

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Ste. 360 Pleasant Hill, CA 94523 (925) 969-0841 FAX (925) 969-9135

TRANSPAC MEETING NOTICE AND AGENDA THURSDAY, NOVEMBER 13, 2008 9:00 AM TO 11:00 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. 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.

- 3. CONSENT AGENDA**

Approval of the October 9, 2008 minutes (attachment)

END CONSENT AGENDA

ACTION: Approve Consent Agenda and/or as determined

- 4. Conversation with BART Board President Gail Murray, BART Board of Directors - 30 minutes (attachment)**

TRANSPAC welcomes BART Board President Murray and the opportunity to review a number of BART issues. BART is experiencing a "success" problem which is manifested in capacity constraints throughout the system. BART has initiated a Demand Management Study to examine the feasibility of various mechanisms including variable fares and parking pricing to address

overcrowding during peak commute periods. There is also a question regarding future eBART and downstream BART system capacity.

In addition, at last month's TRANSPAC meeting, Planning Commissioner Armstrong raised concerns about news reports of a possible imposition of a commute period fare surcharge. BART has been experiencing increased ridership and as a result, is considering congestion pricing and the possibility of a fare surcharge during peak commute hours. This is one of a number of ideas under study by BART with results expected next spring.

TRANSPAC is interested in President Murray's views on Demand Management Study issues and any other ideas to address the capacity constraint problem. Other issues of interest include the costs associated with peak period capacity, such as the cost for a car, the effects of the state budget on the BART budget, eBART and eLocker status.

ACTION: Thanks to President Murray and additional actions as determined

5. **Authorization to submit applications to CCTA for FY 2009/10 Measure C, Carpool, Vanpool and Park and Ride Lot Funds as well as FY 2009/10 Bay Area Air Quality Management District TFCA Funds and MTC CMAQ (Employer Outreach Funds), and if approved, to execute required grant contracts and enter into cooperative agreements with the respective funding agencies, presented by Lynn Osborn, 511 Contra Costa Program Manager – 15 minutes (Summary attachment of the proposed FY 2009/10 511 Contra Costa TRANSPAC/TRANSPLAN TDM Programs)**

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

With legislation (AB 32 and SB 375) requiring GHG and VMT reductions, the 511 Contra Costa programs have a proven success record in implementing programs with VMT and GHG emission reductions. In addition, due to the documented and demonstrated cost effectiveness of these programs over the last 15 years, the BAAQMD informed staff that follow-up surveys and year-end reports will not be required until 2012 as long as the programs do not change demonstrably from their current implementation detail. Using Measure C/J funds, the proposed program elements will include more municipal and community outreach and program development to promote VMT and GHG emission reductions.

The TRANSPAC TAC reviewed the proposed programs and grant application submittals at its October 23, 2008 meeting and recommends approval to TRANSPAC.

ACTION: Approve the submission of the described grant applications and execution of required grant contracts and cooperative agreements and/or as determined

6. **Preparation for the November 17, 2008 CCTA Workshop to discuss Corridor Management and related Growth Management Program issues. (attachment)**

There are two efforts underway at CCTA to address changes to the Measure J Growth Management Program (GMP) and its implementation.

First, the Planning Committee has been focused on the voter approved Measure J Expenditure Plan which includes the GMP. This effort is distinct from the various documents used to implement the GMP's requirements (Resolutions, Implementation Guide and Technical Procedures).

At its October 1, 2008 meeting, the Planning Committee had a preliminary discussion on issues/ideas related to GMP. The CCTA staff report is in the packet and includes a list of comments received, including TRANSPAC's September 17, 2008 letter on the Implementation Guide as well as a Measure C/J GMP comparison chart. The full CCTA Board discussed the Workshop at its October 15, 2008 meeting and indicated its willingness to consider an amendment to the Measure J Expenditure Plan if warranted to better reflect current planning methodologies.

This discussion continued at the November 5, 2008 Planning Committee. The CCTA staff report is in the packet and proposed a number of changes, some for discussion and others for implementation. This information has been transmitted to the TRANSPAC TAC. Given the CCTA meeting schedule, the TAC will not have an opportunity to develop a recommendation to TRANSPAC; however, TAC members and staff have participated in the GMP Task Force deliberations and the CCTA staff recommendations are consistent with those discussions.

As noted in the its reports, CCTA staff is interested in streamlining the GMP in the Measure and the implementation documents to revise/remove burdensome requirements that no longer reflect current conditions and which would assist local jurisdictions in completing necessary compliance requirements. In addition, CCTA staff is cognizant of the changes to planning methodologies which will unfold over the next two to three years as the specific requirements resulting from the passage of SB 375 are developed and implemented. These requirements are expected to create additional workload requirements for CCTA, RTPC and local jurisdiction staff.

Second, on a parallel path, CCTA staff has been working with technical staff on the GMP Task Force to revise the Implementation Guide and its ancillary documents to reflect Measure J process requirements that do not require an amendment to the Measure J Expenditure Plan.

At the October 23, 2008 TRANSPAC TAC meeting prior to the issuance of the November 5, 2008 CCTA staff report to the Planning Committee, the TAC considered whether any additional GMP changes need to be examined. Given that the GMP Task Force work regarding proposed revisions to the implementation documents is going well, the TAC's recommendation is that the TDM/TSM Model Ordinance be updated to reflect the new focus on SB 375. This information was relayed informally to the GMP Task Force at its October 23, 2008 meeting and TRANSPAC is requested to consider a formal request to CCTA regarding the recommended update to the TDM Model Ordinance and indicate if there are any additional issues regarding the GMP that the TAC should review.

ACTION: Approve the TAC recommendation regarding the proposed update to the TDM/TSM Model Ordinance, consider CCTA staff recommendations to the Planning Committee, any additional GMP items and/or as determined

- 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). The minutes of the September 17, 2008 CCTA Board meeting are attached for information – 15 minutes (attachment).**

8. Reports from Staff and Committees - information - 10 minutes (attachments)

a) Additional SB 375 information. The CCTA report "Items approved by the Authority on October 15, 2008 for Circulation to the Regional Transportation Planning Committees (RTPCs) and items of interest" includes an attachment which is an extract on SB 375 by Morrison & Foerster staff.

b) Measure J CC-Transportation for Livable Communities (TLC) Program. CCTA staff has initiated a preliminary discussion with the Planning Committee of the Measure J CC-TLC Program and has requested authorization to begin development of program guidelines and approval of the proposed schedule. This information will be reviewed by the TRANSPAC TAC at its November 20, 2008 meeting.

9. Correspondence/Copies/Newsclips/Information - 5 minutes

10/27/08 TRANSPAC October status letter to CCTA; 9/29/08 Memo from John Greitzer, Contra Costa County Transportation Planning Section to the County Board of Supervisors Transportation, Water and Infrastructure Committee re: the potential reactivation of the Mococo freight railroad line; 9/26/08 City of Concord City Manager Daniel Keen letter to Bijan Sartipi, Caltrans District 4 Director re: thanks for partnering with the City and the Federal Highway Administration to secure federal funds for the repair and restoration of Ygnacio Valley Road; 9/26/08 City of Concord City Manager Daniel Keen letter to Susan Moore, Field supervisor, U.S Fish and Wildlife Service re: thanks for extraordinary effort in support of the construction of the Ygnacio Valley Road Permanent Restoration Project. County Connection, Fixed Route September 2008 Fixed Route Operating Statistical Reports; October 31, 2008 CCTA Project Status Report.

Oakland Tribune: 10/10/08 "Amtrak announces record annual ridership", "Sunne Wright McPeak: Securing California's water future - now is the time for action"; **Sacramento Bee:** 10/27/08 Dan Walters column "State's terrible highways are getting worse"; **San Francisco Chronicle:** 8/16/08 "Baby Blues".

**10. For the Good of the Order (attachment) – 10 minutes
Clip and save 2009 TRANSPAC Meeting calendar attached**

11. Adjournment. The next TRANSPAC meeting is scheduled for December 11, 2008 at 9 a.m. in the Community Room, City Hall, City of Pleasant Hill unless otherwise determined.

HAPPY THANKSGIVING

**Summary Minutes
TRANSPAC – October 9, 2008**

ATTENDANCE:

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

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

Staff: Deidre Heitman, BART; Ray Kuzbari, Concord; Steve Goetz, Contra Costa County, Martin Engelmann, CCTA; John Hall, Walnut Creek; Eric Hu, Pleasant Hill; Lynn Overcashier, 511 Contra Costa Program Manager; Barbara Neustadter, Connie Peterson, TRANSPAC staff.

1. **The meeting was convened by Chair Durant at 9:10 a.m. Pledge of Allegiance/Self-Introductions – Completed**
2. **Public Comment – None**
3. **CONSENT AGENDA: Pierce/Bjerke/Unanimous
Approved September 11, 2008 TRANSPAC meeting minutes
END CONSENT AGENDA**
4. **Review of the Draft Central County Action Plan with MTSOs**

Discussion: Chair Durant began the discussion by saying that this was an outstanding and remarkably well done document, and he thanked those involved. Neustadter noted that those who worked on the Action Plan over the course of the last several months included elected officials, Planning Commissioners, Authority staff, consultants and the TAC.

Neustadter highlighted the areas that needed minor corrections and asked to be informed of any other changes. The table of contents will be updated when the document is done. A new Chapter 1 has been inserted into the document. She thanked the Authority staff for revising Chapter 2 pursuant to TRANSPAC's request. She will rely on Member Pierce to confirm that the numbers in the charts are correct.

In Chapter 3, a question arose whether I-680/SR-24 should remain on the list of Completed Transportation Improvements as it was completed a long time ago. It was agreed it should remain on the list because it was under construction in 1995 when the first Action Plan was adopted. Pierce suggested its completion in 2000 could be noted to clarify that this is not a current project. Neustadter suggested that in the second paragraph under Land Use and Growth Management, the first sentence should be revised to read: "TRANSPAC works with its local jurisdictions and adjacent RTPCs and other agencies to encourage land use strategies that make efficient use of the transportation network, improved transit access and manage traffic congestion, e.g., Transit Oriented Development." The last sentence of paragraph should then be struck.

Ross asked if there should be some acknowledgement of the existence of SB 375 and conform to its guidelines. Pierce said that this topic has been discussed at the Planning Committee (PC) and is coming back to the Authority in the next month. Some major adjustments will be made to the Growth Management Program (GMP), and SB 375 will be a major topic over the next few months. It would be appropriate to make revisions after those discussions have taken place.

The PC and the Authority are working on changes to the GMP which might require an amendment to Measure J, and SB 375 plays a major role. Neustadter summarized SB 375 as being about sustainable community strategies, reduction of vehicle miles traveled, and going green. To paraphrase Robert McCleary of CCTA, it makes greenhouse gas (GHG) emissions the cornerstone of transportation planning.

Pierce agreed with Member Ross's comment about acknowledging SB 375 and suggested it could be done with a single sentence stating that the impact and effect of SB 375 is unknown and the GMP will be adjusted accordingly. Durant suggested that a footnote could be added in the introduction to acknowledge that this bill was passed and indicate that it is presently outside the scope of this document.

Neustadter said that because 511 Contra Costa (under its various names) has been in the business of reducing of vehicle miles traveled (VMT) since 1992, it might be appropriate to specifically mention it in that section of Chapter 3.

Engelmann said that there will be another opportunity to edit the document after it has been circulated and incorporated into the draft Countywide Plan and comes back with comments. In December or January more will be known about SB 375, and TRANSPAC will be able to further refine this document.

Overcashier said that while mobility management was an appropriate topic several months ago when this was written, it seems that some discussion about how these TDM programs affect VMT and GHG emissions would be appropriate now. Durant pointed out that there was already a reference to this in the second paragraph of that section on Page 5. Overcashier said that these programs currently have quantifiable GHG emission performance measures in place and it would make sense to tie them into the discussion of SB 375.

There was a consensus to add language that acknowledged passage of SB 375 but noting that its effect is not yet known.

Neustadter said that the County's letter (in front of Chapter 4) should be removed. A handout was distributed containing new text (underlined) and amended charts for the three interstates. The MTSOs have been inserted into the box called "MTSO Action and Responsibilities". The TAC has come up with the use of the Delay Index for I-680 is set at 4. For SR-242, the Delay Index used is 3.0. SR-4 has been made into a supersegment from TRANSPAC's western boundary with WCCTAC to its eastern boundary at Willow Pass with Eastern County (TRANSPLAN), and will be more clearly labeled relative to the MTSO. The supersegment Delay Index was set at 5, which was set high to ensure this MTSO could be met. The Authority prefers that the MTSOs and boundaries match. East County's is set at 2.5 Delay Index. WCCTAC will keep its MTSO and TRANSPAC will keep its own. If there is a problem, each will consult with the other.

Neustadter handed out replacement pages for the next section that included the County MTSOs which were not available when the packet went to production. Each jurisdiction established its own MTSOs for its Arterial Routes of Regional Significance and each road could have several MTSOs as it travels through different communities. The map in Chapter 4 was deleted and text was added to describe each MTSO used by the jurisdictions.

Neustadter described the MTSOs for arterials and discussed each of the arterial roadways. Pierce commented that for Ygnacio Valley Road in Concord, the Ygnacio Valley and Clayton Road intersection wasn't listed, but it was listed on the Clayton Road chart. She asked if it

should be put on both. She also raised the question of how traffic management plan meters are being addressed, and Durant answered that they are identified as metered intersections.

In Chapter 5, the Regional Transportation Mitigation Program is more accurately described as a Subregional Mitigation Program, which is how it is in the Measure. This sets up the tie in Central County between local and regional fee structures. Also included in the chapter is the updated traffic impact fee chart for Central Contra Costa that compares itself to the other jurisdictions across RTPCs. The Committee agreed that the name should be changed to the Subregional Mitigation Program.

Neustadter said the Kirker Pass southbound truck lanes are not currently planned because of boundary and financial issues, but listing it here this will acknowledge that it has been considered and may be doable in the future. The southbound truck lanes may end up in the East County Action Plan. East County was under the impression that all projects in their Action Plan needed to be funded, and the County had issues with putting it in because it is not funded.

Engelmann believed there may have been some miscommunication because Action Plan projects are a "wish list" and no funding is needed if there is a sponsor and cost.

Durant said there have been discussions at the Authority level on traffic impact fees. Traffic impact fees are not the only solution for getting roadway improvements that have regional impacts. Progress is being made in getting others to understand that there are other ways of attacking the same problem.

Pierce said that when Neustadter brought some of the numbers to the Planning Committee, many were surprised to learn of the difference in our commercial fees versus our residential fees and compared to their commercial fees. Central County is not building houses, it's building commercial, and whatever is being built is what has to be impacted.

Neustadter said there is a new Chapter 6 called Procedures for Notifications, Review and Monitoring which is also found in other Action Plans. This serves as a place to codify procedures that make the program work and to explain what is required. The description of how Concord intends to do its Average Stop Delay analysis; how to address MTSO exceedances; the schedule for the Action Plan review; and a statement about regional traffic management in Central County are included in this chapter.

Armstrong suggested that it would be helpful to any layperson who was reading this document to include a statement that outlines how cities use different measurements. Durant thought it would be useful to add such a statement on page 8 of Chapter 4.

ACTION: Motion was made to review the Action Plan, advise edits, authorize staff to make minor edits prior to production, approve the Action Plan for circulation and CCTA as well as TRANSPAC web posting. Bjerke/Bonilla/Pierce/Unanimous

5. 511 Contra Costa

511 Contra Costa staff provided brief updates on several of its green commuting programs and outreach efforts, including the 511 Contra Costa partnership delegation and transportation checklist offering as part of the Contra Costa Green Business Program; involvement with Climate Change Working Groups; graphics on the new reusable bags; a preview of the new and improved 511 Contra Costa website; and information about the bicycle commuter assistance program, including a CBS video of Matt Wood's experience on Bike to Work Day in 2007.

A video clip about the NBC Today Show's carpool group was shown to demonstrate changing commute habits. Dutra-Roberts commented that the entire staff of 511 Contra Costa had recently tried taking transit to work for one day to get to work.

Supervisor Bonilla suggested the possibility of considering programs through the school district for high school students who are on their way to college. It was noted that because of liability issues, a pilot program would need to include people over the age of 18. There is a Measure J line item for school transportation that could fund this kind of program. The partnership with DVC might also make it a good fit. Ross said these efforts are going in the right direction, and that increasing connectivity of trails and routes is key to making it work. Wood said that the League of American Bicyclists has been creating chapters for training different age groups and this could be reviewed as well.

ACTION: Presentation accepted with thanks to 511 Contra Costa staff for their continuing work.

6. 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).

a. Planning Committee meeting

Member Durant reported that the Planning Committee approved geographic funding targets for the Lifeline Transportation Program; discussed Regional Transportation Mitigation programs; and plans to have a Growth Management Program Workshop at the November CCTA meeting. It's important for TRANSPAC and jurisdiction staff to be there.

b. Administration and Projects Committee meeting

Member Pierce reported that the Administration and Projects Committee received an update from financial advisors PFM on the status of investments. Also discussed was an update on the Caldecott Tunnel project status and budget, and it was noted that the Coalition's lawsuit is going to trial. The Authority voted to approve the Strategic Plan. Discussion on Policies for Implementing Measure J Projects was held over to November due to time constraints.

6A. BART Board President Gail Murray is scheduled to make a presentation at the November TRANSPAC meeting. At this meeting, Clayton Planning Commissioner Bob Armstrong would like to review TRANSPAC's views on the BART proposed commute period surcharge.

Neustadter said that Mr. Armstrong had contacted her to discuss reports of a possible commute period surcharge. BART President Murray was already scheduled to talk to the TRANSPAC Committee in November and this will be a timely topic for discussion. BART has been experiencing increased ridership, and one of the resulting issues is the need to consider congestion pricing and the possibility of a surcharge at peak commute hours. This is one of a number of items being reviewed by BART. There is a study underway with results expected next spring. Armstrong wanted to raise this issue with the Committee to determine its view about BART imposing such a surcharge, and suggested that a position should be taken after hearing from Ms. Murray.

Bjerke said it would be hard to take a stand until the study is available for review and before discussing the study with colleagues. Pierce believed that the BART study had been taken out of context and sensationalized by the media.

Heitman reported that this is one of several ideas that are being studied by BART. They are looking at which options should be modeled; however, no proposal is now before the BART board. BART has heard from the public on this issue and Director Murray will probably be able to comment on it next month. It would be helpful to think about ideas that will enable BART to deal with some of the capacity issues as well as to have the views of transportation officials.

Armstrong suggested that BART might also educate the public on the costs associated with increasing rush hour capacity, such as the cost for a car. Heitman will also recommend that Director Murray talk about the effects of the state budget. Overcashier wanted to hear about the impact on capacity and eBART, as well as an update on the status of eLockers. Durant said information can be gained from the experience of other areas' transit systems. It was requested that BART President Murray address the comments presented here.

ACTION: Reports received.

7. Reports from Staff and Committees - Accepted

a) See attached Notice extending the comment period for the Draft Proposal for Adoption of the Implementation Guide for Measure J to October 31, 2008.

b) Notice of Availability Draft Environmental Impact Report and Notice of Public Hearings for Rail Extension (eBART) from Pittsburg/Bay Point to Hillcrest Avenue

Neustadter distributed a handout of a letter from the County providing clarification to the Authority staff report about the Urban Limit Line (ULL) and General Plan Amendments in major developments. The staff report suggested that the proposal was to change the ULL or its administrative parameters, while its actual intent was to look at dealing with a GPA relative to its location inside or outside the existing ULL. Chair Durant added that the Planning Committee has worked on getting greater clarity with the document and progress is being made.

8. Correspondence/Copies/Newsclips/Information – Accepted

9. For the Good of the Order

To follow up on the Planning Committee report, Engelmann noted that there was a transfer of funds for \$1.2 million from East County to the Bike/Pedestrian overcrossing at Treat and Jones near the Pleasant Hill BART station. The initial cost of this project was \$4 million but has risen to \$12 million due to major issues with utilities and proximity to the existing building. The importance of this project was underscored in light of a recent accident involving a pedestrian being struck by a car at this intersection.

Other discussion involved the use of roundabouts in the Concord Naval Weapons Station projects, high speed trains and the economic bailout.

Neustadter announced that she would be unavailable from October 14-22 and that any questions should be directed to Lynn Overcashier during that time.

10. The meeting was adjourned at 10:53 a.m. The next TRANSPAC meeting is scheduled for November 13, 2008 at 9 a.m. in the Community Room, City Hall, City of Pleasant Hill unless otherwise determined.

Gail Murray

President

District: District #1

Counties Included: Contra Costa

Stations Included: Concord, Lafayette, North
Concord/Martinez, Orinda,
Pleasant Hill, Walnut Creek

Cities Included: Alamo, Clayton, Concord,
Danville, Lafayette, Moraga,
Orinda, Pacheco (partial), Walnut
Creek



Financial Information: [murray.pdf](#)

Gail Murray currently serves as the President of the BART Board of Directors. Her fellow Board members elected her to the one-year term in an unanimous vote on December 20, 2007.

Voters first elected her to the BART Board on November 2, 2004 to represent District 1, which includes Walnut Creek, Concord, Clayton, Pleasant Hill, Orinda, Moraga, Lafayette, and half of Danville.

President Murray brings to the BART Board a wealth of transportation experience. She is the President of Gail Murray Consulting, specializing in public transit policy and planning. She is also a Research Associate with the Mineta Transportation Institute at San Jose State University. For 10 years, Murray worked at the University of California at Berkeley, where she created the Berkeley TRiP Commute Store, which promoted alternatives to the single-occupant automobile. She also held the position of Acting Director of Transportation for the campus. Other executive positions she has held include Acting Assistant General Manager of AC Transit District in Oakland; and General Manager of a paratransit company in Hayward, serving older adults, persons with disabilities, and Head Start preschoolers.

President Murray has been Mayor, Council Member, Planning Commissioner, and Transportation Commissioner for the City of Walnut Creek, and Chair of the Central Contra Costa Transit Authority.

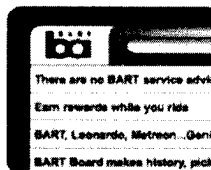
President Murray is the former transportation chair for the League of Women Voters of Diablo Valley and a member of the American Association of University Women as well as a member of the Harvard Alumni Association Board of Directors. She is a founding member of the Diablo Regional Arts Association and currently serves as a Trustee. She is also past Chair of the California Departmental Transportation Advisory Committee.

President Murray has a BA from San Jose State and a MPA from the Kennedy School of Government at Harvard University.

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09.18.2008

BART looks at ideas to handle growing demand

Many customers have asked questions about recent media coverage of the BART demand management study. This study is looking at ideas for accommodating increased passenger demand, including the possibility of different fares for peak and non-peak hours. We have developed a Frequently Asked Questions document about the study that we encourage you to review.

Demand management is one of a number of strategies being evaluated by BART as we also explore ways to expand our ability to carry more passengers in coming decades. We must find ways to balance increasing passenger demand with available transit capacity and passenger comfort. Demand management concepts are used every day across several business sectors, such as the airline industry and electric utility companies, and on public facilities such as on toll roads. The BART Board of Directors heard an initial briefing on the demand management study on Thursday, September 11, 2008. The study is expected to take one year to complete.

At this point, we simply don't know if there are demand management strategies that would work for BART, or if it would be appropriate to implement any that would. We understand that the public are the owners of the BART system and that our customers rely on it to get them safely and quickly to their destinations, at a fair and equitable price. We will take our public responsibility into account as demand management strategies are considered. No policy recommendations have been made on which ideas from the study, if any, will be pursued. Public input will be sought as part of the process of completing the study and any change to fares or fare policy would require Board approval and public hearings. The study has three key goals:

- To identify and analyze strategies to manage transit demand and evaluate whether they're applicable for BART

- To evaluate public acceptance of those strategies

- To quantify impact of the strategies, and consider their potential to generate revenue to relieve unfunded capacity constraint

The study reflects initiatives at the regional, state and federal level to encourage use of market pricing to manage urban transportation systems. One important reason is due to insufficient state and federal transportation funding to meet public demand. Transit systems in other areas, including Washington, D.C. and New Jersey, have already done so. Listed below are initial responses to some frequently asked questions (FAQ) about the study:

1. Is BART about to raise fares?

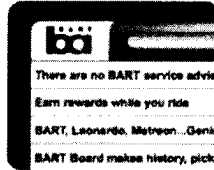
No – there are no new plans to change our current fares or fare policy. The Demand Management Study simply looks at a number of ideas, including peak fare pricing, to better manage our passenger loads in the coming decades. The goal is to increase ridership while at the same time make your experience on BART more comfortable and our stations and trains more accessible than they otherwise would if peak demand continues. The study will examine the concept of what a future surcharge would have on passengers traveling during peak hours to congested locations, and lower



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fares in uncongested locations. The results of the study will provide the Board of Directors and the public with a menu of options on how to maintain or enhance the riding experience during rush hours. Both the elected Board and the public will have the opportunity to comment on these options before the Board makes any decision on whether to alter current fare policy.

2. Why is BART evaluating demand management strategies such as peak fares and parking management?

As the costs of driving have increased, so has the attractiveness of BART. In coming decades, the region is looking at a future in which BART passengers will experience more and more crowding on trains, and at some stations – particularly Montgomery and Embarcadero. Ultimately, the long-term solution to these crowding problems will be more BART service, including expanding the fleet, offering more frequent service, a second Transbay Tube and new stations. The costs of these capacity improvements, however, will run into the billions of dollars and no funding is currently programmed for them. Even if funding were available, design and constructions could take decades. We are looking at demand management as a potential measure to address future crowding in the peak hour, and secondarily considering it as a measure to contribute towards funding long-term capacity improvements.

3. What are the capacity issues on the BART system?

Our ridership has a very large, narrow peak that lasts for about a 30- to 90-minute window in both the mornings and evenings. Many of the constraints are in the busy Transbay corridor, and at Montgomery and Embarcadero Stations. The primary capacity constraints identified on the BART system are (a) heavy crowding on the trains, (b) circulation on the station platforms, and (c) access to the stations.

4. Is BART out of capacity now?

While trains and stations are becoming more crowded, we are not out of capacity. However, there are factors on the horizon that may encourage more people to choose transit, such as gas prices, freeway congestion, auto tolling, the need to reduce greenhouse gas emissions, and regional growth. These factors could lead to continued strong growth in Transbay travel and impact the quality of the BART travel experience. It is important to start planning now on how to manage and accommodate this expected growth in transit ridership in coming decades. The study is looking out to 2020 and beyond. We have ample capacity outside of the 30- to 90-minute window in the mornings and evenings for travel to and from downtown San Francisco, and to and from many other places that BART serves.

5. What is BART doing to provide more transit service and accommodate more riders?

Examining demand management strategies is only one piece of the larger effort to accommodate more passengers on the trains and expedite boardings in the future. On September 8, 2008, there were more than 405,400 BART riders, a new daily record. Our current fleet of 669 rail cars is capable of carrying about 500,000 riders each weekday; however, we are looking for ways to carry them as comfortably as possible. The Demand Management Study will explore options that we can use in coming decades while we search for funding for long-term projects such as a second Transbay Tube and a new,

larger, more modern rail fleet. Both are multi-billion investments for which funding is not available in the near term. BART has undertaken a number of activities in recent years to improve the ability of the system to carry more riders. We are in the process of modifying the interior arrangement of cars. The modifications will increase the number of persons who can board by more than 10 percent. We are also preparing specifications and seeking funding to replace and expand our rail car fleet (see below), which is a multi-year effort. BART is also analyzing the capacity needs at many key stations and systems to identify potential solutions and costs. In addition, in 2008 we increased train service by 33% after 7:00 pm Monday – Saturday and all the time on Sunday to encourage more off-peak travel.

6. Why can't BART just add more cars to the trains?

Due to the platform length of all 43 BART stations, we are limited to running 10 car trains. Some peak period trains currently are shorter than 10 cars, but this is primarily due to the limited size of our current fleet. We have a fleet of 669 cars, and nearly 90 percent are being used during the peak period. The rest of the vehicles are in the shop for scheduled maintenance, which is needed to ensure continued reliable service. As is the case for many transit agencies, BART's cars are custom designed to be strong, but very light and efficient. Thus, we cannot purchase them "off-the-shelf." Providing additional cars is a multi-year process, which we have already initiated.

7. What is the status of ordering new BART cars?

Most of our rail cars are several decades old, and have already been through a major renovation. We are developing new rail car specifications to begin purchasing a new fleet. The cost in today's dollars is roughly \$2.5 billion. While this purchase is not fully funded, we are in the process of developing a full funding plan with our funding partners.

8. Why can't BART just pay to increase the number of trains and improve the stations?

Substantial sums are invested in improving stations each year, but BART fares and sales tax revenues are primarily needed to cover operating costs. Relatively little is left over to invest in improvements, meaning capital investments must come from other sources. Lately, state and federal funds have been difficult to obtain. As mentioned above, even when funds are available, buying new BART cars is a long process and the cars must be custom made.

9. Could a peak surcharge raise enough funding to buy more cars?

This is one of many questions that the study will help to answer.

10. Why is BART considering raising fares, when we need to increase transit ridership to address air quality and climate change?

BART is a critical component of the Bay Area's solutions to climate change, air pollution and congestion, and we expect its role will grow in the future. In addition to spreading peak demand, a key goal of the study is to increase overall BART ridership, particularly at offpeak times and in reverse-peak directions. BART wants to expand its ability to meet the needs of its peak period passengers, but currently lacks adequate funding to do so. Unlike the region's highways, no regional, state or federal funding is currently programmed for transit capacity expansion in the Bay Area.

11. How would this impact low-income travelers?

Demand management strategies may have different effects on travelers based on income level, time of travel, and destination. This study will examine these effects and identify additional options to reduce the overall economic impacts on low-income travelers.

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BART to look at fare surcharges in rush hour

Denis Cuff

BART is considering charging higher fares and parking fees during rush hour to head off train and station overcrowding that is worsening as more riders flock to public transportation to avoid high gas prices.

In a one-year study, BART planners and consultants will look into a wide array of strategies to get more passengers to take the trains a little later or earlier than rush hour.

Congestion pricing -- the practice of charging more to use electricity, car pool lanes, parking spaces or trains during peak demand periods -- is possibly the most effective way to get riders to shift travel times, a planning team told the BART board Thursday in a briefing on the study.

"It is very effective," Jeffrey Tumlin, a planning consultant told the board. "Is it politically controversial? Absolutely."

Planners said they are concerned a surge in ridership in the past two years is bringing BART faster than expected toward capacity problems at some stations.

BART's two busiest stations -- Embarcadero and Montgomery -- are approaching capacity limits for station escalators, stair cases, elevators and platforms to handle the crush of riders commuting to and from San Francisco's financial district, the planners said.

Relief is expected when BART replaces its train cars with new models that can load and unload passengers faster, but that project is years away and BART hasn't lined up all the money for it.

In the short term, finding ways to shift travel times of more commuters could postpone by years the need to make expensive additions and expansions of stairs, platforms or elevators.

"We're trying to buy you time," Tumlin said.

The Washington, D.C., train system has imposed fare surcharges during peak demand times, and a New Jersey train system has imposed surcharges at a select few stations with the worst crowding problems, he added.

BART will look into a variety of congestion-pricing options, including the possibility of

imposing surcharges only at the busiest stations, said Kenya Wheeler, a BART planner.

The Embarcadero and Montgomery Street stations each attract more than 34,000 riders a day, far more than the 6,000 or more people who get off at the Pleasant Hill station daily.

BART might be able to ease some crowding by simply advising customers when they would be better off letting a full train go by, and taking an approaching train that had empty seats, Wheeler said.

BART board members cautioned they would consider financial hardship and fairness issues in any fare decision.

"I have concerns," said board President Gail Murray of Walnut Creek. "Market-based pricing is essentially a fare increase."

Planners suggested that congestion pricing might be used to raise revenue for projects to increase BART's ability to move more passengers.

BART General Manager Dorothy Dugger said it's far too early to say whether BART is likely to levy peak use surcharges, or what that might be. A report on the options is due out in spring.

Reach Denis Cuff at 925-943-8267 or dcuff@bayareanewsgroup.com.

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TO: TRANSPAC COMMITTEE MEMBERS

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

DATE: NOVEMBER 13, 2008

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

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

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

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

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

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



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

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

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

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

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

Background

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

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

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

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

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

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

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

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

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

Summary of Potential Changes

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

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

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

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

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

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

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

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

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

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

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

Subject	Preparation for an Authority Workshop to Discuss Corridor Management and Related Growth Management Program (GMP) Issues in November 2008.
Summary of Issues	The Authority has expressed general support for holding a full-Authority workshop in November to discuss the Measure J Growth Management Program and possible changes to it given the complex and challenging environment created by recent regional and state initiatives. The Planning Committee will have an opportunity to hold preliminary discussions in advance of the workshop.
Recommendations	Review and discuss materials for a November GMP workshop. A suggested discussion matrix is attached.
Financial Implications	N/A
Options	N/A
Attachments	<ul style="list-style-type: none"> A. Issues and Options for the Measure J GMP B. Letter from TRANSPAC, September 17, 2008 C. Letter from Contra Costa County, September 16, 2008
Changes from Committee	

Background

At its September meeting, the Authority indicated an interest in holding a workshop in November to review and discuss the Growth Management Program. The focus of the workshop would be to review each component of the existing Measure J program, and re-affirm the Authority’s commitment to the program, or explore options for streamlining it, including possible elimination of components that may no longer be of use.

The multi-modal transportation service objectives (MTSOs) and the general plan amendment (GPA) review process have been raised as candidates for review. Authority staff believes that the affordable housing provisions should also be reviewed. On several occasions, Authority members have questioned the usefulness of the Conflict Resolution process, given that legal recourse usually supplants the Authority’s process for facilitation and mediation.

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.

The attached discussion paper (Attachment A) reviews each individual component of the GMP for the purposes of stimulating discussion and preparing for the November Workshop. Discussion of the workshop content and format will come back to PC in November (without going to the Authority in October).

MEASURE J GROWTH MANAGEMENT PROGRAM

Overview

Measure C, approved by Contra Costa voters in 1988, succeeded where the first attempt to establish a sales tax-funded transportation program in Contra Costa failed. There is general agreement that two factors made the difference:

1. Measure C spelled out clearly how the sales tax revenues would be spent, identifying particular projects and programs, and
2. The measure included a program for addressing the impacts of growth in Contra Costa.

Significant public concern about managing the impacts of growth made the growth management program (GMP) an essential component of the success of Measure C at the polls. Contra Costa had added about 700,000 people since 1940 — a 700 percent increase — and voters saw the impacts of that growth in more congestion and reduced public services. Measure C was seen as a way to fund remedies to existing problems and, through the growth management program, to get new growth to pay its way.

These concerns were reflected in the two principles that underlay the Measure C GMP:

1. Local jurisdictions must work collaboratively to manage growth
2. New growth must pay for facilities needed to meet the demands it creates; sales tax revenues from Measure C would fund projects to remedy *existing* problems, while fees and exactions on new development would fund projects to remedy impacts from new development.

In 2004, the Authority — working with stakeholders throughout Contra Costa and through comprehensive analyses and robust debates — developed Measure J, the successor to Measure C. As with the original measure, Measure J included both a detailed program of investments and a GMP. Voters approved the new measure in November 2004.

While growth had slowed since 1988 when Measure C was adopted, it hadn't stopped. Contra Costa's population increased by almost 20 percent in the decade following Measure C's adoption: in other words, every sixth person in the county was a new resident. And forecasts showed this growth continuing into the future, leading to increasing demands on our transportation system.

Measure J kept the basic principles of Measure C's GMP, sharpening them into four objectives:

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

Besides reworking the GMP principles, Measure J made some significant changes to the previous GMP — removing the requirement for local performance standards (though encouraging their continued use) and adding a new requirement for an urban limit line (ULL) that is approved by local voters — but keeping, with some modifications, most of the Measure C components. Most of the modifications either clarified what was in Measure C or reflected the more detailed GMP processes established in the Measure C *Implementation Documents* and various Authority resolutions.

The Authority has received two sets of formal comments on the GMP — one from TRANSPAC and the other from Contra Costa County — raised in response to the updating of the Action Plans. These comment letters identify both general and specific issues with the GMP. Both TRANSPAC and the County state that the GMP focuses too much on roadway congestion, which they contend is no longer the concern it was in 1988 when Measure C was put together. Both suggest that the GMP needs to allow jurisdictions more flexibility in balancing transportation with other community concerns. TRANSPAC also thinks that the GMP has become too complex and too concerned with process rather than outcome.

Specific concerns were focused on the General Plan Amendment and major development review process and the use of Multimodal Transportation Service Objectives.

Some of the suggested changes would require amending Measure J itself while others might be dealt with through the *Implementation Guide, Technical Procedures* or other Authority resolutions or policies.

REVIEW OF INDIVIDUAL GMP COMPONENTS

For the purposes of stimulating discussion, staff has outlined each GMP component as follows:

1. Growth Management Element

This component of the GMP requires each jurisdiction to adopt a General Plan element that outlines its goals and policies for managing growth and that demonstrates how the jurisdiction meets the various requirements of the Measure J GMP.

<i>Intent</i>	The Growth Management Element is intended to ensure that each jurisdiction has incorporated its approach to Measure J in particular and growth management in general in a way that is consistent with the other parts of the jurisdiction's General Plan. (Internal consistency is a fundamental requirement for General Plans in State law.)
<i>Changes from Measure C</i>	No substantial differences. The new measure does, however, encourage jurisdictions to include their own locally developed standards in the element.
<i>Status</i>	The Authority approved a Model Growth Management Element for use by local jurisdictions in June 2007.
<i>Comments Received</i>	None
<i>Discussion</i>	NA

2. Development Mitigation Program

As with the Measure C program, this component requires jurisdictions to both adopt a local mitigation program and join with adjoining jurisdictions in a regional mitigation program that funds regionally important projects.

<i>Intent</i>	This GMP component follows directly from one of the GMP's key objectives, namely to ensure that "new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth." This requirement is truly one of the most successful parts of the GMP, providing funding for both local improvements and regionally significant projects.
<i>Changes from Measure C</i>	The key change from Measure C is a new link to the Action Plans. Measure J requires each RTPC to "tak[e] account of planned and forecast growth [in its region] and the Multimodal Transportation Service Objectives and actions to achieve them established in the Action Plans for Routes of Regional Significance."
<i>Status</i>	Each RTPC has adopted a regional mitigation program for its region and each jurisdiction has adopted a local program. West and East County have updated their programs within the last two years and Tri-Valley is close to an update of theirs. All programs assess fees on new development except Central County which relies on the CEQA review process for major projects.
<i>Comments Received</i>	No formal comments received.
<i>Discussion</i>	The Regional Transportation Mitigation Program has, to date, generated about \$243 million for various regional projects. Central County's mitigation program has funded additional projects whose need was generated by specific development projects.

3. Address Housing Options

This component of the GMP addresses provisions for the creation of housing for all income levels, and analysis of the impact of land use decisions on the transportation system.

<i>Intent</i>	This component, despite its name, has three separate parts. First, it asks jurisdictions to report on their efforts to achieve the housing goals and complete the implementation tasks in their Housing Elements. Second, it requires jurisdictions analyze how their land use and development policies affect the “local, regional and countywide transportation system.” Finally, it requires jurisdictions to include standards and guidelines in their development review process that support transit, bicycle and pedestrian access.
<i>Changes from Measure C</i>	While similar in intent, this component is significantly changed. The most discussed changes are that Measure J focuses its housing questions more directly on local efforts to implement their Housing Element and gives jurisdictions more options to comply. The second part is a clarification of Measure C intent. The requirement for consideration of transit, bicycle and pedestrian access is new but flows from Strategy 3.3 of the CTP.
<i>Status</i>	Questions on this component will be included in the Measure J compliance checklist to be developed over the next six months.
<i>Comments Received</i>	No formal comments received.
<i>Discussion</i>	This component of the GMP received some of the greatest scrutiny, focused almost entirely on implementation of local housing elements. The revised GMP gives local jurisdictions three options for reporting on completion of the actions in their housing elements, including using the required HCD report. The original reason for this part of the GMP was to encourage both the development of more affordable in Contra Costa and a better balance

between jobs and housing. While Measure J continues to encourage a land use pattern that makes the most efficient use of the transportation system, a closer balance between jobs and housing within particular jurisdictions is less emphasized.

The other parts of this component — the analysis of local plans on the transportation system and the incorporation of transit-, bicycle- and pedestrian-supportive standards in development review — did not receive nearly the same level of discussion. The impact analysis is part of the GMP's ongoing cooperative planning component and is required, to a limited extent, by CEQA. Local adoption of transit-, bicycle- and pedestrian-supportive standards, which reflects other Measure J policies, will also help local agencies meet MTC's new routine accommodation requirements.

4. Participate In an Ongoing Cooperative, Multi-Jurisdictional Planning Process

The cooperative, multi-jurisdictional planning required by Measure C is generally recognized as one of the successes of the current GMP. Measure C supported the institutional framework of the RTPCs and the ongoing, cooperative planning that the RTPCs, separately or with other RTPCs or counties, foster.

Intent

This component recognizes that effective planning requires good coordination and communication among local jurisdictions.

Changes from Measure C

The Measure C GMP required two basic actions: cooperatively developing a program for addressing transportation issues affecting the subregion and county, and assessing the impacts of new development on the transportation system. The Measure C language, which was fairly general, was fleshed out through several resolutions and documents, including the *Implementation Documents* and the *Technical Procedures*. The Measure J GMP clarified the Measure C language by explicitly including the Action

Plan process, and development review, and the General Plan Amendment review procedure.

Status

A second draft of the revised *Implementation Guide* is currently under review. The *Technical Procedures* will be updated once the *Implementation Guide* is completed.

Comments Received

TRANSPAC has raised concerns regarding the usefulness of having measurable performance standards for regional routes when such routes are heavily congested, and stressed that congestion-based measures may no longer be beneficial.

Contra Costa County staff raised issues regarding the general plan amendment (GPA) review process, and its link to the MTSOs.

Some Authority members have questioned the usefulness of the conflict resolution process currently required for addressing compliance.

Discussion

Although the RTPCs have completed, or made significant progress towards completing, their 2008 Action Plans, the specific requirements for MTSOs have come into question. The Authority may wish to review the procedures for GPA review, the need for MTSOs, and the process for resolving conflicts among jurisdictions and RTPCs. For example, the application of quantitative performance measures without setting specific numerical targets for achievement, could still help decision makers gauge the impacts of their land use decisions on regional routes. Do hard targets make sense, given the difficulty of establishing baselines and formulating 30-year predictions?

5. Adopt an Urban Limit Line

This component of the GMP, which was not in the Measure C program, requires each jurisdiction to establish a voter-approved Urban Limit Line. This ULL can be approved either specifically by voters in the jurisdiction or countywide (as long as it passes within the jurisdiction as well).

<i>Intent</i>	The ULL is meant to preserve open space within Contra Costa and constrain urban development to the areas within that line
<i>Changes from Measure C</i>	This is a new component
<i>Status</i>	Most jurisdictions have either adopted the County's ULL or their voters have approved a "jurisdiction-specific" one
<i>Comments Received</i>	County staff contends that the ULL is an adequate GMP mechanism and obviates the need for the GPA/major development review process (see # 4)
<i>Discussion</i>	An urban limit line (sometimes called an "urban growth boundary") is a well established and useful growth management tool for "identifying preferred locations for accommodating new development." (See Appendix A.) It is not a sufficient tool, however, for preventing sprawl, encouraging infill, supporting transit- or pedestrian-oriented development, or creating the transportation-efficient land use pattern called for in Measure J. ¹ Staff believes the ULL requirement was so critical to the passage of Measure J that it is not a candidate for revision.

¹ "For most communities, it appears that boundaries have been fairly effective in reducing scattered development in rural areas but not successful at curbing sprawl in urbanizing areas." Porter, Douglas, *Managing Growth in America's Communities*, p. 67. Island Press, 1997

6. Develop a Five-Year Capital Improvement Program

This component of the GMP requires local jurisdictions to adopt a five-year capital improvement program that outlines the projects (including transportation projects) that the jurisdiction is proposing to develop and how and when those projects would be funded. This component also requires local jurisdictions to forward the list of transportation projects in the CIP to the Authority for incorporation into the countywide travel demand model.

Intent Requiring the CIP itself is primarily a “good government” action, although letting the Authority know what local plans are is essential to keep the Countywide Model up-to-date and accurate.

Changes from Measure C The Measure C GMP required local jurisdictions to use the CIP to identify the projects that would help meet the level-of-service and performance standards for local streets and roads established in their Growth Management Element. Since Measure J eliminated the LOS and performance standards, this component now focuses on simple adoption of the CIP and assistance in maintaining the Authority’s travel demand model.

Status Jurisdictions have adopted and updated CIPs to comply with the Measure C GMP

Comments Received None

Discussion Adoption of CIPs *per se* may not be necessary to achieve the objectives of the GMP. Ensuring that the Countywide Model includes the transportation projects that local agencies are planning, however, is essential to keep the model up-to-date and as useful as possible.

7. Adopt a Transportation Systems Management (TSM) Ordinance of Resolution

This component of the GMP requires each jurisdiction to adopt a local ordinance or resolution that complies with the Authority's model ordinance. Because State law passed after Measure C was adopted limited the ability of governments to implement TSM programs like the Authority's original model ordinance, the current model ordinance requires fairly limited efforts by local jurisdictions.

<i>Intent</i>	Both Measure C and Measure J state that this GMP component is meant to "promote carpools, vanpools and park and ride lots."
<i>Changes from Measure C</i>	Changed only to reflect the fact that the Authority has already prepared a model TSM ordinance
<i>Status</i>	All jurisdictions have adopted a local ordinance or resolution that complies with the Authority's model
<i>Comments Received</i>	None
<i>Discussion</i>	Measure C funds and Measure J will fund TSM programs, and these efforts will continue whether the local TSM requirement is eliminated or not. The Measure J Expenditure Plan sets aside one percent of revenues for "Commute Alternatives", that is, for providing and promoting "alternatives to commuting in single-occupant vehicles, including carpools, vanpools and transit." The Authority's model TSM ordinance originally required more substantive efforts but State law limited what local agencies (and the CMP as well) could require which reduced the rationale for this component.

APPENDIX A:

What Is Growth Management?

One basic definition of “growth management” is the actions that governments take to “anticipate and seek to accommodate community development in ways that balance competing land use goals and coordinate local with regional interests.”² This definition encompasses a very wide range of techniques to balance development with conservation, new development with adequate infrastructure, needed new public services with the revenues to finance those services, and economic growth with equity. The following table lists the primary concerns of most growth management programs and the techniques often used to address them:

<i>Concerns</i>	<i>Common Techniques</i>
Identifying preferred locations for accommodating new development	<ul style="list-style-type: none">▪ Urban growth boundaries▪ Development policy areas (e.g. urban, urbanizing, reserve)▪ Promotion of infill and redevelopment▪ Transit-Oriented Development▪ Extra-jurisdictional controls▪ Growth limits, including moratoria
Ensuring that adequate facilities and services are available as development occurs	<ul style="list-style-type: none">▪ Functional plans▪ Adequate public facility ordinances & performance standards▪ Exactions, impact fees and special districts▪ Transportation demand management and congestion management programs▪ Project rating systems
Maintaining community character and quality of life	<ul style="list-style-type: none">▪ Design review▪ Flexible planning and design (PUDs and overlay districts)▪ Incentive or performance zoning▪ Historic and architectural preservation▪ Neighborhood conservation or revitalization▪ Landscape or tree preservation ordinances

² Douglas R. Porter, *Managing Growth in America's Communities*, May 1997: Island Press

<i>Concerns</i>	<i>Common Techniques</i>
Preserving resource lands and environmental quality	<ul style="list-style-type: none"> ▪ Land acquisition ▪ Limit development in critical areas ▪ Mitigation of environmental impacts ▪ Agricultural zoning, districts and right-to-farm laws ▪ Environmental thresholds ("carrying capacity")
Achieving economic development and social equity goals	<ul style="list-style-type: none"> ▪ Economic development incentives ▪ Economic opportunity programs (training, etc.) ▪ Inclusionary zoning or linkage programs for affordable housing
Providing regional guidance and coordination	<ul style="list-style-type: none"> ▪ Regional plans or goals ▪ Review of developments for regional impacts

Growth management programs frequently focus on some combination of these concerns and techniques, depending on the needs and situation of the community and region. The current Measure C Growth Management Program focuses especially on ensuring adequate facilities and providing regional guidance and coordination. It incorporates the techniques of performance standards; exactions and fees; transportation demand management; review of developments for regional impacts; and regional plans.

APPENDIX B:

Measure C and Measure J GMPs Compared

<i>Existing Measure C GMP</i>	<i>New Measure J GMP</i>
<p>Introduction</p>	<p>Goals and Objectives</p>
<p>Consistent with and in furtherance of its role as the county's designated Congestion Management Program Agency, while serving such role, the overall goal of the Growth Management Program is to achieve a cooperative process for Growth Management on a countywide basis, while maintaining local authority over land use decisions and the establishment of performance standards. The Growth Management and Congestion Management Programs functions shall, to the extent possible, be harmonized. To the extent they conflict, Congestion Management Program activities shall take precedence over Growth Management Program activities.</p>	<p>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. [FOOTNOTE: The Authority shall, to the extent possible, attempt to harmonize the Growth Management and Congestion Management Programs. To the extent they conflict, Congestion Management Program activities shall take precedence over Growth Management Program activities.]</p>
<p>The transportation retail transaction and use tax is intended to alleviate existing major regional transportation problems. Growth management is needed to assure that future residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.</p>	<p>The objectives of the Growth Management Program are to:</p> <ul style="list-style-type: none"> Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.
<p>It is the intent of the Transportation Authority to create a process that results in the maintenance of the quality of life in Contra Costa.</p>	<ul style="list-style-type: none"> Require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies.
	<ul style="list-style-type: none"> Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.
	<ul style="list-style-type: none"> Support infill and redevelopment in existing urban and brownfield areas.
<p>Adopt a Growth Management Element</p>	<p>Adopt a Growth Management Element</p>
<p>Each jurisdiction is to develop a Growth Management Element of its General Plan to be applied in the development review process. The element must include sections 2 and 3 below, and jurisdictions must comply with sections 4-8 below. The Authority and the Regional Transportation Planning Committees shall jointly prepare a model element and administrative procedures to guide the local jurisdictions. Local jurisdictions shall</p>	<p>Each jurisdiction must adopt 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 shall refine its model Growth Management Element and administrative procedures in</p>

Existing Measure C GMP

develop their Growth Management Element within one year after receipt of the Authority's model element.

New Measure J GMP

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

Adopt Traffic Level Of Service (LOS) Standards keyed to types of land use:

Rural: LOS low-C

Semi-Rural: LOS high-C

Suburban: LOS low-D

Urban: LOS high-D

Central Business District: LOS low-E

Based on the categories established above, each jurisdiction shall determine how the Traffic Service standards are to be applied to their General Plan land use and circulation elements, and the land areas to be defined as Rural, Semi-Rural, Suburban, Urban, and Central Business District (as suggested in the Guidelines in Appendix A). Each jurisdiction shall comply with the adopted standards. Jurisdictions may adopt more stringent standards without penalty.

Level of Service (LOS) would be measured by Circular 212 or the method described in the most commonly used version of the Highway Capacity Manual. Any issues with respect to the application of the Highway Capacity Manual or measurement of level of service shall be referred to the Authority's Technical Coordinating Committee for review and recommendation to the Authority. In the event that an intersection(s) exceeds the applicable Traffic Service standard, the Authority shall, jointly with local jurisdictions, establish appropriate mitigation measures or determine that a given intersection is subject to a finding of special circumstances.

Any intersection that presently exceeds the Traffic Service standard and which will be brought into compliance in the most current Five Year Capital

[not included in Measure J]

Existing Measure C GMP

New Measure J GMP

Improvement Program (see section 7) shall be considered to be in compliance with the applicable standard.

The Authority, jointly, with affected local jurisdictions, shall determine and periodically review the application of Traffic Service Standards on routes of regional significance. The review will take into account traffic originating outside of the county or jurisdiction, and environmental and financial considerations. Local jurisdictions, through the forum provided by the Authority, shall jointly determine the appropriate measures and programs for mitigation of regional traffic impacts. (See Section 6)

Capital projects necessary to meet and/or maintain the Traffic Service standards are to be included in the required Five Year Capital Improvement Program. (see Section 7)

Adopt Performance Standards, maintained through capital projects, for the following items, based on local criteria:

- a. fire
- b. police
- c. parks
- d. sanitary facilities
- e. water
- f. flood control

Jurisdictions may have already adopted performance standards for some or all of these items.

Performance standards shall be adopted for inclusion in each local jurisdiction's General Plan. Each jurisdiction shall comply with the adopted standards. The Performance Standards should take into account fiscal constraints, and how the standards are to be applied in each jurisdiction's development review process. To ensure the continued applicability of these standards, each jurisdiction may annually review and modify their adopted standards, in consultation with special districts where appropriate, and provide an opportunity for public comment.

Capital projects, exclusive of operating budgets, to achieve and/or maintain Performance Standards are to be included in the required Five Year Capital

[not included in Measure J]

Existing Measure C GMP

New Measure J GMP

Improvement Program. (see Section 7)

Adopt a Development Mitigation Program to ensure that new growth is paying its share of the costs associated with that growth.

Local jurisdictions, for the most part, already impose fees for a variety of purposes including site specific traffic improvements. Only a few jurisdictions impose fees for regional traffic mitigation.

To meet the requirements of this Section, each jurisdiction shall:

- 1) Ensure that revenue provided from this measure shall not be used to replace private developer funding which has been or will be committed for any project.
- 2) Adopt a development mitigation program to ensure that development is paying its share of the costs associated with that development.

In addition, the Authority shall:

- 1) 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.
- 2) Consider such issues as jobs/housing balance, carpool and vanpool programs and proximity to transit service in the establishment of the regional traffic mitigation program.
- 3) The development mitigation program will be implemented with the participation and concurrence of local jurisdictions in determining the most feasible methods of mitigating regional traffic impacts. Existing regional traffic impact fees shall be taken into account by the Authority.

Participate in a Cooperative, Multi-Jurisdictional Planning Process to Reduce Cumulative Regional Traffic Impacts of Development.

The Authority shall establish a forum for

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 developer 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.

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

Existing Measure C GMP

jurisdictions to cooperate in easing cumulative traffic impacts. This will be accomplished through the Regional Transportation Planning Committees, and be supported by an ongoing countywide comprehensive transportation planning process in which all jurisdictions shall participate.

As part of this process, a uniform database on traffic impacts will be created, based on the countywide transportation computer model.

Use of the countywide transportation computer model provides an opportunity to test General Plan(s) transportation and land use alternatives, and to assist cities and the county in determining the impact of major development projects proposed for General Plan Amendments. This would provide a quantitative basis for inter-jurisdictional negotiation to mitigate cumulative regional traffic impacts. Input for the model shall include each jurisdiction's Five Year Capital Improvement Program of transportation projects (see Section 7) and the projects of federal, state and regional agencies such as Caltrans, transit operators, the Metropolitan Transportation Commission, etc. In addition, the computer model database will include each local jurisdiction's anticipated land use development projects expected to be constructed within the next five years.

Address Housing Options And Job Opportunities

As part of its Five Year Capital Improvement Program and pursuant to the state mandated

New Measure J GMP

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.

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 shall 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.

Address Housing Options

Each jurisdiction shall demonstrate reasonable progress in providing housing opportunities for all income levels as part of a report on the

Existing Measure C GMP

housing element of its General Plan, each jurisdiction shall develop an implementation program that creates housing opportunities for all income levels.

Each jurisdiction shall also address land use information as it relates to transportation demand as well as a discussion of each jurisdiction's efforts to address housing options and job opportunities on a city, subregional and countywide basis.

New Measure J GMP

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 opportunities 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.

Develop A Five Year Capital Improvement Program to meet and/or maintain Traffic Service and Performance Standards (defined in Sections 2 and 3).

Each jurisdiction shall determine the capital projects needed to meet and/or maintain both its adopted Traffic Service and Performance Standards. Capital financial programming will be based on development to be constructed during (at a minimum) 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.

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.

Adopt a Transportation Systems Management (TSM) Ordinance or alternative mitigation.

To promote carpools, vanpools and park and ride lots, the Transportation Authority will draft and adopt a Model Transportation Systems

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

Existing Measure C GMP

Management Ordinance for use by local jurisdictions in developing local ordinances for adoption and implementation. Upon approval of the Authority, cities with a small employment base may adopt alternative mitigation measures in lieu of adopting a TSM Ordinance.

[not included in Measure C]

New Measure J GMP

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.

Adopt an Urban Limit Line

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.

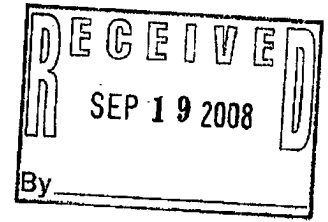
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TRANSPAC Transportation Partnership and Cooperation

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

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

September 17, 2008



Dear Chair Hudson:

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

1. The Growth Management Program was revised slightly for Measure J. However, in our view, it remains a relic of the mid-1980s mindset, from when Measure C was approved by the voters. Today, traffic congestion is not necessarily a top concern of all jurisdictions. As a result, the Measure C approach does not reflect today's reality. Rather than using an outdated program filled with congestion-related busywork (and "tweaking" it a bit), TRANSPAC suggests that it would be more useful to rethink and revamp the entire growth management program so that it addresses today's needs and issues.

2. In our view, the program is too complex, as evidenced by the fact that the Implementation Guide is 116 pages long -- far too long to be useful. Programs this complex inevitably end up being all process, with no meaningful outcomes -- assuming that people try to follow them at all.

3. If CCTA is to have a meaningful growth management program, the focus should be on people and communities, not on roads. Currently, the program (the Action Plans, the General Plan Amendment review process, etc.) focuses on Routes of Regional Significance (page 17 states "Contra Costa's network of freeways and major arterials continue to be the focus of the growth management effort..."). Developments, GPAs, etc., all must be reviewed for impacts on regional routes. We suggest CCTA and the jurisdictions take all the time necessary to rethink the entire process, so that it focuses on what is most important -- people and communities. For example, a community cannot have a successful downtown without congestion. And, today, we know that traffic congestion is an inevitable sign of a thriving economy.

4. Related to the comments above, TRANSPAC already has expressed reservations about the specific numerical goals required for traffic flow in the future (multi-modal transportation service objectives, or MTSOs). We reiterate our view that MTSOs do not help improve our communities or our transportation system. The MTSO process forces us to "pick a number" just for the sake of picking a number, or, alternatively, to establish and accept objectives that feel meaningless in light of today's challenges and realities. We see no value in analyzing how a given general plan amendment or development proposal will impact an arbitrary indicator such as level of service ten or twenty years from now. Such indicators are subject to many forces beyond our knowledge or control. Nor do we see any value in designating a specific "attainment year" for when the region will reach these MTSOs on its regional routes. We believe that we

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

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

Specific comments

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

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 -- 3rd 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 ways 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, these assumptions are based on general factors

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

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

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.” The meaning of this statement is not clear. Does it mean the model will be relied upon to periodically assess the cumulative impacts of growth that has occurred, or that CCTA will update its model every four years? The intent of this statement needs to be clarified. 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. TRANSPAC again suggests 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 the process in 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. The organization of this section needs to be reconsidered.

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 references to CCTALOS should be removed in The Implementation Guide and Technical Procedures.

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.

Thank you for the opportunity to comment on the Draft Implementation Guide for Measure J. Please do not hesitate to consult with the TRANSPAC TAC and staff if you have questions regarding our comments.

Sincerely,



David E. Durant
TRANSPAC Chair

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

The Board of Supervisors

County Administration Building
651 Pine Street, Room 106
Martinez, California 94553

John Gioia, 1st District
Gayle B. Uilkema, 2nd District
Mary N. Piepho, 3rd District
Susan A. Bonilla, 4th District
Federal D. Glover, 5th District

Contra Costa County



David Twa
Clerk of the Board
and
County Administrator
(925) 335-1900

September 16, 2008

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

Honorable Chair Hudson,

On September 16, 2008, the Board of Supervisors authorized me to sign this letter of comment on the Action Plan Updates that are being prepared by the Contra Costa Transportation Authority as part of the Measure J Growth Management Program. The letter was prepared following discussion by the Board of a variety of issues emerging from the Action Plan Update process. It is our understanding that the Authority is considering sponsoring a workshop on the Action Plan Updates to address concerns raised by the representatives of the County and others. The Board of Supervisors supports such a workshop and requests it include discussion of the following issues:

- Ensure Action Plan requirements for traffic studies are consistent with the requirements of the California Environmental Quality Act (CEQA) that local jurisdictions must follow in their review of the potential traffic impacts from development projects. Concerns have been raised regarding the application of "gateway constraints" in the travel forecasts prepared for Regional Routes. The application of this methodology needs to be sufficiently evaluated to determine if its use can be defended in environmental studies. Without consistent requirements, local jurisdictions may end up preparing one traffic study to comply with the Authority's Growth Management Program and another traffic study to comply with their obligations under CEQA and local planning regulations.
- Ensure that the Action Plan requirements provide sufficient flexibility for local jurisdictions to balance the goals of minimizing traffic congestion on Regional Routes with other planning goals such as community preservation, redevelopment, and support of the urban limit line policies. The long range travel forecasts for year 2030 show growth in traffic volumes on regional routes well beyond the forecasts used in earlier Action Plans, and there are fewer transportation projects planned that will significantly increase the capacity on these regional routes. In some communities, further efforts to reduce traffic congestion would bring about unwanted road expansion projects. In other communities, further efforts to reduce traffic congestion may conflict with policies to accommodate growth without expanding urban limit lines or to reduce greenhouse gas emissions. The Authority's Growth Management Program should encourage local jurisdictions to fairly and openly balance competing planning objectives when evaluating development projects without putting their eligibility for Measure J revenue at risk.

Action Plan Update Letter to the Contra Costa Transportation Authority

September 16, 2008

Page 2 of 2

The Board of Supervisors believes that Measure J as approved by the voters provides the Authority with sufficient flexibility to address these issues. Solutions can be developed through careful review of the growth management policies adopted by the Authority, rather than changes to Measure J itself. The Board of Supervisors offer the County's cooperation in working with your commissioners to ensure Measure J provides not only effective growth management but also enhances and adds value to the planning efforts of local jurisdictions.

Sincerely,

A handwritten signature in black ink, appearing to read "Federal D. Glover", written over a horizontal line.

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

FDG\SG

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**SUMMARY MINUTES
September 17, 2008**

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

Commissioners Absent: Federal Glover

Alternates Present: Gayle Uilkema for Federal Glover

Ex-Officios Present: Gail Murray, Joe Wallace, 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, Hisham Noeimi, Danielle Gensch (Authority Counsel), Danice Rosenbohm (Executive Secretary)

A. CONVENE MEETING: *Chair Hudson* convened the meeting at 6:05 p.m.

B. PLEDGE OF ALLEGIANCE:

C. PUBLIC COMMENT:

There were no public comments on items not on the Agenda.

1. APPROVAL OF MINUTES:

Authority Minutes of July 16, 2008.

ACTION: *Commissioner Stepper* moved to approve the Minutes of July 16, 2008, seconded by *Commissioner Viramontes*. The motion passed unanimously, 8-0. (*Commissioners Abelson, Nix, and Alternate Uilkema had not yet arrived.*)

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

ACTION: *Commissioner Freitas* moved to approve the Consent Calendar excluding Items 2.A.14 and 2.B.7, seconded by *Alternate Pierce*. The motion passed unanimously, 8-0. (*Commissioners Abelson, Nix, and Alternate Uilkema had not yet arrived.*)

2.A Administration & Projects Committee:

2.A.1 Monthly Project Status Report.

2.A.2 Warrants Issued for Months of June and July 2008. This report also includes the summary of payroll and benefits costs by organizational unit.

- 2.A.3 Monthly Investment Reports for June and July 2008.** The Authority's Investment Policy requires this report.
- 2.A.4 Quarterly Financial Report for Quarter Ended June 30, 2008.** This is presented in accordance with regulations and the Authority's Investment Policy, which requires that the Chief Financial Officer provide an analysis of the Authority's portfolio including composition, credit quality, maturity distribution, and an analysis of sales tax revenues.
- 2.A.5 Employee Travel Report.** Pursuant to the Authority's travel policy, out of state travel is approved by the Executive Director and reported to the APC.
- 2.A.6 Listing of Construction Change Orders (CCOs) that exceed \$25,000.** Authority policy requires that this list be submitted to the APC for information.
- 2.A.7 I-580/Chevron Bicycle Gap Closure.** Staff recommends the addition of the I-580/Chevron Bicycle Gap Closure project to the Authority's Project Study Report Recommended List.
- 2.A.8 SR4 (e) Widening Project – Loveridge Road to Somersville Road (Project 1406).**
- 2.A.8.1 Amendment No. 4 to Cooperative Agreement No. 90.14.13 between CCTA and the California Department of Transportation (Caltrans) for Design and Right of Way Services.** Staff seeks authorization to amend Cooperative Agreement No. 90.14.13 to incorporate additional out of scope services and increase the value of the agreement by \$60,000.
- 2.A.8.2 Memorandum of Understanding Between the Authority and the City of Pittsburg.** The widening of State Route 4 between Loveridge Road and Somersville Road requires construction within the jurisdictional limits of the City of Pittsburg. The proposed MOU (14.06.01) defines the terms and conditions under which the project is to be constructed, financed, and maintained.
- 2.A.9 State Route 4 (e) Widening – Loveridge Road to State Route 160 (Project 1406 and 3001)**
- 2.A.9.1 Agreement For Sale of Conservation Credits with Ohlone Preserve Conservation Bank.** Staff seeks authorization to enter into an Agreement to purchase 8.4 California Red-Legged Frog conservation credits at the Ohlone Preserve Conservation Bank.
- 2.A.9.2 Authorization to Seek RM-2 Allocation:** Staff seeks approval to apply to the Metropolitan Transportation Commission (MTC) for an allocation of Regional Measure 2 funds in the amount of \$15 million for right-of-way preservation. **Resolution No. 08-17-P.**
- 2.A.10 SR4 (e) Widening Project – Railroad Avenue to Loveridge Road – Authorization to Close Agreement No. 201 with American Civil Constructors (Project 1405).** The landscaping project is complete. Authority policy requires authorization to close the construction agreement. **Resolution No. 08-15-P**
- 2.A.11 Hercules Transit Center (Project 2303): Appropriation of Measure C Funds for Construction.** The City of Hercules is requesting appropriation of \$1,106,000 in Measure C funds to construct an additional 175 parking spaces at the new location of the Hercules Transit Center. **Resolution No. 08-14-P.**
- 2.A.12 Annual Report from the Authority's Program Management Consultant.** APC has requested an annual report on accomplishments for each of the Authority's key ongoing consultants. The third such annual report from Nolte Associates, the Authority's program management consultant, is attached.

- 2.A.13 I-680 Southbound HOV Lane Gap Closure – Restriping. (Measure J Project 8002).** The existing HOV lane will be extended 0.9 miles north of Livorna Road as part of a Caltrans freeway rehabilitation project. Staff requests authorization for the Chair to execute Cooperative Agreement No. 90.11.15 with Caltrans to deliver the project.
- 2.A.14 I-80/San Pablo Dam Road Interchange Project (Measure J Project 7002):** Staff requests authorization to appropriate Measure J funds in the amount of \$645,000 for acquisition of a vacant property on Humboldt Avenue in the City of San Pablo. **Resolution No. 08-02-PJ.** ***This item was removed from the agenda and not approved, subject to consideration at a future meeting.***
- 2.A.15 Interstate 680/State Route 4 Interchange Improvements (Project 1117) – Amendment No. 7 to Agreement No. 149 with URS for Project Report/Environmental Document Services.** Staff seeks authorization to execute Amendment No. 7 to Agreement No. 149 with URS in the amount of \$56,000 for additional services for preparation of the Project Report/Environmental Document.
- 2.A.16 Interstate 680 Auxiliary Lane Project (Segments 1 & 3): Certification to Fund the Balance of Capital Construction Costs (Project 1106).** Cooperative Agreement No. 90.11.07 with Caltrans commits the Authority to fund 100% of the construction cost shortfall. Following award of the contract in 2006, Authority staff advised Caltrans that it would make up to \$925,800 available, which was the difference between the lowest bid and the initial funds set aside by the Cooperative Agreement. **Resolution No. 08-16-P** ratifies that commitment.
- 2.A.18 Audit Process for the Fiscal Year Ending June 30, 2008.** Audit standards require that the auditor brief the APC on the audit process for fiscal year ending June 30, 2008. The briefing includes the scope, timing and other considerations related to the audit process.
- 2.A.20 Draft 2008 Measure C Strategic Plan.** Staff will present policy issues associated with the proposed draft 2008 Measure C Strategic Plan. Adoption of the Plan is targeted for October 2008. **Resolution No. 08-12-P.**
- 2.B Planning Committee:**
- 2.B.1 Approval of the City of Pittsburg’s Calendar Year 2006 & 2007 Growth Management Compliance Checklist.** Pittsburg has submitted its Calendar Years 2006 & 2007 Growth Management Program Compliance Checklist for allocation of local street maintenance and improvement funds.
- 2.B.2 Definition of Project Alternatives for the 2008 CTP EIR.** The Authority has begun preparing a program EIR on the 2008 *Countywide Comprehensive Transportation Plan*. Authority staff and consultants are working to identify alternatives, in addition to the “project”, that the EIR would analyze. The Authority defined three very distinct alternative Measure J expenditure plans that were used in the EIR on the 2004 CTP. Now that Measure J has passed, many of the funding decisions have been made, making identification of alternatives more complicated. Staff and the TCC, however, have identified several alternatives for the 2008 CTP EIR that could be used.
- 2.B.3 Status of Comments Received on the Measure J *Implementation Guide*.** The Proposal for Adoption Measure J *Implementation Guide* was released for review on July 21, 2008, with comments due by Friday, September 19, 2008. To date, no comments beyond the issues flagged by TRANSPAC, relative to service objectives, and by County staff, relative to those objectives and the General Plan Amendment (GPA) review process, have been received.

2.B.5 Status Report Regarding the Measure C/J Regional Transportation Mitigation Programs. 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. The Planning Committee held a discussion regarding the status of RTMPs.

2.B.8 ULL Compliance Issues Relating to the Tentative Incorporation of Alamo. Subject to voter approval, Alamo may become incorporated in 2009. Consequently, the new Town would be eligible for its share of 18% Local Street Maintenance and Improvement Program funds under Measure J, provided that it complies with the Authority's Growth Management Program. A question has arisen regarding how Alamo would comply with the GMP requirement for a ULL. Following incorporation, Alamo would be eligible to pursue either the County or Local Voter-Approved ULL options under Measure J.

End of Consent Calendar

2.B.7 Release "Call for Projects" for the Lifeline Transportation Program (LTP). The purpose of the LTP is to fund projects that result in improved mobility for low-income residents of Contra Costa. Authority staff has prepared a draft "Call for Projects" for review by PC, and release on September 19, 2008. A total of \$9.1 million is expected to be available to Contra Costa through MTC from a variety of federal and State funding sources over a three year funding cycle. The amount is subject to the STA funding in the state budget once approved. The program is proposed to be conducted in a method similar to the first cycle with two exceptions. First, MTC is requiring a new criterion for project consideration which requires some level of consideration be given to projects derived from community based transportation plans (CBTP). MTC is allowing counties to establish targets for this funding by operator service areas, on a formula basis, as long as the funds are applied based on evaluation criteria for projects which meet the Lifeline requirements. The JARC funding must still be distributed on a purely competitive basis.

ACTION: *Commissioner Freitas* moved to approve release of the Call for Projects on September 19, 2008 and approve the proposed new project ranking and weighting of criteria, seconded by *Commissioner Bonilla*. The motion passed unanimously, 8-0. (*Commissioners Abelson, Nix, and Alternate Uilkema had not yet arrived.*)

Representative Amy Worth stated that the Lifeline Transportation Program had been discussed at MTC, and that the needs of both urban and suburban regions were recognized. She clarified that, based on evaluation criteria, operators with Lifeline needs in all regions of the county should be able to qualify for projects.

Representative Gail Murray stated that BART was interested in being named as an eligible recipient, and that it was sympathetic to transit operators' predicament of having to cut routes.

3.0 MAJOR DISCUSSION ITEMS:

Commissioner Nix arrived at 6:10 p.m.

Alternate Uilkema arrived at 6:12 p.m.

Commissioner Abelson arrived at 6:21 p.m.

3.B.6 Authority Workshop to Discuss Corridor Management and Related Growth Management Program (GMP) Issues. 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, as part of its draft 2009 Regional Transportation Plan (RTP), both an 800 mile HOT lanes

network and 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, reducing greenhouse gas emissions will become the overarching objective of the RTP. 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.

STAFF REPORT:

Bob McCleary gave a PowerPoint presentation on *Strategic Issues and Options* related to HOT lanes, ramp metering and freeway management, and the Growth Management Program (GMP). Mr. McCleary explained that ramp metering and the use of HOT lanes were ways in which the transportation system could be managed to address demand which exceeds present capacity.

Options included an institutional approach to system management, with focused efforts at the county level through the CMA, or at the multi-county level, creating MOUs with neighboring counties and collaboration on policy matters and arterial corridors.

The Growth Management Program and its relationship to greenhouse gas emissions legislation (AB 32 and SB 375) was also discussed.

Corridor Management

Alternate Uilkema asked if potential casino traffic in West County was considered and included in the presentation maps which illustrated projected traffic growth and capacity improvements. She also asked if toll roads were an option. Bob McCleary responded that casino-related traffic had not been modeled, and that if they were to go forward, the additional impact would be reflected in future countywide plans which are updated every four years. He stated that statutory authority was required to impose a toll on a road. He added that San Francisco is considering a charge to enter the city – such an approach has been applied in London and Singapore.

Commissioner Freitas stated that he opposed toll lanes, and that ramp metering could prove to have disastrous impacts on Contra Costa’s jurisdictions. He said that if HOT lanes became revenue generators, State and Federal Agencies would likely provide less funding, and that HOT lanes would not effectively manage the transportation system. *Commissioner Freitas* said that he was not willing to accept that HOT lanes were inevitable, and that having pilot programs to test their effectiveness was the proper approach.

Commissioner Stepper said that a cooperative regional approach to managing transportation issues was necessary, and that all mechanisms for managing traffic should be considered. She stated that she was strongly in favor of three to five year demonstration projects to assess what works in California. Corridor management committees should require super majorities for decisions.

Commissioner Abelson stated that she was extremely concerned about I-80. She said that introducing toll paying solitary drivers in the HOV lanes would have catastrophic results – the lanes are full at 3+ HOV standards. Signals on ramps create more problems; the impact on local streets must always be considered.

Commissioner Abelson said that her past experience on a Smart Corridor body was positive. She stated that it was important that all cities be represented, and emphasized the value of local control.

Commissioner Pierce said that she was willing to “wait and see”. She stated that Contra Costa and Solano County effectively cooperated on the bridges in recent years, and that mutual support was beneficial. She suggested that the MOU language should specify a “proactive, collaborative, multi-

jurisdictional approach". Relative to HOT lanes, she recommended a "wait-and-see" approach, letting Alameda and Santa Clara proceed so results can be observed.

With respect to multi-county MOUs outlined in the workshop options (Attachment 1), *Commissioner Freitas* said that (1) multi-county MOUs are appropriate; (2) there is a consensus that the effort needs to be collaborative, (3) "corridors" should be defined; (4) the Authority should represent all of the jurisdictions and appoint two representatives; (5) MTC representatives should not be voting members; and (6) MOU details should be left to the discretion of the Authority's Executive Director and other CMA Directors.

Chair Hudson suggested that two alternates be appointed as well.

Commissioner Tatzin said that creating an MOU was premature, but may be appropriate if at risk of being pre-empted by another agency. He said that it should be corridor focused, with broad representation possibly beyond the Authority Board.

Commissioner Bonilla agreed that broad representation was necessary, and two members would not ensure adequate representation of the county, which would want representation.

Commissioner Viramontes asked why MTC was so eagerly promoting HOT lanes. Bob McCleary responded that control, money, and the theory that the transportation system could be better managed were all factors. *Commissioner Viramontes* suggested that if pricing was the objective, zone fees (from one county to another) may be a better alternative. She also suggested that discussion of reducing GHG emissions needed to be considered.

Representative Worth stated that the concept of HOT lanes grew out of concerns that corridors were at maximum capacity, and said that such a system would only work with a seamless HOV network, which HOT lanes revenues would fund.

Commissioner Durant said that he was also very much opposed to HOT lanes. He mentioned unintended consequences of ramp metering, and questioned whether the investment would be worth it. He stated that the issue of governance and the prospect of a body with limited oversight was very frightening.

Commissioner Nix stated that the reason to prepare an MOU was to pre-empt MTC and maintain local control. He urged collaboration with other suburban counties, and more studies.

Commissioner Nix said that appointments to the corridor management group must be from the Authority.

Commissioner Freitas said that CMA appointees should include two members from cities and one member from the County Board of Supervisors. Alternate Uilkema added that alternates should be appointed.

Commissioner Bonilla said that relative to the arterial system, it seemed as though another layer of management was being added, and that managing the arterials at the RTPC level should be adequate. Bob McCleary clarified that staff was not envisioning Authority control, but facilitating discussions of arterial management.

Commissioner Freitas said that support at the technical level was important. He mentioned Union Pacific's desire to reactivate the Moccoco Line, which could have major impacts on such things as TOD and local traffic.

Growth Management Program

Bob McCleary stated that AB 32 required that greenhouse gas emissions need to be reduced 20 percent by the year 2020, back to 1990 levels. He said that the Governor had passed an executive order in 2005

requiring reducing emissions 80 percent from the 1990 levels by the year 2050. Mr. McCleary said that an interpolated reduction for 2035 would require a 79 percent reduction in emissions from the 2004 levels. Because of limited emissions control technology, the reduction from automobiles would need to come primarily from improvements in miles per gallon and/or a reduction in vehicle miles traveled. Mr. McCleary explained that SB 375 would require that the California Air Resources Board (CARB) set a reduction target which could greatly affect the context of the GMP, and asked the Authority for direction on options which could include future workshops, a speaker/expert from CARB, changes in the GMP or implementation based on the Authority's own internal procedures.

Commissioner Freitas stated that the Growth Management Program needed to be totally revamped, and that he despised the waste of local resources on meaningless activities. *Commissioner Freitas* said that he would like the Planning Committee to take on that task now.

Commissioner Pierce said that Central County was nearly ready to adopt the MTSOs. She cautioned against duplicative effort and unnecessary traffic studies.

Commissioner Viramontes said that changes under AB 32 were significant enough (without the signing of SB 375) that the Authority could not afford to wait. She mentioned a Sacramento lawsuit which stopped freeway construction. *Commissioner Viramontes* said that discussions about how Contra Costa is going to meet obligations related to GHG emissions and how credits across the county will be provided to help meet those obligations were crucial.

Commissioner Bonilla referenced the letter from Contra Costa County Board of Supervisors on the Action Plan Updates, which was distributed as an Authority meeting handout. She asked that discussions include the points made in the letter, and also include a report to the Planning Committee from the Growth Management Task Force.

Commissioner Nix said that due to upcoming elections, timing of a workshop may need to be scheduled for December. He said that the issue was very complex, and that finding a way to streamline the GMP may require considerable feedback from the full Authority Board. *Commissioner Freitas* said that a workshop on the issue should be held prior to referral to the PC in November. *Commissioner Durant* stated that he agreed with the letter received from the Board of Supervisors, and that discussion about the effect of arterial management and HOT lanes on MTSOs needed to occur at the workshop. *Alternate Uilkema* urged broad public notice.

Direction to Staff

By consensus, the Authority directed staff to pursue formation of MOUs with the Alameda, Solano, and Santa Clara CMAAs and Caltrans, with technical assistance from MTC, to consider corridor management strategies for I-80 and I-680 under specified parameters, and prepare materials for a November Authority workshop that would consider options to streamline the Growth Management Program.

4.0 REGULAR AGENDA ITEMS:

4.A Administration & Projects Committee

4.A.17 Legislation. Staff will provide updates on the following items:

- **AB 2558:** Regional Climate Mitigation and Adaptation Fee
Authority Position: Oppose Unless Amended
Status: Failed in Senate
- **SB 375:** Greenhouse gas emissions component to Regional Transportation Plans
Authority Position: Oppose unless amended

Status: Passed Legislature; awaiting enrollment and transmittal to Governor.

- **Budget Developments**
- **High Speed Rail Bond:** The Governor signed legislation placing a revised \$10 billion bond on the November ballot.

Action may be taken on any of these items or on any matters pertaining to the Authority's legislative program.

STAFF REPORT:

AB 2558

Arielle Bourgart, Director of Government and Community Relations, stated that AB 2558, which failed in the Senate would have authorized a regional agency to put a climate protection and systems preservation fee on the ballot, providing funding for bike and pedestrian infrastructure, operation efficiency improvements, and maintenance/rehab of local streets and roads, the state highway system, and sidewalks or bike routes.

SB 375

Ms. Bourgart stated the letter from the Orange County Division of the League of California Cities regarding SB 375 (4.A.17-11 through 13) included a succinct narrative of the bill's history. She said that the statewide League had removed its opposition to the bill, and that the final bill had been passed without formal input from the transportation community. Ms. Bourgart stated that the bill was on the Governor's desk for signature. If signed, she said that a comprehensive presentation on the bill's impacts would be made in October.

Proposition 1A - High Speed Rail Bond

Ms. Bourgart said that the Governor had signed legislation placing a revised High Speed Passenger Rail Bond Act on the November ballot. The bill would provide approximately \$10 billion in funding for a high speed rail system between northern and southern California, and nearly \$1 billion for capital projects to enhance the capacity or safety of other rail systems, or to improve connectivity between these systems and the high speed rail or other urban and commuter rail systems. Ms. Bourgart stated that the total cost of developing and constructing the high speed rail system was estimated at \$45 billion, comprised of bond funds, federal, private, state, and local funds.

(There were no budget developments to report.)

- 4.A.19 Authorization to Negotiate a Contract with New World Systems to Procure a Financial Management System and Related Services.** Proposals have been evaluated and staff is seeking authorization to negotiate a contract with the finalist from the selection process.

ACTION: *Commissioner Freitas* moved to approve contract negotiations with New World Systems for the purchase and maintenance of financial software for in-house accounting, and to negotiate a contract amendment with Schafer Consulting, seconded by *Commissioner Pierce*. The motion passed unanimously, 11-0.

STAFF REPORT:

Randall Carlton, Chief Financial Officer, stated that the APC fully supported the recommendation to proceed with contract negotiations with New World Systems (NWS) for the purchase and maintenance of financial software, for project management and in-house accounting functionality.

Mr. Carlton said that the APC preferred an "off-the-shelf" solution as recommended, and directed staff to ensure that desktop hardware was adequate for handling the new software. The APC also requested additional detail on the budget for the project.

Mr. Carlton said that following Authority approval to move forward with contract negotiations for the process of moving accounting functions in house, staff would return to the APC and Authority in October for approval of the NWS contract.

4.B Planning Committee

4.B.4 Review and Discussion of Action Plans for Routes of Regional Significance. Each subarea has completed a Draft Action Plan for incorporation into the 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. The performance measures – called Multi-Modal Transportation Service Objectives (MTSOs) serve as a yardstick for estimating the impacts of major land use decisions on the regional transportation system.

4.B.4.a Status of the Action Plans by Sub-area. Since last June, significant progress has continued on the Action Plans. WCCTAC, TRANSPAN, 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.

4.B.4.b Consideration of TRANSPAC's request to proceed with an Action Plan that does not include MTSOs. TRANSPACs 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.

ACTION: *Commissioner Viramontes* moved to accept the status report for the Action Plans by Sub-area, and defer action on TRANSPAC's Action Plan until the October/November meeting, seconded by *Alternate Uilkema*. The motion passed unanimously, 11-0.

STAFF REPORT:

Martin Engelmann, Deputy Executive Director, Planning, stated that the Planning Committee had recommended that the Authority proceed with the draft EIR (or the Draft 2008 CTP Update for release in October 2008) based upon the Draft Action Plans. Since the Planning Committee meeting, staff had learned that the Central County Action Plan was not formally circulated. At the September SWAT meeting, SWAT requested that the Authority delay incorporation of the Lamorinda and TVTC Action Plan into the Draft Countywide Action Plan until SWAT has had the opportunity to review TRANSPAC's Action Plan. Mr. Engelmann said that staff was seeking Authority direction as to how to proceed with respect to TRANSPAC's request to move forward with its Action Plan without Multi Modal Transportation Services Objectives (MTSOs).

Alternate Uilkema (SWAT Chair) stated that SWAT was interested in deferring action for a short period of time, to hear TRANSPAC's concerns.

Commissioner Durant said that TRANSPAC had a very robust discussion, and that MTSO's that seemed irrational did not advance improvements in the transportation system. He stated that TRANSPAC supported performance measures that make sense, but non-measurable objectives should be eliminated. *Commissioner Durant* said that TRANSPAC would move forward in its efforts to craft an Action Plan around MTSOs that would work, which should be completed in October.

By consensus, the Authority accepted *Commissioner Durant's* proposal to go back to TRANSPAC in October and craft an Action Plan around meaningful MTSOs.

5.0 CORRESPONDENCE AND COMMUNICATIONS:

None

6.0 ASSOCIATED COMMITTEE REPORTS:

- 6.1 Central County (TRANSPAC): *Report of July 14 and July 24, 2008*
- 6.2 East County (TRANSPLAN): *Report of July 10, 2008 and August 14, 2008*
- 6.3 Southwest County (SWAT): *(Meeting of August 4, 2008 canceled.)*
- 6.4 West County (WCCTAC): *Report of July 25, 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 Abelson said that Christiana Atienza had joined WCCTAC, and that she looked forward to introducing her soon.

Commissioners Viramontes, Durant, Bonilla, and Representative Worth said that they were interested in attending the 2008 Focus on the Future Conference.

7.3 Executive Staff Comments

Bob McCleary introduced Ms. Danielle Gensch from Nossaman LLP, Authority Counsel, who attended the meeting for Stan Taylor.

Randall Carlton, Chief Financial Officer, stated that the Lehman Brothers bankruptcy and resulting buyout by Barclays was of concern to staff and would have an impact on the Authority's Commercial Paper program. He said that staff was looking into replacement of Lehman Brothers.

Mr. Carlton said that a similar situation existed with Merrill Lynch, which was being acquired by Bank of America, partners on the Swap Agreement. Mr. Carlton said that a complete update on these issues would be provided to the APC in October.

8.0 CALENDAR:

8.1 October/November/December 2008

8.2 Rail-Volution 2008 October 26-29, San Francisco. Commissioners interested in attending, please advise Danice Rosenbohm.

8.3 Self Help Counties Coalition Annual "Focus on the Future" Conference. November 16-18, Monterey. Commissioners interested in attending, please advise Danice Rosenbohm.

9.0 CLOSED SESSION:

Conference with Legal Counsel Regarding Anticipated Litigation. Discuss significant exposure to litigation pursuant to subdivision (b) of Section 54956.9 of the Government Code.

RECONVENE TO OPEN SESSION

Action on Matter Discussed in Closed Session, or Reporting Out of Action Taken in Closed Session.

ACTION: *Chair Hudson* reconvened the meeting in open session, and reported that no action had been

taken during the closed session.

10.0 **ADJOURNMENT** to Wednesday, October 15th, at 6:00 p.m.

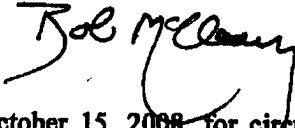
The meeting was adjourned at 8:32 p.m. to October 15th, 2008, at 6:00 p.m.



CONTRA COSTA
transportation
authority

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

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

FROM: Robert K. McCleary, Executive Director 

DATE: October 16, 2008

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

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

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

Morrison & Foerster Legal Updates and News (extract)

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

October 2008

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

LUEL Briefing, October 2, 2008

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

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

What you Need to Know About SB 375

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

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

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

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

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

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

A Word on How the SB 375 Sausage Was Created

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

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

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

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

Detailed Overview of SB 375

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

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

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

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

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

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

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

(2) The Housing Requirements

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

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

proceedings.

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

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

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

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

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

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

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

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

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



Subject	Preliminary Discussion of Measure J CC-TLC Program
Summary of Issues	The Measure J Expenditure Plan sets aside 5.4 percent of sales tax revenues (estimated at \$108 million in 2004 dollars) for the Transportation for Livable Communities program. These funds are to be allocated to the sub-regions, and then distributed to individual, qualifying projects subject to Authority guidclincs and approval. Staff has prepared an initial discussion of the issues that must be addressed in developing the CC-TLC program guidclincs and is establishing a committee to help in this program. Staff has also developed a schedule for starting the program.
Recommendations	Authorize staff to begin developing guidelines for the CC-TLC program and approve the proposed schedule.
Financial Implications	The Measure J Strategic Plan includes the first six years of funding for the TLC program. The recent downturn in sales tax revenues is likely to reduce the amount of funding available for this and other Measure J programs. The downturn could lead to cash flow problems for projects now in development and for which bonds are to be used to advance funding. Options for addressing these issues will be addressed over approximately the next 6 months.
Options	
Attachments	A. Background and Initial Discussion: Contra Costa Transportation for Livable Communities Program
Changes from Committee	

Background

Measure J, approved by the voters in 2004, added the new Transportation for Livable Communities program. This program is intended to fund transportation projects that:

- a) Facilitate, support and/or catalyze developments, especially affordable housing, transit-oriented or mixed-use development, or
- b) Encourage the use of alternatives to the single occupant vehicle and promote walking, bicycling and/or transit usage.

The program can fund both planning and capital grants. *Planning grants* must “support development of community-oriented plans that link transportation investments with land-use decisions.” *Capital grants* specifically will fund the planning and construction of five categories of projects:

1. Local transit facilities
2. Intersection improvements and pedestrian facilities
3. Pedestrian plazas, walkways and other streetscape improvements that encourage walking
4. Traffic calming measures
5. Bicycle facilities

Whether capital or planning, each project must “catalyze, facilitate or support projects that meet the CC-TLC program’s goals.”

Expected Funding

Over the 25-year life of the measure, the CC-TLC program will receive 5.4 percent of the revenues generated. The Expenditure Plan estimated that the program would receive \$108 million (in \$2004); \$100 million (five percent of revenues) to be divided among the regions by population and \$8 million (0.4 percent of revenues) to go specifically to West County.

The actual amounts allocated, however, will depend on the actual revenues received. Our original estimate was that Measure J would generate approximately \$2 billion over the 25-year life of the measure. The recent downturn in economic activity, however, is likely to lower forecast revenues we expect to receive under Measure J. The slowdown is likely to continue into the early years of Measure J. The first Measure J Strategic Plan, which the Authority adopted in May, had already lowered forecast revenues from the original estimates and more recent information indicates a probable further decline.

Besides reducing the estimate of funding available to this and other programs overall, the downturn is already causing cash flow problems for projects slated for early development, which may have implications beyond those projects.

Proposed Schedule

- February 2009* Release draft CC-TLC Program Guidelines
- May 2009* Adopt CC-TLC Program Guidelines
- July 2009* Release initial CC-TLC “Call for Projects”
- October 2009* RTPCs recommend 3- or 5-year allocations of their share of CC-TLC funding
- December 2009* Authority releases draft CC-TLC Strategic Plan
- March 2010* Authority adopts final CC-TLC Strategic Plan

Attachment A

Item 2 — November 5, 2008

CONTRA COSTA TRANSPORTATION FOR LIVABLE COMMUNITIES

Background and Discussion

Measure J, approved by the voters in 2004, added a new program, Transportation for Livable Communities. Over the 25-year life of the measure, the CC-TLC program will receive 5.4 percent of the revenues generated. The Expenditure Plan estimated that this would translate into \$108 million (in \$2004) for the CC-TLC program. Of this amount, \$100 million (five percent of revenues) will be divided among the regions by population and the remaining \$8 million (0.4 percent of revenues) will go specifically to West County. The actual amounts allocated, however, will depend on the actual revenues (see below).

BACKGROUND

Purpose of the TLC Program

According to Measure J, the purpose of the CC-TLC program is to fund transportation projects that:

- a) Facilitate, support and/or catalyze developments, especially affordable housing, transit-oriented or mixed-use development, or
- b) Encourage the use of alternatives to the single occupant vehicle and promote walking, bicycling and/or transit usage.

Part IV of the measure lists the more specific goals of the program:

- Help create walkable, pedestrian-friendly neighborhoods and business districts;
- Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system;
- Help create walkable, pedestrian-friendly access linking housing and job centers to transit;
- Help create affordable housing;
- Encourage a mixture of land uses and support a community's development or redevelopment activities; and

Background and Discussion

- Provide for a variety of transportation choices to enhance a community’s mobility, identity, and quality of life.

Eligible Projects

The measure identifies a number of project types that would typically be eligible for funding through the CC-TLC program. These include “pedestrian, bicycle, and streetscape facilities, traffic calming and transit access improvements.” Part IV of Measure J goes into more detail on what types of projects are eligible. It notes that both planning and capital projects are eligible. *Planning grants* must “support development of community-oriented plans that link transportation investments with land-use decisions.” *Capital grants* specifically will fund the planning and construction of five categories of projects:

1. Local transit facilities
2. Intersection improvements and pedestrian facilities
3. Pedestrian plazas, walkways and other streetscape improvements that encourage walking
4. Traffic calming measures
5. Bicycle facilities

Whether capital or planning, each project must “catalyze, facilitate or support projects that meet the CC-TLC program’s goals.” While funds will not be available for operations, some funding can be used for betterments related to the project.

Expected Funding

The following table outlines the estimated amounts of funding available in the Strategic Plan through the CC-TLC program to fund eligible projects. Over the 25-year life of the program, we estimated that the regions will get between \$19 and \$31 million, or between \$3.83 and \$6.37 million for every five-year programming cycle. These amounts will probably be reduced by the current recession.

Cycle	SWAT	TRANS-PAC	TRANS-PLAN	WCCTAC	CC Total	Total with W County
2009–13	\$3.83	\$5.88	\$5.53	\$6.37	\$20.00	\$21.60
2014–	\$3.87	\$5.68	\$5.81	\$6.24	\$20.00	\$21.60

Background and Discussion

18						
2019–						
23	\$3.89	\$5.49	\$6.10	\$6.13	\$20.00	\$21.60
2024–						
28	\$3.89	\$5.42	\$6.20	\$6.08	\$20.00	\$21.60
2029–						
33	\$3.90	\$5.39	\$6.26	\$6.06	\$20.00	\$21.60
TOTAL	\$19.37	\$27.86	\$29.90	\$30.87	\$100.00	\$108.00

(The table is based on a straight-line extrapolation of the funding estimated to be available for the program in Measure J and the forecast population shares for each of the RTPCs. As noted above, the actual allocations will be based on actual revenues received and estimated population to be updated every five years.)

SELECTING PROJECTS

Under Measure J, the Authority is given the responsibility of preparing overall criteria for selecting projects for funding in consultation with the RTPCs. These criteria would be used by the RTPCs to select projects and plans for funding and by the Authority to confirm them.

Most funding programs use three categories of criteria to select projects for funding: eligibility, readiness and the degree to which the application furthers the program’s goals. The criteria that MTC uses for their TLC program use this tri-partite system (although staff believes it perhaps too involved).

Eligibility

The measure includes several requirements for eligibility:

1. Is the expenditure allowable under the State law establishing the Authority?
2. Is it one of the project types listed above or similar projects that also meet the goals of 1) supporting affordable housing, and pedestrian- and transit-friendly development, and 2) encouraging walking, bicycling and transit use?

Background and Discussion

3. Is the project sponsor a local jurisdiction or transit agency within Contra Costa? (Non-profit agencies may partner with local jurisdictions or transit agencies.)
4. Has the Authority found the local jurisdiction (if the sponsor is not a transit agency) in compliance with the GMP at the time of grant approval?

Readiness

Neither Measure C nor Measure J set deadlines for expenditure of the funds programmed. The Authority, however, encourages expeditious use of Measure C funds and requires project proponents to agree to a project development schedule. Nonetheless, the Authority has had to deal projects that had significant delays in project implementation, including the need to reprogram the funds to other projects.

The issue, as staff sees it, is whether to use “readiness” as a criterion for selecting projects or only as a requirement in the Authority’s project delivery procedures. MTC, in its criteria for its TLC program (attached), includes seven criteria for judging project readiness: collaborative process, full funding, dependence on another project, environmental review, right-of-way, utilities, and internal review. MTC considers them as screening criteria rather than ranking criteria, although they do affect rankings.

Program Purposes

The goals for the CC-TLC program included in the measure should provide the basis for the criteria. Specifically, the program funds projects that:

1. Help create walkable, pedestrian-friendly neighborhoods and business districts;
2. Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system;
3. Help create walkable, pedestrian-friendly access linking housing and job centers to transit;
4. Help create affordable housing;

Background and Discussion

5. Encourage a mixture of land uses and support a community's development or redevelopment activities; and
6. Provide for a variety of transportation choices to enhance a community's mobility, identity, and quality of life.

In addition, the measure says that, "Preference would be given to projects that maximize transportation benefits linked to providing affordable housing near transit or in downtown areas."

These goals could be used, with some elaboration, as the criteria used to determine how well each project meets the purposes of the CC-TLC program. The first capital evaluation criterion in the MTC process asks whether the "project addresses one or more TLC program goals, and demonstrates how well the goals are met." (Interestingly, the next three criteria, in essence, also ask how well the project meets the four goals.)

PROGRAMMING THE FUNDS

The basic process for programming is defined in the measure: "Funding would be allocated to the subregions and then distributed to individual, qualifying projects after Authority approval. It would not be allocated to local jurisdictions on an 'as-of-right' formula basis." The Authority would approve expenditures through the Strategic Plan.

The Authority will fund the CC-TLC program, as with the other Measure J programs, on a "pay-as-you-go" basis.

Staff foresees the following basic process:

1. At the beginning of each five year funding cycle (2009–13, 2014–18, 2019–23, 2023–28, and 2029–34), the Authority will identify population shares for each RTPC and the approximate amount of funding that each will have to allocate during the cycle (estimated funding would adjust the estimates in the most recent Strategic Plan to reflect subsequent sales tax revenues)
2. The RTPCs will issue a "call for projects" for the CC-TLC program

Background and Discussion

3. Using program guidelines and criteria, the RTPCs will identify the projects that they recommend to be funded during the cycle and the fiscal years in which funds would be programmed
4. The RTPCs will submit their recommended program of projects to the Authority
5. The Authority will review the lists submitted, confirm that the projects are eligible and meet program criteria, and develop a final program of CC-TLC projects
6. The Authority will incorporate the projects into the *Strategic Plan*.

The last of these steps raises the question of what “incorporate the projects into the *Strategic Plan*” means. The specific language is: “authorize expenditures through the Authority’s *Strategic Plan*.” (In addition, the language for the extra West County funding is: “WCCTAC will propose programming specific projects through the Authority’s *Strategic Plan*.”) This phrase could be interpreted as meaning that all projects must be explicitly listed in the *Strategic Plan*. Another option, however, would be to prepare a separate CC-TLC “strategic plan”. Given that the CC-TLC program could fund somewhat different kinds of projects and may be on a different schedule than the *Strategic Plan*, this second option may be easier to carry out.

In addition, Measure J allows RTPCs to submit either a three- or a five-year funding program. If one or more RTPC opts for submitting a three-year TLC program, we may need to prepare a separate CC-TLC update in any case, depending on the actual *Strategic Plan* schedule.

OTHER ISSUES

Should We Set Minimum and Maximum Funding Requests?

The most recent MTC regional TLC call for projects set a minimum of \$500,000 and \$3 million while we set a minimum of \$300,000 and a maximum of \$1 million. An earlier MTC TLC planning grant program set a maximum of \$75,000.

The simplest option would be to let the RTPCs decide whether to set *any* limits on the amount of funding requested within, of course, the maximum available. As noted above, the funding pots are not that large. SWAT would have less than

Background and Discussion

\$5 million in each five-year cycle and the other regions would have between \$5 and \$6 million in each cycle. Some projects that would be eligible for CC-TLC funding — for example, bicycle-pedestrian bridges or significant downtown pedestrian improvements — could exceed the \$3 million limit for MTC's regional TLC program. If the RTPCs agree that they are good projects and the region's priority, then perhaps the Authority should fund them even though they use up most or all of that region's share. On the other hand, if the Authority and regions want to ensure that we fund more TLC projects and in more locations, then a limit might be called for. Staff suggests that a \$3 million limit (in \$2004) may be appropriate, and seeks feedback from the RTPCs.

Planning grants represent a special issue which is dealt with next.

How Should We Treat Planning Grants?

Measure J allows planning activities to be funded through the CC-TLC program. While there are good arguments for having no maximum funding request for capital projects, there are reasons why a limit on planning grants may be appropriate. Plans are generally much less expensive than projects — \$200,000 would be a substantial cost for a plan (with CEQA review excluded) — and the purpose of the CC-TLC is projects. Plans are meant to be the way to identify and conceptualize projects that the CC-TLC program could fund. Staff suggests that planning grants be limited to a maximum of \$200,000.

Should TLC Projects Go Through the Same Review Procedures?

The Authority is in the process of its updating project funding and review procedures from Measure C to Measure J. These procedures apply to all projects funded with sales tax revenues and cover such subjects as peer review, invoicing, and eligible costs.

One option being considered is whether those procedures should provide for a more limited review process for some types of projects. The project type could be defined by cost, with lower cost projects presumably needing less design review. The procedures could also identify specific project types that would need less review. Using cost as a threshold would be simple but could miss some projects that could benefit from closer review. On the other hand, it would be difficult to define a comprehensive list of project types that could get the abbreviated review beforehand.

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

October 27, 2008

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

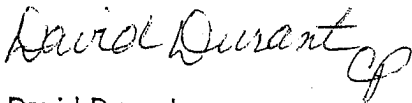
Dear Chair Hudson:

At its meeting on October 9, 2008, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Approved circulation of the Central County Action Plan after incorporating minor edits. The Action Plan will be transmitted to CCTA and RTPCs and posted on the TRANSPAC website.
2. Received a presentation from 511 Contra Costa staff with an update on some of the TDM activities including green commuting programs and outreach efforts.
3. Reviewed issues to be discussed with BART Board President Gail Murray at the November TRANSPAC meeting.

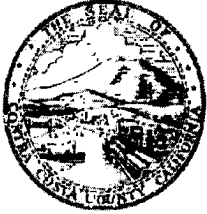
TRANSPAC hopes that this information is useful to you.

Sincerely,



David Durant
TRANSPAC Chair

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



**CONTRA COSTA COUNTY
DEPARTMENT OF CONSERVATION & DEVELOPMENT**

651 Pine Street, North Wing - 4th Floor

Martinez, CA 94553-1229

Telephone: (925) 335-1201 **Fax:** (925) 335-1300

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

FROM: John Greitzer, Transportation Planning Section

DATE: September 29, 2008

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

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

ATTACHMENTS:

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

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

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

Background

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

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

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

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

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

Impacts

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

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

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

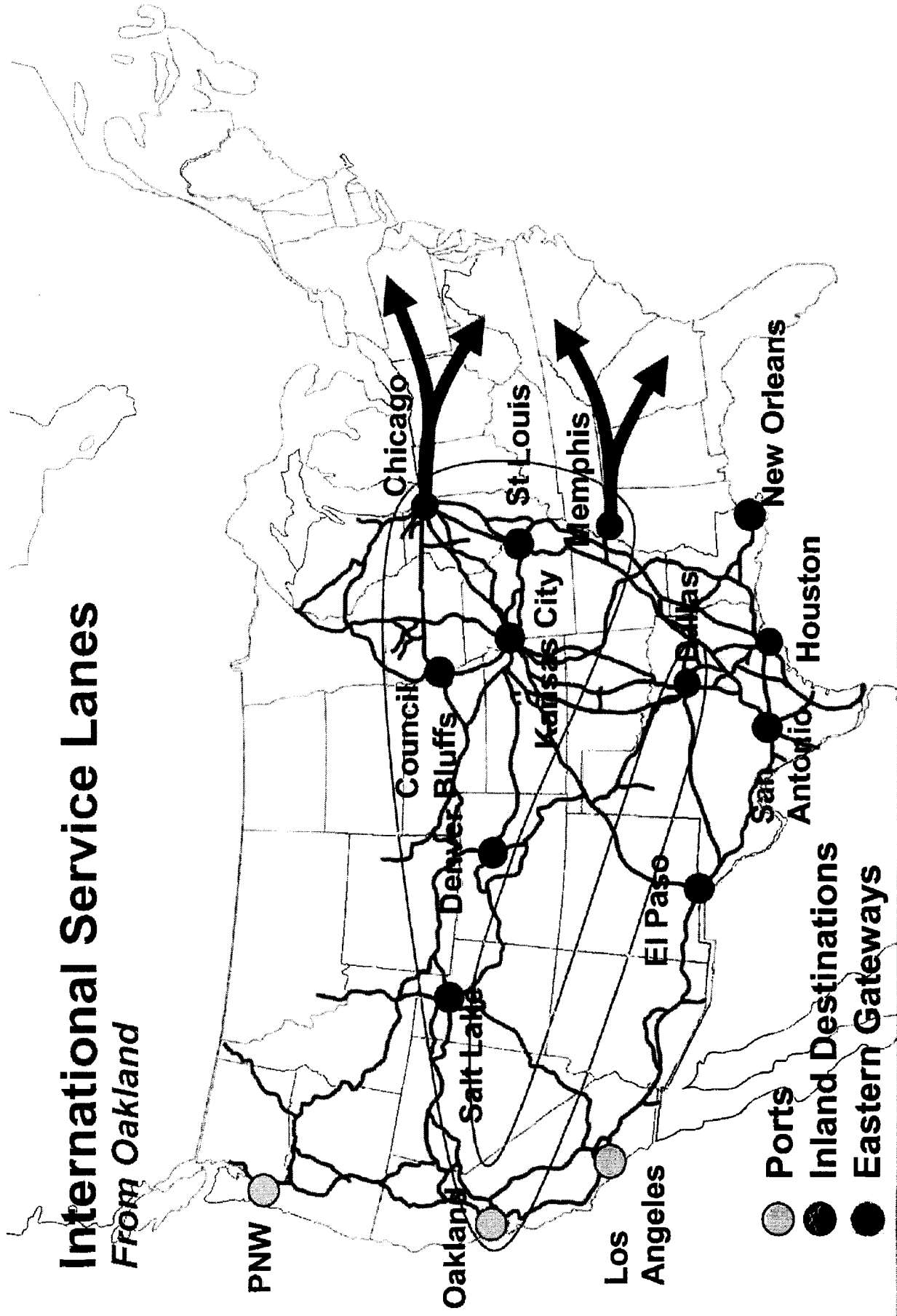
On the following page is a table which summarizes these and other potential impacts that Mococo reactivation likely will have on communities along the route.

Summary table: potential impacts of railroad service on local communities

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

International Service Lanes

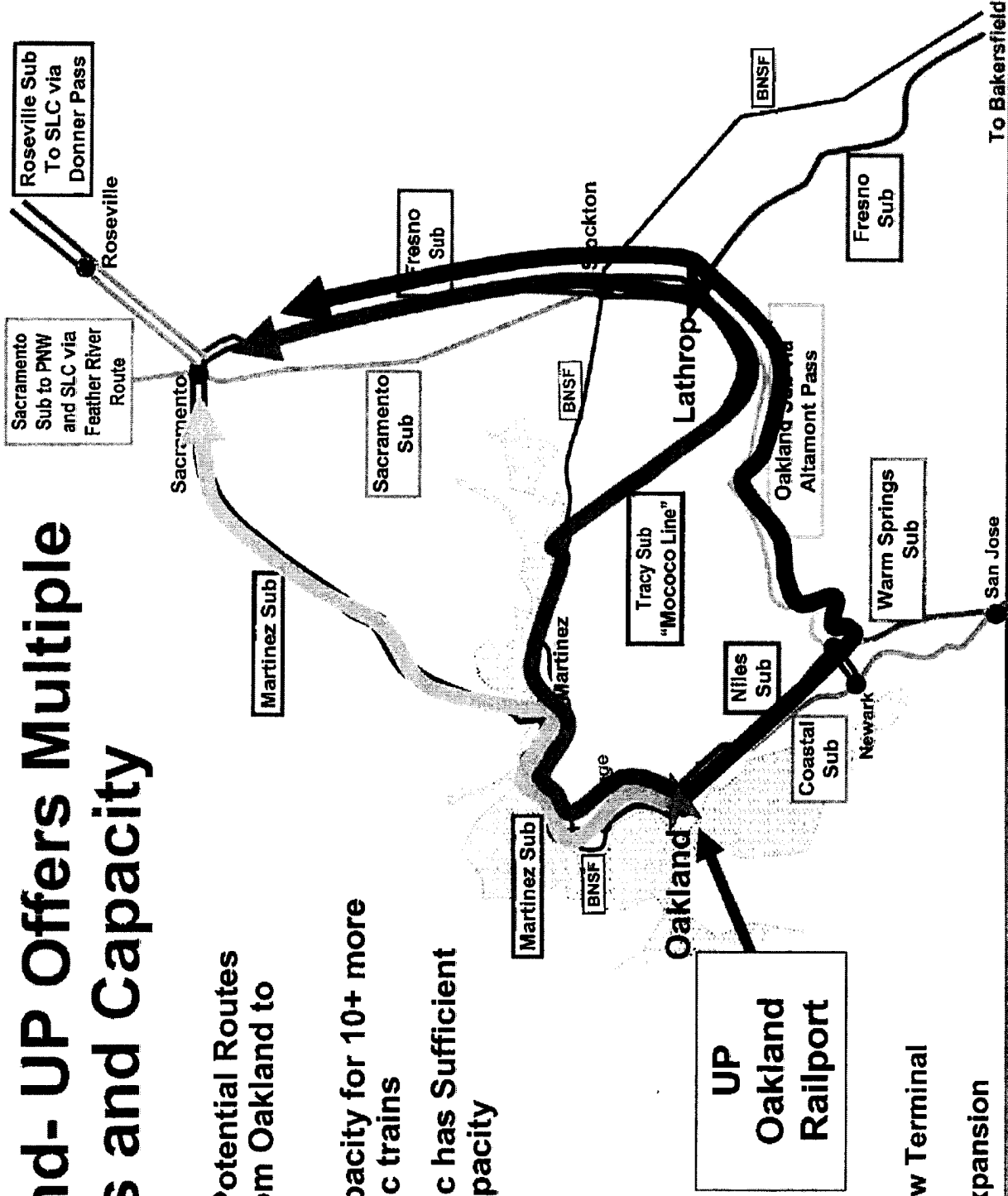
From Oakland



- Ports
- Inland Destinations
- Eastern Gateways

Oakland- UP Offers Multiple Routes and Capacity

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



- ★ Planned New Terminal
- ★ Terminal Expansion

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 1990. Since then, housing developments have sprung up along the tracks in rapid-growing East County cities.

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

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

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

No clear answers

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

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

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

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

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

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

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

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

Effect on communities

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

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

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

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

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

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

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

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

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

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

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

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

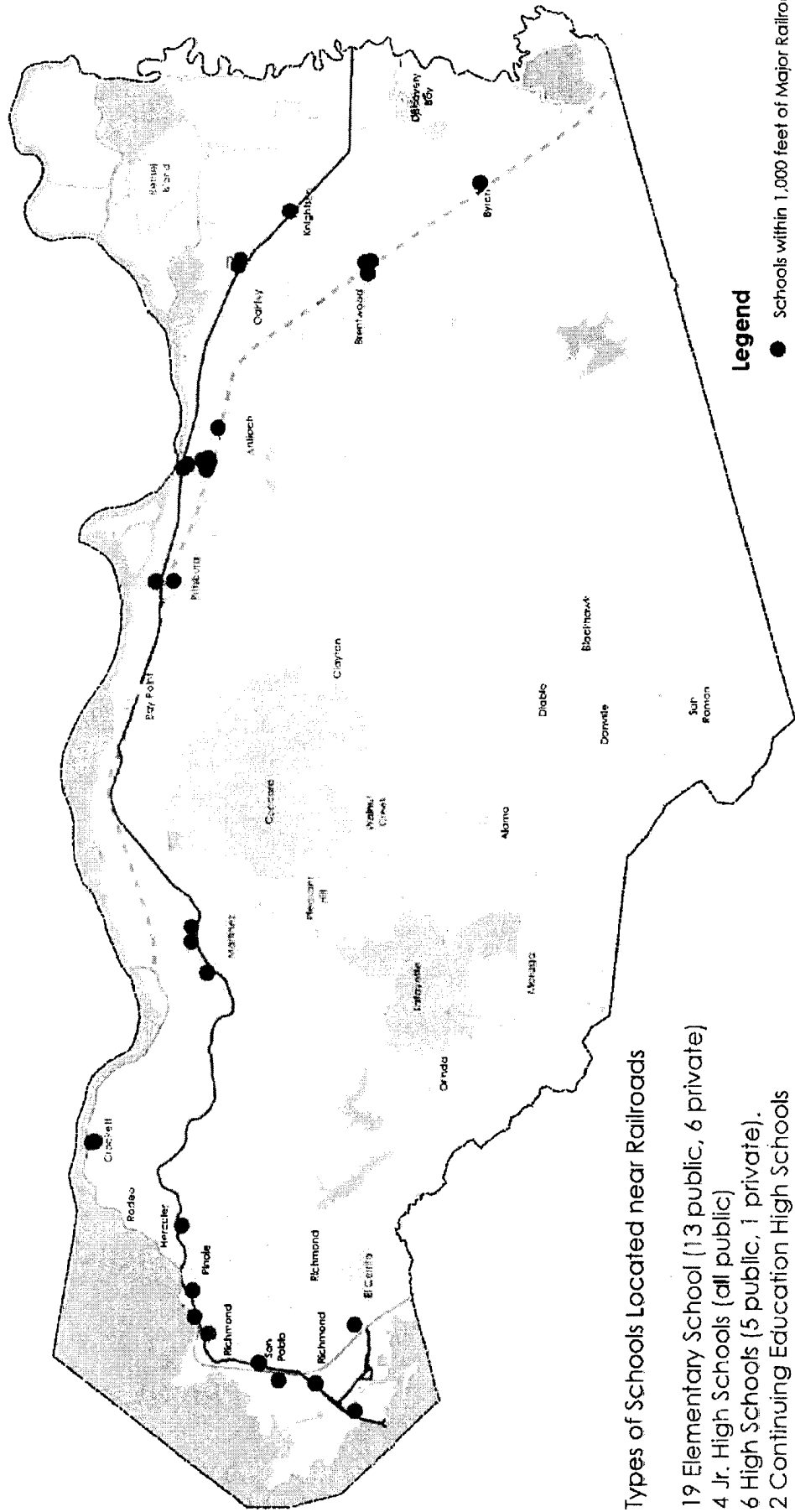
Oakley leaders have concerns about safety in rural areas where children can walk along the tracks. Adding fences around the Burlington Northern Santa Fe line downtown reduced the number of accidents on the line, but the Mococo line has no fencing, Montgomery said.

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

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

Staff writer Hilary Costa contributed to this story. Reach Paul Burgarino at 925-779-7164 or pburgarino@bavareanewsgroup.com.

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



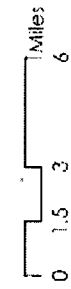
Legend

- Schools within 1,000 feet of Major Railroad
- Burlington Northern Santa Fe Railroad
- Union Pacific Railroad
- Union Pacific Railroad - Mococo Line

Types of Schools Located near Railroads

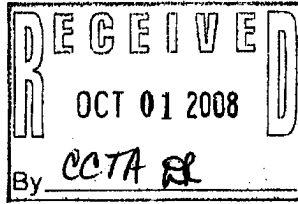
- 19 Elementary School (13 public, 6 private)
- 4 Jr. High Schools (all public)
- 6 High Schools (5 public, 1 private).
- 2 Continuing Education High Schools

Mococo Line impacts 11 school sites



Map prepared by the Ukiah Valley Chamber of Commerce, 1998. The map is based on data provided by the Ukiah Valley Chamber of Commerce, 1998. The map is not to scale and is for informational purposes only. The map is not to be used for any other purpose without the express written consent of the Ukiah Valley Chamber of Commerce.

CITY OF CONCORD
1950 Parkside Drive
Concord, California 94519-2578
FAX: (925) 798-0636



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

Mary Rae Lehman, City Clerk
Thomas J. Wentling, City Treasurer

Daniel E. Keen, City Manager

OFFICE OF THE CITY MANAGER
Telephone: (925) 671-3150



September 26, 2008

Bijan Sartipi, Director
Caltrans, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Dear Mr. Sartipi:

Thank you for Caltrans' steadfast efforts in partnering with the City of Concord and the Federal Highway Administration (FHWA) to secure federal funds for the repair and restoration of Ygnacio Valley Road. As a result of Caltrans' support, the City awarded a construction contract and construction commenced on September 25, 2008. The low bid came in at \$1.87 million, 25% lower than the Engineer's Estimate of \$2.5 million. Weather permitting, the majority of the repairs should be in place by early November 2008 and completion of the job, early December 2008.

The City extends our deep appreciation to you, Chief Deputy District Director, Dan McElhinney, and Deputy District Directors Lee Taubeneck and Jim Richards for the personal time and energies that all of you put into supporting the City of Concord on this high profile project. With your leadership, the City and FHWA reached consensus on the scope of the project and the City has secured federal funding for this project.

Also, I would like to acknowledge others in the District who were instrumental in assisting the City reach this major milestone. Sylvia Fung, John Brewster, Robert Kroepfl and JoAnn Cullom in the Office of Local Assistance recognized our "race against the forces of nature" and guided the City through a myriad of federal requirements. Robert, in particular, did a yeoman's job for the City of Concord. With the expertise of Christopher States and Jonathan (J.T.) Mates-Muchin in the Office of Biological Sciences and Permits, the City complied with the Federal Endangered Species Act. Both Chris and J.T. actively participated in the development of documents required by the U.S. Fish and Wildlife Service (Service). In doing so, the documents were completed and furnished to the Service in a timely manner.

On behalf of the City of Concord and travelling public who generate 40,000 trips per day on Ygnacio Valley Road, thank you very much.

Sincerely,

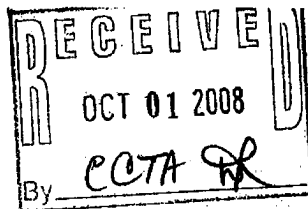
A handwritten signature in black ink, appearing to read "Daniel E. Keen".

Daniel E. Keen
City Manager

**Bijan Sartipi, Director
Caltrans, District 4
September 26, 2008
Page Two**

**cc: Mayor and Council
Will Kempton, Director, California Department of Transportation
Rep. Ellen Tauscher
Senator Tom Torlakson
Assemblyman Mark DeSaulnier
Supervisor Susan Bonilla
Amy Worth, Commissioner, Metropolitan Transportation Commission
Dave Hudson, Chair, Contra Costa Transportation Authority**

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Daniel E. Keen, City Manager

September 26, 2008

Susan Moore, Field Supervisor
U.S. Fish and Wildlife Service
2800 Cottage Way,
Sacramento, CA 95825

SUBJECT: Appreciation and Recognition of U.S. Fish & Wildlife

Dear Ms. Moore:

I want to take this opportunity to express my gratitude to you and your staff, specifically Christopher Nagano, Deputy Assistant Field Supervisor, for the extraordinary effort exhibited by the U.S. Fish and Wildlife Service. With the Service's assistance, the City of Concord has commenced construction of the Ygnacio Valley Road Permanent Restoration Project.

Ygnacio Valley Road was severely damaged by a landslide triggered by the severe winter storms of 2005/2006. Ygnacio Valley Road is a route of regional significance, serving the cities of Concord, Clayton, and cities to the east (Pittsburg, Antioch, Oakley, and Brentwood). Concord is using emergency funding through the Federal Highway Administration to repair the road and protect the damaged segment of roadway from further damage. Due to instability of the slope, permanent repairs need to be completed before this winter.

During the development of the Biological Opinion, Chris recognized the importance of the City's schedule. The Service issued the Biological Opinion in a timely fashion, allowing the City to comply with NEPA and secure federal funding. Later, an amendment to the Biological Opinion was deemed necessary, and the timing for the amendment was crucial, as the City was poised to start construction of the project. I understand that Chris came into the office on his scheduled day off to issue an amended Biological Opinion.

As a result of his efforts, the City was able to satisfy its obligations under federal laws and regulations, and deliver the project on time.

Sincerely,

A handwritten signature in black ink, appearing to be "Daniel E. Keen".

Daniel E. Keen
City Manager

**Susan Moore, Field Supervisor
U.S. Fish and Wildlife Service
September 26, 2008
Page Two**

**cc: Mayor and Council
Congresswoman Ellen Tauscher
Will Kempton, Director, California Department of Transportation
Bijan Sartipi, Director, California Department of Transportation, District 4
Amy Worth, Commissioner, Metropolitan Transportation Commission
Dave Hudson, Chair, Contra Costa Transportation Authority**

Agenda Item 7.a

TO: O&S Committee

DATE: October 30, 2008

FROM: Anne Muzzini *AM*
Director of Planning & Technical Services

SUBJ: Fixed Route Reports

Attached are the County Connection Fixed Route Operating Statistical Reports for September 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>	<u>FY 2009</u>		
	<u>Current Month</u>	<u>YTD Avg</u>	<u>Annual Goal</u>
Average Weekday	19,056	17,449	FY09 Goal 15,600
Pass/Rev Hour	18.1	15.6	FY09 Goal 17.0
Missed Trips	0.12%	0.12%	FY09 Goal 0.25%
Miles between Road Calls	22,974	20,886	FY09 Goal 18,000

* Based on FY08 Standards from updated S RTP

Analysis

The average weekday ridership in September was 19,056 passengers as compared to 17,239 in September last year. This represents a 10.5% increase. Some of the increase can be attributed to route #104 passenger counts that doubled (905 passengers last year; 1,757 this year). Past counts were low due to an issue with the method used by the Clever devices. When the figures are adjusted to account for change in #104 ridership, growth from September to September is approximately 6%.

Routes that have seen the most increase in average weekday ridership are the local #116 and #108 that serve Martinez (up 38% and 26% respectively), and the #135 serving the Dougherty Valley (up 47%). Commute routes that have seen significant growth since last year include the #920 Ace shuttle (up 42%), the #960 B Bishop Ranch shuttle (up 34%) and the #930 Kirker Pass Express (up 23%).

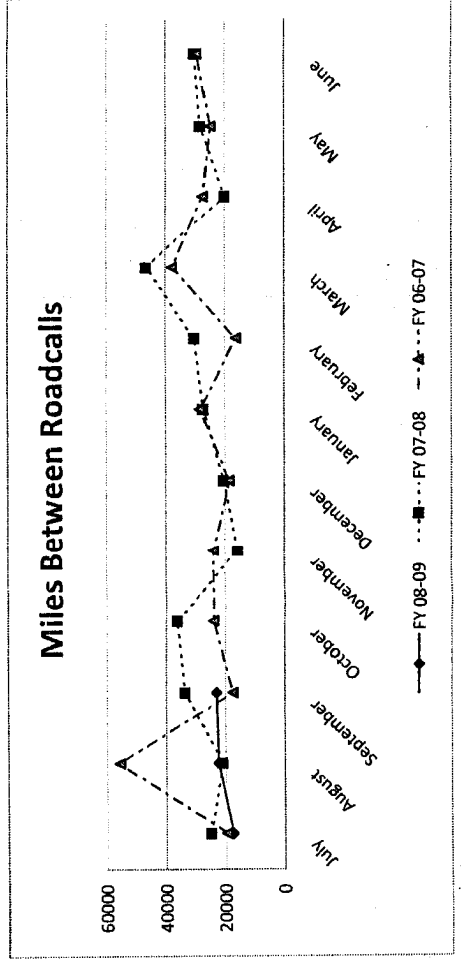
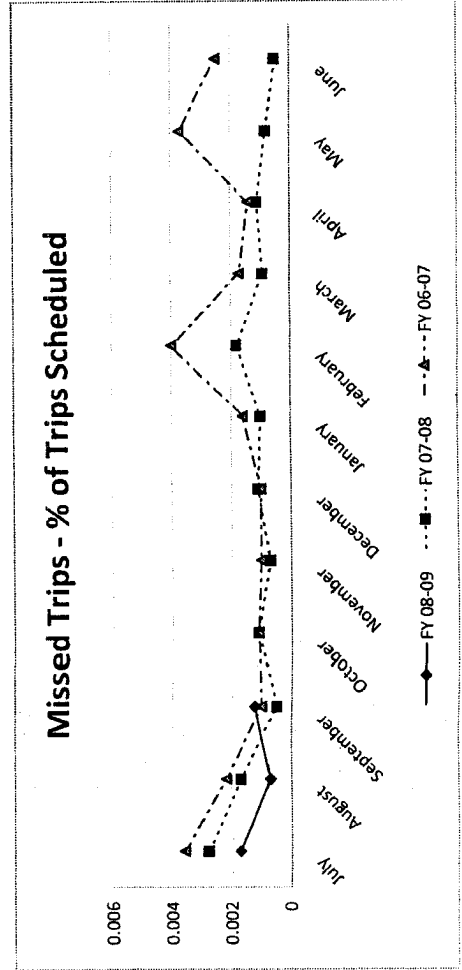
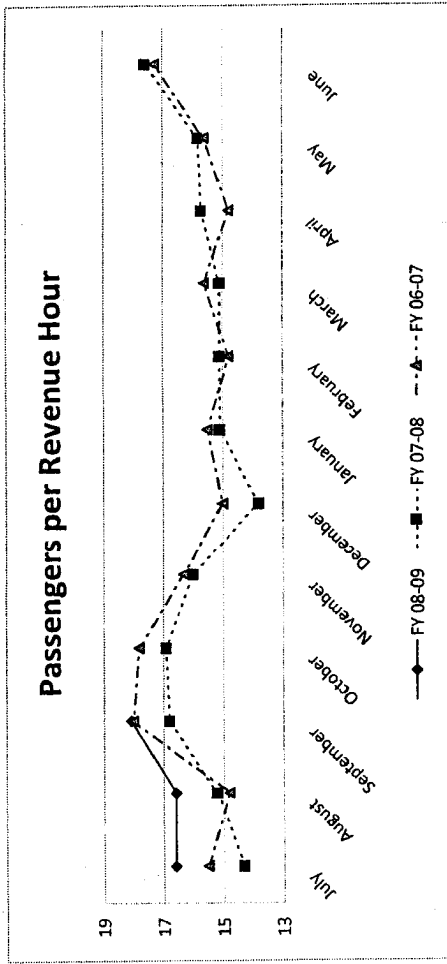
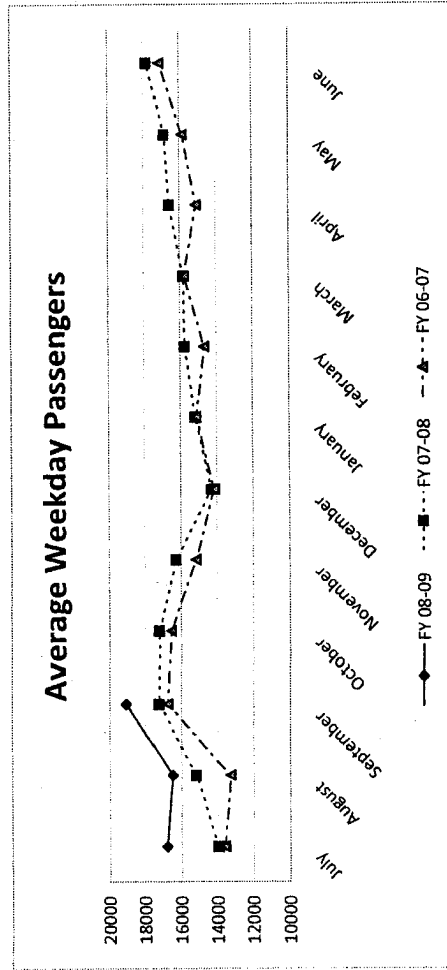
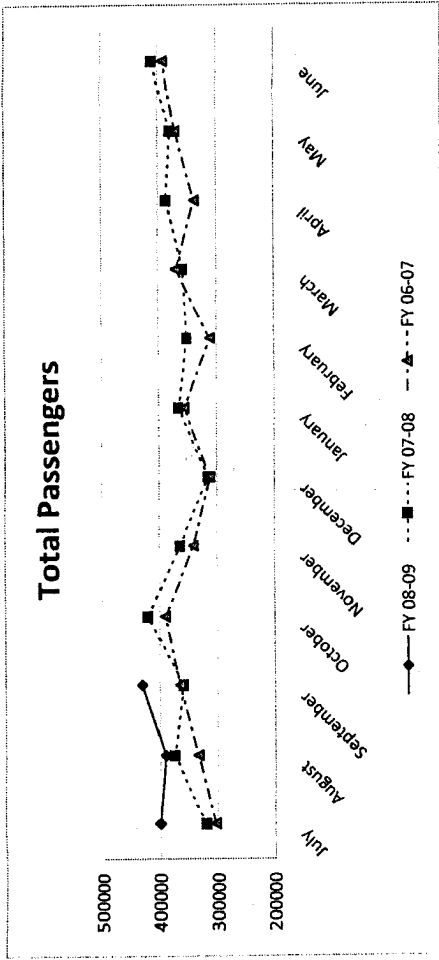
Systemwide productivity has grown from 16.8 passengers per hour last September to 18.1 passengers per hour this year.

Transportation and Maintenance
Operations Data Summary

September 2008 Fixed Route Boardings	Passengers by revenue Hrs/Miles				Service Days	Fiscal YTD Comparison	
	September 2008	September 2007	September 2008	September 2007		Fiscal 2009 YTD	Fiscal 2008 YTD
Pavilion	427,666	23,707	21,197	21,197	21	1,218,206	1,218,206
Bus bridge	1,731	21,197	287,766	287,766	19	1,053,163	1,053,163
Special (Chase)	0	287,766	262,677	262,677	4		
Cal Express	0	262,677			5		
September 2008 Total Boardings	429,397	1,49	18,11	18,11	29	YTD Trend	115.7%
September 2007 Total Boardings	359,179	Passengers per Mile	Passengers per Hour	Passengers per Hour	29	Monthly Trend	119.5%

Route	Destination Information	September 2008 Fixed Route Passenger Total				September 2007 Weekday Average	September 2008 Weekday Average	September 2007 Passengers per Revenue hour	September 2008 Passengers per Revenue hour	Route
		Weekday	Saturday	Sunday	Total					
8	Monument Shuttle	1,508			1,508	60	37	2.6	8	
101	Rossmoor / Ygnacio Valley	17,894	859		18,753	809	852	14.8	101	
102	Pleasant Hill Rd / Livorno	16,340			16,340	683	778	14.6	102	
104	Walnut Creek Downtown Shuttle	36,907	3,372	2,137	42,416	905	1,757	24.4	104	
105	Broadway / Creekside	4,038			4,038	180	192	21.0	105	
106	Lafayette / Moraga / Orinda	21,782	455		22,237	1,073	1,037	19.9	106	
107	Shadelands / John Muir	6,261			6,261	328	298	11.7	107	
108	Martinez / North Concord	10,471			10,471	394	499	14.4	108	
109	Contra Costa Boulevard	12,944	478		13,422	556	616	19.2	109	
110	Clayton Rd. / D.V.C.	70,761	5,077		75,838	3,378	3,370	22.4	110	
111	Oak Grove Rd / Geary Rd	12,906	1,128	540	14,574	619	615	15.8	111	
114	Monument Boulevard	32,275	2,753		35,028	1,586	1,537	25.0	114	
115	Treat Boulevard	23,852	860		24,712	1,161	1,136	18.5	115	
115B	Bart Concord	1,360			1,360	90	65	13.6	115B	
116	Martinez / Walnut Creek	14,775	1,067		15,842	509	704	15.7	116	
117	Olivera/Solano/Salvino/N. Concord Bart	11,713	345		12,058	451	558	22.4	117	
118	Moreno / Anarak	12,935	1,117		14,052	587	616	15.3	118	
119	Amtrak / Sunset Loop	1,738			1,738	84	83	11.6	119	
121	Walnut Creek Barr / Dublin Barr	26,657	2,079	1,505	30,241	1,270	1,268	14.4	121	
124	Cowell Road	1,352			1,352	71	64	14.2	124	
126	Orinda Barr / Community Ctr / Miner	4,946			4,946	215	236	18.7	126	
127	Bart Concord / D.V.C.	4,559			4,559	169	217	14.3	127	
135	Dougherty Valley	10,486			10,486	338	499	11.0	135	
206A	Rossmoor / St. Mary's / Happy Valley	3,030			3,030	137	144	28.6	206A	
206L	Happy Valley Limited Service	755			755	49	36	9.9	206L	
221	Stonevalley / Danville Bishop Ranch	2,836			2,836	123	135	18.8	221	
250	St. Mary's College / Gail Road Shuttle	43	88	185	316	N/A	N/A	N/A	250	
308	Martinez / North Concord Sunday			587	587	N/A	N/A	18.2	308	
314	Clayton Road / Monument Blvd	305	71	184	560	N/A	N/A	22.7	314	
820	Night Owl Service	3,724			3,724	192	273	21.4	820	
920	Kirkers Pass Express	3,939			3,939	153	188	13.3	920	
960B	Bishop Ranch Express	9,810			9,810	348	457	13.7	960B	
960C	Bishop Ranch Express	5,475			5,475	233	261	12.3	960C	
970B	Dublin Barr / San Ramon	1,210			1,210	115	58	10.7	970B	
970C	Dublin Barr / San Ramon	1,232			1,232	81	59	8.1	970C	
980	Martinez Express	6,495			6,495	248	309	7.8	980	
991	Concord Commuter/Express	872			872	32	42	8.8	991	
TOTALS		400,166	19,749	7,751	427,666	17,239	19,056	16.8	18.1	

FIXED ROUTE GRAPHS



CCCTA PRODUCTIVITY REPORT

Sorted by Composite Ranking

July, 2008 - September, 2008 (1st Quarter - FY09)

LOCAL ROUTES (Weight)	ROUTE DESCRIPTIONS	Notes	PASS/REV HOUR	RANK	PASS/REV MILE	RANK	AM PEAK LOAD FACTOR	RANK	SUBSIDY / PASS TRIP	RANK	FAREBOX LOAD	TRANSIT DEP ROUTE-RANK	COMPOSITE RANK(100%)	STANDARDS ACHIEVED
104	Walnut Creek / Downtown Shuttle	5	51.3	1	9.96	1	1.03	3	\$0.82	1	92.90%	2	1	ABCD
110	Clayton Rd. / D.V.C.		21.4	4	2.13	4	0.89	4	\$2.19	4	34.06%	1	2	ABCD
114	Monument Boulevard		25.2	2	2.88	2	0.61	11	\$1.58	2	41.69%	3	3	ABCD
117	Concord Bart / North Concord Bart		17.1	7	2.35	3	1.31	1	\$2.84	5	28.43%	10	4	ABCD
116	Martinez / Walnut Creek	3	23.1	3	2.09	5	0.56	12	\$2.19	3	34.07%	6	5	ABCD
109	Contra Costa Blvd.	3	17.8	6	1.57	9	0.69	9	\$3.00	6	27.34%	13	6	ABCD
108	Martinez / North Concord	1	17.8	5	1.18	13	0.75	8	\$3.79	8	22.98%	9	6	ACD
115	Treat Boulevard		14.7	10	1.26	12	0.81	7	\$4.16	10	21.36%	5	8	CD
118	Morello / Amtrak	3	16.9	8	1.69	7	0.38	17	\$3.18	7	26.21%	7	9	BD
101	Rossmore / Ygnacio Valley		14.1	12	1.37	11	0.89	5	\$4.32	11	20.72%	11	10	BC
121	Walnut Creek Bart / Dublin		14.3	11	0.95	15	0.81	6	\$4.49	13	20.09%	4	11	C
105	Broadway / Creekside		15.7	9	1.83	6	0.30	19	\$3.92	9	22.37%	19	12	BD
111	Oak Grove Rd / Geary Rd		13.2	15	1.59	8	0.50	14	\$4.38	12	20.50%	14	13	BC
102	Pleasant Hill Rd. / Livorno		13.2	14	1.15	14	0.67	10	\$4.77	14	19.17%	14	14	C
106	Lafayette / Moraga / Orinda	1	13.8	13	0.75	21	0.51	13	\$5.84	15	16.21%	15	15	C
107	Shadelands / John Muir		9.8	20	0.82	19	1.19	2	\$6.96	17	13.97%	17	16	C
135	Dougherty Valley	5	12.4	16	0.84	18	0.31	18	\$5.87	16	16.15%	16	17	
126	Orinda Bart Community center		12.4	17	1.38	10	0.38	16	\$8.37	20	11.89%	20	18	B
127	Martinez / North Concord		8.9	23	0.85	16	0.42	15	\$7.07	18	13.78%	18	19	
The following routes fall below the 70% threshold														
119	Amtrak / Sunset Loop		10.6	19	0.80	20	0.15	22	\$8.13	19	12.20%	19	20	
206	Rossmore / St. Mary's / Happy Valley		10.8	18	0.85	17	0.19	21	\$10.22	23	9.96%	23	21	
124	Cowell Road		9.1	22	0.65	22	0.30	19	\$8.66	21	11.55%	21	22	
8	Monument Shuttle		3.2	24	0.44	24	0.00	24	\$19.72	24	5.42%	24	23	
221	Stone Valley / Danville / Bishop Ranch		9.5	21	0.59	23	0.05	23	\$9.13	22	11.01%	22	23	
820	Night Owl Service	4	1.3	25	0.08	26	0.00	24	\$62.54	25	1.77%	25	24	
250	Gail Rail Shuttle		1.1	26	0.11	25	0.00	24	\$142.39	26	0.79%	26	26	
* MINIMUM STANDARD														
			17.0	A	1.31	B	0.44	C	\$4.17	D				
Non express routes performance:			17.99	1.58	0.61				\$3.26				24.25%	
SYSTEM WIDE			17.36	1.41	0.55				\$3.56				22.26%	

Notes
 1- Probationary Routes. Overall Composite rating is bottom 30% of system as a whole, or do not achieve standards set in three out of 4 indicators.
 2- Employer Subsidized Routes.
 3- Measure C Subsidized Routes
 4- RM2 Subsidized Routes
 5- City/Town/County Subsidized Routes.
 * These numbers are derived from the SRTP report.

Minimum Standard Codes
 A) Passenger per Revenue Hour
 B) Passenger per Revenue Mile
 C) AM Peak Load Factor
 D) Subsidiary Passenger value by trip

CCCTA PRODUCTIVITY REPORT

900 Series Sorted by Composite Ranking July, 2008 - September, 2008 (1st Quarter - FY09)

LOCAL ROUTES (Weight)	Route Descriptions	Notes	PASS / REV HOUR	RANK	PASS / REV MILE	RANK	AM PEAK LOAD FACTOR	RANK	SUBSIDY / PASS TRIP	RANK	FAREBOX / ROUTE	RANK	TRANSIT/DEF ROUTE RANK	COMPOSITE RANK(100%)	STANDARDS ACHIEVED
920	<i>Ace Shuttle</i>	3	27.9	1	1.18	2	0.98	1	\$2.94	1	27.78%	1	3	1	ACD
930	<i>Kirker Pass Express</i>	3	16.5	2	0.91	3	0.47	2	\$4.52	3	20.00%	3	5	2	C
991	<i>Concord Commuter/Express</i>	2	15.5	4	1.55	1	0.41	3	\$4.25	2	20.99%	2	6	3	B
960	<i>Bishop Ranch Express</i>	2	16.2	3	0.85	4	0.32	4	\$5.05	4	18.28%	4	1	3	
980	<i>Martinez Express</i>	4	11.1	5	0.60	5	0.25	5	\$6.91	5	14.06%	5	2	5	
970	<i>Dublin Bart/San Ramon</i>	2	8.0	6	0.50	6	0.12	6	\$11.49	6	8.95%	6	4	6	
* MINIMUM STANDARD			17.0	A	1.31	B	0.44	C	\$4.17	D					
Commuter Route Performance			14.38		0.78		0.32		\$5.65					10.7%	
SYSTEM WIDE			17.36		1.41		0.55		\$3.56					22.8%	

- Notes
- 1- Probationary Routes. Overall Composite rating is bottom 30% of system as a whole. or do not achieve standards set in three out of 4 indicators.
 - 2- Employer Subsidized Routes.
 - 3- Measure C Subsidized Routes
 - 4- RM2 Subsidized Routes
 - 5- City/Town/County Subsidized Routes.
- Minimum Standard Codes
- A) Passengers per Revenue Hour
 - B) Passenger per Revenue Mile
 - C) AM Peak Load Factor
 - D) Subsidiary Passenger value by trip

PROJECT STATUS REPORT
October 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 in 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: The landscaping construction for Segments 1 & 3 was completed in September 2008 and the required plant establishment and maintenance work is in progress.

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 connectors for 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 November. The Final Project Report is under review by Caltrans who is now questioning the traffic in regards to achieving a 20 year design life. Some additional traffic work was done to address their questions.

Issues/Areas of Concern: A meeting was held with District management to resolve concerns associated with the traffic forecast. Resolution was reached on how to best address the issue without greatly delaying the sign off of the Project Report.

c. Alhambra Avenue Widening (1203)

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 early 2009 because of some change orders.

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 Arthur Road 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 replace the railroad overcrossing. \$4.9 million is programmed for the project from Measure J.

e. Iron Horse Trail Crossing at Treat Boulevard (1219)

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: Final Design/Construction.

Project Status: Submitted request for Allocation and Obligation of construction funds to Caltrans Local Assistance in October 2008. The Project was successful in securing an additional \$1.5 million Regional Bike and Pedestrian funds. The Project cost is now estimated at \$12.7 million. The increase is mainly due to the increase of materials cost in the last three years. Structural steel alone for the project went up more than \$1 million.

Issues/Areas of Concern: None at this point.

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)

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 in April of 2009.

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 along Ygnacio Valley Road. This landslide caused an 800 ft. section of pavement in the slow lane (eastbound direction) west of Cowell Road to heave. The City has received \$2.3 million in federal emergency relief funds for the permanent restoration of the shoulder and roadway.

Current Project Phase: Construction

Project Status: The Authority appropriated \$270,000 for construction on March 19th, 2008. Environmental clearance was received on April 30th, 2008, and the Concord City Council awarded the construction contract on September 8, 2008 (winning bid - \$1,869,549 or 26% under the engineer's estimate). Construction is proceeding on schedule. All piers have been drilled and poured. A number of sections of the pile cap have been poured and installation of tie backs has begun. Construction is expected to be completed prior to December 1.

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 Brookside 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, queues on westbound Sycamore Valley Road extend beyond Camino Ramon, impeding westbound through traffic.

Current Project Phase: Construction

Project Status: The Authority appropriated funds for construction on March 19, 2008, and the Town of Danville awarded the contract to Ghilotti Brothers, Inc. for \$326,854 on June 17, 2008 (engineer's estimate was \$404,045). Construction is nearing completion.

Issues/Areas of Concern: None.

ROUTE 4 EAST

a. Railroad Avenue to Loveridge Road (1405) *No changes from last month.*

Lead Agency: CCTA

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

Current Project Phase: Landscaping

Project Status: All highway and local road construction is complete. Right of way close-out activities continue. The construction work for the City of Pittsburg's portion of the landscaping was completed in October 2007. Final Design Plans for the freeway mainline landscaping are complete and are being reviewed. The construction contract for the mainline landscaping is scheduled to be advertised in December with construction beginning in March or April 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 (c) 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 utility companies and BART are on-going. The PS&E package was submitted to Caltrans at the end of September, it will be submitted to Headquarters in November.

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) and 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 eBART in the median. Right of way is still the critical path, specifically utility easements required for relocation of the 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, Cavallo Undercrossing and the Hillcrest Avenue Interchange.

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

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

The re-validation of the environmental document, prepared to cover the change in the project to include a wider median for future transit, has been completed. The final draft Supplemental Project Report to include a wider median has been completed and is under review by Caltrans.

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 65% PS&E documents will be submitted for review in November. Right of way acquisition for this segment began in September.

Segment 2 Right of Way sufficiency plans are anticipated to be submitted to Caltrans in November or December. This segment continues to pose the most challenges, particularly given the significant utility relocation required.

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 receipt of the \$80 M in ECCRFPA funds earmarked for this project is delayed, further phasing of the project will be required which may jeopardize the ability to construct the entire freeway widening and transit median all 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 received consistency review comments from Caltrans Headquarters' engineers on October 17, 2008. Necessary final design changes will be incorporated prior to project advertisement in February 2009. Three out of the four permits for the project and thirteen out of fourteen permanent easements required for the construction have been secured.

Issues/Concerns: A concerned Citizens' group filed a lawsuit under CEQA. The court hearing is scheduled for October 31, 2008.

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 Bay Point station in the west to a station in Antioch in the vicinity of Hillcrest in the east. Options such as a BART 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: The Draft EIR was released for public review and two public hearings were held: Antioch on October 13th and Pittsburg on October 16th.

Work is underway on the preliminary design of the project, environmental clearance, and the 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. BART has issued the Draft EIR for public review, comments are due November 5th.

The City of Pittsburg has begun preparing the environmental documents for the Railroad Avenue Specific Plan and expects to release the Draft EIR in December of this year. They hope to take the proposed specific and Final EIR to the City Council for approval in March 2009.

The City of Antioch held a community workshop in September on the Hillcrest Station Specific Plan and held a council workshop on the draft on October 28. At the council workshop, staff presented two alternatives for development within the planning area, the "median station" plan and the "east median and Philips station" plan.

Issues/Areas of Concern: None.

COMPUTERWAY

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 and local bus service.

Current Project Phase: Design

Project Status: A revised PSR/PR was submitted to Caltrans in January 2008. The Authority appropriated \$37,000 for design in February 2008, and the project received environmental clearance in May, 2008. A Final Design peer review was held on October 28, 2008, with construction targeted to begin in 2009.

Issues/Areas of Concern: None.

b. Martinez Intermodal Station – Phase 2 (2208)

Lead Agency: City of Martinez

Project Description: Construct replacement landscaping and fencing (due to previous construction of rail 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 was constructed by Union Pacific. 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)

Lead Agency: City of Martinez

Project Description: Project will acquire land north of the railroad tracks, construct new road access to the 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 \$6 million in advanced Measure J funds in May 2007. A Right of way contract has been executed with the property owner.

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 held for this project. Construction is rescheduled for FY2009/2010 due to CTC reprogramming of the STIP funds.

Issues/Areas of Concern: Traffic Congestion Relief Program (TCRP) funds may be at risk. \$2.82 million in TCRP funds is currently unallocated. The city obtained an additional \$1,000,000 in TCRP funds for increased design costs at the CTC its May 29th, 2008 meeting.

b. Hercules Transit Center (2303)

Lead Agency: City of Hercules/BART

Project Description: This project will relocate the existing park-and-ride facility in order to increase the supply of auto parking and bus loading capacity while improving the environment for passengers and the public. The new facility will have 420 parking stalls, or 162 more stalls than existed at the previous location.

Current Project Phase: Construction

Project Status: The Authority appropriated \$1,106,000 for construction on September 17th, 2008, and construction is underway.

Issues/Areas of Concern: None

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 Great California Delta Trail. Measure C funds will be used to construct a bridge over the Vintage Parkway Creek Channel and make trail improvements along 1/2 mile of shoreline from Piper Land to the existing trail at Fetzer Lane within the Vintage Parkway housing development in Oakley. The project will construct the bridge first, then the trail improvements.

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

Project Status: Design is complete for the bridge part of the project using Measure C funds and other grants. CCTA Peer Review Committee reviewed the project in April 2007. Construction contract for bridge portion was awarded in January 2008. Construction is underway.

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 it 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. An initial meeting was held on December 3, 2007. A second public meeting was held on October 2, 2008. Preliminary design work is being coordinated with an adjacent city improvement project (El Portal Gateway) to minimize any “throw away” work. Negotiations to acquire a vacant property impacted by the project are complete.

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

c. **I-680 /Norris Canyon Carpool/Bus Ramps (8003) *No changes from last month.***

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 project 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 \$260 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". Caltrans has issued a letter stating that the Department may consider accepting the roadway into the state highway system only if it were brought up to expressway standards.

Issues/Areas of Concern: None

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

Lead Agency: City of Concord

Project Description: Currently, about 1,000 feet of hillside along Ygnacio Valley Road, located just west of Cowell Road is marginally stable. It is likely that a wet or extremely wet season would trigger a landslide, potentially causing lane closures along this route of regional significance. Due to restrictions on the use of Federal emergency relief funds, only 420 lineal feet of restoration work could be completed as part of phase 1 of this repair work (completion in December, 2008). Phase 2 will complete the restoration project and consists primarily of constructing a pier wall with tie back system (protective feature), and repair of the damaged

roadway. There will also be some grading of the slope in the slide area above the roadway to remove depressions and repair the damaged Ohlone Trail.

Current Phase: Environmental/Preliminary Engineering

Project Status: The project is currently being redesigned to potentially lower the cost of the project by approximately \$300,000. The Authority appropriated \$500,000 for environmental clearance work and preliminary engineering on June 18, 2008. The consultant contracts for Phase 2 are being presented to Concord City Council in November, 2008.

Issues/Areas of Concern: None

- f. **SR4 Bypass: Widen Bypass to 4 Lanes – Laurel Road to Sand Creek Road (5002)** *No changes from last month.*

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 ready to be 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 May 16, 2007.

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

- g. **SR4 Bypass: Sand Creek Road Interchange – Phase 1 (5003)** *No changes from last month.*

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 the existing Sand Creek Intersection by approximately 5 feet. Stage 2 will complete all movements except at 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 the 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 improved Marsh Creek Road (conventional highway standards), approximately 4 miles. Segment 3 also includes a direct connection to Vasco Road.

Current Phase: Construction - Final asphalt lift for Segment 3

Project Status: Segment 3 is open only for automobile traffic. It will be open to all traffic (including trucks) after applying the final asphalt lift in summer of 2009.

Issues/Areas of Concern: None

COMPLETED PROJECTS

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

PROJECT #	PROJECT TITLE	CONSTRUCTED
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
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

PROJECT #	PROJECT TITLE	CONSTRUCTED
3106/3106GL	St. Stephens/Bryant Way Trail	1998
3108	Delta De Anza Trail	2006
3110	Marsh Creek Trail Overcrossing at SR 4	1997

Amtrak announces record annual ridership

By SARAH KARUSH Associated Press Writer
News Fuze

Article Last Updated:10/10/2008 01:12:31 PM PDT

WASHINGTON—Amtrak carried a record 28.7 million people last year, with each of its routes seeing gains, the national passenger railroad said Friday.

The company has posted six years of ridership and revenue growth, recently benefiting from high gas and airline prices. The number of trips over the past year increased 11 percent over the 25.8 million taken in fiscal year 2007.

Total ticket revenue for the year that ended Sept. 30 reached \$1.7 billion—also a record for the 37-year-old government-owned corporation and a 14 percent increase over the \$1.5 billion taken in the previous year.

"Amtrak has solidified its role as a leader in the nation's transportation network and proven intercity passenger rail's relevance in today's world," chief executive Alex Kummant said in a statement.

He said highway and airport congestion, high gas prices, increased environmental awareness and improved Amtrak service all contributed to the successful year.

Kummant has previously predicted that annual ridership could grow to 50 million in 10 years.

Amtrak, long criticized for its reliance on government subsidies, has also been enjoying a stronger position in Washington.

Earlier this month, Congress passed legislation that sets funding targets of \$13 billion over five years in a major vote of confidence for the company. President Bush, a staunch Amtrak critic, is expected to sign the bill, which also includes broad new rail safety provisions.

The bill also calls for about \$1.9 billion in federal matching grants to states for rail projects. Amtrak hopes that money will encourage more states to pay for short-distance, "corridor" service.

Those kinds of routes have provided recent success stories for Amtrak, and they accounted for the steepest gains in the figures announced Friday.

The Hiawatha Service between Chicago and Milwaukee, for example, carried 750,000 passengers last year, a 26 percent increase. Several other Illinois routes also posted double-digit gains.

The Keystone Service, which connects New York City, Philadelphia and Harrisburg, Pa., saw ridership surge 20 percent to 1.2 million. Ridership increased 31 percent to 474,000 on the Downeaster, between Portland, Maine, and Boston.

As usual, the Northeast corridor between Washington and Boston was strong, with an 9 percent increase in ridership and a 15 percent increase in ticket revenue.

Among long-distance routes, the Texas Eagle between Chicago and San Antonio saw the biggest ridership jump, growing 15 percent to about 252,000 passengers. The Empire Builder, which runs between Chicago and the Pacific Northwest, remained the most popular long-distance train with 554,000 riders, a 10 percent increase over last year.

On the Net:

Amtrak: <http://www.amtrak.com/>

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Sunne McPeak: Securing California's water future - now is the time for action

sunne wright mcpeak | From the community

By Sunne Wright McPeak
Guest commentary

Article Last Updated: 10/10/2008 06:10:41 PM PDT

THE WATER SUPPLY for all of California is in crisis. Our California Delta — a signature feature of Contra Costa's environment and the heart of the estuary that defines the Bay Area as a region — is in serious jeopardy and cannot be sustained as we know it today.

Fortunately, there is a workable, common-sense solution set forth by the governor's Delta Vision Blue Ribbon Task Force. The people need to demand action from their elected officials to adopt the vision recommended by the task force last year and to implement the strategic plan that will be completed this month.

The task force solution begins with a call for two "co-equal goals":

- Restore and protect the Delta ecosystem.
- Improve water supply reliability statewide.

Wisely, this approach recognizes that the Delta ecosystem can never truly be protected unless the rest of the state's water supply is assured. Likewise, to the extent that the rest of the state relies on water that otherwise would flow through the Delta, those supplies will be further curtailed if Delta fisheries continue to decline.

The stark reality of this conundrum compels a solution that works for all of California.

While there is no "silver bullet" to resolve California's water crisis, there is "silver buckshot" — that is, there is a "critical mass" of actions that must be taken together as an integrated package to achieve the two co-equal

goals and greatly reduce water conflicts in the future. These essential actions are:



- Restore Delta habitat for fisheries and wildlife, especially providing increased Delta outflow at critical times as well as expanding tidal marshes and allowing the Delta to function more as a natural estuary.



- Adopt a "new water ethic" to optimize statewide all forms of conservation, ranging from

Sunne McPeak: Securing California's water future - now is the time for action

sunne wright mcpeak | From the community

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Guest commentary

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CARS RENTALS JOBS HOMES

CASTRO VALLEY (Homes)
Sales & Prop Mgmt.

CASTRO VALLEY (Homes)
Sales & Prop Mgmt.

FREMONT (Homes)
6 Bedroom/4bath

CASTRO VALLEY (Homes)
Sales & Prop Mgmt.

OAKLAND (Homes)
\$156 & UP

SAN LEANDRO (Homes)
Trailers for sale.
38'

HAYWARD (Homes)
3BDRM

OAKLAND (Homes)
\$156 & UP

ALL LISTINGS

eliminating wasteful practices in our daily routines to efficient appliances, drought-tolerant landscaping, water recycling, cleaning up polluted groundwater basins, stormwater reuse and better watershed management.

#

- Build essential new facilities, including surface and groundwater storage, improved conveyance, strategic levee systems and increasingly-feasible local desalination plants.

For too long there has been a false debate between "conservation" and "construction" to address the water crisis — both are needed. All strategies for conservation and more efficient water use must be optimized to reduce demand and stretch the current supply. However, construction of new facilities also is needed to capture, store and convey water south when it is truly surplus to the needs of the environment — such as in very wet years with high rainfall, big snowpack and threats of flooding. Ironically, today, less water is exported south of the Delta during wet years than in dry years because California does not have sufficient physical facilities to (a) capture excess water at times of plenty to "bank" it in off-stream reservoirs and (b) convey it south at times when it would have less impact on fisheries to recharge groundwater basins in the San Joaquin Valley or replenish surface storage in Southern California.

A system of "water banking" would result in less water being taken out of the Delta in dry years. Construction of new facilities provides operational flexibility in both the state and federal water projects to better protect the Delta ecosystem as well as increase supply reliability for California.

It is an imperative that the addition of new storage reservoirs be coupled to construction of improved conveyance — the means by which water is exported through and/or around the Delta. In 1982, Contra Costans led the fight against the Peripheral Canal because the authorizing legislation didn't require the above package of actions. That Peripheral Canal proposal would have resulted in construction of just the "Big Ditch" — a 43-mile, 400-foot wide, 30-foot deep, 22,000 cubic-feet-per-second conveyance facility around the eastern edge of the Delta that could have diverted 80 percent of the then freshwater flows of Sacramento River, which would have killed the Delta.

However, we've always known that status-quo conveyance is unacceptable long-term. The task force strongly recommends a "dual-track of action" — immediate improvements to the existing through-Delta system combined with an appropriate-sized isolated component. This dual approach to improved conveyance linked to water banking ensures that the physical facilities will actually exist to operate the water system to protect the environment and sustain the economy.






Lastly, the task force recommends the establishment of a new governance structure. As task force Chairman Phil Isenberg (former Assembly member representing parts of Contra Costa) says, there are more than 200 agencies that have some responsibility for the Delta and water supply, but no one is "in charge." The task force recommends that a new, small, accountable oversight agency be established and appointed by the governor to coordinate all state and federal agencies that would be legally-obligated to implement the strategic plan.

In addition, the task force thinks that the California Delta is a "special place" with historical, cultural and economic value that should be conserved and recognized through a unique status in state law.

Although this common-sense solution has been advocated by Contra Costa leaders for 25 years, it is remarkable that now the Delta Vision Task Force has unanimously reached agreement on this package of "linked, integrated" actions.

Further, the recommendations reflect the wisdom and consensus of scientists, state and regional agencies, business, labor and civic leaders, and hundreds of citizens. We are especially grateful for the input and assistance from the Contra Costa Council, Contra Costa Water District and the Delta Protection Commission. Now, it is time for state elected officials to step up and adopt this plan of action to save the Delta and ensure a reliable water supply for California's future.

McPeak is a member of the Delta Vision Blue Ribbon Task Force, and president and chief executive officer of the California Emerging Technology Fund. From 2003 to 2006, she served as California's Secretary of the Business, Transportation and Housing Agency, and prior to that was president and chief executive officer of the Bay Area Council. She was an elected Contra Costa County Supervisor from 1979 to 1994. The Delta Vision Task Force Vision and Strategic Plan can be located on the following Web site:
www.deltavision.ca.gov.

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THE SACRAMENTO BEE [sacbee.com](http://www.sacbee.com)

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Dan Walters: State's terrible highways are getting worse

dwalters@sacbee.com

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Why do we Californians put up with lousy highways – not only the nation's most congested – but with perhaps its worst bone-jarring, suspension-damaging pavement conditions?

Three recent personal road trips covering nearly 5,000 miles of interstate freeways, state highways, county roads and city streets in 17 states proved again to this driver that our roads are a disgrace. I encountered more bad pavement in one 80-mile drive down Interstate 80 to the Bay Area last week than in all of those out-of-state miles combined.

Why should motorists in Georgia, West Virginia or Minnesota, to name three of the states, enjoy blemish-free pavement, even on secondary and tertiary roads, while we slam into sloppily repaired potholes or dodge those not yet indifferently filled?

The data of highway maintenance are revealing. Our highways carry enormous numbers of cars and trucks, each of the latter with the wear-and-tear effect of 18,000 autos. This traffic beats up pavement and underlying roadbed. We should spend what's needed on maintenance and rehabilitation to offset the damage, but we don't.

California's gas tax, at 18 cents a gallon, is tied for dead-last (with Alabama) among the 17 states covered by those three road trips. The others range as high as 32.2 cents in West Virginia and 32.9 cents in Wisconsin.

California's gas tax hasn't been increased in more than a decade. Revenue is flat because as cars and trucks become more efficient, they use less fuel to travel a given distance. Moreover, that flat revenue is eroded even further by inflation.

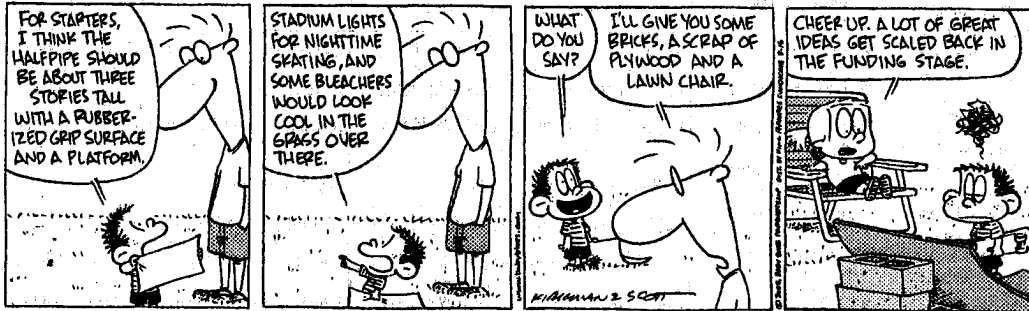
The California Transportation Commission puts it this way: "The state's gas tax can now only cover between 50 and 60 percent of the annual rehabilitation need ... rapidly increasing the number of distressed lane miles on the system. In 2001-02, the amount of distressed lanes miles was approximately 10,400. The number in 2005-06 was more than 13,800. Caltrans estimates that every dollar of preventative maintenance saves \$6 in rehabilitation and \$20 in major reconstruction costs. This under-investment is unsafe and has led to California having the second worst road conditions in the nation."

Or perhaps the worst. The Road Information Program, or TRIP, a Washington-based organization, says eight of the 20 major urban areas with the worst pavement conditions are in California. The Los Angeles area, with 65 percent in poor condition, is No. 1, followed by the Bay Area with 62 percent. TRIP estimates that bad pavement costs the average Los Angeles motorist \$778 per year in added auto maintenance – much more than the \$100 that a 10-cent gas tax increase would cost.

Bottom line: California roads are awful, they're getting worse, and there's an unspoken political conspiracy to block improvement. Conservative politicians oppose any new taxes, and liberals implicitly believe that intolerable roads will propel drivers into buses, trolleys and trains.

The rest of us suffer.

BABY BLUES Jerry Scott & Rick Kirkman



TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County

2009 MEETING SCHEDULE

TRANSPAC Meetings - Second Thursday of every month at 9 AM, Pleasant Hill City Hall, Community Room (or as notified), 100 Gregory Lane, Pleasant Hill, CA. Other meetings as scheduled.

January 8 (proposed vacation)	July 9
February 12	August 13 (proposed vacation)
March 12	September 10
April 9	October 8
May 14	November 12
June 11	December 10

TAC Meetings – Fourth Thursday of every month, Pleasant Hill City Hall, Community Room (or as notified), 100 Gregory Lane, Pleasant Hill, CA.

NOTE: The November 19th and December 17th TAC meetings will be held in an alternate location to be determined.

January 22	July 23
February 26	August 27 (proposed vacation)
March 26	September 24
April 23	October 22
May 28	November 19 (alternate date & location)
June 25	December 17 (alternate date & location)

TRANSPAC backup meetings are held only as needed on the third Thursday of the month at 9 AM, Pleasant Hill City Hall, Community Room, 100 Gregory Lane, Pleasant Hill, or as notified.

January 15	July 16
February 19	August 20 (proposed vacation)
March 19	September 17
April 16	October 15
May 21	November 19
June 18	December 17

TAC backup meetings are held only as needed on the first Thursday of the month at 9 AM, Pleasant Hill City Hall, Community Room, 100 Gregory Lane, Pleasant Hill, or as notified.

January 1	July 2
February 5	August 6 (proposed vacation)
March 5	September 3
April 2	October 1
May 7	November 5
June 4	December 3