Improvements	2001
1720	San Ramon Valley Blvd. Widening – Phase 1	1997
1801	Camino Pablo (San Pablo Dam Corridor)	1996
2101	BART Extension to Pittsburg/Bay Point	1996
2206/2206PR	I-680/Sycamore Valley Road Park & Ride Lot	1998
2208	Martinez Intermodal Facility (Phase 1 & 2)	Phase 1 – 2001 Phase 2 - 2006
2209/2209PR	San Ramon Intermodal Transit Facility	1996
2296	Martinez Bay Trail	2007
3101	Iron Horse Trail – Monument Blvd. to Alameda County Line	1994
3102	Walnut Creek Channel Trail	2002
3103	Reliez Valley Road Trail – Phase 2	2003
3106/3106GL	St. Stephens/Bryant Way Trail	1998
3108	Delta De Anza Trail	2006
3110	Marsh Creek Trail Overcrossing at SR 4	1997



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## East County train back on track

By Paul Bugarino  
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."

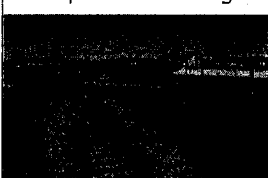
The Mococo rail line was last used for carrying freight cargo through the area in the late 1970s. Since then, housing developments have sprung up along the tracks in rapid-growing East County cities.

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,

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A steady stream of traffic runs across the railroad crossing of the dormant Mococo line of the...

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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

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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 a 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.

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






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## Next Stop on the Line for High-Speed Rail: November 4 Ballot

By Leslie Stewart

The California High-Speed Rail Authority (CHSRA) has approved the alignment and environmental documents for the Bay Area segment of the proposed high-speed rail system. The Authority's July 9 actions were the final steps in determining the route between San Francisco and Los Angeles. High-speed trains, which can run up to 220 miles per hour, could travel between the two metropolitan areas in less than three hours and are projected to be an attractive alternative to air travel within the state.

The route between the Central Valley and the Bay Area has been controversial. Two primary alternatives, Pacheco Pass and Altamont Pass, were considered. Supporters of the Altamont Pass route argued that it would serve the largest population in the Bay Area and supplement existing train travel between the Bay Area and the Central Valley. However, the Authority initially selected Pacheco Pass because, according to Mehdi Morshed, Executive Director of CHSRA, "Altamont required a three-way split to serve all three major Bay Area cities, which is operationally extremely undesirable — it cuts the system capacity by about half to do that." In addition, serving San Francisco with trains from the Altamont route would require a new transbay crossing.

At the urging of Altamont supporters, the Authority agreed to a more detailed comparison of the two routes. The additional analysis made it clear that environmental impacts associated with a transbay crossing, including impacts on the Don Edwards Wildlife Refuge, were a major concern. Also, Morshed said, "All the communities in the Altamont Pass came to the conclusion that they didn't want high-speed rail through their communities."

The Authority chose an alignment through Pacheco Pass that will serve San Jose, make several Peninsula stops along the Caltrain route, and end at the Transbay Terminal in San Francisco. The Bay Area segment can now move to project-specific analysis, which is already underway on other segments of the route that were approved by the Authority in November 2005.

Controversy will continue for the high-speed rail system. After postponements in 2004 and 2006, a \$10 billion bond measure to fund the project will be on the November ballot as Proposition 1.

Critics of high-speed rail call it a boondoggle, predicting higher construction costs. Fares are expected to provide the needed financial support for operation and expansion of the

system but critics question the projected fares and ridership. According to the website for Derail, a public interest group, "117 million passengers [annually] would require that every man, woman and child in California ride the train at least three times per year." Furthermore, Union Pacific Railroad has announced it will not share its right-of-way with the high-speed system, which could raise costs for land acquisition.

Morshed insisted that the project has never depended on Union Pacific right-of-way availability. "We want to be in the railroad corridor, because it minimizes the environmental impact on the community, whether we are in or adjacent to the right-of-way. When we get to the project level we will start looking at whose land is it, and is it available," he said.

Supporters such as Robert Cruikshank, author of the California High-Speed Rail Blog, acknowledge that the Union Pacific refusal may create problems. "If the CHSRA has to abandon the [right-of-way]-sharing plan, then they'll need to completely redo the environmental impact reports, which could add three to five years to the construction time," wrote Cruikshank. However, supporters say that high gas prices make high-speed rail more important than when it was first

proposed. As air fares and driving costs rise, a train system that runs on electricity could be a very competitive alternative and also reduce energy use and air pollution. "Nobody is discussing the cost of not building high-speed rail," noted Cruikshank.

Full funding for the high-speed rail system is dependent on first passing the bond measure. The Authority plans on funding from the state bonds, federal transportation funds, and private investors. As Cruikshank put it, "This is a

chicken-and-egg problem — how can CHSRA get federal and private commitments unless we've staked our \$10 billion?" Opponents argue that it is likely that Californians will still have to bail out the system in the future.

State legislation in progress, Assembly Bill 3034, would set up a project review committee to protect state funds and specify how bond money may be spent, but it did not pass in time to affect the language of the measure on the ballot. However, supporters are hoping that many voters won't care about such details when promised a train that can "fly California" from the Bay Area to Los Angeles and also hit the Central Valley cities in between.

### RAIL-VOLUTION

The 14th annual Rail-Volution conference will be in San Francisco October 26-30. Registration is now open and limited scholarships are available.

This event is for elected officials, developers, advocates, urban planners, transportation experts, financiers, citizen groups, architects, and others interested in building greater communities through land use and transit.

Visit [www.railvolution.com](http://www.railvolution.com) or call (800) 788-7077 for more details.

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## Emeryville firm pays employees to bike

Ilana DeBare, Chronicle Staff Writer  
Wednesday, July 30, 2008

Lots of folks bike to work. But bike *for* work? And get reimbursed for it?

Siegel & Strain, an Emeryville architecture firm, reimburses employees who use their bikes to get to work-related meetings away from the office. The firm pays them the same amount it would pay for personal auto use - the IRS rate of 58.5 cents per mile.

"It's a really effective way for staff to reduce emissions and encourage good health," said Nancy Malone, a principal at the 18-employee firm. "Our practice is focused on sustainable design, and we had been looking for ways to walk the walk."

More companies are taking steps to support bicycle commuting, such as installing bike racks and showers. But fewer encourage employees to pedal to off-site meetings during the work day.

State law requires employers to repay workers for costs incurred while doing their jobs. For wear and tear on a bike, that can be minimal.

The state sets a reimbursement rate of 4 cents per mile for state workers who bike on government business. The San Francisco Bicycle Coalition suggests a reimbursement rate of 10 cents per mile.

But Siegel & Strain - which came up with its policy when an employee asked about biking to meetings - figured the more generous auto rate was the way to go.

"Someone going to a construction job site 50 miles away isn't going to ride their bike, so it's not going to be a huge cost," Malone said. "And if they had to drive their car 5 miles to a job site, we'd be paying the same thing."

One limit to the program? Some architectural meetings require hardhats and other equipment that's hard to transport on a bike. But there's an easy solution.

"In the future, we may look at having an office bike with attachments allowing people to carry a little more - a new version of the company car," Malone said.

### Online resources

To find out what other employers are doing to encourage biking, see the Chronicle's environmental blog: [sfgate.com/blogs/villagegreen](http://sfgate.com/blogs/villagegreen).

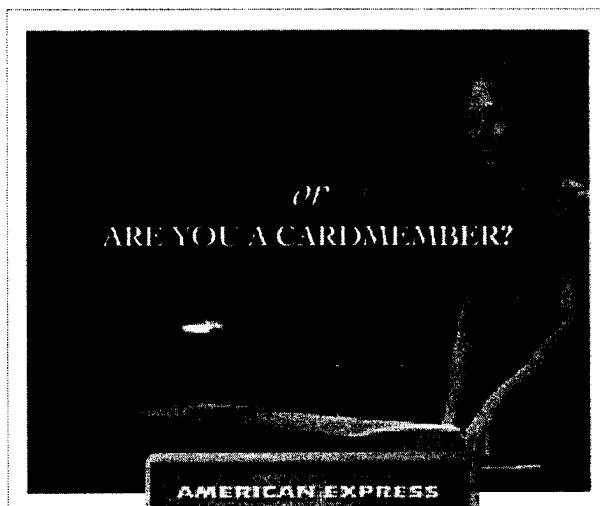
Tips about workplace biking: [links.sfgate.com/ZEIG](http://links.sfgate.com/ZEIG) or [links.sfgate.com/ZEIH](http://links.sfgate.com/ZEIH).

E-mail Ilana DeBare at [idebare@sfchronicle.com](mailto:idebare@sfchronicle.com).

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## Editorial: Make way for the Segway even if trails not built for it

**Mercury News Editorial**

Article Launched: 08/19/2008 01:33:09 AM PDT

You'd think the green crowd would be cheering the battery-powered, zero-emission Segway for commuters. But the idea of Segways on trails has bicyclists and walkers quaking in their Nikes. Trails weren't built for jet-set scooters.

Well, no. But we are Silicon Valley, right? Can't we adapt?

Helmets off to Richard Roeder, the Segway commuter who's pressing Mountain View for clear rules.

Athletes sniff that Segway riders aren't getting a workout. It's true. But neither do they have to shower, change clothes and undergo a cosmetic makeover at the office. Until there's proof of some harm, let 'em roll. At around \$6,000 a pop, they aren't likely to clog the trails anytime soon.

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Los Angeles Times



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From the Los Angeles Times

## Congestion pricing may not hurt the poor, study finds

A new report finds that medium- and high-income earners tend to use toll lanes the most -- and therefore are the ones paying for the debt service on the lanes.

By Steve Hyman  
Los Angeles Times Staff Writer

August 26, 2008

One of the long-held arguments against congestion pricing or toll lanes is that they're not fair to low-income users. The tolls are the same for everybody, and low-income earners get hit the hardest, so goes that line of thinking.

In fact, pretty much every politician I spoke to in the San Gabriel Valley has raised that point when talking about the proposal to convert the carpool lane on the 10 and possibly the 210 freeways into toll lanes.

Two local academics have concluded otherwise: Tolls are a pretty fair way of raising money to build road capacity. In fact, they say, it's fairer than most other funding schemes.

The study comes from Lisa Schweitzer, an assistant professor of policy, planning and development at USC, and Brian Taylor, a professor of urban planning who heads UCLA's Transportation Studies center. Taylor, in particular, has long been a vocal advocate of congestion pricing. The study has been published online in *Transportation*, an academic journal.

Their study is based on the toll lanes on the 91 Freeway in Orange County. The two authors found that medium- and high-income earners tend to use the lanes the most -- and therefore are the ones paying for the debt service on the lanes.

They also looked at a scenario in which sales taxes collected from across O.C. would be used to pay for the toll lanes. In that case, they concluded, low-income earners would be paying millions of dollars in taxes for something they don't use. Here's the key passage from their paper: "Using sales taxes to fund roadways creates substantial savings to drivers by shifting some of the costs of driving from drivers to consumers at large, and in the process disproportionately favors the more affluent at the expense of the impoverished."

I spoke to Schweitzer, and she made it clear that she doesn't buy the congestion-pricing-hurts-the-poor scenario. In her view, congestion pricing is a way to ration a resource often in short supply -- space on the road. She likes it because those who use it pay for it, and that puts a direct cost on driving.

"I think the equity issue is a magic bullet," she said. "Food prices go up, housing prices have gone up since Jesus was a carpenter, but no one" -- politicians, that is -- "ever brings that up."

I'm guessing some readers do not agree with this one. Please direct your thoughts to the comment board.

Next time your car gets hit by a bus . . .

A colleague of mine recently had one of his side-view mirrors chopped off by a Metro bus. Later, when he sought Metro's accident report to give to his insurance company, the agency wouldn't give him the report. Metropolitan Transportation Authority spokesman Marc Littman said internal accident reports are considered confidential. Therefore, the agency wouldn't provide the report, even if someone submitted a public records request.

"If someone submits a public records request for the accident reports, Metro will deny it because it could end up in litigation," Littman wrote in an e-mail. "If a report had been filed by the claimant, then they can get a copy of what they submitted; otherwise, they'd have to get a court subpoena."

Bottom line: If you get into an accident with a bus -- the MTA's or anyone else's -- get a police report, if possible.

A tunnel too far?

The four-mile tunnel under the San Bernardino Mountains is for water, and it took the MWD almost five years to finish. I mention it here because various tunnels in the Southland are still on the table, including the proposed subway extension, a tunnel under South Pasadena for the 710 Freeway and another to connect O.C. and Riverside County.

This tunnel took longer than expected. "It was some tough going, and there were definitely some geologic issues to work through," MWD spokesman Bob Muir said. "We had some geologic studies, but until you get in there, you really don't know [what you're dealing with exactly] until you start digging."

Not all tunnel projects here take as long.

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From the Los Angeles Times

GEORGE SKELTON / CAPITOL JOURNAL

## A smart bill for smart growth in California is on the verge of passage in Legislature

George Skelton  
Capitol Journal

August 21, 2008

SACRAMENTO . Shorter commutes. Less sprawl. Cleaner air.

Denser housing closer to downtown near transportation hubs.

"Smart growth" it's called.

California policy makers have been yakking about this -- dreaming about it -- for decades. But too many interests have been prospering from dumb growth or have merely been skittish of a future they can't quite visualize.

Enter a tenacious policy wonk with roots in local government: state Sen. Darrell Steinberg (D-Sacramento). He has just managed to finesse to the verge of legislative passage a visionary smart growth bill that, by its nature, also fights global warming. It has been a two-year struggle, fought mostly under the media radar while budget chaos crippled the Capitol.

It helps, of course, that Steinberg, 48, has been selected by Democrats to be the next Senate leader. He is carrying serious clout. An official Senate vote is expected today electing Steinberg as president pro tem when the next Legislature convenes in December.

A former city councilman and assemblyman, Steinberg is into substance, not sound bites. And his legislating style is a throwback that succeeds.

"It's a gift anymore to have a legislator who can really dig into a complex issue and be able to mete out a fair deal -- the stuff that people used to do up here that make things work," says Ed Manning, a lobbyist for the building industry, which supports the Steinberg bill after negotiating a compromise.

"When you look at the scope of the bill, it's pretty significant."

The measure (SB 375) links regional planning for housing and transportation with California's new greenhouse gas reduction goal (AB 32) enacted in 2006. The goal is to reduce greenhouse emissions to the 1990 level by 2020. That's a 30% cut from projected emissions.

"One issue everyone has been afraid to touch is land use," Steinberg says. "Everyone understands about using alternative fuel. But land use has been the third rail. AB 32 changed the equation because now land use has to be part of the solution to global warming. You can't meet our goal just with alternative fuels. You have to reduce the number of vehicle miles traveled.

"If people are going to drive -- and they *are* going to drive -- we need to plan in ways to get them out of their cars faster. That means shrinking -- not the amount of housing, not economic development, not growth -- but shrinking the footprint on which that growth occurs."

Steinberg wants it to occur within a smaller circle around downtown.

Basically the bill would work like this: Each metropolitan region would adopt a "sustainable community strategy" to encourage compact development. They'd mesh it with greenhouse emissions targets set by the California Air Resources Board, which is charged with commanding the state's fight against global warming.

And this is the key part: Transportation projects that were part of the community plan would get first dibs on the annual \$5 billion in transportation money disbursed by Sacramento. (Projects approved before 2010 would be funded under the current system.)

Another biggie: Residential home-builders would be granted relief from much of the environmental red tape for projects within the community plan.



Local governments also would be required to expedite zoning and allow the builders to actually build.

"We needed to create more certainty," Manning says.

He adds that builders decided they'd rather help plan the strategy for the war on global warming than just wait for the state air board to act unilaterally.

Environmentalists had the same attitude.

"It's a watershed moment for the environmental community," Tom Adams, board president of the California League of Conservation Voters, told the Assembly Local Government Committee on Tuesday as the panel approved the bill. "We realized we had to encourage growth, but growth in the right location. Otherwise, we'd get growth anyway, but in the wrong location."

Adams calls the measure "the most important land-use bill in California since enactment of the Coastal Act" three decades ago.

"Emissions from cars and light trucks are the largest single source of greenhouse gas in California," he continues. "We will never be able to achieve our climate goals unless we locate housing closer to jobs. The number of miles that people drive is increasing almost twice as fast as the population growth."

It's an unusual coalition: environmentalists and home-builders.

Cities and counties also support the bill. They gain extended planning time for housing.

But Steinberg couldn't reach deals with every interest, and there is still opposition from commercial property owners, the transportation lobby and manufacturers. They all want the same environmental streamlining deal that home-builders got.

"We're moderately opposed," says Jack Stewart, president of the California Manufacturers and Technology Assn.

Steinberg says the bill can be tweaked next year. Time has run out for this legislative session.

The bill is on the Assembly floor and, if passed as expected, must return to the Senate for approval of amendments. No Republican voted for the measure when it first passed the Senate last year before substantial amending. It requires only a simple majority vote.

Gov. Arnold Schwarzenegger hasn't taken a position on the bill. But since global warming has become his pet issue, it's hard to imagine him vetoing the measure. Anyway, it would be a lousy way to begin a relationship with the next Senate leader.

The governor can think about it this way: Los Angeles would probably be a lot more livable today if this law had been passed 50 years ago.

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Archive for Wednesday, June 18, 2008

### OCTA prepares for more riders

*Backup plans include creating a contingency fleet, promoting car pools and possibly lowering Metrolink fares.*

By David Reyes

June 18, 2008 in print edition B-4

Six months ago, Orange County transit officials sat down to develop a plan to address a potential nationwide fuel crisis.

The worst-case scenario? Gasoline selling for \$4.50 a gallon.

"Our worst-case is now emerging as our best-case scenario," Art Leahy, chief executive of the Orange County Transportation Authority, recently told KNX-AM (1070) radio.

OCTA operates about 475 buses that carry 225,000 riders daily; Metrolink carries an additional 11,000 daily riders in the county. Officials created a contingency plan in case a disruption in the U.S. oil supply leads to more OCTA riders.

The concern began when gasoline prices soared last summer but did not do their traditional drop in the fall, said OCTA spokesman Joel Zlotnik.

The crisis plan calls for creating a 150-bus contingency fleet by December; taking an option to buy 57 more buses; promoting alternative commutes, such as car pools and van pools; and possibly lowering Metrolink fares for shorter runs.

During the 1970s, fuel was rationed and at times unavailable. By contrast, fuel remains available and demand for transit remains below previous years, Zlotnik said.

Metrolink ridership increased 5% through the first quarter of the year, and there is anecdotal evidence that ridership climbed during the first two weeks in June. Zlotnik said OCTA will have a clearer picture at the end of the month.

Passenger counts on express buses, which run on freeways between Riverside, Orange and Los

Angeles counties, are up nearly 19% since January. Transfers from Metrolink stations to fixed-route buses in Orange County are up 25%.

Whether OCTA has enough fuel is not a big concern, said fleet manager Beth McCormick. In the 10 years, OCTA has bought buses that use liquid and compressed natural gas to help move the fleet from diesel to cleaner-burning fuels.

OCTA has long-term fuel contracts, and during a crisis, buses usually get fuel priority because they conduct a public service, McCormick said.

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Archive for Tuesday, June 10, 2008

## Metrolink, bus upgrades are planned

*About \$266 million will go for buses, including a new Bus Rapid Transit service. Other upgrades include more trains, parking at stations.*

By David Reyes

June 10, 2008 in print edition B-3

Priorities for Orange County's largest transportation agency include improvements to Metrolink and bus service, road repairs and freeway construction, officials said Monday.

The improvements were part of a \$1-billion-plus budget approved for the Orange County Transportation Authority's fiscal year that begins July 1.

The renewal of a sales tax two years ago gave voters a hand in choosing transportation projects for the county, said OCTA Chairman **Chris Norby**. Known as Measure M, the initiative will raise nearly \$12 billion over three decades for transportation projects.

Of the new \$1.06-billion budget, about \$266 million will go for bus service, including a new Bus Rapid Transit system in which buses stop every mile. About 225,000 people ride buses daily in Orange County.

Each department was asked to reduce costs 2% to allow the agency to maintain the same level of bus service to compensate for reductions in the sales tax revenue and fare revenue – both due to the slumping economy, said Joel Zlotnik, an OCTA spokesman.

OCTA budgeted nearly \$170 million to pay for Metrolink upgrades that include more parking at train stations, station construction and more trains.

By 2010, the goal is to have commuter trains running every 30 minutes from 5 a.m. to midnight weekdays between Fullerton and Laguna Niguel.

Seven locomotives and 59 passenger cars have been ordered, new track has been laid, and parking lot improvements are scheduled or underway for stations in Fullerton, Orange, Tustin, Irvine and Laguna Niguel.

OCTA switched to expanding Metrolink services after it shelved the controversial \$1-billion CenterLine project.

CenterLine was envisioned as a 28-mile route with stops at major destinations from Irvine to Fullerton. But after community and political opposition and a lack of federal assistance, the project died.

Money originally budgeted for CenterLine was then shifted to Metrolink, OCTA officials said.

Other projects for fiscal 2008-09 include construction of connectors from the 405 Freeway to the 605 Freeway, widening the 5 Freeway to 10 lanes near the Los Angeles County border, and adding transit options for riders to and from Metrolink stations.

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Archive for Tuesday, June 10, 2008

### More rough roads ahead

By Dan Weikel and Jeff Rabin  
June 10, 2008

More than a quarter of California's 49,477 miles of highway lanes are considered in disrepair, an amount so far above normal that the state, by some measures, has the second-worst road conditions in the country.

In Los Angeles County and the Inland Empire, Caltrans records show that about 30% of the highways are in disrepair – most suffering from major structural distress.

Caltrans officials expect the deterioration will continue despite a \$20-billion transportation bond measure approved by the state's voters in 2006.

Officials predict that at current spending levels, more than a third of all state highway miles will fall into disrepair by 2017.

"We've got a system now that is getting old," said Caltrans Director Will Kempton. "We used to have a fairly new system... You'd come in from Nevada and you could notice the difference in the roads. California was at the top. Not any more."

Poor pavement contributes to traffic congestion on busy highways because motorists tend to slow down on rough surfaces, Caltrans officials say. Also, rough roads can damage tires, rims and suspensions, leading to breakdowns, which add even more to traffic congestion. Damaged pavement costs the typical motorist from \$500 to \$700 a year for repairs, according to studies by Caltrans and the American Highway Users Alliance.

Caltrans' goal is to have no more than 10% of the highway system in disrepair at any time. Yet, by 2007, distressed lanes had reached 26% of the state's total highway mileage.

Helping to accelerate the decay is the advanced age of the freeway system. As much as 90% of California's freeway network was built between 1955 and 1970 and had a design life of 20 years, said John Harvey, a civil engineering professor at UC Davis.

Because money available for repairs has fallen far short of the need, Caltrans has been making temporary fixes, such as asphalt patches, instead of using longer-wearing concrete that lasts 40 years. Over the long run, officials say, temporary fixes can end up costing taxpayers twice as much as a permanent repair.

"We would like to do new concrete instead of constant asphalt overlays, which have to be redone every five or 10 years. It's like a big Band-Aid, but that is all we can afford," said Kirsten Stahl, a civil engineer in the Los Angeles Caltrans district who works on highway rehabilitation projects. State officials say deterioration accelerates if a road is not repaired quickly.

Stahl spoke during a tour of damaged pavement on the 710 Freeway, one of the most-repaired state routes in Los Angeles County, and a highway that takes heavy pounding from tens of thousands of daily truck trips. A \$400-million project to improve the median barriers, shoulders and ramps of the 710 is underway. But that is only a start on the highway's problems.

"It is getting harder and harder to do basic maintenance," Stahl said. "You need to do the remedial work as soon as possible."

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Archive for Tuesday, June 10, 2008

ROAD SAGE

### Leaders try to stall toll lanes

*A Republican lawmaker has introduced legislation to stop proposed toll lanes on the 10 and 210 freeways in the San Gabriel Valley. Rep. Hilda Solis, an El Monte Democrat, supports the measure.*

By Steve Hyman

June 10, 2008 in print edition B-8

While Southern California transit officials push to speed traffic by installing toll lanes on the 10 and 210 freeways, the member of Congress who represents the San Gabriel Valley is telling them to just slow down a little.

The plan is to convert the carpool lane on both freeways to toll lanes that will also feature express bus service.

But Rep. **Hilda Solis** (D-El Monte) doesn't like it, at least not yet.

And she's not alone. One of her colleagues – Rep. Gary Miller (R-Diamond Bar) – has introduced a bill to stop the program, which he views as a form of double taxation.

"I think it's going to push people off the freeway, and they will find a way to get around the freeway, and it's just going to create more congestion," Solis said. "Those kinds of things have to be talked about."

Solis also expressed support for Miller's bill, saying that it is not a threat but a "signal" to the Los Angeles County Metropolitan Transportation Authority and the California Department of Transportation that she wants some details on how the lanes would be managed and which people would benefit and, in particular, how it would affect low-income constituents.

It's hard to say if the Miller bill will get any traction.

But it's interesting that Solis – whose district includes parts of the 10 and 210 freeways – is not throwing her arms around congestion pricing, which has been embraced by many politicians, including Los Angeles Mayor Antonio Villaraigosa.



There's an interesting rub here. Pols to the west aren't happy that Solis and other San Gabriel Valley politicians are on one hand asking the MTA to fund an extension of the Gold Line light rail from Pasadena to Azusa, while on the other hand possibly blocking congestion pricing.

Why? As part of the congestion pricing deal, the U.S. Department of Transportation is offering more than \$200 million for new buses and improvements to Metrolink in the San Gabriel Valley.

"It wouldn't make sense for us to fund the Gold Line at the same time that [some members of Congress] are trying to take money away from congestion pricing," said Richard Katz, an MTA board member appointed by Villaraigosa.

"That doesn't make sense to me. If you're going to oppose this chance to get \$213 million, why should we support \$80 million over there" for the Gold Line?

One day recently there were no lines at a gas station on Alameda Street in downtown L.A., near Union Station, that often has some of the most expensive gas around town.

There was one motorist – William George – topping off the tank of his **Acura** to the tune of \$40 before heading back to the San Fernando Valley.

In case you're having a hard time imagining this picture, the station was selling premium for \$5.17 a gallon. Regular was a bargain at \$4.77!

George said he was unaware that gas was selling for about 30 cents a gallon cheaper around the corner at a station on Hill Street and said he was tolerating the gas prices reasonably well, but in perhaps the understatement of the day said, "I know things are a lot different than they used to be."

From Steve Hyman's Bottleneck Blog at [latimes.com/bottleneck](http://latimes.com/bottleneck)

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