

Subject: We've finally got a Preferred Reuse Plan - What happens next?
From: Reuse.Project@ci.concord.ca.us
Date: 12 Mar 2009 14:36:48 -0700
To: bantrans@sbcglobal.net

Concord Community Reuse Project

We've finally got a Preferred Reuse Plan — What happens next?

The City reached a major milestone in January in the multi-year process to plan for the reuse of the Concord Naval Weapons Station. The City Council designated the Clustered Villages Alternative as the Preferred Reuse Plan for the site.

The 5,028-acre property was approved for closure by the Navy in 2006, which triggered a three-phase public planning process to create a blueprint for its future use.

During Phase I of the planning process in 2006, the public was invited to contribute ideas for the property's reuse. Goals and Guiding Principles were developed from public input. During the last two years as part of Phase II of the Reuse Project, the general public and the Community Advisory Committee (CAC) assisted the City Council in transferring the ideas from comment sheets to actual land use plans. This was accomplished through a series of planning workshops and over 36 public meetings.

In 2009, the City and the Navy will begin Phase III of the project. Over the next year to 18 months, the City will refine the preferred Clustered Villages plan, finalize environmental review, commence amendment of the General Plan and complete its review of Public Benefit Conveyance (PBC) applications. This will help start the entitlement process for the site and set the stage for negotiations with the Navy in preparation for actual transfer of the base. However, development of the site is still several years away.

While Concord and the nation face historic financial challenges, the reuse of the Concord Naval Weapons Station in coming years is a bright point in Concord's future. By the time the transfer occurs and actual development plans receive approvals from the City, the economy is expected to stabilize and recover. As Phase III comes to a close, Concord will be well-positioned to take advantage of the economic turn-around.

Next steps

While the confirmation of the Clustered Villages as the Preferred Alternative is a major milestone in the process, many more steps are necessary before the community will see any construction on the property.

The City and the Navy both have substantial activities to complete before the property can be transferred for other use. The process to date has been one of transparency, and during the next year to 18 months there will be many opportunities for the public to provide comment.

In January, the City formally submitted its Preferred Reuse Plan Alternative to the Navy and the Homeless Assistance Plan to the Department of Housing and Urban Development (HUD), as required by base closure law. Concord's Homeless Assistance Plan was negotiated with a number of local homeless service providers.

The submission allows the Navy to proceed with federal environmental review under the National Environmental Policy Act (NEPA) as required prior to the sale or transfer of the property. The Navy has not set a date for issuing a Notice of Intent to prepare an environmental impact statement (EIS). The

Navy has indicated that it may release an NOI as soon as it has a preliminary acceptance from HUD on the homeless assistance submission. Dates and locations for Public Scoping meetings for the EIS would be announced in the NOI. The Navy would have one year to complete its EIS from the date of the NOI being published in the Federal Register.

During the EIS preparation, the Navy has two other primary tasks to complete. As a Federal agency and the property owner, it must complete a consultation with both the U.S. Fish and Wildlife Service (USF&WS), under Section 7 of the Endangered Species Act, and the State Historic Preservation Officer (SHPO), under Section 106 of the National Historic Preservation Act (for prehistoric and historic resources). These consultations will lead to issuance of a Biological Opinion by the USF&WS and a Letter of Concurrence from the SHPO.

While the Navy is completing its work, the City has its own set of tasks to complete. The primary City actions are to comply with the California Environmental Quality Act, adopt a final reuse plan, and amend the General Plan to include the adopted reuse plan and prepare and submit a plan for disposal of the property. With the exception of the last action, all of the tasks above will have extensive public input components. Notices for public meetings and opportunities for public comment will be posted on the City website, noticed in local newspapers and announced through the City's electronic e-blast system. The Draft Environmental Impact Report (DEIR) with additional analysis on the Clustered Villages Alternative will be circulated for public comment in early summer.

Only after the DEIR is certified can the City Council officially adopt the Clustered Villages alternative as the Reuse Plan. The DEIR would also support the next step of amending the City's General Plan. The General Plan is the blueprint for all development within the City.

Preparing a Disposition Plan

In 2009-2010, City Council will develop a Preferred Disposition Plan, which is a recommendation to the Navy about how the property should be prepared for sale or transferred from the Navy to private and/or public entities. This will include consultations with Public Benefit Conveyance applicants.

The Clustered Villages Alternative includes plans for homes, commercial and office buildings, retail space, educational facilities, parks, playgrounds, open space, a public safety training center, a youth sports complex, a variety of public amenities and all of the infrastructure such as roads and power sources necessary to support development. Some of the property may be transferred from the Navy to non-profit organizations, some may be sold to developers and some may even be transferred to the City.

Once the Preferred Disposition Plan is approved by the City Council, negotiations with the Navy will begin to finalize the transfer process. The Navy may then begin with the sale or transfer of the property. All projects subsequently developed on the property will go through the City's standard review process involving the Planning Commission, Design Review Board and City Council.

Tracking the Process

Residents are encouraged to continue to provide input to the City Council as the process moves forward and as aspects of the project continue to come before the City Council. Specifically, the public will have the opportunity to provide formal comment at several points, including:

- Comment on the recirculated Draft EIR
- City Council certification of the Final EIR in late summer/early fall
- City Council adoption of the Reuse Plan in late summer/early fall
- The scoping session to be held by the Navy at the start of preparation of federal environmental review

We've finally got a Preferred Reuse Plan - What happens next?

- City Council and Planning Commission meetings regarding amendment of the City's General Plan to incorporate the Reuse Plan, and
- As part of federal environmental review, the Navy is required to solicit public comment regarding its impact findings and proposed mitigation

See the timeline graphic for specific comment periods. For more information or to sign up to receive e-blast notifications, visit www.concordreuseproject.org or contact the Reuse Project office at (925) 671-3001.

Reuse Timeline.

You are receiving this message because you subscribed to the Concord Naval Weapons Station information updates email list. See below for information on how to subscribe or unsubscribe. Having trouble viewing this email? [View it online.](#)

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Clustered Villages chosen as preferred alternative

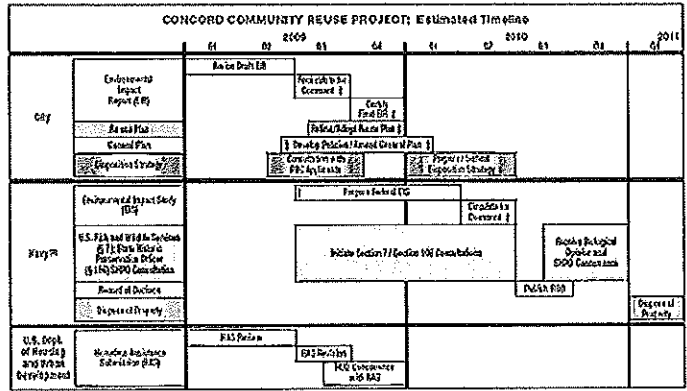
The City Council selected the Clustered Villages alternative as the Preferred Reuse Plan for the Concord Naval Weapons Station at its meeting January 12. The Council also approved a federally-mandated companion Homeless Assistance Plan for the project.

The Preferred Plan will undergo additional environmental review before it is adopted as the City's Reuse Plan sometime this year. See *Timeline* below for more information.

The City submitted the Clustered Villages Preferred Reuse Plan to the Navy, where it is undergoing additional environmental review, and has submitted the Homeless Assistance Plan to the Department of Housing and Urban Development (HUD) where it is being reviewed for compliance with base reuse mandates. [Learn More.](#)

- [Clustered Villages alternative](#)
- [Clustered Villages summary](#)
- [Homeless Accommodation Submission \(HAS\) Application](#)
- [HAS Exhibits Part 1](#)
- [HAS Exhibits Part 2](#)
- [HAS Exhibits Part 3](#)
- [HAS Attachments](#)
- [Draft Environmental Impact Report \(EIR\)](#)

The Draft EIR is being revised and updated. It will be reissued in spring/summer 2009.



NOTE: (1) - Dates are approximate for broad public comment. (2) - These are general estimated timelines developed by the City based on EIR/CIP regulations and typical acquisition timelines. (3) - May be not published schedule for its work program.

























Preferred Alternative: Clustered Villages
30-Jan-09

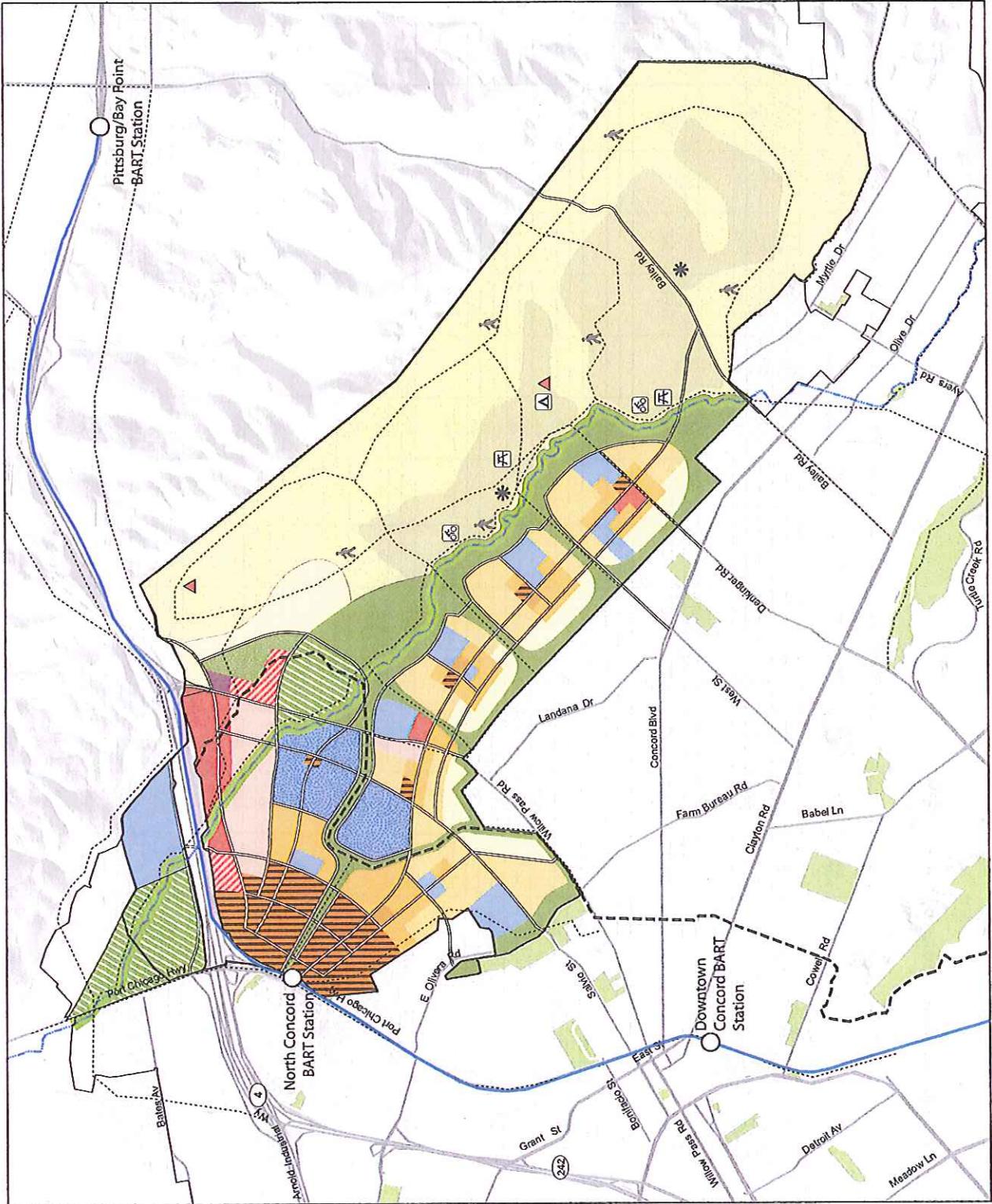
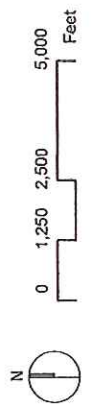
USES	Zone Allocation							Acres			Units and Population					SF and Jobs			Notes		
	Zone 1: BART TOD	Zone 2: BART Hills	Zone 3: Freeway Nech	Zone 4: Bunker City	Zone 5: Creek East	Zone 6: Bailey Road	Zone 7: Open Space/ Hills	Total Acres	DUA/Acre	Units	% of Units	Persons/ Unit	Population	FAR	SF	Job/SF	Jobs				
Residential																					
High Density Residential	20.0							20.0	50.0	1,000	8.1%	1,850									1. Commercial/Retail Flex The flex area between the North Concord BART Station and Willow Pass Road is assumed to be Commercial Retail use, but can be developed as Commercial Office use depending upon the City's fiscal impact on the City's fiscal sustainability. The flex area south of Willow Pass Road is assumed to be Commercial Office, but could be developed as Commercial Retail to the Tournament Sports Facility, subject to a determination of financial feasibility and impact on the City's fiscal sustainability.
Moderate - High Density Residential	26.0	5.0						36.0	30.0	1,080	8.8%	1,958									
Mixed Use Residential/Retail	20.0	5.0						35.0	30.0	1,050	8.6%	1,943									
Moderate Density Residential	60.0	140.0						300.0	15.0	4,500	36.7%	9,495									
Moderate Low Density Residential		170.0						353.0	10.0	3,530	28.8%	10,378									
Low Density 2 Residential																					
Low Density 1 Residential		100.0			95.0			278.0	4.0	1,112	9.1%	3,136									
Very Low Density Residential								0.0	2.0	0	0.0%	2.82									
Total	126.0	420.0	0.0	381.0	98.0	0.0	1022.0			12,272	100.0%	28,800									
Commercial																					
Office/TOD	12.0							12.0													
Office/Industrial																					
Office Park																					
Town Center Retail	10.0	92.0						92.0													
Neighborhood Commercial Center		8.0						16.0													
Regional Neighborhood		90.0						90.0													
Mix-Use Hotel	10.0							10.0													
Centers/Center/Resort								5.0													
Family/Business Hotel		5.0						5.0													
Commercial Cluster 1 - Town Center Office/Lab		50.0						50.0													
Commercial Cluster 2 - Campus Sitting								0.0													
Mixed Use Residential/Retail	32.0	245.0	0.0	8.0	0.0	0.0	285.0														
Total																					
Institutional																					
Institutional/Educational Campus - Town Center		150.0						150.0													
PBC - CSU East Bay Campus/Education Campus								150.0													
Total	0.0	150.0	0.0	0.0	0.0	0.0	150.0														
Community/Other																					
Community Facilities (inc. K-12 schools)	27%	39%	0%	30%	4%	0%	100%														
Other Uses - Health, Group Care, Homeless	16.0	41.0			5.0		103.0														
Other Uses - Religious Centers, Libraries, Community Centers	3.0	7.0					10.0														
PBC - Sheriff and Fire Training	8.0	32.0		29.0	3.0		72.0														
PBC - Center for Adaptive Learning	2.0						80.0														
PBC - Habitat for Humanity East Bay		3.0					2.0														
Transit Center/Yard	15.0						15.0														
Total	42.0	85.0	80.0	70.0	8.0	0.0	285.0														
*9 acres of total Community Facilities acreage are designated as Flex Recreation use																					
Parks																					
Neighborhood Parks	5.0	16.0	0.0		3.0		43.0														
Community Parks	15.0	159.0	0.0	241.0			415.0														
Recreation Facilities - Existing Golf Course							88.0														
Recreation Facilities - Sports Center		62.0			13.0		75.0														
Chester Park							106.0														
Biscan Corridor		46.0	20.0		314.0	112.0	1785.0														
Open Space		283.0	1484.0	2561.0	430.0	760.0	3286.0														
Total	24.0	1,183.0	188.0	715.0	533.0	760.0	5,028.0			12,272		28,800		8,533,733		26,530					
TOTAL																					
Average DU/Acre 12.0 Percent Open Space 65.4%																					

Clustered Villages

(With suggested Conceptual Open Space Activities)

January 30, 2009

-  TOD
-  Residential High Density (30+ DU/Ac)
-  Residential Medium Density (15 DU/Ac)
-  Residential Medium-Low Density (10 DU/Ac)
-  Residential Low Density (4 DU/Ac)
-  Commercial Office
-  Commercial Retail
-  Commercial/Retail Flex Space
-  Commercial Hotel
-  Community Facilities
-  Educational Campus
-  Open Space (Areas set aside for recreation & habitat restoration)
-  Riparian Corridor
-  Parks & Recreation
-  Golf Course & Tournament Facilities
-  Recreation/Residential Low Density Flex Area
-  Existing Parks in Concord
-  Mt Diablo Creek
-  Recreational Trails
-  Contra Costa Canal Trail
-  BART Route
-  Potential Recreation Areas (Subject to habitat restriction)
-  Recreation Sites & Staging Areas (per EBRPD plan)
-  Environmental Education, Historical Interpretation & Port Chicago Visitors Center (per EBRPD plan)



Subject	Approval of the Fourth Quarter FY 2008-09 (First Quarter Measure J) Allocation for the Central County Additional Bus Service Enhancements Program (Sub-Regional Program 19a).
Summary of Issues	The Measure J Expenditure Plan establishes the Central County Additional Bus Service Enhancements program (Program 19a) at 1.2% of sales tax revenues. As a sub-regional program the funds are programmed by TRANSPAC. At its March 12, 2009 meeting TRANSPAC took action on programming the funds to County Connection.
Recommendations	Staff recommends that the Authority approve Resolution No. 09-06-G, the allocation of Central County Additional Bus Service Enhancement Program funds for the fourth quarter of FY 2009-10.
Financial Implications	The fourth quarter FY 2008-09 Measure J allocation for this program is \$210,000. 500,500
Options	<ul style="list-style-type: none"> • Not approve the allocation at this time; • Direct staff to investigate other allocation options.
Attachments	<ul style="list-style-type: none"> A. Resolution No. 09-06-G B. TRANSPAC request for programming program 19a funds
Changes from Committee	

Background

At its meeting on May 8, 2008, TRANSPAC programmed funding through its Additional Bus Service Enhancements program (Program 19a) to County Connection. Funds will be used at the discretion of County Connection to best address Central County's bus transit needs.

On March 12, 2009 TRANSPAC took additional action on a request from County Connection to specify the services to be funded. The Measure J Expenditure Plan requires that:

"Funds be used to enhance bus service in Central County, with services to be jointly identified by TRANSPAC and County Connection."

County Connection has proposed the following route configurations to be supported by the Program 19a funds. The new routes are modifications of routes and went into effect in March as part of County Connection's service reductions.

Route #16 is a new route that will provide connection between the Amtrak station in Martinez and Concord Bart via the Contra Costa Regional Medical Center, Alhambra Ave., Gregory, and Monument. This new configuration of the old #116 provides direct connection to the County Regional Medical Center for residents living in the Monument corridor. Previously transit dependant riders were forced to transfer at the Amtrak station to make this trip. This route will operate from 4:27 am until 11:22 pm on 40 minute headways.

Route #316 is a new route that will operate on both Saturday and Sunday and provide connections between the Regional Medical Center, downtown Martinez, DVC and Sun Valley Mall, downtown Pleasant, and the Pleasant Hill BART station. This will improve service for Martinez residents by connecting them more directly to shopping and medical destinations. This route will operate from 8:45 am till 7:39 pm on 90 minute headways.

County Connection will report annually to TRANSPAC on the use of these funds for compliance with the Measure J program.

There is no reserve requirement with respect to this sub-regional program.



CONTRA COSTA TRANSPORTATION AUTHORITY

RESOLUTION NO. 09-06-G

RE: Central County Additional Bus Services Program Allocations of Measure J Funds for the last three months of FY 2008-09

WHEREAS, the Contra Costa Transit Coordinating Council (hereafter "Council"), consistent with Measure C Sales Tax Renewal Ordinance (#88-01 as amended by #04-02, #06-01, and #06-02), hereinafter referred to as Measure J, and Measure J Transportation Sales Tax Expenditure Plan, has recommended allocations for specific services for the last three months of Fiscal Year 2008-09 under the Central County Additional Bus Services Program – Programs 19a (hereafter "Program"); and

WHEREAS, in accordance with the Measure J Transportation Sales Tax Expenditure Plan TRANSPAC has recommended services for funding under Program 19a, and

WHEREAS, the funding level of \$210,000 is programmed in the last three months of Fiscal Year 2008-09 equals 1.2% of budgeted sales tax revenues for the last three months of the year, consistent with the allocation methodology specified for Program 19a in the Measure J Expenditure Plan, and

WHEREAS, eligible recipients under this Program have entered into cooperative agreements with the AUTHORITY for the purpose of using these funds for eligible bus transit services; and

WHEREAS, these cooperative agreements recognize that any cost overruns will be the sole responsibility of the recipient of these funds; and any cost savings shall be returned to the Authority or applied to the recipient's next allocation, unless specified otherwise;

NOW THEREFORE BE IT RESOLVED, that the AUTHORITY does hereby approve the allocation of in Measure J Central County Additional Bus Services funds for last three months of Fiscal Year 2008-09 in the amounts and for the services as specified in Exhibit I, attached and incorporated herein by reference.

Maria T. Viramontes, Chair

This RESOLUTION was entered into at the regular Meeting of the Contra Costa Transportation Authority held April 15, 2009 in Pleasant Hill, California.

Attest: _____
Robert K. McCleary, Executive Director

Resolution 09-06-G
Exhibit 1

Allocation

PROGRAM: 19a - Central County Additional Bus Services			
Sales Tax Revenue Estimate			\$17,500,000.00
	%	Year	<i>(\$208,500)</i>
Program Revenue Estimate	1.2%		\$210,000.00
Previous Year Allocation Adjustment			\$0.00
Reserve			\$0.00
CCTA Program Management			\$0.00
Available for Allocation			\$210,000.00
Notes:			<i>\$208,500</i>

Agency	Coop #	Percent of Total	Percent of Program	Amount
County Connection	60.00.03	1.2%	100.00%	\$210,000.00
				<i>(\$208,500)</i>

Operator	Service
County Connection	16 Amtrak station in Martinez and Concord Bart via the Contra Costa Regional Medical Center, Alhambra Ave., Gregory, and Monument every 40 minutes.
County Connection	316 Saturday and Sunday service between the Regional Medical Center, downtown Martinez, DVC and Sun Valley Mall, downtown Pleasant, and the Pleasant Hill BART station every 90 minutes.

TRANSPAC Transportation Partnership and Cooperation

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

2300 Contra Costa Boulevard, Ste. 360, Pleasant Hill, California 94523 (925) 969-0841

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

March 13, 2009

Attachment B

Dear Chair Viramontes:

In February 2009, the Authority approved the development of a mechanism that, with respective RTPC approval, would allow eligible bus and paratransit operators to use funds from the Measure J Additional Bus Transit (line item 19) and the Transportation for Seniors and People with Disabilities (line item 20) funding categories for existing services as well as enhanced and supplemental services. The Authority's action was taken in response to the serious funding cuts experienced by bus and paratransit service providers during this economically challenging time.

TRANSPAC is one of the two RTPCs with allocation recommendation authority over Measure J line items 19 and 20. TRANSPAC takes this responsibility very seriously.

At its March 12, 2009 meeting, TRANSPAC approved the following actions:

- 1) Submit this request to CCTA for a Measure J amendment to add funding for existing service to the approved uses for line items 19 and 20 Measure J funding; and
- 2) Submit this request to allocate line item 19 funds to County Connection for routes #16 and #316 for the fourth quarter of FY 2008/09 and FY 2009/10. Note that all future funding from these line items remains subject to annual allocation recommendation by TRANSPAC.

TRANSPAC views these actions as short-term measures and looks forward to working with County Connection to provide transportation alternatives for Central Contra Costa in the future.

Please do not hesitate to contact the TRANSPAC Manager if you require any additional information.

Sincerely,



Mark Ross
Chair

cc: TRANSPAC Representatives
Greg Manning, Chair and Members of the County Connection Board of Directors
Robert McCleary, Peter Engel, CCTA
Cindy Dahlgren, Anne Muzzini, County Connection

Measure J enhancements letter 3 12 09

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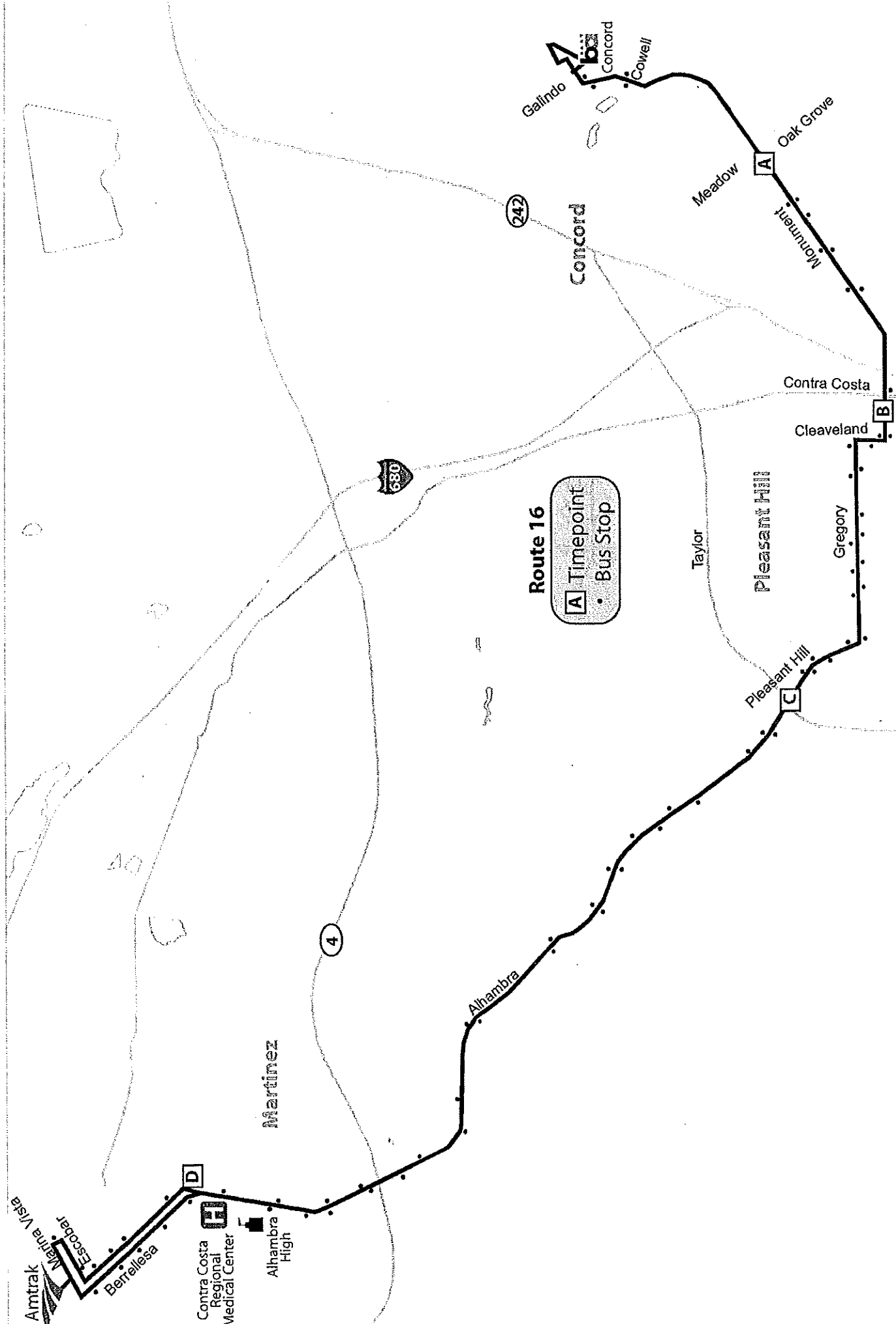
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Sincerely,



Mark Ross
Chair

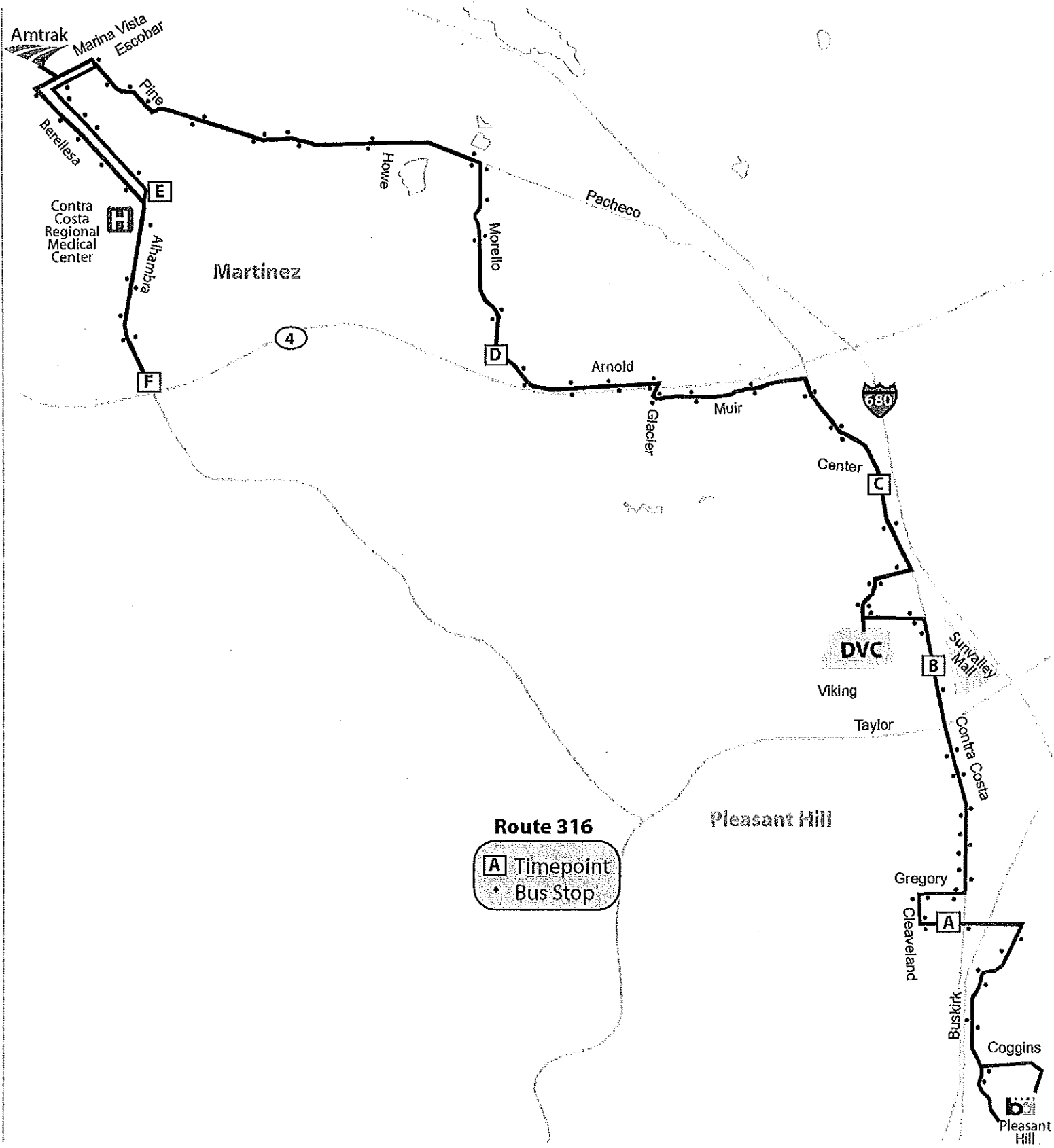
cc: TRANSPAC Representatives
Greg Manning, Chair and Members of the County Connection Board of Directors
Robert McCleary, Peter Engel, CCTA
Cindy Dahlgren, Anne Muzzini, County Connection



Route 16								
Concord BART to Amtrak								
Continues From Route	From Pittsburg/Bay Point	From SFO	Leave BART Concord	Monument/Meadow	Crescent Plaza Crescent Dr	Pleasant Hill/Taylor	Alhambra/Bertola	Arrive Amtrak
BART Times			A		B	C	D	
	4:57		5:05	5:12	5:23			
	6:12	6:22	6:28	6:35	6:46	6:54	7:04	7:15
14	6:57	6:52	7:08	7:15	7:26	7:34	7:44	7:55
14	7:42	7:37	7:48	7:55	8:06	8:14	8:24	8:35
14	8:22	8:22	8:28	8:35	8:46	8:54	9:04	9:15
14	8:57	8:52	9:08	9:15	9:26	9:34	9:44	9:55
14	9:42	9:37	9:48	9:55	10:06	10:14	10:24	10:35
14	10:12	10:22	10:28	10:35	10:46	10:54	11:04	11:15
14	10:57	10:52	11:08	11:15	11:26	11:34	11:44	11:55
14	11:42	11:37	11:48	11:55	12:06	12:14	12:24	12:35
14	12:12	12:22	12:28	12:35	12:46	12:54	1:04	1:15
14	12:57	12:52	1:08	1:15	1:26	1:34	1:44	1:55
14	1:42	1:37	1:48	1:55	2:06	2:14	2:24	2:35
14	2:12	2:22	2:28	2:35	2:46	2:54	3:04	3:15
14	2:57	2:52	3:08	3:15	3:26	3:34	3:44	3:55
14	3:42	3:37	3:48	3:55	4:06	4:14	4:24	4:35
14	4:12	4:22	4:28	4:35	4:46	4:54	5:04	5:15
14	4:57	5:04	5:08	5:15	5:26	5:34	5:44	5:55
14	5:42	5:45	5:48	5:55	6:06	6:14	6:24	6:35
14	6:12	6:22	6:28	6:35	6:46	6:54	7:04	7:15
14	6:57	7:04	7:08	7:15	7:26	7:34	7:44	7:55
14	7:42	7:37	7:48	7:55	8:06	8:14	8:24	8:35
14	8:12	8:22	8:28	8:35	8:46			
	9:12	9:07	9:18	9:25	9:36			
14	9:42	9:37	9:48	9:55	10:06			
	10:27	10:22	10:38	10:45	10:56			

Route 16								
Amtrak to Concord BART								
Leave Amtrak	Contra Costa Regional Medical	Pleasant Hill/Taylor	Crescent Plaza Crescent Dr	Monument/Oak Grove	Arrive BART Concord	To SFO	To Pittsburg/Bay Point	Continues To Route

		C	B	A		BART Times		
			4:27	4:37	4:47	4:57	5:07	
			5:27	5:37	5:47	5:57	5:52	14
5:40	5:46	5:59	6:07	6:17	6:27	6:42	6:37	14
6:20	6:26	6:39	6:47	6:57	7:07	7:12	7:22	14
7:00	7:06	7:19	7:27	7:37	7:47	7:52	7:52	14
7:40	7:46	7:59	8:07	8:17	8:27	8:42	8:37	14
8:20	8:26	8:39	8:47	8:57	9:07	9:12	9:22	14
9:00	9:06	9:19	9:27	9:37	9:47	9:57	9:52	14
9:40	9:46	9:59	10:07	10:17	10:27	10:42	10:37	14
10:20	10:26	10:39	10:47	10:57	11:07	11:12	11:22	14
11:00	11:06	11:19	11:27	11:37	11:47	11:57	11:52	14
11:40	11:46	11:59	12:07	12:17	12:27	12:42	12:37	14
12:20	12:26	12:39	12:47	12:57	1:07	1:12	1:22	14
1:00	1:06	1:19	1:27	1:37	1:47	1:57	1:52	14
1:40	1:46	1:59	2:07	2:17	2:27	2:42	2:37	14
2:20	2:26	2:39	2:47	2:57	3:07	3:12	3:22	14
3:00	3:06	3:19	3:27	3:37	3:47	3:57	3:52	14
3:40	3:46	3:59	4:07	4:17	4:27	4:42	4:37	14
4:20	4:26	4:39	4:47	4:57	5:07	5:12	5:19	14
5:00	5:06	5:19	5:27	5:37	5:47	5:57	5:52	14
5:40	5:46	5:59	6:07	6:17	6:27	6:42	6:34	14
6:20	6:26	6:39	6:47	6:57	7:07	7:12	7:22	14
7:00	7:06	7:19	7:27	7:37	7:47	7:57	7:52	14
7:40	7:46	7:59	8:07	8:17	8:27	8:42	8:37	14
			8:52	9:02	9:12	9:27	9:22	
			9:42	9:52	10:02	10:12	10:07	
			10:12	10:22	10:32	10:42	10:37	



Route 316 - Saturday													
Pleasant Hill BART to DVC to Amtrak to Alhambra/Walnut													
From Pittsburg/Bay Point	From SFO	Leave BART Pleasant Hill	Crescent Plaza/Crescent	Contra Costa/Viking	Arrive DVC	Leave DVC	Pacheco/Center	Morello/Arnold	Arrive Amtrak	Leave Amtrak	Contra Costa Regional Medical Center	Leave Alhambra/Walnut	
BART Times			A	B			C	D				F	
8:32	8:34	8:45	8:54	9:01	9:03	9:06	9:10	9:17	9:31	9:37	9:41	9:45	
11:12	10:54	11:15	11:24	11:31	11:33	11:36	11:40	11:47	12:01	12:07	12:11	12:15	
12:12	12:14	12:30	12:39	12:46	12:48	12:51	12:55	1:02	1:16	1:22	1:26	1:30	
1:32	1:34	1:45	1:54	2:01	2:03	2:06	2:10	2:17	2:31	2:37	2:41	2:45	
2:52	2:54	3:00	3:09	3:16	3:18	3:21	3:25	3:32	3:46	3:52	3:56	4:00	
4:12	3:54	4:15	4:24	4:31	4:33	4:36	4:40	4:47	5:01	5:07	5:11	5:15	
5:12	5:14	5:30	5:39	5:46	5:48	5:51	5:55	6:02	6:16	6:22	6:26	6:30	

Route 316 - Saturday													
Alhambra/Walnut to Amtrak to DVC to Pleasant Hill BART													
Leave Alhambra/Walnut	Alhambra/Bertola	Arrive Amtrak	Leave Amtrak	Morello/Arnold	Pacheco/Center	Arrive DVC	Leave DVC	Contra Costa/Viking	Crescent Plaza/Crescent	Arrive BART Pleasant Hill	To SFO	To Pittsburg/Bay Point	
F	E			D	C			B	A		BART Times		
9:50	9:53	10:03	10:07	10:16	10:23	10:30	10:35	10:37	10:44	10:54	11:12	11:14	
11:05	11:08	11:18	11:22	11:31	11:38	11:45	11:50	11:52	11:59	12:09	12:12	12:14	
12:20	12:23	12:33	12:37	12:46	12:53	1:00	1:05	1:07	1:14	1:24	1:32	1:34	
1:35	1:38	1:48	1:52	2:01	2:08	2:15	2:20	2:22	2:29	2:39	2:52	2:54	
2:50	2:53	3:03	3:07	3:16	3:23	3:30	3:35	3:37	3:44	3:54	4:12	4:14	
4:05	4:08	4:18	4:22	4:31	4:38	4:45	4:50	4:52	4:59	5:09	5:12	5:14	
6:35	6:38	6:48	6:52	7:01	7:08	7:15	7:20	7:22	7:29	7:39	7:47	7:47	

Route 316 - Sunday													
Pleasant Hill BART to DVC to Amtrak to Alhambra/Walnut													
From Pittsburg/Bay Point	From SFO	Leave BART Pleasant Hill	Crescent Plaza/Crescent	Contra Costa/Viking	Arrive DVC	Leave DVC	Pacheco/Center	Morello/Arnold	Arrive Amtrak	Leave Amtrak	Contra Costa Regional Medical Center	Leave Alhambra/Walnut	
BART Times			A	B			C	D				F	
8:32		8:45	8:54	9:01	9:03	9:06	9:10	9:17	9:31	9:37	9:41	9:45	
11:02	11:02	11:15	11:24	11:31	11:33	11:36	11:40	11:47	12:01	12:07	12:11	12:15	
12:17	12:17	12:30	12:39	12:46	12:48	12:51	12:55	1:02	1:16	1:22	1:26	1:30	
1:32	1:32	1:45	1:54	2:01	2:03	2:06	2:10	2:17	2:31	2:37	2:41	2:45	
2:47	2:47	3:00	3:09	3:16	3:18	3:21	3:25	3:32	3:46	3:52	3:56	4:00	
4:02	4:02	4:15	4:24	4:31	4:33	4:36	4:40	4:47	5:01	5:07	5:11	5:15	
5:17	5:17	5:30	5:39	5:46	5:48	5:51	5:55	6:02	6:16	6:22	6:26	6:30	

Route 316 - Sunday													
Alhambra/Walnut to Amtrak to DVC to Pleasant Hill BART													
Leave Alhambra/Walnut	Alhambra/Bertola	Arrive Amtrak	Leave Amtrak	Morello/Arnold	Pacheco/Center	Arrive DVC	Leave DVC	Contra Costa/Viking	Crescent Plaza/Crescent	Arrive BART Pleasant Hill	To SFO	To Pittsburg/Bay Point	
F	E			D	C			B	A		BART Times		
9:50	9:53	10:03	10:07	10:16	10:23	10:30	10:35	10:37	10:44	10:54	11:02	11:02	
11:05	11:08	11:18	11:22	11:31	11:38	11:45	11:50	11:52	11:59	12:09	12:17	12:17	
12:20	12:23	12:33	12:37	12:46	12:53	1:00	1:05	1:07	1:14	1:24	1:32	1:32	
1:35	1:38	1:48	1:52	2:01	2:08	2:15	2:20	2:22	2:29	2:39	2:47	2:47	
2:50	2:53	3:03	3:07	3:16	3:23	3:30	3:35	3:37	3:44	3:54	4:02	4:02	
4:05	4:08	4:18	4:22	4:31	4:38	4:45	4:50	4:52	4:59	5:09	5:17	5:17	
6:35	6:38	6:48	6:52	7:01	7:08	7:15	7:20	7:22	7:29	7:39	7:47	7:47	

Process for Measure J Expenditure Plan Amendments

The following is excerpted from the relevant CCTA ordinance:

“SECTION 8. AMENDMENTS TO THE EXPENDITURE PLAN. The following provisions apply to amendments to the Expenditure Plan and the Growth Management Program. The Authority may annually review and propose amendments to the Expenditure Plan and the Growth Management Program to provide for the use of additional federal, state and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. The Authority shall establish a process for proposed Expenditure Plan and Growth Management Program amendment(s) that ensures that the affected Regional Planning Transportation Committee(s) participate in the development of the proposed amendment(s). Upon completion of this process, amendment(s) to the Expenditure Plan and Growth Management Program must be passed by a roll call vote entered in the minutes and must have a majority of the Authority concurring with the proposed amendment(s). Subsequently, the Authority shall notify the Board of Supervisors, the City Council of each city in the county and the Mayors' Conference and provide each entity with a copy of the proposed amendments to the Expenditure Plan and Growth Management Program. Pursuant to Public Utilities Code 180207, proposed amendments shall become effective forty-five (45) days after notice is given, unless successfully appealed under the process outlined in the following paragraph. The Authority shall hold a public hearing on the proposed amendment(s) within this forty-five (45) day period.

In the event that a local jurisdiction does not agree with the Authority's amendments(s), the jurisdiction's policy decision-making body must, by a majority vote, determine to formally notify the Authority of its intent, in writing via registered mail, to obtain an override of the Authority's amendment(s). The appealing jurisdiction will have forty-five (45) days from the date of its determination to appeal the proposed amendment to obtain resolutions supporting its appeal for an override of the amendment(s) from a majority of the cities representing a majority of the population residing in the incorporated areas of the county and from the Board of Supervisors. If a jurisdiction does not obtain the necessary resolutions supporting its appeal, the Authority's amendment(s) to the Expenditure Plan will stand.”

