

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, FEBRUARY 12, 2009

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 December 11, 2008 minutes (attachment)

END CONSENT AGENDA

ACTION: Approve Consent Agenda and/or as determined

- 4. Update on the DVC Transit Center and Pacheco Transit Hub Projects presented by Cindy Dahlgren, Director of Administration, County Connection**

Mrs. Dahlgren will provide an update on the status of these two transit projects which are in project development phases heading toward construction.

ACTION: Accept report with thanks to Mrs. Dahlgren, other actions/recommendations as determined

5. TAC Recommendation on Projects to be Submitted for Federal Earmarks as part of the Next Transportation Bill (bill not yet named or numbered) – 15 minutes (attachment)

Based on the December 17, CCTA Board meeting, CCTA staff notified Contra Costa cities, towns and transit operators that specific project earmarks were unlikely to be included in the Federal stimulus package and are more likely to be included in the Federal transportation reauthorization act (no name yet). The current bill expires at the end of September 2009. As a result, the date for the submittal of potential project earmark requests was moved to January 30, 2009.

In addition, CCTA determined that the RTPCs should be involved in the process to determine respective earmark project priorities. The original schedule for this request assumed action at the February 5, 2009 CCTA Administration and Projects Committee (APC) and would have required an after-the-fact review by TRANSPAC. As of packet preparation, the schedule now calls for APC consideration at the March 5, 2009 APC meeting which creates the opportunity for TRANSPAC action before the March APC meeting.

The CCTA staff currently estimates that Contra Costa could receive \$40-\$50M for earmarked projects. CCTA staff expects an estimated \$10-\$12M for each RTPC area. Project sponsors must follow federal rules and projects be completed within the expected six year span of the new transportation bill. Project sponsors are to submit project information to CCTA. CCTA staff is expected to prepare the project information sheet for the SB I-680 HOV Lane project.

CCTA staff requested that the TRANSPAC TAC consider the earmark project priority issue at its January 22, 2009 meeting. The TAC discussed a number of possible projects for submission including the SB I-680 HOV lane, the Livorna lane drop, the Martinez ferry terminal, an unknown improvement to the I-680/SR-4 interchange, Contra Costa Boulevard improvements and railroad safety improvements in Martinez.

The TAC struggled to formulate a recommendation that meets the established requirements. It was very difficult to establish a priority between two arterial projects and the recommendation reflects that difficulty. The TAC recommendation is listed in priority order and the amount of the requested earmark is shown in parentheses.

- 1) SB I-680 HOV (\$10M)
- 2A) YVR widening (\$10M)
- 2B) Contra Costa Boulevard (\$10M)
- 3) Martinez Ferry terminal (\$10M)

TRANSPAC is requested to review/revise/approve the TAC recommendation for transmission to CCTA.

ACTION: Review/approve/revise the TAC Federal earmark recommendation for transmission to CCTA and/or as determined

6. Central County Action Plan Update – 20 minutes

The TRANSPAC and TRANSPLAN TACs met on January 21, 2009 to discuss the issues surrounding the TRANSPLAN TAC's concern with the disparity between East County's 2.5 Delay Index and Central County's 5.0 Delay Index on SR-4 in the respective Action Plans. Related issues included identification of actions for Kirker Pass Road, SR-4 frontage road

improvements as well improvements at the I-680/SR-4 and Willow Pass Road Interchanges. The TACs decided to recommend that TRANSPAC and TRANSPLAN form a partnership to develop a Corridor Management Plan for SR 4 and connecting/supporting arterials. The TACs are still working on specific language to be inserted into each Action Plan and expect to recommend seeking funding from CCTA for this effort. Action on the language and funding request is expected in March.

On January 27, 2009, the East, Central and West RTPC staffs were notified that Caltrans in cooperation with CCTA, has initiated a Corridor System Management Plan (CSMP). This effort is in response to MTC's Freeway Performance Initiative and CCTA staff has established ad-hoc technical committees for each major freeway corridor in Contra Costa. One Engineer/Planner from each of the affected jurisdictions, plus the RTPC Managers, have been invited to attend a meeting at which MTC and Caltrans will present the status of the SR-4 corridor study.

On February 3, 2009, CCTA hosted a meeting to review the SR-4 Corridor System Management Plan (CSMP). The Existing Conditions Report for SR-4 was circulated with the meeting agenda. The CSMP effort should prove useful to the development of a TRANSPAC/TRANSPLAN Corridor Management Plan as basic data already will have been collected.

On another front, the Action Plan Subcommittee met on January 22, 2009 and developed extensive Action Plan edits which have been incorporated into the document. The Subcommittee will meet again after this meeting and hopes to finalize the document for review/action at the March TRANSPAC meeting.

ACTION: a) Consider the joint TAC recommendation; b) support TAC and staff participation in the Caltrans/CCTA CSMP and its expected contribution to the SR 4 Corridor Management Plan; and c) recognize the continuing efforts of the Action Plan Subcommittee 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 December 17, 2008 and November 19, 2008 CCTA Board meetings are attached for information. (attachment)**

a) The action taken at the January 28, 2009 Special APC meeting on the Federal stimulus package is expected to be discussed. (attachment is last page in the agenda section)

- 8. Reports from Staff and Committees - information - 15 minutes (attachment)**

a) 511 Contra Costa report by Lynn Osborn, Program Manager (attachment)

ACTION: Receive reports and/or as determined

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

1/29/09 San Francisco Chronicle article re: MTC/BATA loan to keep Bay Area under-construction transportation projects moving; 1/26/09 Lynn Osborn e-mail from the League of California cities re: impacts of recent DOF proposal to defer payment of local transportation funds; Items approved by the Authority on January 22, 2009 and December 17, 2008 for circulation to the Regional Transportation Planning Committees (RTPCs) and items of interest;

January 22, 2009 letter from Alex Pascual, Director, of Building, Engineering and Neighborhood Services, City of Concord to Hisham Noeimi,

CCTA re: a request for appropriation for design services and Project Management, Phase 3 (Project 24027) Ygnacio Valley Road Permanent Restoration; e-mail from John Cunningham, TRANSPLAN staff on TRANSPLAN CCTA appointments; 1/9/07 TRANSPLAN January status letter to CCTA; SWAT 12/15/09 status letter to CCTA; 12/31/08 TRANSPAC December status letter to CCTA; 12/30/08 letter to the Mayor of Lafayette from the TRANSPAC Manager re: the Central County Action Plan; 12/29/08 letter to the WCCTAC Executive Director from the TRANSPAC Manager re: the Central County Action Plan; 1/6/09 letter from the WCCTAC Executive Director to the TRANSPAC Manager re: the Central County Action Plan; County Connection, November 2008 Fixed Route Operating Statistical Reports; January 31, 2009 CCTA Project Status Report.

*****Meeting Break may be called at the discretion of the Chair*****

- 10. Election of TRANSPAC Chair and Vice Chair for the 2009 term commencing immediately - 10 minutes**

ACTIONS:

10. A. Election of TRANSPAC Chair for the 2009 term

10. B. Election of TRANSPAC Vice Chair for the 2009 term

10. C. Acknowledgment of Chair Durant's year of service as 2008 Chair

- 11. TRANSPAC Appointment to the Contra Costa Transportation Authority for the 2009-11 term -10 minutes (attachment for items 11 and 12)**

NOTE: Pursuant to the TRANSPAC Joint Agreement, Section VI (e) (3) which is consistent with the CCTA Administrative Code, only elected officials may vote on this item

Appointment/reappointment of a TRANSPAC CCTA Representative for the 2009-11 term commencing February 1, 2009. Member Abrams resigned in February 2008 and Member Durant was appointed to complete Member Abrams' the 2007-2009 term.

ACTION: Appointment/reappointment of a TRANSPAC Representative to CCTA for the 2009-11 term commencing February 1, 2009.

- 12. Appointment of TRANSPAC CCTA alternate(s) for the CCTA representative appointed to the 2009-11 term - 10 minutes**

NOTE: Pursuant to the TRANSPAC Joint Agreement, Section VI, (e) (3) which is consistent with the CCTA Administrative Code, only elected officials may vote on this item.

Appointment of TRANSPAC CCTA Alternates pursuant to the CCTA Administrative Code:

- a) First alternate: Each TRANSPAC CCTA representative is the alternate for the other CCTA Representative when the assigned TRANSPAC representative cannot attend a

standing CCTA Committee meeting (Administration and Projects Committee or Planning Committee).

- b) Second alternate: The second named alternate for each TRANSPAC CCTA Representative will attend CCTA Committee and/or Board meetings or other necessary functions in the event that an appointed TRANSPAC CCTA representative is unable to do so. The second alternate(s) also may serve for one another. Cindy Silva is the current second designated alternate for both TRANSPAC CCTA representatives. Another second alternate may be named for the TRANSPAC CCTA representative appointed to the 2009-11 term.
- c) Third alternate: A third alternate may be appointed to serve if the designated second alternate(s) are not available. Mark Ross is the current designated third alternate.

Please note that CCTA has a requirement that CCTA representative(s) notify the CCTA 72 hours in advance if unable to attend a scheduled meeting. The representative(s) is responsible to inform alternate(s) that the appointed CCTA representative(s) is unable to attend a meeting or function. The TRANSPAC staff (Manager and Administrative Assistant) will assist TRANSPAC CCTA representatives with CCTA notification and finding an alternate to attend a meeting.

ACTIONS:

12. A. Appointment of a designated second alternate for the CCTA Representative appointed for the 2009-11 term commencing February 1, 2009 and/or as determined

12. B. Appointment of a third alternate to serve if the second alternate(s) is not available and/or as determined

13. For the Good of the Order (attachment) – 10 minutes

- Clip and save 2009 TRANSPAC Meeting calendar attached
- An updated TRANSPAC roster will be distributed by e-mail after this meeting.
- Brad Beck, CCTA staff will present the draft Countywide Transportation Plan at the March 12, 2009 TRANSPAC meeting and Mike Wright, CNWS Reuse Project Director, will provide an update on the CNWS project on April 9, 2009.

14. Adjournment. The next TRANSPAC meeting is scheduled for March 12, 2009 at 9 am in the Community Room, City Hall, City of Pleasant Hill unless otherwise determined.

**Summary Minutes
TRANSPAC – December 11, 2008**

ATTENDANCE:

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

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

Staff: Deidre Heitman, BART; Ray Kuzbari, Concord; Martin Engelmann, CCTA; John Hall, Walnut Creek; Tim Tucker, Martinez; Lynn Overcashier, 511 Contra Costa; Barbara Neustadter, Connie Peterson, TRANSPAC staff.

David Woltering, Clayton's Community Development Director, was welcomed to TRANSPAC.

1. **Meeting was convened with a quorum by Chair Durant at 9:10 a.m.**
Pledge of Allegiance/Self-Introductions – completed

2. **Public Comment – None**

CONSENT AGENDA: Silva/ Pierce/Unanimous

3. **Approved the November 13, 2008 minutes**
END CONSENT AGENDA

4. **Request from the Regional Measure 2 Policy Advisory Committee (PAC) Regarding Analysis of HOV Direct Connector Ramp Options Proposed for Analysis in the I-680 HOV/Express Bus Access Study.**

Regional Measure 2 (RM2) legislation requires that an evaluation be conducted of HOV Direct Connector Ramp Options as part of the determination as to whether RM2 funds (\$14+ million) should be allocated to the I-680 Southbound HOV Gap Closure project or to an HOV Direct Connector Ramp to the Pleasant Hill and/or Walnut Creek BART Stations. The PAC, Technical Advisory Committee (TAC) and consultant team, led by Deborah Dagang, CH2M HILL, has formulated recommendations on a number of potential HOV direct connector ramp options to/from and in between the Pleasant Hill and Walnut Creek BART stations. The PAC is requesting that TRANSPAC review these alternatives and offer its guidance.

Deborah Dagang presented a summary of the three alternatives. The PAC recommended two alternatives: Option B - Walnut Creek Perimeter Road, and Option E - Coggins Drive/Oak Park Boulevard. Both alternatives would require the widening of I-680 and construction/realignment/relocation of some freeway and local street facilities. The PAC considered including a third alternative, Option D - North Main Street, for further analysis. Option D would also assume widening of I-680, realignment of the I-680 Lawrence Way on-ramp including right of way impacts to the City of Walnut Creek Corporation Yard. The advantage of this alternative is that it would have less impact on residences as the right of way issues for conversion of commercial land is usually easier to accomplish than for residential uses.

TRANSPAC discussed the three options. While all the options are expensive due to significant right of way impacts and topography issues, Option E was the first to be eliminated because of its cost. The decision reached here would not represent an endorsement of or agreement with any of the options but would satisfy the need for the study.

ACTION: TRANSPAC reached consensus to forward to the PAC its recommendation that only Option B be analyzed in the I-680 HOV express Bus Access Study. Silva/Pierce/Unanimous

5. Central County Action Plan

The Central County Action Plan was released for review on October 16, 2008. Comment letters were received from the Executive Director of WCCTAC and the Mayor of Lafayette. The TRANSPAC TAC reviewed the letters at its November 20, 2008 meeting and recommended the following responses to TRANSPAC for consideration:

The WCCTAC letter related a slightly different position than that originally reported to TRANSPAC, which was an acknowledgement of the differences in MTSOs and a commitment to consult should corridor issues arise. The current letter expresses concern that the TRANSPAC SR-4 super segment MTSO may impede WCCTAC's ability to achieve its MTSO. WCCTAC has requested that the Central County Action Plan acknowledge WCCTAC's standard in the Action Plan. The TRANSPAC TAC agreed with this request and recommended to TRANSPAC that such language be included in the Action Plan as shown in the draft language in the "MTSO, Actions and Responsibilities" section on page 29 of Chapter 4 of the Action Plan.

ACTION: The TRANSPAC Manager will notify the WCCTAC Executive Director by letter of TRANSPAC's decision to acknowledge WCCTAC's standard in the Central County Action Plan. Bjerke/Silva/Unanimous.

The City of Lafayette transmitted 22 comments for which staff prepared a draft response. TRANSPAC is requested to review the comments and advise if additional revisions are needed. It should be noted that in response to Lafayette's comments, MTSOs were added to Route of Regional Significance segments of Geary Road, Pleasant Hill Road and Taylor Boulevard. It appeared to the TAC that Lafayette/ SWAT is interested in the development of a Traffic Management Plan in the Pleasant Hill Road corridor, and the response letter requests that Lafayette advise the TRANSPAC if such a study should be pursued jointly.

It was also noted that the Subregional Transportation Mitigation Program (STMP) fee chart has been revised to reflect the increased Traffic Impact Fees adopted by the City of Walnut Creek which go into effect on December 22, 2008.

In TRANSPAC's Action Plan (page 39) under Actions/ Responsibilities, a statement was included that indicated TRANSPAC's intention was to "work with SWAT/City of Lafayette on corridor issues and, if feasible, consider development of a traffic management plan and other operational strategies for Pleasant Hill Road."

It was determined that as it was impractical to discuss each comment individually in the time available, the original Action Plan subcommittee should reconvene to review and address a response to the City's concerns and to affirm willingness to participate in a collaborative

process. Chair Durant suggested that the TRANSPAC Manager draft and send a letter to the Mayor of Lafayette to acknowledge receipt of the City's comments and to advise that a response will be developed after further discussion. In addition, some final minor revisions to the Action Plan itself need to be finished before it is adopted in February or March.

ACTION: Approval was given to the TRANSPAC Manager to send a letter to the Mayor of Lafayette acknowledging receipt of the City's comments and advise that an amplified response would be forthcoming. The Action Plan subcommittee will convene to formulate a response to the comments, as well as to make any final revisions and refinements to the Action Plan prior to its adoption. Pierce/Ross/Unanimous

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. CCTA meeting

Member Durant/Pierce reported on changes in the Growth Management Program approved at the Workshop meeting on November 19th. Neustadter commented that the GMP Task Force would be meeting this afternoon to discuss the new version.

b. Administration and Projects Committee meeting

Member Pierce reported that the Administration and Projects Committee received a dismal legislative report, but did receive a positive report on the compliance audits. The Authority is optimistic concerning the Highway 24 Caldecott Tunnel lawsuit. Also discussed were funding issues, federal stimulus funds and if earmarks are being allowed. Salaries and benefits for staff were also reviewed.

c. Planning Committee meeting

Member Durant reported that there was no December Planning Committee meeting.

7. Reports from Staff and Committees – Reports received

a) Measure J Transportation for Livable Communities (CC-TLC) Guidelines and establishment of a staff committee. At the November 13, 2008 TRANSPAC meeting, staff noted the CCTA staff's initiation of the development of guidelines for the Measure J CC-TLC Program. CCTA staff requested a staff representative to serve on a committee to develop draft guidelines for the CC-TLC Program. This request was considered at the November 20, 2008 TRANSPAC TAC meeting. John Hall volunteered to serve on the seven-member committee.

b) Traffic Counts – Down? Up? Both? Just before Thanksgiving, TRANSPAC and CCTA representative Julie Pierce received traffic count information from Clayton and Concord staff regarding a drop in traffic between 2005 and 2006. Theories explaining a drop in traffic counts have been given by Clayton and Concord engineering staff, TRANSPAC staff and the Clayton City Manager. TRANSPAC and CCTA representative Julie Pierce received traffic count information from Clayton and Concord staff regarding a drop in traffic between 2005 and 2006. Member Pierce asked the TRANSPAC TAC to look at this as well, and the responses are shown in the packet. She noted that one response

that was not on the list might be, in addition to East County's transportation improvements, the lack of safety on Marsh Creek Road which has discouraged people from taking this route. Other possible contributing factors were discussed such as loss of jobs, foreclosures, gas prices, and changes in commute habits.

8. Correspondence/Copies/Newsclips/Information – Accepted

9. For the Good of the Order – none

10. The meeting adjourned at 11:11 a.m. The next TRANSPAC meeting is scheduled for February 12, 2009 at 9 a.m. in the Community Room, City Hall, City of Pleasant Hill.

Subject	Federal Transportation Reauthorization – High Priority Projects/Federal Earmark Allocation Request
Summary of Issues	The current federal transportation authorization, known as SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), is set to expire September 30, 2009. Renewing the authorization traditionally offers a limited opportunity for congress to “earmark” selected high priority projects for special appropriations. Although “earmarking” may be discouraged in the new authorization, the Authority should be prepared to identify priorities.
Recommendations	Staff recommends that the APC provide any comments/directions on the draft list of High Priority Projects that the Authority has received from the regional committees. Staff intends to return to the APC in March with a short list of projects consistent with Congresswoman Tauscher’s request.
Financial Implications	Contra Costa projects received \$22.75 million in special project appropriations in TEA 21 and \$74.26 million in SAFETEA-LU. Special appropriations provide another funding category that can keep projects on schedule and fully funded, although the sentiment in the new Administration may be to limit “earmarks”.
Options	N/A
Attachments	A. Letter from Robert K. McCleary dated December 19, 2008. B. Draft List of High Priority Projects (Handout)
Changes from Committee	

Background

Federal transportation funding legislation, known as SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), is set to expire on September 30, 2009. Traditionally, the new authorization will cover a six year period, and offers a limited opportunity for key congressional leaders to “earmark” selected projects for special appropriations above and beyond the formula appropriations made to programs and states. Such earmarked projects typically are in, or directly serve, the member’s district. Congresswoman Tauscher’s office has requested that the Authority establish a list of three to five high priority projects for consideration for a special appropriation.

The current authorization provided \$74.26 million in Earmarks for projects in Contra Costa. For the upcoming reauthorization, the Authority has directed that the already established project priority lists in both the Measure C and J programs, and the 25-year list of improvements for future STIP funds should be used as the starting point for any earmark recommendations, absent exceptionally compelling circumstances.

Regional Transportation Planning Committees have been asked to submit their highest priority projects for their respective regions. These projects are listed on Attachment B (Handout at the APC meeting). In

addition to Congresswoman Tauscher's office request that we limit our project list to 3 to 5 major projects countywide, she has also recommended a total earmark funding request in the \$40-\$50 million dollar range. Staff recommends returning to the APC in March to establish such an earmark funding request based on the submittals from the regional committees.



CONTRA COSTA
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December 19, 2008

COMMISSIONERS:

Dave Hudson,
Chair

Maria Viramontes,
Vice Chair

Janet Abelson

Susan Bonilla

David Durant

Federal Glover

Julie Pierce

Karen Stepper

Don Tatzin

Contra Costa Cities, Towns, County and Transit Operators

RE: Prospective Project Earmarks for Federal Reauthorization Act

Dear Sirs & Madams:

This letter follows our letter to you of December 9, 2009. We now believe that specific project earmark requests are unlikely to be part of the Federal stimulus package. Accordingly, at its December 17th meeting the Authority decided to revise the date of submittal for potential project earmark requests that might be proposed for the Federal Reauthorization Act. The Authority will now consider prioritizing a select set of from 3 to 5 major projects for possible "earmarks" within the next federal act at its February meetings. Consequently, should your agency be planning to seek such an earmark we request that you submit the information to Authority staff by no later than 2:00 p.m. on January 30, 2009, enabling transmission to the Administration and Projects Committee (APC) in advance of its February 5, 2009 meeting.

As a reminder, the APC previously indicated that it expects the Authority to utilize its already established project priority lists in both the Measure C and J programs, and its 25-year list of improvements for future STIP funds as the bases for its recommendations, absent exceptionally compelling circumstances.

We would appreciate your identification of proposed high priority projects that you plan to submit for a Federal earmark, if any, along with relevant cost information, current funding commitments, construction schedule, project development status, funding sought, and relationship to Measure C, Measure J and the 25-year STIP list as per our prior request.

If you have any questions regarding this matter, please contact Jack Hall at 925.256.4743. Thank you in advance for your assistance.

Sincerely,

Robert K. McCleary
Executive Director
c.c. Authority members; RTPC staff

Robert K. McCleary
Executive Director

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CONTRA COSTA
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December 9, 2008

COMMISSIONERS:

Dave Hudson,
Chair

Maria Viramontes,
Vice Chair

Janet Abelson

Susan Bonilla

David Durant

Donald P. Freitas

Federal Glover

Brad Nix

Julie Pierce

Karen Stepper

Don Tatzin

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Contra Costa Cities, Towns, County and Transit Operators

RE: (1) Federal Stimulus Package; and (2) Prospective Project Earmarks for Federal Reauthorization Act (or potentially Stimulus) Legislation

Dear Sirs & Madams:

As you know, President-Elect Barack Obama has proposed a major economic stimulus package, perhaps on the order of \$500 billion, as one of the first actions of his administration. A significant but unknown portion of the package is expected to be devoted to infrastructure improvements. In addition, the federal transportation program will expire in September 2009; federal reauthorization may present an opportunity for selected project "earmarks".

At its December 4th meeting, the Administration and Projects Committee (APC) of the Authority discussed how best to prepare for both the expected stimulus package and the potential for federal reauthorization earmarks. The APC recommended the following:

- The Authority has already established projects priorities in both the Measure C and J programs and has developed a 25-year list of improvements for future STIP funds (Attachment 1). Absent exceptionally compelling circumstances, the Authority should respect those priorities in selecting projects for flexible economic stimulus or earmark funds.
- Assuming that a portion of the stimulus funds will flow through the Metropolitan Transportation Commission (MTC), the Authority should encourage a focus on local streets and roads and transit capital projects as a high priority for such allocations.
- To maximize project delivery opportunities, the Authority should strongly advocate for the stimulus package to allow the substitution of CEQA environmental review for NEPA.

Economic Stimulus Proposals

Based on consultation with local jurisdictions and transit operators, and a review of Measure C and J project funding needs, Authority staff has identified candidate projects for consideration as part of the stimulus program (Attachment 2). However, based on discussions within the transportation community, it appears that the transportation component of the economic stimulus legislation will most likely utilize formula distributions – rather than earmarks for specific projects. Delivery deadlines

– such as 120 days, 180 days, and 365 days from passage of the bill to the start of construction – may be incorporated. Nonetheless, the assembled project lists should be useful in advocating significant investment in transportation, and in positioning Contra Costa to compete effectively if formula funds become available through MTC.

Federal Transportation Act Reauthorization, Project Earmarks

Notwithstanding expectations regarding the stimulus bill, staff does anticipate project earmarks as part of the federal transportation authorization, due for adoption by October 1, 2009. *(Which may be delayed, depending on the progress of policy debates.)* In order to be prepared for specific project allocations in the federal reauthorization act – and, less likely in the stimulus bill – the APC has requested that staff prepare a list of no more than three to five high-priority projects for Authority consideration in January. Proposed projects for that short list should be Measure C or Measure J projects, or investments drawn from our 25-year STIP list, unless an exceptional case can be made for an investment that falls outside these lists.¹

Local Agency Proposed Earmarks

In order to assemble such a short list, staff was directed to contact local jurisdictions and transit operators to determine if there are a few specific, high-priority projects that you intend to propose for the federal reauthorization, and/or that would be high-priority candidates for funding as part of a stimulus bill.

We would appreciate your identification of such high priority projects, along with cost information, current funding commitments, construction schedule, project development status, funding sought, and relationship to Measure C, Measure J and the 25-year STIP list (complete Attachment 3 for each). The Authority intends to review such proposals and establish its earmark priorities in January.

We would therefore appreciate receiving information regarding your earmark requests - if any - no later than January 5, 2009. If you have any questions regarding this matter, please contact Jack Hall at 925.256.4743. Thank you in advance for your assistance.

Sincerely,


Robert K. McCleary
Executive Director

Attachments

¹ Preparation of a brief, focused and financially constrained list has been requested by Congresswoman Ellen Tauscher's staff to facilitate consideration of earmark requests by our congressional representatives. The APC expects the Authority to forward our list once it has been adopted.

ATTACHMENT 3 (Please fill out requested information below)

[illegible]

Center Cost-Bld. Improvement Project.

~~ATTACHMENT 3 (Please fill out requested information below)~~ ^{allegations, parent}

Abstract

ATTACHMENT 3 (Please fill out requested information below)

[illegible]



CONTRA COSTA
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SUMMARY MINUTES
December 17, 2008

Commissioners Present: Dave Hudson (Chair), Janet Abelson, Susan Bonilla, David Durant, Federal Glover, Julie Pierce, Karen Stepper

Commissioners Absent:

Alternates Present: Bob Taylor, Mike Metcalf for Don Tatzin, Ed Balico for Maria Viramontes

Ex-Officios Present: Gail Murray, Amy Worth

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

A. CONVENE MEETING: *Chair Hudson* convened the meeting at 6:01 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 November 19, 2008.

ACTION: *Commissioner Stepper* moved to approve the Minutes of November 19, 2008, seconded by *Commissioner Pierce*. The motion passed unanimously, 7-0. (*Commissioners Bonilla, Durant, and Alternate Balico had not yet arrived.*)

Stan Taylor, Authority Counsel, clarified that six “yes” votes were required for an official action of the Authority.

Alternate Balico arrived at 6:02 pm.

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

ACTION: *Commissioner Pierce* moved to approve the Consent Calendar excluding Items 2.A.15 and 2.A.16, seconded by *Commissioner Abelson*. The motion passed unanimously, 8-0. (*Commissioners Bonilla and Durant had not yet arrived.*)

Bob McCleary requested that Agenda Items 2.A.15 and 2.A.16 be removed from the Consent Calendar. He said that both items would be placed on the Agenda in January.

2.A Administration & Projects Committee:

- 2.A.1 Monthly Project Status Report.**
- 2.A.2 Monthly Expenditure Report for October 2008.** This report also includes the summary of payroll and benefits costs by organizational unit.
- 2.A.3 Monthly Investment Report for October 2008.** The Authority's Investment Policy requires this report.
- 2.A.4 Approve Request for Proposal (RFP) 08-8 for Conference Room Audio/Video Improvements.** Staff is requesting approval of an RFP to install audio/video improvements in the Authority's main conference room. The main objective of the improvements is to enable video presentations to be viewed from all seating points in the room.
- 2.A.5 Final Arbitrage Rebate Liability Calculation for the Contra Costa Transportation Authority Junior Lien Sales Tax Revenue Bonds 2000 Series A.** This is an informational item to note that the Authority has complied with regulations to rebate excess earnings to the IRS on the 2000 Bonds which matured on October 1, 2008.
- 2.A.6 Route 4 (e) Railroad Avenue to Loveridge Road. (Project 1405)**
- 2.A.6.1 Amendment No. 5 to Contract No. 140 with Jacobs Civil Inc.** Staff requests approval for the Chair to execute Amendment No. 5 to Contract 140 to extend the term of the contract through December 31, 2012. No additional funds are involved.
- 2.A.6.2 Amendment No. 1 to Cooperative Agreement 90.14.09 with Caltrans.** Staff requests approval of the Chair to execute Amendment No.1 to the agreement to extend the term by an additional two years to complete the right-of-way transfer to Caltrans. No additional funds are involved.
- 2.A.7 Route 4 (e) Widening Project – Somersville Road to Route 160 (Project 1407/3001)**
- 2.A.7.1 Amendment No. 3 to Contract No. 204 with T.Y. Lin International for Design (PS&E) Services.** Staff seeks authorization to amend Contract No. 204 to increase the not-to-exceed amount by \$128,000 to perform final design services for the eBART structures in the median of Route 4.
- 2.A.7.2 Utility Relocation Agreement with PG&E.** Staff seeks authorization to enter into a utility relocation agreement with PG&E in the estimated amount of \$689,000 to relocate the portion of their natural gas transmission facilities near Somersville Road in conflict with the freeway widening project.
- 2.A.8 Route 4 (e) – Bailey Road to Railroad Avenue (Project 1403): Amendment No. 9 to Contract No. 107 with URS Corporation.** Staff requests approval for the Chair to execute Amendment No. 9 to Contract 107 to extend the term of the contract through December 31, 2009. No additional funds are involved.
- 2.A.9 Route 4 (e) Loveridge Road to Somersville Road (Project 1406): Amendment No. 3 to Contract No. 206 with TranSystems Corporation.** Staff seeks approval for the Chair to execute Amendment No. 3 with TranSystems Corporation to increase the Total Agreement Value by \$33,200 and to extend the term of the Agreement through December 31, 2009 for additional design work related to the railroad Team Track (trans-loading) Facility.
- 2.A.10 I-80/San Pablo Dam Rd (Project 7002): Amendment No. 2 to Contract 212 with URS.** Staff seeks approval for the Chair to execute Amendment No. 2 with URS for additional work related to the

preliminary engineering and environmental clearance phase. Amendment No. 2 adds \$135,634 to the contract total amount.

- 2.A.11 City of Martinez-Intermodal Station Phase 3 (Measure J Project 4002) – Request for Appropriation for Construction.** The City of Martinez is requesting appropriation of \$390,000 for construction. The funds will be used for demolition of existing buildings on the newly acquired property, and the design and construction of the interim parking lot for the Intermodal Station. **Resolution No. 08-03-PJ.**

2.A.12 Route 4 (w) Gap Closure-Segments I & II

2.A.12.1 Segment I from I-80 to Sycamore Avenue: Cooperative Agreement No. 90.15.03 Amendment No. 3 – Termination Date Extension. Staff seeks authorization of the Chair to extend the term of this cooperative agreement in order to complete the right-of-way transfer to Caltrans. No additional funds are involved.

2.A.12.2 Segment II from Sycamore Avenue to Asbury Graphite Cooperative Agreement No. 90.15.05 Amendment No. 3 – Termination Date Extension. Staff seeks authorization of the Chair to extend the term of this cooperative agreement in order to complete the right-of-way transfer to Caltrans. No additional funds are involved.

- 2.A.13 Legislation.** Staff will report on the status of state budget discussions and state and federal proposed stimulus packages. The Committee may take action on these subjects or on any other matter related to the Authority's legislative objectives.

- 2.A.15 State Route 24 - Caldecott Fourth Bore (Project No. 1698): Cooperative Agreement for Construction.** Staff requests authorization for the Chair to execute Cooperative Agreement No. 90.16.04 with Caltrans to fund construction and management services for the Caldecott Fourth Bore project. **This item was removed from the Agenda and not approved, subject to consideration at a future meeting.**

- 2.A.16 Discussion of State-Local Partnership Program Funds.** Staff estimates that the State-Local Partnership Program will provide approximately \$25 million available as matching funds directly to the Authority. Initial applications are due to the California Transportation Commission in February. Staff recommends that the funds be used to offset anticipated lower levels of Measure J sales tax funds. **Resolution No. 08-22-P This item was removed from the Agenda and not approved, subject to consideration at a future meeting.**

- 2.A.18 FY 2008-09 Salaries and Benefits: Resolution No. 08-01-A, Rev. 2 and CalPERS Employer's Contribution Resolution No. 08-07-A.** New premium rates for medical plans become effective on January 1st for Kaiser and Blue Shield. Currently, the Administrative Code establishes the Authority's contribution to be the amount that State employees receive. The APC considered alternative funding policies and recommends a formula approach for calendar years 2009, 2010 and 2011. **Resolution No. 08-01-A, Rev. 2 and Resolution No. 08-07-A**

2.B Planning Committee:

- 2.B.1 Approval of the City of Concord's Calendar Year 2006 & 2007 Growth Management Compliance Checklist.** Concord has submitted its Calendar Years 2006 & 2007 Growth Management Program Compliance Checklist for allocation of local street maintenance and improvement funds.

End of Consent Calendar

3.0 MAJOR DISCUSSION ITEMS: *(None)*

4.0 REGULAR AGENDA ITEMS:

4.A Administration & Projects Committee

- 4.A.14 Fiscal Audit, Single Audit, Measure C Compliance Audits and Management Letter for the year ended June 30, 2008.** The purpose of the Fiscal Audit (including the Independent Auditor's Report and the General Purpose Financial Statements) is to provide an independent assessment that the Authority's financial statements accurately portray financial activities occurring during the year, based on generally accepted accounting principles. The independent auditors, Maze and Associates, will provide a brief overview of the statements.

ACTION: *Commissioner Pierce* moved to accept the Audit Report, seconded by *Commissioner Stepper*. The motion passed unanimously, 8-0. *(Commissioners Bonilla and Durant had not yet arrived.)*

STAFF REPORT:

Randy Carlton, Chief Financial Officer, stated that the Authority had engaged the services of Maze and Associates for the annual Fiscal Audit, as required by Authority policy. Mr. Carlton stated that the APC had approved the audit report, and then introduced Mr. Cory Biggs, Maze and Associates.

Commissioner Stepper stated that the APC appreciated the detail provided in the staff's Management Letter and the result of the audit.

- 4.A.17 Proposed Federal Economic Stimulus Package & Potential Earmarked Funds under the federal reauthorization.** Staff seeks direction on the Authority's involvement in assembling projects and priorities for funding under the economic stimulus package, which will likely be a high priority for the new Administration. In addition, our congressional representatives have expressed a desire for the Authority to prioritize candidate projects for funding under the reauthorization bill.

ACTION: *None Taken—Information Only.*

STAFF REPORT:

Arielle Bourgart, Director of Government and Community Relations, stated that a Federal Economic Stimulus Package, aimed at boosting the economy by addressing immediate funding needs for public infrastructure projects, was expected shortly after Inauguration Day. She said that not much was known about the package, but that it could range from \$700 billion to \$1 trillion for the entire package (of which a portion would be transportation). Ms. Bourgart explained that an allocation process would be determined specifically for these funds.

Ms. Bourgart stated that the Federal stimulus legislation would determine such things as whether funding could be used for transit operations, if a local match is required, the definition of "ready-to-go", what happens to unused funds, and whether NEPA requirements can be waived or substituted by CEQA. Ms. Bourgart added that there would be no earmarking of stimulus funds.

After legislation is passed on the Federal level, Ms. Bourgart said that the funds would be apportioned to the State Departments of Transportation on a formula basis, and may specify that a certain portion be directed to local or regional agencies.

Ms. Bourgart outlined immediate challenges to the State. She said that consensus must be reached regarding what provisions the Federal legislation needs to contain, how California's apportioned funds should be directed, and determining what legislative action would be necessary to make the program work.

Ms. Bourgart said that Caltrans had taken the lead on bringing statewide transportation agencies and organizations together to arrive at consensus on the Federal legislation and the State's process, and also soliciting State regional and local agencies to develop an inventory of projects eligible for stimulus funding.

Regionally, Ms. Bourgart stated that staff had been working with other CMA Directors and MTC to develop priority investments for the region.

Ms. Bourgart stated that the Federal Reauthorization of Federal Surface Transportation Funds was a longer term funding program which takes years to develop, specifies an allocation process for the various categories, and authorizes funds for the six year period.

Bob McCleary said that it was hoped that the stimulus package would move forward very quickly (in January or February), and that the need for Local Streets and Roads had been stressed. He stated that it was important to separate the stimulus program from the six-year Federal reauthorization, and noted that the last reauthorization took two years to finalize, essentially covering a four year period.

Mr. McCleary said that at Congresswoman Tauscher's request and per the direction of the APC, staff was working to solicit and prioritize projects that may be earmarked for the next Federal reauthorization. He said that a letter had been distributed to Contra Costa's jurisdictions and transit operators (responses requested by January 5th), emphasizing projects already in Measure C or Measure J, or included in the Authority's 25-year STIP list. Mr. McCleary said that Congresswoman Tauscher had requested that three to five projects for the entire County be prioritized. He also noted that, historically, major transit expansions were subject to the Federal "new starts" process, outside of earmarks. Mr. McCleary said that staff would be reporting back to the APC.

Alternate Balico stated that the Regional Transportation Planning Committees should have an opportunity to discuss the issue and identify their priorities. Bob McCleary responded that the deadline was set at Congressman Tauscher's office recommendation, but that it could be extended into February. After discussion and Authority concurrence, Mr. McCleary said that an amended letter extending the deadline for responses would be sent out to the jurisdictions and transit operators.

Commissioner Glover stated he had heard that MTC Executive Director Steve Heminger had met with the CMA Directors, and that MTC's platform was consistent with what was before the Authority.

Commissioner Pierce said that the CEQA/NEPA issue would need to be resolved promptly for many of the Authority's projects to be eligible for the stimulus package. The reauthorization projects could be discussed by the Authority in February.

Commissioner Stepper said that it would be helpful to know which projects were ready without the CEQA/NEPA consideration.

Commissioner Bonilla arrived at 6:10 p.m.

Commissioner Durant arrived at 6:17 p.m.

4.B Planning Committee None

5.0 CORRESPONDENCE AND COMMUNICATIONS:

5.1 Letter Dated November 20, 2008 to Hon. Don Perata, Dave Cogdill, Karen Bass, and Mike Villines From BART Regarding 2008-09 State Budget – Additional Transit Cuts.

6.0 ASSOCIATED COMMITTEE REPORTS:

- 6.1 Central County (TRANSPAC): *Report of November 13, 2008*
- 6.2 East County (TRANSPLAN): *Report of November 13, 2008*
- 6.3 Southwest County (SWAT): *Report of December 1, 2008 (Meeting Handout)*
- 6.4 West County (WCCTAC): *Report of December 5, 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

Representative Worth reported that Caltrans had concluded that the Antioch and Dumbarton Bridges need to be seismically retrofitted. *Representative Worth* highlighted estimated costs and timelines, and said that the upgrades would be funded by an increase in bridge tolls and by State funding.

Alternate Metcalf asked if the estimates for the retrofits included necessary environmental work, and asked about timing. *Representative Worth* responded that an estimated \$330 million for the Antioch Bridge retrofit included \$13 million for environmental mitigation costs, but that most of the construction would actually take place *on* the bridge. *Bob McCleary* added that the bridge retrofits may be statutorily exempt from CEQA, based on existing statutes, and that permitting issues between Caltrans and the permitting agency would then be resolved by an oversight board at the cabinet level. He said that the process should be straightforward and that the timeline for completion of the Antioch Bridge by 2012 seemed reasonable.

Alternate Balico mentioned that the first of ten ferry system passenger vessels (the Gemini) has been delivered to WETA and christened.

Alternate Taylor commented that recent news reports indicated that the Antioch Bridge toll would be increasing to \$5.00.

7.3 Executive Staff Comments

Bob McCleary said that the Democrat's State budget proposal included possible transportation funding changes, with a gas tax fee replacing the existing excise tax – which presumably could be implemented on a majority vote basis. The sales tax on gas revenues would then be shifted back to the General Fund, an increase of up to \$2.5 billion.

Stan Taylor, Authority Counsel, said that the proposal suggested the current gas tax could be repealed and replaced by an increase in sales tax and income tax, which would be revenue neutral and could be implemented by a majority vote. The other piece would be to impose a \$.39 regulatory gas fee, which could also be passed by a majority vote, to replace the repealed funds for transportation.

8.0 CALENDAR: January/February/March 2009

10.0 ADJOURNMENT to Wednesday, January 21st, at 6:00 p.m.

The meeting was adjourned at 6:47 p.m. to January 21st, 2008, at 6:00 p.m.



CONTRA COSTA
transportation
authority

SUMMARY MINUTES
November 19, 2008

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

Commissioners Absent: Susan Bonilla, Federal Glover

Alternates Present:

Ex-Officios Present: Gail Murray, Amy Worth, Mike Shimansky for Joe Wallace

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, Stan Taylor (Authority Counsel), Danice Rosenbohm (Executive Secretary)

A. CONVENE MEETING: *Chair Hudson* convened the meeting at 6:00 p.m.

B. PLEDGE OF ALLEGIANCE:

C. PUBLIC COMMENT:
There were no public comments on items not on the Agenda.

D. COMMENDATION: Commendation to outgoing Commissioners *Brad Nix* and *Don Freitas* (tentative, pending election certification).

Chair Hudson presented plaques to outgoing Commissioners *Brad Nix* and *Don Freitas*, recognizing their service to the Authority. He thanked *Commissioner Nix* for the invaluable mentoring, and *Commissioner Freitas* for his leadership and dedication.

Commissioner Nix thanked staff and the Authority. He said that he really appreciated the team approach to transportation projects in Contra Costa, and that it had been a pleasure being part of that team.

Commissioner Freitas said that it was difficult to give up something that you love, and that working with the Authority had been an extraordinary experience. *Commissioner Freitas* said that he took pride in the ten years he spent working to improve the quality of life for Contra Costa residents.

Commissioner Pierce said that losing *Commissioners Nix* and *Freitas* was a great loss for East County. She said that it had been an honor working with both *Commissioners Nix* and *Freitas*.

Commissioner Durant arrived at 6:12 p.m.
Representative Worth arrived at 6:12 p.m.

1. **APPROVAL OF MINUTES:**

Authority Minutes of October 15, 2008.

ACTION: *Commissioner Freitas* moved to approve the Minutes of October 15, 2008, seconded by *Commissioner Stepper*. The motion passed unanimously, 9-0.

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

ACTION: *Commissioner Viramontes* moved to approve the Consent Calendar, seconded by *Commissioner Tatzin*. The motion passed unanimously, 9-0.

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

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

2.A.2 **Monthly Expenditure Report for September 2008.** This report also includes the summary of payroll and benefits costs by organizational unit.

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

2.A.4 **Quarterly Sales Tax Revenues and Investments Report for the Quarter Ended September 30, 2008.** The report presented in accordance with the Authority's Investment Policy, and provides analysis on the Authority's investment portfolio, composition, credit quality and market values. The report also includes data, analysis and discussion on the status of sales tax revenues. The financial downturn has impacted sales tax revenues.

2.A.5 **Internal Accounting Report for the Fiscal Year Ended June 30, 2008.** The report includes a comparison of Authority budgeted and actual revenues and expenditures (unaudited) for FY 2007-08.

2.A.6 **Website Design, Production and Content Management System – Authorization to Execute Consulting Services Agreement No. 250 with CirclePoint.** RFP #08-4 was issued to obtain ongoing services to manage the Authority's website and implement a system for staff to maintain its content. The CirclePoint proposal was found to be the most responsive to the Authority's requirements.

2.A.7 **Update on CALPERS Investments.** CALPERS pension investments are not immune to market fluctuations. In response to questions being asked about the impact from the market downturn, CALPERS has prepared the attached circular letter.

2.A.8 **Designating Employee Contributions to CalPERS on a Pretax Basis.** Consistent with IRS rules relative to employee retirement contributions, CalPERS has required agencies to adopt resolutions which formalize compliance with the IRS rule. Staff recommends that the Authority approve the required CalPERS resolutions and continue the pretax treatment of employee contributions to the CalPERS pension system. **Resolutions No. 08-06-A and 08-07-A.**

2.A.9 **Draft East Contra Costa County Subregional Transportation Fee Projections Report.** The Authority approved Contract No. 249 with Economic & Planning Systems to conduct a revenue study related to the regional transportation fee collected in East Contra Costa County. Staff is requesting authorization to release the draft report for review and comment by interested parties. Final comments and a presentation will be provided to the APC at the December 4th 2008 meeting.

- 2.A.10 SR4 (e) Widening Project – Loveridge Road to Somersville Road (Project 1406) – Memorandum of Understanding between the Authority and the City of Antioch.** The widening of State Route 4 between Loveridge Road and Somersville road requires construction within the jurisdictional limits of the City of Antioch. The proposed **MOU (14.06.03)** defines the terms and conditions under which the project is to be constructed, financed, and maintained.
- 2.A.11 Contra Costa County-Request for Appropriation for Iron Horse Trail Pedestrian Overcrossing at Treat Blvd (Project 1219).** The County is requesting an appropriation of \$980,000 in Measure C funds for the construction/construction management phase of this project. **Resolution No. 08-20-P.**
- 2.A.12 I-80/San Pablo Dam Road Interchange (Measure J Project 7002) – Authorization to Acquire a Vacant Property.** Staff requests authorization to set aside Measure J funds in the amount of \$710,000 for acquisition of a vacant property on Humboldt Avenue in the City of San Pablo. **Resolution No. 08-02-PJ.**
- 2.A.13 Route 4 (e) Loveridge Road to Somersville Road – Amendment No. 4 to Consulting Services Agreement No. 197 with PB Americas, Inc. (Project 1406).** Staff seeks authorization to augment Agreement No. 197 by \$479,000 to include construction management services for the next phase of construction consisting of the Union Pacific Railroad Team Track (trans-loading) Facility and PG&E utility relocations.
- 2.A.14 Legislation—Approval of 2009 Legislative & Advocacy Program.** Staff will present a proposed Legislative & Advocacy Program for 2009. Action may be taken on this or on any matters pertaining to the Authority's legislative objectives.
- 2.A.15 Implementation of Measure J Projects Policy.** In preparation for Measure J, staff has updated existing policies governing the implementation of sales tax projects. The TCC recommended approval, and the APC approved the draft policy and proposed cost estimating guide. **Resolutions No. 08-13-P and 08-05-A.**
- 2.A.16 2007 Measure J Strategic Plan - Amendment No. 3.** Amendment No. 3 to the Measure J Strategic Plan reprograms \$10.1 million from the Richmond Parkway Upgrade (Project #9002 to the Marina Bay Railroad Grade Crossing (Project #9003). It also delays the start date for disbursement of Measure J funds for West County Ferry Service to FY2016. **Resolution No. 08-21-P**
- 2.A.17 Correspondence:** Letter from City of Antioch regarding eBART Hillcrest TOD Funding.
- 2.A.18 State-Local Partnership Program Funds.** Staff estimates that the State-Local Partnership Program will provide approximately \$15 to \$20 million available as matching funds directly to the Authority. At present, the timing for availability of the funds is uncertain, but initial applications are due to the California Transportation Commission in February. Staff recommends that the funds be used to offset anticipated lower levels of Measure J sales tax funds, be allocated to each sub-region of the county consistent with the percentage of the capital program in that sub-region, and be treated as sales tax funds for purposes of expenditure, as was done for the original Partnership Program. This item will be scheduled for discussion by the APC in December.
- 2.B Planning Committee:**
- 2.B.1 Approval to Forward Recommended Project Selection for the Lifeline Transportation Program (LTP) to MTC for \$8.013 million in FY 2009 to FY 2011 funding.** The LTP Application Review Committee (ARP) is forwarding its recommendation to the Authority to fund either entirely or partially 13 of the 14

project grant applications that were submitted in response to a "Call for Projects" released on September 19, 2008 for the Lifeline Transportation Program. A total of \$8.013 million is available to Contra Costa through MTC from a variety of Federal and State funding sources. **Resolution No. 08-10-G.**

- 2.B.2 Preliminary Discussion of Measure J CC-TLC Program.** 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 subregions, and then distributed to individual, qualifying projects subject to Authority guidelines and approval. Staff has prepared an initial discussion of the issues that must be addressed in developing the CC-TLC program guidelines and is establishing a committee to help in this program. Staff has also developed a schedule for starting the program. Staff is requesting that the Authority authorize staff to begin developing guidelines for the CC-TLC program, and approve the proposed schedule.
- 2.B.3 Consider Contra Costa County's Request for Advancement of \$200,000 in Measure J TLC funds for the Bailey Road Pedestrian and Bicycle Improvement Project.** This project focuses on improving bicycle and pedestrian access from the north side of SR-4 to the Pittsburg/BayPoint BART station. The Planning Committee previously recommended this project, which ranked highly for third-cycle T-PLUS funding, for alternative planning fund sources, such as CC-TLC.
- 2.B.4 Citizens Advisory Committee (CAC) At-Large Membership Applications.** The purpose of the CAC is to provide citizen perspective, participation, and involvement in Authority policy development and implementation. The CAC's membership includes one member appointed by each of the cities and the County, and three "at large" members appointed by the Authority. Currently one position is vacant. In a response to a recent call for at-large members, two applications were received. At its September 24th meeting, the CAC reviewed the applications and agreed to forward them to the Authority Board for review and appointment.

End of Consent Calendar

3.0 MAJOR DISCUSSION ITEMS: AUTHORITY WORKSHOP

- 3.B.5 Authority Workshop to Discuss Growth Management Program (GMP) Issues in November 2008.** The Authority supported holding a full-Authority workshop 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 provided direction to help shape the workshop.

Bob McCleary stated that in light of external developments (i.e. AB 32, SB 375, and continuing discussions related to development of the latest Countywide Plan), he was seeking Authority feedback on whether changes to the Growth Management components in the Expenditure Plan should be made prior to the implementation of Measure J.

Mr. McCleary thanked Brad Beck, Senior Transportation Planner, for his efforts in re-formatting the Growth Management Program Review summary, and also the Growth Management Program Task Force for its diligent work on the issue.

Mr. McCleary stated that because items 1, 2, 5, and 6 were fairly straightforward (and at the recommendation of *Commissioner Nix*), they would be addressed first. *(For clarity, discussion and direction are presented in original order.)*

1. Adopt a Growth Management Element (GME) Within Each Jurisdiction's General Plan

ACTION: *Commissioner Viramontes* moved to approve a change to explicitly allow an option for any local jurisdiction to satisfy this requirement with a Measure J compliance Correspondence Table in lieu of a separate general plan GME, seconded by *Commissioner Durant*. The motion passed unanimously, 9-0.

DISCUSSION:

Mr. McCleary asked for feedback on staff's recommendation to revise Component 1 to explicitly include the option for a simple "Measure J GMP Correspondence Table" in lieu of a GME.

Commissioner Tatzin asked for clarification of the need for an amendment, and whether a Correspondence Table would require an amendment to the Plan. Bob McCleary responded that it could be done without amendment by revising the implementation documents and offering the Correspondence Table as an acceptable Growth Management Element. If other components of the Expenditure Plan are to be amended, making the Correspondence Table more explicit in the Plan would make the option more clear.

As an aside, *Commissioner Viramontes* stated that Richmond's General Plan included a climate change element with a GhG component for the first time, which will be finished by Spring 2009. She said that if other jurisdictions voluntarily did the same, it could make a difference in reducing greenhouse gas emissions in the region.

2. Adopt a Development Mitigation Program.

ACTION: *Commissioner Viramontes* moved to retain Component 2 without modification, seconded by *Commissioner Stepper*. The motion passed unanimously, 9-0.

DISCUSSION:

Mr. McCleary said that there seemed to be general, broad support for retaining Component 2.

3. Address Housing Options

3.1 Housing Options: Report on Plans and Accomplishments

3.1 ACTION: *Commissioner Stepper* moved to delete the Housing reporting requirement, seconded by *Commissioner Pierce*. The motion received a 5-4 affirmative roll call vote, with "No" votes by *Commissioners Abelson, Durant, Viramontes, and Tatzin*. Since Authority approval requires 6 "Yes" votes by statute, the motion failed.

DISCUSSION:

Mr. McCleary said that Component 3 had been a problem for the jurisdictions and the County, with timely completion of the report being the core issue. Because of the challenges of satisfying the State Housing and Community Development (HCD) requirements, several jurisdictions' ability to comply was extended by one year or longer. Mr. McCleary stated that SB 375 strengthened requirements and tied regional housing needs assessment (RHNA) into the process, and therefore this provision was redundant. He said that Authority staff recommended deleting Component 3.1.

Commissioner Stepper commented that the more that is put in the internal document, inconsistencies and conflict may result.

Commissioner Viramontes said that a number of people in West County continue to support requiring this component. She appreciated that it provided an opportunity to motivate other elected officials.

Commissioner Viramontes said that she viewed affordable housing as an equity issue. While Richmond was never able to complete the report on time, *Commissioner Viramontes* supported the provision but acknowledged that the rules may ultimately need to be different going forward.

Steve Goetz, Contra Costa County, stated that he appreciated *Commissioner Viramontes'* comments. He said that the issue had been discussed at the time the sales tax extension was considered. It was known then that the Measure J checklist requirements would be redundant with State law. He said that all would have to wait to see how the eight year regional housing needs assessment (RHNA) cycle plays out.

Representative Worth commented that the Urban Limit Line and the Housing Element requirements were major discussion items at the Planning Committee. She noted that the original Measure C language had been modified significantly (at the behest of the cities). She said that she agreed with *Commissioner Viramontes* that the component was an incentive and supports those jurisdictions that comply with State law. *Representative Worth* said that the Authority should wait and see how the SB 375 process plays out before making changes.

Commissioner Abelson said she did not see delays in El Cerrito's receipt of funding, although her city had trouble getting its housing element approved by HCD.

Commissioner Durant said that Component 3.1 did not seem to constitute an added administrative burden. He said that because it seemed redundant he could support eliminating it, but would agree to retain it if it was helpful to some jurisdictions.

Commissioner Hudson said that the requirements of SB 375 were enough incentive for the jurisdictions, noting the MTC/ABAG focus on priority development areas (PDAs). He was "on the fence" about the proposed change.

Commissioner Pierce said that jurisdictions still must obtain HCD approval of housing elements. She stated that Clayton waited almost four years, and that HCD continued to change the rules. She said that the Authority would be punishing its jurisdictions by keeping Component 3.1, noting that the "market" drives housing construction.

Commissioner Hudson asked about Alamo, and asked what kind of requirements would apply if it incorporated? Bob McCleary responded that there was a transition period for phasing in a new city's the General Plan, and that the County General Plan applies in the interim until a General Plan is adopted in three years. Michael Dyatt, Dyatt & Bhatia, confirmed that a city General Plan should be adopted in three years.

Commissioner Nix said that dealing with HCD was miserable, and that there were no rules or standards. He said that retaining Component 3.1 would adversely impact local jurisdiction staff by adding a layer of complexity.

Commissioner Freitas said that there was much flexibility about how money could be expended, but every city and the County was emphatic about the 18% Return to Source funding. He agreed that going through HCD was a horrible process, and cause for a 2-4 year inflationary loss in value of the deferred funds. *Commissioner Freitas* said that the radical change and requirements of SB 375 rendered Component 3.1 an archaic requirement.

Commissioner Tatzin stated that he viewed the impact of SB 375 on development and land use patterns as more significant than impacts on Return to Source funding, and that he would not be supporting the motion.

Stan Taylor, Authority Counsel, clarified that the Authority's statute requires that any official action of the Authority Board requires a majority vote of the full Board (six votes).

3.2 Impacts on Transportation

3.2 ACTION: *Commissioner Viramontes* moved to delete Component 3.2, seconded by *Commissioner Pierce*. The motion passed unanimously, 9-0.

DISCUSSION:

Mr. McCleary stated that Component 3.2 required assessing the impacts of development on transportation. He said that because the issue was also covered in Component 4, staff recommended that it be deleted as duplicative.

3.3 Support Bicycling, Walking and Transit

3.3 ACTION: *Commissioner Freitas* made a motion to move Component 3.3 to Component 4, seconded by *Commissioner Durant*. The motion passed unanimously, 9-0.

DISCUSSION:

Mr. McCleary stated that Component 3.3 required consideration of bicycling, walking, and transit in the development review process, which goes beyond MTC's requirements for considering "routine accommodation" for pedestrians and bikes. He said that staff recommended that the item in the development review process be moved to Component 4.

4. Cooperative, Multi-Jurisdictional Planning (Four elements.)

4.1 Regional Routes, MTSOs and Actions.

4.1 ACTION: *Commissioner Stepper* moved support for Option #2 in concept, using performance measures to evaluate the direction and degree of change that would result from proposed major projects and GPAs rather than requiring the use of performance objectives (MTSOs), seconded by *Commissioner Nix*. The motion passed unanimously, 9-0.

DISCUSSION:

Mr. McCleary stated that GMP performance objectives were now called Multi-modal Transportation Service Objectives (MTSOs), and that Contra Costa's separate Congestion Management Program (CMP) also required performance standards and measures under the requirements of State law. MTSOs currently served that function. Mr. McCleary noted that the CMP legislation was modeled on the Authority's Growth Management Program.

Mr. McCleary stated that neither Measure C nor Measure J explicitly required that jurisdictions to meet MTSOs, only that they work together to identify actions to seek attainment, and work towards achieving them. Compliance would not be determined on the basis of actual attainment.

Commissioner Viramontes said that although she was leaning toward Option #2, she appreciated the value of MTSOs. She suggested that measured performance continue, but that benchmarks be eliminated. She said that MTSOs should be retained as a voluntary strategy or tool.

Commissioner Pierce said that objectives and goals had a life of their own. In some instances, we are purposely inducing delay. (*A negative standard.*) She stated that it is disingenuous to adopt goals that could not be attained, and that the process ought to be voluntary.

Commissioner Tatzin said that he agreed with the data, but had a different conclusion from *Commissioner Pierce*. He said that if the goal was to encourage more intense development resulting in declining levels of service, it should be stated. *Commissioner Tatzin* said that the objectives should reflect reality and be a statement of where we are going, which would be a more direct, honest approach.

Commissioner Durant stated that it is problematic to adopt objectives in an environment where positive objectives can't be met, or where objectives are adopted with no substantial meaning because of (traffic) demand. It is a wasted exercise and doesn't serve a purpose. How does the current process weigh and balance competing factors? (*Besides traffic flow.*)

Commissioner Stepper made a motion to approve Option #2 in concept, seconded by *Commissioner Nix*. Several commissioners debated the use of MTSOs, commented on the differences and conflicts between Option #2 and Option #3 and their incompatibility, and CEQA with respect to measuring impacts.

Commissioner Tatzin asked how Option #2 would play out with respect to the Concord Naval Weapons Station. Mr. McCleary responded that standard measures such as a delay index for evaluation could be used.

Steve Goetz, Contra Costa County, stated that Component 4.1 was very complex, and that it may not be possible to choose between the options as outlined. He asked that the GMP Task Force be allowed to consider a combination of Options 2 and 3, and provide feedback to the Authority. Mr. Goetz said that MTSOs could be of value in CEQA documents as thresholds of significance, and that jurisdictions would then use the same measure of traffic impact for consistency in their environmental documents. When evaluating a General Plan amendment, like CEQA, the jurisdiction would be allowed to balance against other factors and fully mitigate the impact of the project on the MTSOs. Mr. Goetz asked that the GMP Task Force be allowed that flexibility, and said that most jurisdictions should be able to work with a combination of Options #2 and #3.

Mr. McCleary stated that Options #2 and #3 were fundamentally different and could not be merged. Relative to Option 2, staff could return to the Authority with a specific proposal regarding benchmarks and performance measurements, if the motion was approved.

Commissioner Freitas agreed that the two options were distinct, separate, and inherently in conflict. He supported the motion.

Commissioner Pierce said she believed CEQA was adequate. *Commissioner Durant* asked for clarification regarding the role of CEQA in Option #2, and that the option would not require meeting specific standards or adopting MTSOs.

4.2 Modeling of GPA Review

4.2 ACTION: *Commissioner Pierce* moved support for Component 4.2, seconded by *Commissioner Tatzin*. The motion passed unanimously, 9-0.

DISCUSSION:

Mr. McCleary stated that the Authority required the use of a standardized simulation model and technical procedures for analysis, which staff recommends should be retained. He said that the Authority may wish to consider simplifying the process by deleting the formal external GPA review process.

4.3 Mitigation Programs

4.3 ACTION: *Commissioner Viramontes* moved to delete Component 4.3, seconded by *Commissioner Stepper*. The motion passed unanimously, 9-0.

DISCUSSION:

Mr. McCleary said that because Component 4.3 was redundant with Component 2, staff recommended that it be deleted.

4.4 Cooperative Studies

4.4 ACTION: *Commissioner Tatzin* moved to retain Component 4.4, seconded by *Commissioner Viramontes*. The motion passed unanimously, 9-0.

DISCUSSION:

Mr. McCleary stated that no changes were recommended to Component 4.4.

5.0 Adopt an Urban Limit Line (ULL).

ACTION: *Commissioner Tatzin* moved to accept Component 5 without modification, seconded by *Commissioner Viramontes*. The motion passed unanimously, 9-0.

6.0 Adopt a Five-Year Capital Improvement Program (CIP).

ACTION: *Commissioner Freitas* moved to approve deleting Component 6, seconded by *Commissioner Viramontes*. The motion passed 8-1, with a "No" vote by *Commissioner Tatzin*.

DISCUSSION:

Mr. McCleary stated that when the Measure was adopted, requiring a five year Capital Improvement Program (CIP) was a good recommendation. He said that CIPs were separately required for fee programs, the CMP was a CIP for all jurisdictions, as in the RTP, so doing away with the requirement seemed warranted.

Commissioner Tatzin said that the issue was discussed at SWAT, and that they preferred not to make major modifications to something the voters had approved. He asked if requiring a CIP was what voters approved, did it make sense to eliminate Component 6 if the jurisdictions were already adopting a five-year CIP? This could possibly be characterized in a misleading way. *Commissioner Freitas* responded that eliminating the requirement would provide more flexibility to the jurisdictions. He said that with Federal and State funding uncertainties, a two year CIP should be more than sufficient.

Commissioner Pierce said that she was torn about the issue for some time, and said that the lack of a five year CIP should not impact what was set forth in Measure J at all. She said that most jurisdictions were doing multi-year CIPs because it was a good planning practice anyway, and that it did not need to be on the Compliance Checklist to ensure Return to Source funding.

Commissioner Pierce asked Mr. McCleary to clarify what was required to amend the Ordinance. Mr. McCleary responded that the Authority would amend the Expenditure Plan with the passage of an Ordinance, requiring a majority vote of the Board. Following a 45-day circulation period, the ordinance would be effective unless appealed. He added that it would take a majority of the jurisdictions representing the majority of the population and the Board of Supervisors to reject the proposed amendment.

Commissioner Durant stated that he heard that the County was not interested in seeking any amendments.

Representative Worth asked about the intent of making the change, and said that the intent of the language in the original measure was to show the voters committed funding at the local and regional levels for specified projects. She said that the CIP would not be an additional burden to the jurisdictions. *Commissioner Stepper* said that the five year CIP could possibly morph into something more, and that she did not believe it added to the process.

Chair Hudson stated that he supported anything that streamlines the process without losing the public's respect.

Commissioner Nix stated that not enough time had been spent previously on the Growth Management Program elements, due to time and attention focused on key issues such as the Urban Limit Line. He said that he was very pleased to see the workshop. *Commissioner Nix* said that he supported streamlining for city staff in light of SB 375.

7.0 Adopt a Transportation Systems Management (TSM) Ordinance or Resolution.

ACTION: *Commissioner Viramontes* moved to retain Component 7, seconded by *Commissioner Tatzin*, with consideration to update the model ordinance and resolution to emphasize, at a minimum, that the effort is intended to reduce vehicle miles traveled (VMT) and greenhouse gas emissions consistent with the goals of AB 32 (2006). The motion passed unanimously, 9-0.

DISCUSSION:

Mr. McCleary stated that while the Authority had established permanent transportation demand management (TDM) programs with permanent funding, the primary objective of SB 375 was to reduce vehicle miles traveled (VMT). The question was whether requiring the jurisdictions and County to re-title their ordinances or resolutions addressing VMT and GhG emissions reductions would underscore that objective and enhance public relations.

Commissioner Hudson said that the Authority would either lead on a Sustainable Communities Strategy (SCS), or follow the jurisdictions. He said that he thought it would be automatic.

Commissioner Viramontes said that she really supported Component 7, and that it was a fundamental way to help jurisdictions deal with the requirements of SB 375.

Commissioner Pierce said that retaining Component 7 and amending and sharing template ordinances for adoption would make Contra Costa look better on the regional level. She said that having strategies for addressing AB 32 and SB 375 was very good.

Commissioner Stepper said that deleting Component 7 may make an issue of it.

Mr. McCleary clarified that staff was not proposing to re-title resolutions and ordinances, but to amend them.

4.0 REGULAR AGENDA ITEMS:

4.A Administration & Projects Committee None

4.B Planning Committee None

5.0 CORRESPONDENCE AND COMMUNICATIONS: None

6.0 ASSOCIATED COMMITTEE REPORTS:

- 6.1 Central County (TRANSPAC): *Report of October 9, 2008***
- 6.2 East County (TRANSPLAN): *Report of October 9, 2008 (Meeting Canceled)***
- 6.3 Southwest County (SWAT): *Report of November 3, 2008***
- 6.4 West County (WCCTAC): *Report of October 31, 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

Chair Hudson reported on the Focus on the Future Conference he and *Commissioner Pierce* and *Representative Worth* had attended.

7.2 Commissioners' Comments and Reports

Commissioner Pierce also reported that the Focus on the Future Conference was very interesting. She said that there was discussion of a possible infrastructure stimulus package, and that California was slated for perhaps up to \$30 billion.

Commissioner Pierce also stated that the Nineteen (19) Self-Help Counties had contributed over \$100 billion toward transportation projects during their existence.

Many Commissioners and Representatives shared anecdotes and expressed their appreciation to outgoing *Commissioners Nix* and *Freitas*, praising them for their invaluable mentoring, dedication, leadership, and public service.

Representative Murray stated that further transit funding cuts could be possible.

Representative (Alternate) Shimansky said that November 19th was the first of the season's "Spare the Air" days banning wood fireplace fires, and that violators could be fined up to \$1,000. He also mentioned that County Connection would be cutting twenty percent of its routes due to lack of funding.

7.3 Executive Staff Comments

Bob McCleary said that it had been a privilege and honor to work with both *Commissioners Nix* and *Freitas*.

8.0 CALENDAR: December/January/February 2009

10.0 ADJOURNMENT to Wednesday, December 17th, at 6:00 p.m.

The meeting was adjourned at 8:06 p.m. to December 17th, 2008, at 6:00 p.m.

Subject: Approved Economic Stimulus Project List
From: "Amin AbuAmara" <AAbuAmara@ccta.net>
Date: Wed, 28 Jan 2009 15:39:25 -0800

Hi All,

This morning, the Administration and Project Committee (APC) on behalf of the Authority approved Contra Costa's Economic Stimulus project list recommended under Option 4C. Option 4C guarantees a minimum \$400,000 per jurisdiction and proportionally allocates the remaining funds based on the jurisdiction population and lane miles.

The APC also authorized staff to adjust project funding using the same formula should Contra Costa's economic stimulus funding be revised. Should any project fail to meet the deadlines, the Authority proportionally reallocate the project funds to other projects on the approved list (attached).

The attached project list reflects your updated priority projects. If you have any changes, please let us soon as possible, but no later than 12:00 PM, Wednesday, 02/04/2009.

Project proponents are expected to work under the following timeframe to award contract:

- Jan 15 (-30 days) Sponsors begin environmental and Preliminary Engineering
- Jan 30 (-15 days) Sponsors submit unsigned PES form, Field Review form, and photos (in PDF please) to CCTA by 12:00 PM
- Jan 30 (-15 days) CCTA will forward above mentioned forms immediately to MTC so they can Caltrans); Sponsors should initiate field reviews with Caltrans
- Feb 15 (0 days) Sponsors submit draft Final Environmental Clearance for Caltrans final review,
- March 15 (30 days) Sponsors have received Final Environmental Clearance and submit complete package and complete E-76 Request to Caltrans
- April 15 (60 days) Obligation of funds (federal Authorization to Proceed / E-76)
- May 15 (90 days) Award Deadline

Thanks again for your great efforts during this process. Please call for any questions or comments.

Amin
CCTA
925-256-4740

MEMORANDUM

DATE: February, 2009
TO: TRANSPAC and TRANSPLAN Committees
FROM: Lynn Osborn Overcashier, 511 Contra Costa and
TRANSPAC/TRANSPLAN TDM Program Manager
RE: 511 Contra Costa/TRANSPAC-TRANSPLAN TDM Program Status
Report

Employer Outreach

Staff attended the following events: Commuter Choice Transportation Fair at Hacienda Business Park, Contra Costa Council Sustainability Business Conference – “Getting It Right Getting It Green”. 511 Contra Costa staff also tabled at the event.

- Conducted an employee transportation fair at the City of Concord.
- Provided consultations with:
 - Eight employers to promote the worksite support services offered by 511 Contra Costa
 - City of Antioch to develop outreach programs to residents and employers
 - City of Pleasant Hill to discuss a shuttle from a large employment center to the City’s downtown, car sharing, and electric charging stations
 - City of Walnut Creek to provide assistance with the City’s green house gas inventory and survey.
- Finalized details related to the County’s employee transportation survey reports.
- Staff is developing GHG emissions reports for each jurisdiction in the TRANSPAC and TRANSPLAN regions which include 2005 baseline calculations as well as 2008 reports showing the emissions reduction totals based on the demonstrated results of the 511 Contra Costa TDM programs conducted on behalf of these jurisdictions. This information may be included in the Climate Action Plans being developed under AB 32 and for future Sustainable Communities Strategies under SB 375.

Green Business Certification

- 511 Contra Costa was certified as a Bay Area Green Business in December, 2008. 511 CC staff submitted a transportation section to the Bay Area Green Business Program representatives which is being considered for future green business certification checklists.

Comprehensive Incentive Program

- The 511 Contra Costa program provided assistance to Tri Delta Transit and Los Medanos College for the winter term of the universal class pass program.
- The Carpool and Transit Incentive Programs continue to be well utilized by the public. The program is being streamlined to provide incentives for multiple modes.
- Follow-up surveys for the 2007/08 incentive programs are being tabulated and final reports written for submittal to CCTA and the BAAQMD.

Bike to Work Day

- The TRANSPAC/TRANSPLAN TDM office is coordinating the Bike-To-Work Day efforts for Contra Costa County. Bike-to-Work Day is May 14, 2009.

www.511contracosta.org

The website is being updated and is expected to be launched with a new “green” look to it in February. There will be new information posted and transportation news, a blog and other important GHG emissions and trip reduction information added. Publications, including the Transportation Resource Guide will also be posted.

Other Activities

The second quarterly status report for 2008/09 MTC CMAQ funds for the three *511 Contra Costa* programs (SWAT, TRANSPAC/TRANSPLAN and WCCTAC) was submitted to MTC in January 2009. All programs have exceeded target goals established by MTC for the use of these funds.

Staff attended a briefing held by the Contra Costa Mayor’s Conference, Contra Costa County and Easy Bay Economic Development Alliance on the topic of AB 32 and SB 375.

Staff met with WeCar, the car sharing program of Enterprise Rent A Car to determine how this program could be used by municipalities to replace fleet vehicles, or for employees in multi-tenant buildings who rideshare.

Staff is reviewing the consultant proposals and presentations submitted to MTC for the 511 Regional Ridematch Database procurement.

The 511 Contra Costa Transportation Resource Guide is being update and expected to be released in the Spring of 2009.

Input to the Countywide Transportation Plan has been submitted to CCTA, as well as updated language for the TSM/TDM section of the Measure J expenditure plan.

Overcashier attended the Transportation Research Board’s TDM Committee meeting in January 2009. In conjunction with the Association for Commuter Transportation’s quarterly Board meeting, Overcashier also made visits to representatives on Capitol Hill to promote TDM consideration in the next transportation authorization bill.

The Program Manager also attended the League of CA Cities’ Transportation, Communications and Public Works policy committee meeting in January.

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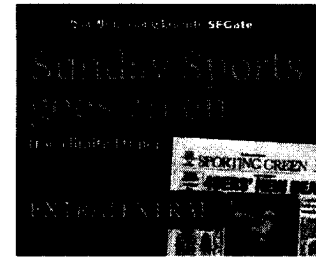
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Funding guaranteed for Bay Area road projects

Michael Cabanatuan, Chronicle Staff Writer

Thursday, January 29, 2009



Bay Area transportation officials plan to lend the state as much as \$200 million to keep nine state-funded highway projects moving, under a strategy approved Wednesday.

The Metropolitan Transportation Commission authorized executives from the Bay Area Toll Authority, which it operates, to enter into a deal where the authority would buy general obligation bonds from the state treasurer over the next three years.

In exchange, the state would use that money to keep paying contractors working on five carpool lane projects and one traffic monitoring project already under construction, and to award contracts on three other lane projects for which bids have already been received. The state would pay the toll authority a yet-to-be-negotiated interest rate on the bonds.

"This would keep these projects moving, prevent the potential layoff of contractors, workers and their staffs, and support the regional economy and jobs," said Bijan Sartipi, Caltrans' Bay Area district director.

It would also save the state tens of millions of dollars. If the state runs out of money and Caltrans halts construction on projects under way, it will incur costs for shutting down and securing construction sites, for delays and getting workers and equipment back on the job when it resumes.

Failing to award contracts for projects that have already received bids could also be costly, said Alix Bockelman, the commission's programming and allocations director. Because of the sluggish economy, bids on major construction projects are coming in well under estimates.

"They have all seen significant bid savings," she said of the three Bay Area projects that have received bids but not awarded contracts.

Ninety Bay Area projects have been selected to receive \$5.5 billion of the \$20 billion in transportation bond money approved by voters in Nov. 2006. Five of those projects are under construction - carpool lanes on Interstate 80 in Solano County, Interstate 580 in Alameda County, Highway 101 in Sonoma County, Interstate 680 in Alameda and Santa Clara counties, and traffic monitoring devices around the Bay Area.

Bids have been received and opened - but contracts have not been awarded - for three projects, carpool lanes on I-680 in Alameda and Santa Clara counties and Highway 101 in Sonoma County.

State financial leaders froze financing on all bond-funded projects in December, saying the state's budget crisis and the world credit crunch had left the state insufficient cash to make the payments. Earlier this month, however, they released \$650 million to cover unpaid bills from December - including those for the six Bay Area projects under construction.

Another eight Bay Area projects - including the Caldecott Tunnel fourth bore - are expected to be ready to go out to bid in the next six months. But contracts can't be awarded until the funding freeze is lifted. Steve Heminger, executive director of the commission, said he hopes the state will use some of the \$1.6 billion to \$2 billion it is likely to receive in federal economic recovery funds for transportation to make sure those projects get started as scheduled.

"If we're lucky, we can keep all of the (Bay Area's) state bond projects moving," Heminger said. "The last thing we need in the Bay Area is to stop projects and put people out of work."

E-mail Michael Cabanatuan at mcabanatuan@sfgate.com.

<http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2009/01/29/BAN515IU1R.DTL>

This article appeared on page B - 1 of the San Francisco Chronicle

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Subject: FW: League Survey on City Impacts of Recent DOF Proposal to DeferPayment of Local Transportation Funds
From: "Lynn Overcashier" <lynn@511contracosta.org>
Date: Mon, 26 Jan 2009 10:35:39 -0800
To: "Barbara Neustadter" <bantrans@sbcglobal.net>

FYI for our cities!



Lynn Osborn Overcashier
Program Manager, 511 Contra Costa
2300 Contra Costa Blvd. Suite 360
Pleasant Hill, CA 94523
Direct line: (925) 969-1566
FAX: (925) 969-9135
www.511contracosta.org

Please consider the environment before printing this email.

Subject: League Survey on City Impacts of Recent DOF Proposal to Defer Payment of Local Transportation Funds
Importance: High

January 26, 2009

To: Revenue and Taxation Policy Committee Members

From: Dan Carrigg, LCC Legislative Director

Re: Brief League Survey on City Impacts of Recent DOF Proposal to Defer Payment of Local Transportation Funds

The League would appreciate your brief reaction to the recent proposal by the Governor's Department of Finance (DOF) to defer payments of several sources of transportation funds received by cities. We are sending the article (below) out in our *Priority Focus* today, but we also wanted to email this directly to you for a quick turnaround. The state is obviously struggling with cash flow issues, but we want to make sure we understand the full impact of this proposal on cities, so we can use this information in an effort to hopefully mitigate major negative impacts.

Specifically, what would your city do to manage this proposed deferral of funds? What programs and projects would be affected? How will this affect your residents? _

Please send a **brief** response to Dorothy Johnson at djohnson@cacities.org by **5:00 p.m. Tuesday, Jan. 27.**

Thank you.

**NEW ADMINISTRATION PROPOSAL TO DEFER LOCAL HIGHWAY USERS TAXES,
PROPOSITION 42 FUNDS AND MANDATE REIMBURSEMENTS**

How Will Your City Services Be Affected?

The League needs information quickly about how individual cities would be affected by a new proposal floated by Gov. Arnold Schwarzenegger's Department of Finance (DOF) to offset state cash flow woes. Designed as part of a final budget package, the administration drafted legislation that would defer the payment of the following revenues to cities and counties:

- 1) **Seven-Month deferral of Highway Users Tax Account (HUTA) Funds:** These are revenues paid monthly to cities and counties from the per-gallon motor vehicle fuel tax. The DOF proposal is to *defer* the payment of these funds to cities and counties in the following way:
 - Batch #1: Payments to cities and counties for revenues collected in January, February, March and the first half of April (that would otherwise be paid in February, March, April and May) would be instead paid in September 2009. We estimate this deferral would amount to about \$162 million for counties and about \$156 million for cities.
 - Batch #2: Payments to cities and counties for revenues collected during the second half of April, May, June and July (that would otherwise be paid in May, June, July and August) would be instead be paid in October 2009. We estimate this deferral would amount to about \$165 million for counties and about \$160 million for cities.
- 2) **Three-Month Deferral of Proposition 42 Transportation Revenues:** These revenues are paid quarterly to cities and counties from the state sales tax on gasoline. The DOF proposal is to *defer* payment of the June 2009 (fourth quarter) local government allocations until October 2009. This deferral would amount to about \$68 million for counties and \$68 million for cities.
- 3) **Two-Month Delay for Mandate Payments:** The DOF proposal delays the payment date for mandate claims from Aug. 15 to Oct. 15, 2009.
- 4) **Seven-Month Deferral of State General Fund Aid to Counties:** The DOF proposal also would defer state General Fund payments to counties for a variety of social service programs from February to August 2009.

Current Proposal Mirrors 2008 Deferral. City officials will recall that in 2008 HUTA payments to cities and counties were deferred for the months of April, May, June, July and August and repaid in September (ABX 3 7, Chapter 5, Statutes of 2008), with a total value to cities and counties of approximately \$500 million. Language in that measure authorized Proposition 1B transportation dollars to be temporarily used to backfill losses, and also authorized the September repayment to be accrued during the 2007-08 fiscal year.

While the DOF proposal includes similar accrual language and permits Prop. 1B funds to be used temporarily for HUTA and Prop. 42 purposes, it must be noted that Prop. 1B and other bond revenues are not being distributed by the state due to inability of the state to issue bonds.

Please Tell Us ASAP: How Will Your City Services Be Affected? While cities were able to weather the 2008 deferral of HUTA funds, the dramatic decline of our economy has since forced cities to make many adjustments to their budgets. The League's fiscal consultant, Michael Coleman, has estimated the city-by-city impacts, available at <http://www.californiacityfinance.com/#CITY-STATE>.

We need your help to fully tell the story of how local services would be impacted by this proposal. *Specifically, what would your city do to manage this proposed deferral of funds? What programs and projects would be affected? How will this affect your residents?* _

Please send a brief response to Dorothy Johnson at djohnson@cacities.org by 5:00 p.m. Tuesday, Jan. 27.

Kanat Tibet
Legislative Analyst
Community Services, Revenue & Taxation
California Municipal Treasurers Association Liaison
League of California Cities | www.cacities.org | 1400 K Street | Sacramento, CA 95814



CONTRA COSTA
transportation
authority

COMMISSIONERS: *Dave Hudson, Chair* *Maria Viramontes, Vice Chair* *Janet Abelson* *Susan Bonilla* *David Durant*
Federal Glover *Michael Kee* *Julie Pierce* *Karen Stepper* *Don Tatzin* *Robert Taylor*

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

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

DATE: January 22, 2009

SUBJECT: **Items approved by the Authority on January 22, 2009, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **January 22, 2009** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Proposed Federal Economic Stimulus Projects.** Staff has assembled a list of all projects submitted by Contra Costa jurisdictions for the anticipated Federal Economic Stimulus Package. Staff recommended initiation of a process to screen and prioritize local streets and roads projects for Authority consideration in February. *In response to an MTC submittal deadline of January 28th, the Authority received the latest estimate of prospectively \$23.4 million in Federal stimulus funds being made available (House bill) for Contra Costa, and authorized preparation of a priority list of local streets and roads rehabilitation projects by the Technical Coordinating Committee, with staff assistance, on January 26th. A special APC meeting will be held on January 28th to review and approve a final priority list for submittal to MTC, per its deadline. Only 50 percent of the funds must be under contract by 90 days after passage, with the balance to be obligated by August 1, 2010. However, MTC staff are suggesting that all project submittals should meet the earlier deadline, to insure that no funds are lost to the region.*
- 2. Approval to release the Draft Countywide Comprehensive Transportation Plan (CTP) Update.** Measures C and J require that the Authority develop a CTP and update it periodically. The 2009 CTP is the third such update. It includes the Authority's vision, goals and strategies for addressing long-range transportation issues for Contra Costa. *The Authority approved circulation of the draft CTP and its draft EIR. (Plan is downloadable at www.ccta.net; to be mailed in CD format as well.)*
- 3. Approval of Comment Letter to MTC Regarding the 2009 Draft Regional Transportation Plan (RTP).** Staff proposed supporting inclusion of the Authority's priority list of "committed" projects, retaining the "Fix It First" policy for local streets and roads and transit capital needs, and requesting removal of Routes 4, I-80 and I-680 in Contra Costa from the proposed regional high occupancy toll (HOT) lanes network based on the need for further technical analysis and resolution of other issues and concerns. *The Authority approved transmittal of the letter with specific changes, primarily focusing on policy, environmental, operational and safety issues regarding proposed Contra Costa conversions of HOV lanes to HOT lanes. The Authority chose not to seek explicit removal of the listed projects at this time, preferring to stress that it would not support such conversions until and unless its issues and concerns had been satisfactorily addressed.*



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COMMISSIONERS: *Dave Hudson, Chair* *Maria Viramontes, Vice Chair* *Janet Abelson* *Susan Bonilla* *David Durant*
Federal Glover *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 *Rob K. McCleary*

DATE: December 18, 2008

SUBJECT: Items approved by the Authority on December 17, 2008, for circulation to the Regional
 Transportation Planning Committees (RTPCs), and items of interest

At its December 17, 2008 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

1. **Proposed Federal Economic Stimulus Package & Potential Earmarked Funds under the federal reauthorization.** Staff sought direction on the Authority's involvement in assembling projects and priorities for funding under the economic stimulus package, which will likely be a high priority for the new Administration. In addition, our congressional representatives have expressed a desire for the Authority to prioritize candidate projects for funding under the reauthorization bill. Staff provided an update on (1) likely direction of the stimulus legislation, (2) reauthorization, specifically relative to potential earmarks, and (3) recent State budget proposals.

Stimulus Legislation

The stimulus legislation is still largely a concept, with a draft prospective bill in the House but considerable uncertainty regarding its final shape. However, our best current intelligence is that the stimulus bill likely will include:

- Separate highway and transit funding;
- Perhaps some flexibility in the highway category, per the existing surface transportation program;
- No earmarks for specific projects; and
- An emphasis on very quick delivery, perhaps with a specific requirement that each project must be obligated, or have an awarded construction contract, within a set time frame, for example 90, 120 or 180 days.

It may require implementing state legislation for a portion of the funds to be directed to local streets and roads; we view that to be highly likely.

We plan to review the status of this legislation at the Administration and Projects Committee (APC) on January 8, 2009, and at the Authority meeting on January 21st. It's possible that the bill may have passed Congress by the 21st, in which case the Authority may wish to schedule a special meeting or request further review of the implications of the bill at the Technical Coordinating Committee and APC.

Federal Reauthorization and Project Earmarks

With the high likelihood that the Federal stimulus package will not include project earmarks, the APC's request for submittal of projects that local jurisdictions have proposed for congressional "earmarks" as part of the reauthorization by January 5th no longer appears necessary. Accordingly, by consensus the Authority authorized staff to extend the deadline to allow submittals for consideration by the APC in February. Accordingly, staff will circulate a letter requesting submittal of proposed earmark projects by 2:00 p.m., January 30, 2009, in time for mailing out to the APC.

Staff notes that the APC stated that it envisioned the Authority's priorities would focus on Measure C, Measure J and 25-year STIP list projects.

2. State Budget Proposal. The Authority also was provided with a brief update on the latest proposal for the state budget. Staff is monitoring the proposal, and seeking to assure that only the state's 4-3/4 percent sales tax is removed from gasoline sales if the proposal is implemented, and not the sales taxes for TDA (1/4%), local transportation (in Contra Costa, 1/2% for the Authority, and 1/2% for BART, SF MUNI and AC Transit), and local jurisdictions (1%). It is also desirable to have those sales taxes apply to the proposed new transportation "fee" that would replace the state's excise tax on gasoline.

While the transportation fee proposal would provide some protection from future diversion of transportation revenues to the state's General Fund, it does appear to be a weaker protection for state highways and local streets and roads funding, as the fee revenue could be used for a broader range of applications than permitted under Article XIX of the California Constitution.

The proposal, if passed and signed by the Governor, will almost certainly be challenged in the courts. Its earliest date for actual implementation would be 91 days after signature, according to our lobbyist.

To: TRANSPLAN TAC & Interested Parties:

I have had a number of requests for this information:

Appoint TRANSPLAN representatives and alternates to the Contra Costa Transportation Authority (CCTA) Board: The Committee moved to make the following appointments to the CCTA Board:

- For the term 2/1/2007 to 1/30/2009: Michael Kee (Pittsburg) and Brian Kalinowski (Antioch) as his alternate.
- For the term 2/1/2009 to 1/30/2011: Michael Kee and Brian Kalinowski as his alternate.
- For the term 2/1/2008 to 1/30/2010: Bob Taylor (Brentwood) and Jim Frazier (Oakley) as his alternate.

Please let me know if you have any questions or would like to be removed from this distribution list.

- John

John Cunningham
Senior Transportation Planner
Department of Conservation and Development
651 Pine St, 4th Floor - North Wing
Martinez, CA 94553
(925) 335-1243
jcunn@cd.cccounty.us

CITY OF CONCORD
1950 Parkside Drive
Concord, California 94519-2578
FAX:

(925) 798-9692

Telephone: (925) 671-3361



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

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

Daniel E. Keen, City Manager

January 22, 2009

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

**SUBJECT: Ygnacio Valley Road Permanent Restoration – Phase 2 (Project 24027)
Request for Appropriation of Measure J funds for Design Services and
Project Management**

Dear Mr. Noeimi:

On May 8, 2008, the City of Concord submitted a project budget and schedule as provided below:

	<u>Start Date</u>	<u>End Date</u>	<u>Cost</u>
Environmental & Prelim. Eng.:	07/01/08	04/01/09	\$ 500,000
Design:	04/01/09	06/01/09	\$ 200,000
R/W:	not applicable		
Construction & Const. Mgt.:	08/01/09	11/01/09	<u>\$2,800,000</u>
TOTAL:			<u>\$3,500,000</u>

On June 18, 2008, the CCTA adopted a resolution approving \$500,000 for Environmental Clearance Work and Preliminary Engineering.

The City of Concord requests a funding resolution in the amount of \$200,000 in Measure J funds for the Ygnacio Valley Road Permanent Restoration - Phase 2. The appropriated funds will be used for consultant design contracts (\$180,000) and project management (\$20,000). The project will construct the Ygnacio Valley Road Permanent Restoration – Phase 2 as the final phase of the permanent restoration work. City will seek reimbursement after October 1, 2009 when Measure J funds become available.

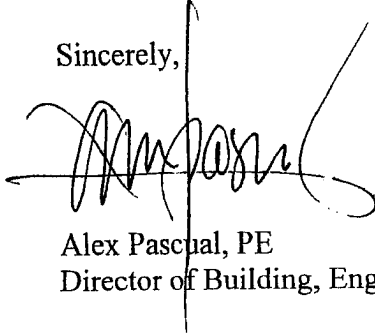
If you need any further information regarding this project, please call me or Mario Camorongan, CIP Manager at 925-671-3021 or send him an e-mail at: mario.camorongan@ci.concord.ca.us.

**Ygnacio Valley Road Permanent Restoration – Phase 2
Request for Appropriation of Measure J funds for Design Services and Project
Management**

January 22, 2009
Page 2 of 2

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alex Pascual', is written over a vertical line that extends from the 'Sincerely,' text down to the typed name below.

Alex Pascual, PE
Director of Building, Engineering, & Neighborhood Services

cc: Vice Mayor Guy Bjerke, Concord TRANSPAC Member
Councilmember William Shinn, Concord TRANSPAC Alternate Member
Barbara Neustadter, TRANSPAC Manager
Bob Hoag, Concord Planning Commissioner Member
Harmon West, Concord Planning Commissioner Alternate Member
Daniel E. Keen, City Manager
Valerie Barone, Assistant City Manager
Peggy Lefebvre, Director of Finance
Qamar Khan, Director of Public Works
Ray Kuzbari, Transportation Manager
Mario Camorongan, CIP Manager
Cecilia Skuza, Budget Analyst

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

January 9, 2009

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

Dear Mr. McCleary:

This correspondence reports on the actions and discussions at the TRANSPLAN Committee meeting on January 7, 2009.

Elect Chair and Vice-Chair for 2009: Federal D. Glover (Contra Costa County) was elected Chair and Bob Taylor (Brentwood) was elected Vice-Chair, respectively, of the TRANSPLAN Committee.

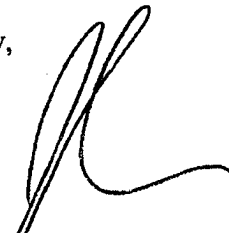
Appoint TRANSPLAN representatives and alternates to the Contra Costa Transportation Authority (CCTA) Board: The Committee moved to make the following appointments to the Board:

- For the term 2/1/2007 to 1/30/2009: Michael Kee (Pittsburg) and Brian Kalinowski (Antioch) as his alternate.
- For the term 2/1/2009 to 1/30/2011: Michael Kee and Brian Kalinowski as his alternate.
- For the term 2/1/2008 to 1/30/2010: Bob Taylor (Brentwood) and Jim Frazier (Oakley) as his alternate.

Review and Comment on East Contra Costa County Fee Projections: The Committee convened a joint meeting with the East Contra Costa Regional Fee and Financing Authority to discuss the fee projections and recommended that the conservative scenario be used in any projections.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, February 12, 2009 at 6:30 p.m.

Sincerely,



John W. Cunningham
TRANSPLAN staff

G:\Transportation\Committees\Transplan\2008\Letters\summary_letter_CCTA_June_2008.doc

- C: TRANSPLAN Committee
TRANSPLAN Technical Advisory Committee
A. Dillard, SWAT Committee
WCCTAC
B. Neustadter, TRANSPAC
D. Rosenbaum CCTA



SWAT

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

December 15, 2009

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

Dear Mr. McCleary:

At their December 1, 2008 meeting, the Southwest Area Transportation Committee (SWAT) appointed the City of Lafayette representative as Chair, and the Town of Danville representative as Vice Chair, of SWAT. The new appointments are effective January 1, 2009.

If you have any questions or would like additional information on this matter, please feel free to contact me at (925) 335-1046, or Andy Dillard, SWAT staff at (925) 314-3384.

Sincerely,

A handwritten signature in dark ink, appearing to read "Gayle B. Uilkema".

Gayle B. Uilkema, Chair
Southwest Area Transportation Committee

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

Review and Comment on County Connection Service Reduction Proposals:

The SWAT Committee received a presentation from County Connection Staff on the proposed changes and reductions in service within the SWAT region.

Status Update on TRAFFIX Program:

The Committee received a brief update from Staff on the continuing development of the TRAFFIX Program (Measure J Congestion Relief Program). It was reported that the first Joint Powers Authority meeting was held on October 21st, and that the program is on schedule for a fall 2009 launch.

Approve MOU Addendum for SWAT Services Contract:

The Committee approved an MOU Addendum extending the contract for administrative services with the Town of Danville for the next two years.

The next SWAT meeting is scheduled for January 5, 2008 at the Lafayette City Offices, Conference Room 240, 3675 Mt. Diablo Boulevard, Lafayette. Please contact me at (925) 314-3384 if you have any questions.

Sincerely,



Andy Dillard
SWAT TAC Member

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

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

December 31, 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 December 11, 2008, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation from Deborah Dagang of CH2M Hill outlining the three options for the RM2 I-680 HOV Express Bus Access Study. TRANSPAC recommended that Option B, Walnut Creek Perimeter Road, be analyzed for the Study and that this information be forwarded to the RM2 Policy Advisory Committee.
2. Discussed comments received from WCCTAC and the City of Lafayette concerning the Central County Action Plan. Approved sending a letter acknowledging these comments to the Mayor of the City of Lafayette. The Action Plan subcommittee will convene to formulate a response to the City's comments as well as review and make any minor revisions/refinements to the Action Plan.

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, WCCTAC
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
Steve Wallace, City of Pleasant Hill
Leah Greenblatt, City of Lafayette

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

December 30, 2008

The Honorable Mike Anderson
Mayor
City of Lafayette
3675 Mt. Diablo Boulevard, Suite 210
Lafayette, California 94549

Dear Mayor Anderson:

Thank you for the City of Lafayette's comment letter on the Draft Central County Action Plan. TRANSPAC completed an initial review the City's letter at its December 11, 2008 meeting. Given the breadth of the comments, TRANSPAC determined that preparing a response to the City will require additional time and directed that the City be advised that TRANSPAC expects to respond to the City in January 2009.

TRANSPAC appreciates your interest in the Central County Action Plan and looks forward to establishing an ongoing dialogue with the City of Lafayette.

Sincerely,

Handwritten signature of Barbara Neustadter in cursive script.

Barbara Neustadter
TRANSPAC Manager

cc: David Durant, TRANSPAC Chair
TRANSPAC Representatives
TRANSPAC TAC
Leah Greenblatt, City of Lafayette
Martin Engelmann, CCTA

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

Ms. Christina Atienza
Executive Director
West Contra Costa Transportation Advisory Committee
138831 San Pablo Avenue
San Pablo, California 94806

December 29, 2008

Dear Ms. Atienza:

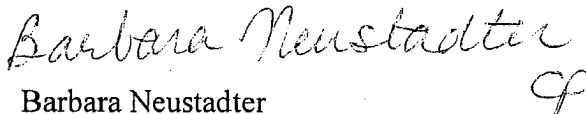
Thank you for your letter regarding the Central County Action Plan State Route 4 Multimodal Transportation Service Objective (MTSO). It is our understanding that WCCTAC is requesting acknowledgement of its MTSO in WCCTAC's section of SR4.

Pursuant to your request, TRANSPAC has added language to the State Route 4 page in Chapter 4 of the Central County Action Plan. The new language is a note located in the MTSOs, Actions and Responsibilities section and reads as follows:

"Note: The West Contra Costa Transportation Advisory Committee (WCCTAC) has established an MTSO of LOS E for its section of SR4. TRANSPAC acknowledges WCCTAC's MTSO and will work with WCCTAC on any issues that may arise in implementing actions in this segment of the SR4 corridor."

TRANSPAC hopes that you will advise us that this addition addresses WCCTAC's concerns. If not, please let us know at your earliest convenience, so other options to address your concerns may be developed.

Sincerely,


Barbara Neustadter
Manager

cc: TRANSPAC Representatives
TRANSPAC TAC
Martin Engelmann, CCTA

WCCTAC response letter
12 28 09



West Contra Costa Transportation Advisory Committee

January 6, 2009

El Cerrito

Ms. Barbara Neustadter
TRANSPAC Manager
2300 Contra Costa Boulevard, Suite 360
Pleasant Hill CA 94523

Hercules

Dear Ms. Neustadter:

Pinole

Thank you for your letter of December 29, 2008 regarding TRANSPAC's proposed response to WCCTAC's concern about our ability to meet our proposed MTSO of LOS E or better for State Route 4, in light of TRANSPAC's proposed MTSO of Delay Index 5.0 for the same roadway in Central County's Action Plan.

Richmond

TRANSPAC's proposed revision to the Central County Action Plan – inclusion of a statement acknowledging WCCTAC's MTSO and the need for TRANSPAC and WCCTAC to work together on any issues that may arise in implementing actions along the subject segment of the corridor – sufficiently addresses WCCTAC's concern.

San Pablo

We appreciate your efforts to cooperatively work with us on this matter.

Sincerely,

Christina Atienza
Executive Director

Contra Costa
County

cc: WCCTAC Board
WCCTAC TAC
Martin Engelmann, CCTA

AC Transit

BART

WestCAT

Agenda Item 7.a

TO: O&S Committee

DATE: December 29, 2008

FROM: Anne Muzzini
Director of Planning & Technical Services

SUBJ: Fixed Route Reports

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

1. Monthly Boarding's Data

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

<u>Title</u>	FY 2009		<u>Annual Goal</u>
	<u>Current Month</u>	<u>YTD Avg</u>	
Average Weekday	16,010	16,844	FY09 Goal 15,600
Pass/Rev Hour	15.1	15.6	FY09 Goal 17.0
Missed Trips	0.15%	0.14%	FY09 Goal 0.25%
Miles between Road Calls	17,677	21,443	FY09 Goal 18,000

* Based on FY08 Standards from updated SRTP

Analysis

Ridership in November followed the historical trend downward. The average weekday ridership fell from 18,399 passengers in October to 16,010 in November. Although November is typically a low ridership month due to school holidays and cold weather, this November there were fewer weekday riders than last November when there was an average of 16,256 average weekday riders. We can presume that low gas prices and higher unemployment are contributing factors.

Ridership on the Route #104 has been corrected (again).

The miles between roadcalls fell from 26,879 miles in October to 17,677 miles in November. This performance is consistent with low performance seen in two out of the past twelve months (November 2007 and July 2008).

There were 44 missed trips in November which is higher than experienced in nine out of the past twelve months. We can expect missed trips to increase as driver attrition will grow and not be mitigated as it normally is with new hires in light of the impending service cuts.

TRANSPORTATION												BUSINESS															
	2007 November	2007 December	2008 January	2008 February	2008 March	2008 April	2008 May	2008 June	2008 July	2008 August	2008 September	2008 October	2008 November	2008 December	2009 January	2009 February	2009 March	2009 April	2009 May	2009 June	2009 July	2009 August	2009 September	2009 October	2009 November	2009 December	
Number of Buses	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131	
Totals Miles	357,715	347,849	380,121	361,828	372,139	379,518	366,885	360,781	363,644	357,901	367,588	403,187	335,865	357,715	347,849	380,121	361,828	372,139	366,885	360,781	363,644	357,901	367,588	403,187	335,865	357,715	
Revenue Hours	22,780	22,362	24,237	23,204	23,757	24,703	24,024	23,406	23,905	23,516	23,707	25,786	22,090	22,780	22,362	24,237	23,204	23,757	24,024	23,406	23,905	23,516	23,707	25,786	22,090	22,780	
Operator Pay Hours	39,210	44,155	41,503	41,718	45,790	40,265	42,201	40,618	40,480	41,491	39,014	40,369	39,488	39,210	44,155	41,503	41,718	45,790	40,265	42,201	40,480	41,491	39,014	40,369	39,488	39,210	
Number of Calls	216	216	215	220	219	217	219	218	216	216	216	217	218	216	216	215	220	219	217	219	216	216	216	217	218	216	
FT Extra Board	42	46	65	50	26	36	34	67	37	70	68	104	53	42	46	65	50	26	36	34	37	70	68	104	53	42	
Unscheduled Absences	410	426	407	575	575	569	524	483	411	492	402	405	411	410	426	407	575	575	569	524	411	492	402	405	411	410	
Worker Comp.	162	165	131	122	101	124	148	123	171	200	193	204	187	162	165	131	122	101	124	148	171	200	193	204	187	162	
Sick leave	250	261	276	453	377	345	276	359	240	292	209	239	232	250	261	276	453	377	345	276	240	292	209	239	232	250	
Callers - A calls	16	16	15	11	10	8	5	6	12	5	6	8	15	16	16	15	11	10	8	5	12	5	6	8	15	16	
Passenger Accidents	15	6	7	6	6	10	15	12	11	7	8	12	5	15	6	7	6	6	10	15	11	7	8	12	5	15	
Total Chargeable Collisions	1	3	5	3	1	5	1	2	6	3	3	3	3	1	3	5	3	1	5	1	6	3	3	3	3	1	
Chargeable Collisions	0.27	0.86	1.31	0.82	0.26	1.31	0.27	0.55	1.64	0.85	0.81	0.74	0.83	0.27	0.86	1.31	0.82	0.26	1.31	0.27	1.64	0.85	0.81	0.74	0.83	0.27	
Number of Trips Scheduled	32,318	31,433	33,799	32,130	32,741	33,945	32,923	30,834	30,190	29,642	30,181	33,145	28,784	32,318	31,433	33,799	32,130	32,741	33,945	32,923	30,190	29,642	30,181	33,145	28,784	32,318	
Number of Trips Missed	24	34	33	59	31	37	26	15	52	21	37	52	44	24	34	33	59	31	37	26	52	21	37	52	44	24	
Of Trips Scheduled - % Missed	0.07%	0.11%	0.10%	0.18%	0.09%	0.11%	0.08%	0.05%	0.17%	0.07%	0.12%	0.16%	0.15%	0.07%	0.11%	0.10%	0.18%	0.09%	0.11%	0.08%	0.17%	0.07%	0.12%	0.16%	0.15%	0.07%	
Of Trips Missed - Mechanical	18	23	32	22	12	21	14	13	35	16	24	26	25	18	23	32	22	12	21	14	26	16	24	26	25	18	
On Time Performance %	91%	89%	92%	93%	91%	90%	92%	91%	91%	91%	91%	90%	90%	91%	89%	92%	93%	91%	90%	92%	91%	91%	91%	90%	90%	91%	
MAINTENANCE																											
A/C Operative - Avg. %	100%	100%	100%	100%	100%	100%	100%	100%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Lifts Operative - Ave %	99%	100%	99%	100%	99%	99%	100%	100%	99%	100%	100%	100%	100%	99%	100%	100%	100%	99%	100%	100%	100%	100%	100%	100%	100%	100%	
PM Complete on Schedule	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Total Road Calls	26	23	22	19	11	26	20	19	28	24	20	21	30	26	23	22	19	11	26	20	21	24	20	21	30	26	
Road Calls for Mechanical	23	17	14	12	8	19	13	12	21	16	16	15	19	23	17	14	12	8	19	16	15	16	16	15	19	23	
Road Calls for Other	3	6	8	7	3	7	7	7	6	8	4	6	7	3	6	8	7	3	7	4	5	8	4	6	7	3	

Bus Numbers	100-199	200-299	300-399	400-499	500-599	600-699	700-799	800-899	900-999	Fleet Avg.	Manufact. Day Hours	No. Maint. Employees	Mileage Range/100 Miles	Unscheduled Absences
	16,839	15,221	10,504	15,726	11,311	13,913	16,848	13,925	12,253	11,314	15,057	17,116	15,221	1
200 - 299	13,614	13,799	22,752	40,528	22,830	40,696	21,581	41,347	12,054	20,393	23,489	16,728	15,350	
300 - 299	13,886	16,240	53,429	26,485	54,616	52,434	25,360	48,814	47,581	51,055	10,301	28,672	6,165	
400 - 299	11,734	17,209	18,696	17,357	17,415	18,629	18,148	34,500	8,292	16,181	13,824	15,315	15,315	
500-519	65,065	62,542	20,729	32,071	63,916	23,213	65,229	64,552	32,757	31,605	64,434	73,641	59,966	
2000-2099	12,046	25,112	25,179	26,403	27,933	28,870	29,874	26,610	26,390	26,315	12,813	25,100	11,419	
9000-9999	14,464	15,237	18,990	34,668	10,721	12,906	21,352	15,579	12,177	23,592	25,164	38,825	25,164	
9800-9809	6,286	18,184	9,979	5,174	12,257	4,774	10,760	11,161	21,022	7,594	11,857	12,121	15,294	
Fleet Avg.	15,553	20,462	27,152	30,152	46,517	19,975	28,220	30,065	17,316	22,369	22,974	26,879	17,677	
Manufact. Day Hours	4,506	7,108	10,995	12,681	11,115	12,211	14,877	14,357	15,592	15,517	15,119	14,912	15,519	
No. Maint. Employees	28	28	27	26	25	25	25	25	27	26	26	27	26	
Mileage Range/100 Miles	8	8	7	7	7	7	7	7	7	7	7	7	7	
Unscheduled Absences	3	2	3	6	2	1	2	0	4	4	0	3	2	

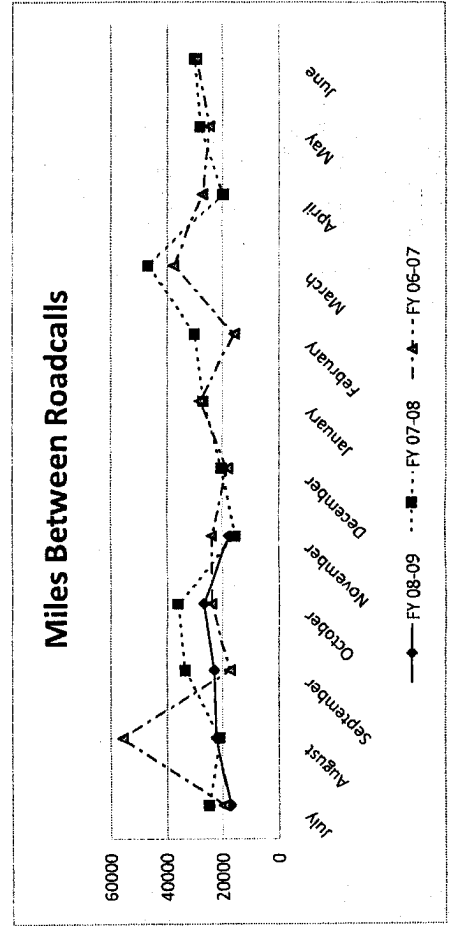
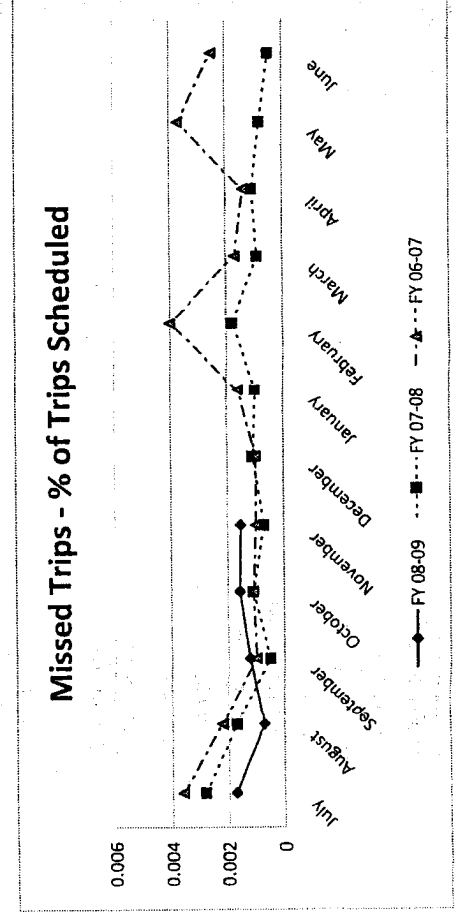
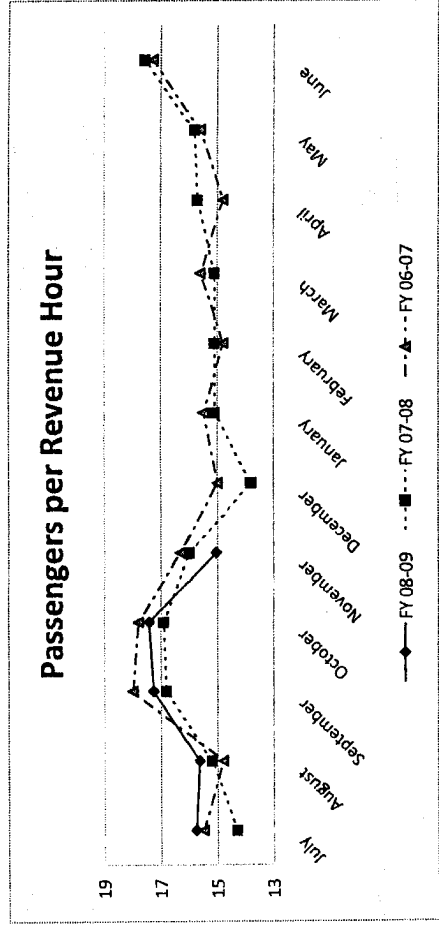
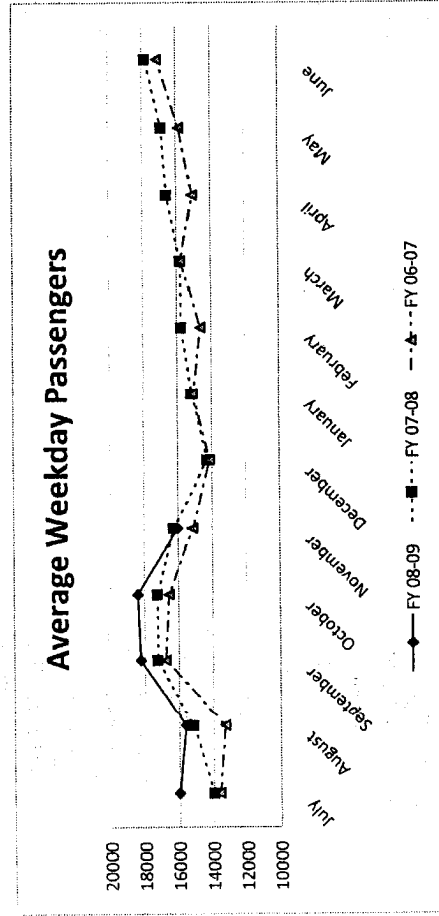
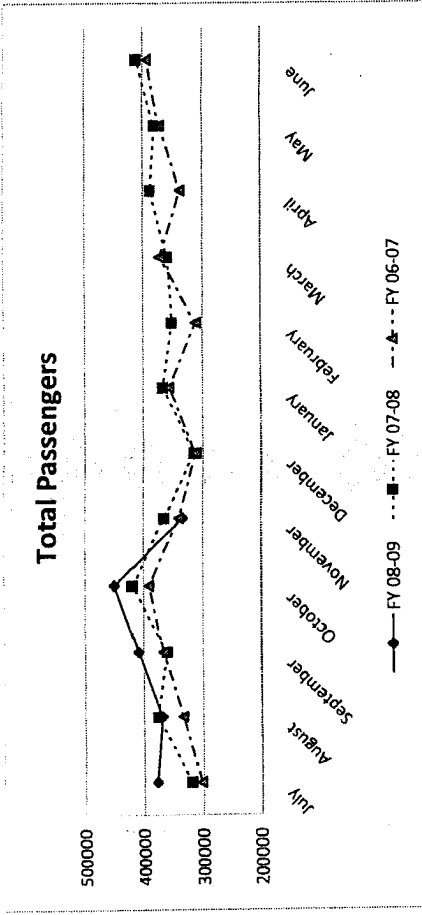
Note: Some statistics may not be available (n/a) at this time. These will be brought current in future reports.

MONTHLY BOARDINGS
Operations Data Summary

Fixed Route Boardings		Passengers by revenue Hrs/Miles		Service Days		Fiscal YTD Comparison	
November 2008 Fixed Route Boardings	332,492	Revenue Hours - November 2008	22,090	Weekdays	November 2008	Fiscal 2009 YTD	1,940,049
Pavilion	0	November 2007	22,780		November 2007		
Bus bridge	0	Revenue Miles - November 2008	267,865	Saturdays	November 2008		
Special (Chase)	0	November 2007	282,124		November 2007	Fiscal 2008 YTD	1,839,490
Cal Express	0			Sundays	November 2008		
					November 2007		
November 2008 Total Boardings	332,492	Passengers per Mile	1.24	Total Days	November 2008	YTD Trend	105.5%
November 2007 Total Boardings	365,232	Passengers per Hour	15.05		November 2007	Monthly Trend	91.0%

November 2008 Fixed Route Passenger Total											
Route	Destination Information	Weekday	Saturday	Sunday	Total	November 2007 Weekday Average	November 2008 Weekday Average	November 2007 Passengers per Revenue hour	November 2008 Passengers per Revenue hour	Route	
8	Monument Shuttle	1,207			1,207	56	69	24.4	29.8	8	
101	Rossmore / Ygnacio Valley	13,817	1,095		14,912	835	727	15.2	13.3	101	
102	Pleasant Hill Rd / Esplanade	12,124			12,124	547	538	14.7	13.6	102	
104	Walnut Creek Downtown Shuttle	15,775	2,655	1,996	20,426	818	830	22.8	23.6	104	
104B	Walnut Creek Downtown Holiday Service	49	146		195	11	53	14.4	16.9	104B	
105	Broadway / Creekside	2,957			2,957	164	156	19.1	17.9	105	
106	Lafayette / Moraga / Concord	16,729	684		17,413	1,028	1,008	19.7	16.3	106	
107	Shadelands / John Muir	6,596			6,596	281	347	10.0	12.3	107	
108	Martinez / North Concord	2,674			2,674	208	199	13.5	12.4	108	
109	Contra Costa Boulevard	9,647	720		10,367	567	508	19.7	17.5	109	
110	Clayton Rd / El Cerrito	56,358	4,278		60,636	3,113	2,966	20.9	19.2	110	
111	Oak Grove Rd / Geary Rd	8,681	1,321	639	10,641	503	457	13.5	12.4	111	
112	Marinette Blvd / Geary Rd	26,907	2,818		29,725	1,414	1,316	21.0	21.2	112	
115	Treat Boulevard	17,718	1,063		18,781	1,022	933	16.8	15.0	115	
116	Bart Community	12,280			12,280	613	540	16.3	14.0	116	
117	Martinez / Walnut Creek	10,265	788		11,053	499	544	20.9	18.3	117	
118	Olivera Solano / Solano / Concord / Bart	10,327	582		10,909	551	548	14.5	13.5	118	
119	Moreno / Antrak	10,404	1,147		11,551	581	711	9.8	10.9	119	
121	Walnut Creek Bart / Dublin Bart	20,566	2,121	1,760	24,447	1,253	1,082	14.3	12.4	121	
124	Concord / El Cerrito	10,483			10,483	60	63	17.3	17.4	124	
126	Orinda Bart / Community Ctr / Miner	3,655			3,655	181	192	15.7	15.8	126	
127	Bart Community / El Cerrito	3,722			3,722	127	156	12.8	15.7	127	
135	Dougherty Valley	8,247			8,247	318	434	10.4	12.7	135	
166A	Rossmore / St Mary's / Happy Valley	2,041			2,041	149	107	11.1	22.1	166A	
206L	Happy Valley Limited Service	657			657	9	35	1.8	7.0	206L	
221	Stevenson / Danville / Bishop Ranch	1,840			1,840	102	97	15.6	14.8	221	
250	St Mary's College Gael Rail Shuttle	54	134	232	420	N/A	3	N/A	3.3	250	
308	Martinez / North Concord / Solano	1,051			1,051	N/A	N/A	N/A	8.3	308	
314	Clayton Road / Monument Blvd.	3,044			3,044	N/A	N/A	22.8	18.6	314	
320	North Oakland / El Cerrito	561	311	240	1,112	15	80	1.7	27	320	
920	Ace Shuttle	3,953			3,953	201	208	22.5	23.2	920	
930	Kaiser Express	2,975			2,975	151	152	13.7	13.3	930	
960B	Bishop Ranch Express	8,510			8,510	438	448	17.3	16.3	960B	
960C	Bishop Ranch Express	5,195			5,195	199	203	10.5	14.5	960C	
970B	Dublin Bart / San Ramon	1,950			1,950	103	103	9.7	9.8	970B	
970C	Dublin Bart / San Ramon	1,564			1,564	75	62	7.5	8.1	970C	
980	Martinez Express	6,750			6,750	267	355	8.4	11.2	980	
991	Concord Community/Express	821			821	26	49	1.7	12.1	991	
TOTALS						304,195	19,693	8,604	16,256	16,010	15.1

FIXED ROUTE GRAPHS



AVERAGE WEEKDAY BOARDINGS TREND

	Jan-08	Feb-08	Mar-08	Apr-08	May-08	Jun-08	Jul-08	Aug-08	Sep-08	Oct-08	Nov-08	Dec-08
8 Monument Shuttle	67	57	59	72	72	72	72	72	72	72	72	63
101 Rossmoor / Ygnacio Valley	790	753	822	810	728	768	614	693	852	828	727	727
102 Pleasant Hill Rd / Elverta	597	615	579	645	626	557	457	505	778	759	638	638
104 Walnut Creek Downtown Shuttle	683	756	777	743	819	900	990	998	943	938	830	830
** 104H Walnut Creek Extended Holiday Shuttle											3	3
105 Broadway / Creek Side	168	173	174	162	171	148	85	93	192	181	156	156
106 Lafayette / Moraga / Orinda	957	1,044	966	920	1,045	770	515	581	1,037	1,106	880	880
107 Shadelands / John Muir	290	282	266	312	296	307	269	267	398	301	347	347
108 Martinez / North Concord	416	413	437	425	474	478	498	481	499	514	399	399
109 Contra Costa Boulevard	501	533	511	491	493	540	477	457	616	566	508	508
110 Clayton Rd. / D.V.C.	2,692	2,900	2,825	3,087	3,072	3,257	3,255	2,979	3,370	3,278	2,966	2,966
** 110W Waterworld						56	79	68				
111 Oak Grove Rd. / Geary Rd.	509	513	484	583	592	441	334	347	615	593	457	457
114 Monument Boulevard	1,406	1,410	1,562	1,591	1,586	1,596	1,626	1,466	1,537	1,644	1,416	1,416
115 Treat Boulevard	1,053	968	920	1,102	1,084	1,078	906	926	1,136	1,103	933	933
115B Bart Concord	13	65	70	71	78	89	74	71	65	70	67	67
116 Martinez / Walnut Creek	561	563	596	604	665	755	758	679	704	705	540	540
117 Olivera/Solano/Salvino/N. Concord Bart	381	443	424	439	463	393	456	432	558	579	554	554
118 Morello / Amtrak	492	537	565	586	583	614	728	659	616	637	548	548
119 Amtrak / Sunset Loop	71	74	74	80	73	80	80	65	83	78	77	77
121 Walnut Creek Bart / Dublin Bart	1,165	1,209	1,200	1,241	1,189	1,232	1,163	1,187	1,268	1,334	1,082	1,082
124 Cowell Road	45	53	51	68	65	40	20	30	64	73	55	55
126 Orinda Bart / Community Ct. / Miner	178	186	186	144	196	109	38	63	236	224	192	192
127 Bart Concord / D.V.C.	141	147	170	162	167	203	191	201	217	199	196	196
135 Dougherty Valley	316	335	330	359	358	414	363	404	499	483	451	451
206A Rossmoor / St. Mary's / Happy Valley	118	118	108	109	134	70	24	44	144	144	107	107
206L Happy Valley Limited Service	11	22	21	34	41	13	7	15	36	38	35	35
221 Stonevalley / Danville Bishop Ranch	98	113	94	121	121	56	12	39	135	118	97	97
* 250 Gael Rail Shuttle				2	5		0	0	2	4	3	3
820 Night Owl Service	9	11	14	14	12	20	14	13	15	17	30	30
920 Ace Shuttle	195	180	175	208	202	281	249	239	273	268	208	208
930 Kirker Pass Express	160	184	176	166	178	212	200	184	188	200	157	157
960B Bishop Ranch Express	443	432	379	446	441	514	502	472	467	481	448	448
960C Bishop Ranch Express	170	170	256	283	268	334	285	265	261	273	273	273
970B Dublin Bart / San Ramon	119	107	103	84	90	131	115	115	58	76	103	103
970C Dublin Bart / San Ramon	56	62	66	69	58	85	74	78	59	76	82	82
980 Martinez Express	282	267	305	335	360	371	412	340	309	364	355	355
991 Concord Commuter/Express	49	46	53	50	47	54	64	61	42	51	43	43
TOTALS	15,182	15,732	15,797	16,585	16,852	17,044	15,989	15,582	18,241	18,399	16,010	0

NOTE: * Data comes from Link Operators

** These are seasonal routes

PROJECT STATUS REPORT
January 31, 2009

a. 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: The Environmental Document has been completed and signed (for both CEQA and NEPA clearance). Caltrans' comments on the Final Project Report were received in mid-December and were addressed by the consultant. The Final Project Report is being circulated at Caltrans for signature.

Issues/Areas of Concern: Additional comments on the Project Report will delay sign-off of the document. Staff will work with Caltrans to avoid any rework of the document.

b. 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 by mid 2009 because of some change orders and project halt due to winter season.

Issues/Areas of Concern: None.

c. 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) *No changes from last month.*

Lead Agency: Contra Costa County

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

Current Project Phase: 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)

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. Environmental clearance is delayed again. The City still expects the clearance in early 2009, however, Right of Way phase will follow and it is expected to take six months. Accordingly Construction is rescheduled again to late 2009.

Issues/Areas of Concern: Staff is still working with Caltrans to obtain the environmental clearance, which is taking much longer than had been anticipated and is still expected in early 2009.

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

Lead Agency: City of Pleasant Hill

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

Current Project Phase: Construction.

Project Status: The Authority appropriated \$125,762 for construction on September 19, 2007. Orders for traffic management software and necessary hardware for the signals have been received. Software has been installed and hardware is currently being installed. The system will be fully operational in April of 2009.

Issues/Areas of Concern: None.

a. Railroad Avenue to Loveridge Road (1405)

Lead Agency: CCTA

Project Description: The project widened the existing highway from two to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately ¾ mile 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 were submitted to Caltrans for review and additional changes have been requested. Once Caltrans is satisfied with the final plans, the construction contract will be advertised for bids approximately in late February or early March with construction beginning in late spring or early summer 2009.

Issues/Areas of Concern: None.

b. Loveridge Road to Somersville Road (1406)

Lead Agency: CCTA

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

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

Project Status: The PS&E package was submitted to Caltrans Headquarters.

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. A pre-construction meeting was held with PG&E. It is anticipated that the relocation of the gas line will start in mid-February. The relocation work will begin on California Avenue in the City right-of-way.

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

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 finalized and is awaiting signature by Caltrans. Public information meetings were held in December to inform adjacent residents to the freeway of the planned noise walls. Final decisions on the location of all noise walls should be completed by the end of February.

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 February. Right of way acquisition for this segment began in September.

Segment 2 Right of Way sufficiency plans were submitted to Caltrans in January. This segment continues to pose the most challenges, particularly given the significant utility relocations 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:

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 ECCRFFA funds earmarked for this project is delayed, further phasing of the project will be required which may jeopardize the ability to construct the entire freeway widening and transit median all the way to SR 160 by the current goal of 2015.

Projects Completed.

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 Acquisition.

Project Status: The final design is complete and the construction co-op has been executed.

Issues/Concerns: The lawsuit filed by the Fourth Bore Coalition was settled on January 23, 2009. Due to the State budget crisis, the California Transportation Commission (CTC) deferred voting construction funds until its February 2009 meeting. Caltrans cannot advertise the project until the CTC allocates the State funds.

Projects Completed.

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

Lead Agency: BART/CCTA

Project Description: 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 13, 2008 and Pittsburg on October 16, 2008. The close of the public comment period was November 5, 2008.

Work is ongoing for the preliminary design of the project, finalizing the response to comments on the environmental document 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.

The City of Pittsburg is continuing to work on the environmental document for the Railroad Avenue Specific Plan and expects to release the Draft EIR in February. The Final EIR is slated for City Council approval in spring 2009.

Likewise, the City of Antioch is continuing to work on the Hillcrest Station Specific Plan and released their Draft EIR this month.

Issues/Areas of Concern: None.

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 a Final Design peer review was held on October 28, 2008. The Authority appropriated \$823,820 for construction in January, 2009. Construction is targeted to begin in summer, 2009.

Issues/Areas of Concern: The freezing of Proposition 1B money could delay construction.

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 is complete. Environmental Monitoring and Plant Maintenance are still going on.

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.

Issues/Areas of Concern: None.

c. Martinez Intermodal Station – Phase 3 (2208A)/Measure J #4002J

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: Construction of first stage (interim parking lot)

Project Status: Authority allocated funds to start demolition of some existing structures and eventually build an interim surface parking lot. Demolition work is scheduled to start in spring 2009.

Issues/Areas of Concern: None

a. Richmond Transit Village BART Parking Structure (2302) - *No changes from last month.*

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 95% 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 May 2008 CTC 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, which is 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 17, 2008. Construction activity is approximately 70% complete, and it is expected that the facility will be ready for use in March, 2009.

Issues/Areas of Concern: None

a. Big Break Regional Trail (3112)

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: Construction of the bridge part of the project is substantially complete and the project is open to the public.

Issues/Areas of Concern: Construction of the trail part was scheduled in spring 2009. However, due to delay of Prop 40 Parks & Water State Bond (a fund source for the project), construction is delayed until further notice.

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: After performing a technical analysis to evaluate possible next steps, two projects have been identified: a traffic management element that would provide near-term benefit, especially during the weekend peak periods; and a local road realignment that would provide longer-term benefit during all peak periods. The team is currently pursuing inclusion of the traffic management project in the ongoing I-80/Integrated Corridor Management Project, which could expedite its construction. The second project will be pursued by the local jurisdictions.

Issues/Areas of Concern: The team is still seeking final buy-in from Caltrans for the near-term project.

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. At its November 2008 meeting, the Authority approved acquisition of a vacant property impacted by the project that was approved for development. The transfer of the property title was recorded on January 2, 2009.

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 on-going. 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 prepared and reviewed by Caltrans. The traffic forecasting and operations study is almost complete, 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. 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 could 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 feet of restoration work was completed as part of phase 1. 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 to 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. A decision to break the project into two parts was made in order to expedite the wall construction. Because of this decision, the wall design and construction will proceed on a faster schedule than the overall project.

Issues/Areas of Concern: None

- e. **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 complete by January 2009, and the project will be ready for advertising 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.

- f. **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 is complete, and the project has been closed out. Phase 1/ Stage 2 – Final design is expected to be complete by February 2009, and the project would be ready for advertisement in February/March 2009, subject to available funding. 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.

- g. **SR4 Bypass: Segments 1 and 3 (5010)** *No changes from last month.*

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 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 – Substantially complete - Final asphalt lift for Segment 3 pending.

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

Issues/Areas of Concern: None

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
1106	I-680 Auxiliary Lanes	2008
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
1220	Ygnacio Valley Road Slide Repair	2008
1300	Richmond Parkway	1996
1401/1401B	SR 4 (E) Willow Pass Grade Lowering	1995
1402/1402B	SR 4 (E) Bailey Rd. Interchange	1996
1402	Route 4 Landscaping	2005
1403	Bailey Road to Railroad Avenue Widening and HOV Lanes	2006
1501	State Route 4 (W) Gap Closure – Phase 1	2004
1503	SR 4 (W) Willow Ave. Overcrossing	1996
1600	Moraga Road Safety Improvements	2005
1602	Camino Pablo Carpool Lots	1996
1607	Moraga Way at Glorrietta Blvd. and Camino Encinas	2001

PROJECT #	PROJECT TITLE	CONSTRUCTED
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
1719	Sycamore Valley Rd. Improvements	2008
1720	San Ramon Valley Blvd. Widening – Phase 1	1997
1801	Camino Pablo (San Pablo Dam Corridor)	1996
2101	BART Extension to Pittsburg/Bay Point	1996
2206/2206PR	I-680/Sycamore Valley Road Park & Ride Lot	1998
2208	Martinez Intermodal Facility (Phase 1 & 2)	Phase 1 – 2001 Phase 2 – 2006
2209/2209PR	San Ramon Intermodal Transit Facility	1996
2296	Martinez Bay Trail	2007
3101	Iron Horse Trail – Monument Blvd. to Alameda County Line	1994
3102	Walnut Creek Channel Trail	2002
3103	Reliez Valley Road Trail – Phase 2	2003
3106/3106GL	St. Stephens/Bryant Way Trail	1998
3108	Delta De Anza Trail	2006
3110	Marsh Creek Trail Overcrossing at SR 4	1997
9001	Richmond Parkway Upgrade Study	2008



CONTRA COSTA
transportation
authority

January 6, 2009

COMMISSIONERS:

Dave Hudson,
Chair

Maria Viramontes,
Vice Chair

Janet Abelson

Susan Bonilla

David Durant

Federal Glover

Julie Pierce

Karen Stepper

Don Tatzin

Hon. David Durant, Chair
TRANSPAC
City of Pleasant Hill
645 Paso Nogal Rd.
Pleasant Hill, CA 94523

Subject: Expiration of Authority Member Term and Appointment of Representative
for the February 1, 2009 through January 31, 2011 Period

David
Dear Chair Durant:

↑
Your term as CCTA Commissioner will be expiring on January 31, 2009.
TRANSPAC should make an appointment to the Authority for the two-year period
from February 1, 2009 through January 31, 2011. The alternate(s) for your term must
also be reappointed or replaced.

Please notify the Authority in writing of your appointments. We would also
appreciate if you would provide us with the mailing addresses, phone/fax numbers
and a current W-4 tax form for new appointees. If any changes occur during the two-
year terms, please advise us in writing. We anticipate seating new members at the
Authority's Planning Committee and Administration & Projects Committee meetings
in February (February 4th and February 5th, respectively), and then formally at the
Authority meeting on February 18th, 2009.

Thank you for your attention to this matter. Please feel free to call me at
(925) 256-4724, or Danice Rosenbohm at (925) 256-4722 if you have any questions.

Sincerely,

Robert K McCleary
Robert K McCleary
Executive Director

cc: Barbara Neustadter, TRANSPAC Staff
Commissioner's file
Chron File

Robert K. McCleary
Executive Director

3478 Buskirk Ave.
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CA 94523

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