

**TRANSPAC**  
**Transportation Partnership and Cooperation**

**Meeting Notice and Agenda**

**THURSDAY, DECEMBER 12, 2013**

**9:00 A.M. to 11:00 A.M.**

Pleasant Hill City Hall – Community Room  
100 Gregory Lane, Pleasant Hill

**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 TRANSPAC 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.

**CONSENT AGENDA**

- 3. Approval of November 14, 2013 TRANSPAC Minutes**

**ACTION: Approve minutes and/or as revised/determined.**

**Attachment:** November 14, 2013 Minutes

**END CONSENT AGENDA**

- 4. Funding Proposal for I-680 Southbound Carpool Lane Completion Project Presented by Hisham Noeimi, CCTA Engineering Manager**

The I-680 Southbound Carpool Lane Completion Project (Measure J Project 8001) has a funding gap of \$62.4 million. Authority staff has been working with MTC on a framework to close the funding gap and leverage Measure J funds, as follows:

1) Reduce cost by \$20 million by seeking design exceptions and value engineering; 2) MTC to contribute \$27.4 million in Regional Measure 2 and BATA funds, 3) CCTA to contribute \$14.9 million by a) pre-committing \$10 million in future STIP funds by requesting the California Transportation Commission (CTC) to over program the 2014 STIP, b) programming \$4.9 million in Measure J funds (from Central County share of Caldecott Tunnel 4<sup>th</sup> Bore savings and I-680 Corridor Reserve established by TRANSPAC in the 2013 Measure J *Strategic Plan*). Should the CTC decline to over program the 2014 STIP, MTC agreed to contribute \$5 million in BATA funds if matched by Measure J/other funds. The funding plan leverages \$27.4 million to \$32.4 million in regional funds and allows the project to be under construction in 2016.

Staff seeks TRANSPAC concurrence to amend the 2013 Measure J *Strategic Plan* to program up to \$9.9 million in Measure J funds from Central County's share of the Caldecott Tunnel 4<sup>th</sup> Bore savings and I-680 Corridor Reserve to the project.

**ACTION: Accept report and concur in an amendment to the 2013 Measure J Strategic Plan to program up to \$9.9 million in Measure J funds from Central County's share of the Caldecott 4<sup>th</sup> Bore savings and I-680 Corridor Reserve to the project and/or as determined.**

**Attachment:** Funding proposal for the I-680 Southbound Carpool Lane Completion Project (8001).

**5. Presentation by Michael Wright, City of Concord Reuse Project Director, on the Current Planning for Reuse of the Concord Naval Weapons Station (CNWS)**

Commencing in 2006, the residents of the City of Concord and numerous regional stakeholders began the creation of a vision for the reuse of the former Concord Naval Weapons Station. On January 24, 2012, the planning process culminated with the Concord City Council unanimously certifying an Addendum to the Final Environmental Impact Report (EIR) for the Concord Reuse Plan, adopting the Concord Reuse Project Area Plan (CRP Area Plan), and consistency amendments to the Concord 2030 General Plan.

These actions set policy and development standards in place that ensure the vision for reuse of the base developed by the community and the Council. The Council also approved a resolution increasing the City's commitment to affordable housing for lower income residents. These approvals completed the community planning effort that, as noted above, commenced in the spring of 2006.

The amendment of the General Plan creates a platform that will support transfer of the base to the City and ultimately to private and public development interests. The City continues to work on development phasing, financing structures to replace the loss of redevelopment funding, and site-wide natural resource permits in anticipation of some initial land transfers in 2013/2014. Actual development is still several years away.

**ACTION: With thanks to Mr. Wright, accept the report on the reuse of the CNWS and/or as determined.**

**Electronic link** to a map of the CNWS: <http://baynature.org/wp-content/uploads/2012/07/10-076-Concord-NWS-120709.gif>

**6. Presentation/Discussion on the Update of the TRANSPAC Action Plan for Routes of Regional Significance by Deborah Dagang, CH2MHill, Action Plan Manager**

**ACTION:** TRANSPAC is requested to review the information provided, offer comments on development of the Action Plan to date and direction on continued development of the plan, and/or as determined.

**Attachments:** E-mail from Concord Council Member Edi Birsan regarding thoughts on TRANSPAC goals and vision in response to the discussion at the November 14, 2013 TRANSPAC meeting; and “2014 Central County Action Plan Update, Wording for TRANSPAC Board Review.”

**7. Preliminary Review of the Calendar Year 2012 & 2013 Measure J Growth Management Program (GMP) Biennial Compliance Checklist.** The next GMP compliance reporting period will cover Calendar Years (CY) 2012 & 2013. The full Measure J Checklist will be released to local jurisdictions in early 2014. The Planning Committee delegated the detailed discussion of the Measure J Checklist to the Growth Management Program Task Force and the Authority's Citizens' Advisory Committee will also review the Checklist. The current changes to the Checklist are the dates.

**ACTION:** TRANSPAC is requested to review the draft Checklist and comments proposed by Ms. Overcashier as well as comments offered by TAC members.

**Attachment 1:** 10/2/2013 CCTA Planning Committee Staff report “Preliminary Review of the Calendar 2012 & 2013 Measure J Growth Management Program (GMP) Biennial Compliance Checklist.”

**Attachment 2:** Please see the recommended edits to the Calendar Year 2012 & 2013 Measure J Growth Management Biennial Compliance Checklist provided by Lynn Overcashier, 511 Contra Costa Program Manager.

**Attachment 3:** TAC comments from October 24, 2013 and November 21, 2013 TAC meetings.

**ACTION:** TRANSPAC is requested to review the updated Draft Model Transportation Demand Management Ordinance/Resolution and forward comments/actions to CCTA and/or as determined.

**Attachment 4:** Draft Model Transportation Demand Management Ordinance/Resolution developed to support updating of the CCTA Draft Model TDM Ordinance.

**8. Notice of Expiration of Authority Member Pierce's Term and Appointment of Representative for the February 1, 2014 through January 31, 2016 Period**

**ACTION:** Reappoint or replace Commissioner Pierce for the two-year term from February 1, 2014 through January 31, 2016.

**Attachment:** Letter to TRANSPAC Chair Durant from CCTA Executive Director Iwasaki regarding the January 31, 2014 expiration of CCTA Commissioner Pierce's term on the Authority Board.

As part of this action, staff suggests that current alternate Ron Leone continue as an alternate and that another TRANSPAC elected official also be appointed as an alternate in the event that a second alternate is needed.

**9. Consideration of Engagement of Best Best & Krieger in Support of Creation of a TRANSPAC Joint Powers Authority and/or as determined**

**ACTION:** As determined.

**Attachment:** Letter to Barbara Neustadter, TRANSPAC Manager from Malathy Subramanian, Best Best & Krieger LLP dated November 5, 2013 regarding Legal Representation.

**10. 511 Contra Costa Staff and TRANSPAC Reports**

**ACTION:** Accept report (s) and/or as determined.

**Attachment:** If available.

**11. TRANSPAC CCTA Representative Reports:** Reports on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and the CCTA Board meeting (Members Pierce and Durant).

**ACTION:** As determined.

**12. CCTA Executive Director's Report from Randell H. Iwasaki regarding Authority Actions/Discussion Items**

**Attachment:** Executive Director's Report from CCTA Meeting of November 20, 2013.

**13. Items Approved by the Authority on November 20, 2013 for Circulation to the Regional Transportation Planning Committees (RTPCs) and Related Items of Interest**

**Attachment:** Letter to RTPCs from Randell H. Iwasaki regarding items approved by the Authority on November 20, 2013.

**14. TAC Oral Reports by Jurisdiction:** Reports from Concord, Clayton, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available.

The TAC has continued its discussion on a protocol for the use of TRANSPAC Line 28a Subregional Transportation Needs. An initial proposal will be reviewed at its December 19, 2013 meeting. A report to TRANSPAC is anticipated for next year.

**15. 2014 TRANSPAC Meeting Schedule**

**ACTION: For information and/or as revised/determined.**

**Attachment:** 2014 TRANSPAC Meeting Schedule

**16. Agency and Committee Reports:**

- Status letter for TRANSPAC November 14, 2013 meeting to Randall Iwasaki, and November 26, 2013 letter to Martin Engelmann regarding TRANSPAC Comments on the Vision, Goals, and Current Issues for the 2014 Countywide Transportation Plan
- TRANSPLAN
- SWAT
- WCCTAC
- County Connection – Fixed Route and LINK reports may be downloaded at: <http://cccta.org/public-meetings/agendas/os-november-2013>
- CCTA Project Status Report may be downloaded at: <http://transpac.us/wp-content/uploads/2008/08/CCTA-Project-Status-Report.pdf>

**ACTION: Accept reports and/or as determined.**

**17. For the Good of the Order**

**18. Adjourn/Next Meeting. No meeting is scheduled for January. The next meeting is scheduled for February 13, 2014 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.**

**HAPPY HOLIDAYS**

## ***TRANSPAC Meeting Summary Minutes***

**MEETING DATE:** November 14, 2013

**ELECTED OFFICIALS PRESENT:** David Durant, Pleasant Hill (Chair); Mark Ross, Martinez (Vice Chair); Julie Pierce, Clayton, CCTA Representative; Loella Haskew, Walnut Creek; and Ron Leone, Concord

**PLANNING COMMISSIONERS PRESENT:** John Mercurio, Concord; Bob Pickett, Walnut Creek; and Diana Vavrek, Pleasant Hill

**STAFF PRESENT:** John Cunningham, Contra Costa County; Martin Engelmann, CCTA Deputy Director for Planning; Eric Hu, Pleasant Hill; Andy Smith for Jeremy Lochirco, Walnut Creek; Diedre Heitman, BART; Lynn Overcashier, Program Manager 511 Contra Costa; and Barbara Neustadter, TRANSPAC Manager

**GUESTS/PRESENTERS:** Edi Birsan, City of Concord

**MINUTES PREPARED BY:** Anita Tucci-Smith

### **1. Convene Meeting/Pledge of Allegiance/Self-Introductions**

The meeting was convened at 9:09 A.M. by Vice Chair Mark Ross, the Pledge of Allegiance was observed, and self-introductions followed.

### **2. Public Comment**

There were no comments from the public.

### **CONSENT AGENDA**

### **3. Approve October 10, 2013 Minutes**

**ACTION:** Approved. Pierce/Haskew/Unanimous

### **END OF CONSENT AGENDA**

### **4. Martin Engelmann, CCTA Deputy Director for Planning to brief TRANSPAC on the Vision, Goals, and Current Issues for the 2014 Countywide Transportation Plan (CTP) and Action Plan Updates. The vision and goals in the Countywide Comprehensive Transportation Plan (CTP) outline the themes and aims to be pursued by the Authority**

Martin Engelmann, CCTA Deputy Director for Planning, referred to the Vision, Goals and Current Issues for the 2014 CTP and Action Plan updates, which outlined the themes and aims to be pursued by the CCTA, and presented a document entitled *What is an Action Plan?* because the Action Plan of each Regional Transportation Planning Committee (RTPC) is the cornerstone of the Countywide Transportation Plan. He described the Action Plan as a transportation planning document that identifies Routes of Regional Significance (RORS), sets performance objectives for those routes, and establishes actions for achieving those objectives.

Mr. Engelmann explained that the voters of Contra Costa County had approved Measure J in 2004, which measure included a Growth Management Program (GMP) that requires multi-jurisdictional, cooperative planning in which each jurisdiction shall participate in an ongoing process to create a balanced, safe, and efficient transportation system. Through the RTPCs, Measure J requires that local jurisdictions work to identify RORS, establish performance objectives in the form of Multimodal Transportation Service Objectives (MTSOs) and Actions for achieving them, use the model to evaluate General Plan Amendments (GPAs), create a development mitigation program, and help develop plans and studies to address other transportation issues. He explained that a Route of Regional Significance, as defined in the Implementation Guide to Measure J, is to connect two or more subareas of Contra Costa, enter or leave the County, carry a significant amount of through traffic, or provide access to a regional highway or transit facility (e.g., a BART station or freeway interchange).

Mr. Engelmann displayed the current map of the RORS, a 500-mile system of routes comprising 15 percent of the roadways in the County representing 90 percent of the congestion on 10 percent of the roads, which were arterial streets and freeways. He referred to routes in Central County parallel to I-680 such as Contra Costa Boulevard and Pleasant Hill Road and asked if the objectives for those routes were to encourage through traffic on I-680 without accessing arterial routes, which led into the discussion of objectives and what was intended to be accomplished. Referencing West County, he explained that I-80 was consistently the most congested corridor in the region and West County's Action Plan had indicated that those deciding to ride on I-80 in single-occupancy vehicles would have to suffer the consequences since West County's focus was on transit. He used that as an example of the Action Plans and where the focus was intended. He noted that traffic modeling had been projected to the year 2040 and the traffic anticipated at that time, and the model was used to determine whether or not the established objectives could be met.

Mr. Engelmann explained that Action Plans were not only about roadways in that they were multimodal in nature. One of the objectives of the GMP is to support infill and redevelopment in existing urban and brownfield areas. Some RTPCs are discussing designation of BART and the Iron Horse Trail as Regional Routes. An RTPC may identify segments of regional routes that are subject to specific MTSOs; those that accommodate Transit Oriented Development (TOD), accommodate infill development, adopt or propose Traffic Management Programs, or address conflicts with regional, statewide, or federal programs. Many agencies were involved with local jurisdictions to identify specific actions. The RTPCs developed Action Plans, the CCTA compiled all those Action Plans into a Countywide Transportation Plan, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) offered forecasts and policies, and the State of California required a Congestion Management Program (CMP).

Action Plans identified long-range assumptions, overarching goals that articulated the RTPC's vision, RORS, MTSOs, Implementation Actions, and a Regional Development Review Process. With respect to the Regional Development Review Process, Mr. Engelmann stated that was where jurisdictions consulted with each other to share information in that the process required consultation on environmental documents along with procedures for review of impacts resulting from proposed local General Plan Amendments (GPAs). The Action Plans may outline in further detail how the process will be implemented.

Mr. Engelmann identified the process for environmental review and adoption in that each RTPC developed its draft Action Plan which is then combined with all others in the CCTA's CTP. The CCTA will then prepare a full Environmental Impact Report (EIR) on the CTP and the Action Plans, and after certification of the EIR, the RTPCs could then adopt the final Action Plans.

With respect to the Vision, Goals and Current Issues for the 2014 CTP and Action Plan updates, Mr. Engelmann referred to the *Discussion Paper: Refining the Vision and Goals for the 2014 Countywide Transportation Plan* in its CTP. The current vision adopted in the 2009 CTP was to *strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and a strong economy to benefit the people and areas of Contra Costa, sustained by 1) a balanced, safe, and efficient transportation network; 2) cooperative planning; and 3) transportation to meet the diverse needs of Contra Costa*. That vision included four goals: *1) enhance the movement of people and goods on highways and arterial roads; 2) manage the impacts of growth to sustain Contra Costa's economy and preserve its environment; 3) expand safe, convenient, and affordable alternatives to the single-occupant vehicle; and 4) maintain the transportation system*. He stated that the 2009 adopted vision and goals were being updated and the question was whether any changes were desired given changes in the environment and the recent adoption of the Sustainable Community Strategy.

Mr. Engelmann referred to discussions of sustainability related to climate change, economic vitality, and public health and the region's ability to achieve all of its needs from now into the future. He advised that one of the suggestions is to incorporate sustainability into the 2014 CTP's vision and goals, and offered a possible revision to read: *Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit the people and areas of Contra Costa, through (1) a balanced, safe, sustainable, and efficient transportation network, (2) cooperative planning, and (3) growth management*. He stated, however, that there was some confusion as to the use of the word 'sustainable' and offered examples, such as a change in technology, noting that some people confused sustainability with no change. He also described proposed changes to the goals: *(1) Support the efficient and reliable movement of people and goods; (2) manage growth to sustain Contra Costa's economy, preserve its environment and support its communities; (3) expand safe, convenient, and affordable alternatives to the single-occupant vehicle; (4) maintain the transportation system; and recommended a new goal to (5) continue to invest wisely to maximize the benefits of available funding*.

Mr. Engelmann emphasized the intent of the goals to incorporate concepts of sustainability and explained that the rest of the Discussion Paper had gone into further depth about the economy, the environment, and equity opportunities for the 2014 CTP.



Member Pierce commented that the Southwest Area Transportation Committee (SWAT) had expressed concern with the inclusion of the term 'sustainable,' and she had recommended a way to search for a sustainable plan without the use of that terminology. She explained that what had been done over the last two plans was entirely sustainable in the classic sense of the word although there was antagonism attached with the word sustainable that seemed to distract from the mission. She preferred to avoid the use of that terminology.

With respect to affordable alternatives to the use of vehicles, Member Pierce emphasized the need for transit for able, non-driving seniors, not just for paratransit, but for those who chose not to or could not drive, which she suggested would need to be addressed. In addition, however sustainability was termed related to future growth, there was a need to highlight the preservation of existing community values, integrity, qualities, and the like that were important to maintain. With respect to sea level rise, she noted that was another controversial issue and she suggested pointing to the data that indicated that over the last sixty years the frequency and severity of storm surges in the Bay Area had risen over ten times what it was six decades ago. She suggested that those storm surges, when combined with a King Tide and sea level rise would swamp major areas of the region, which she suggested also needed to be addressed in the document to help people understand that even if one didn't believe in sea level rise, the need to protect ourselves from storm surges that occurred several times a year was important.

Member Pierce also spoke to alternatives for the Complete Streets construction and suggested that due to funding issues the discussion of school buses, which she stated no longer existed except in specific areas, also needed to be considered. While not a priority for school districts, she suggested it was a priority for transportation planners. With no school buses, there should be an exemption from the federal restriction of running bus trips to schools. She recommended focus trips. As a result of those comments, she suggested that some of the document needed to be rewritten.

Member Mercurio concurred with the need for a discussion of the school bus issue.

Lynn Overcashier stated that at last week's Safe Routes to School (SR2S) Task Force meeting, she had raised that issue as something to consider, perhaps a marquee project for school and senior transportation which might get more support and more attention in a future reauthorization of Measure J.

Vice Chair Ross agreed and suggested a case could be made to combine children and seniors, particularly since children used buses twice a day for the same hours and the buses could be used on the off times for seniors and the general public. He suggested that might be something TRANSPAC could pioneer; a hybrid demonstration project. He agreed with the issues with respect to the term sustainable and suggested an economically, and environmentally sound policy should be pursued. He also suggested that casual carpooling could be augmented, combining existing cars on existing pavement using technology along with telecommuting, which he suggested would have a higher magnitude of importance by removing commuters from the road, and employers might be more receptive to telecommuting given new tax benefits and the need for less office space. He recommended that telecommuting be actively promoted to give employers the incentive to make telecommuting more successful and to get more cars off the road in a more cost-efficient manner.

Edi Birsan offered a different anti-bureaucratic, anti-political approach. Referring to each goal, he suggested as a rational goal shifting transportation to a web network. He was concerned with the use of terms such as sustainable, convenient, safe, affordable, maximize, and wisely which implied that someone was not doing those things. For goals, he recommended moving transportation away from coastal hazards, as an example. He did not support sufficiently reliable maximum benefits of available funding as a goal, which he suggested would open the region to a maximum amount of satire, and he recommended goals that were easy to explain.

Member Mercurio suggested that the value of the words were meant to reassure.

Member Leone suggested that terms to improve, or make better were important. He recommended a plan to improve or look for ways to improve the transportation system.

Barbara Neustadter, TRANSPAC Manager, agreed on the issue of safety in that no jurisdiction ever set out to build an unsafe facility, but facilities had been built in the past that were not as safe as they used to be given that the environment had changed. She stated that facilities needed to be kept up-to-date.

On the sea level rise issue, John Cunningham noted that SWAT had discussed that issue and wanted to address it from an infrastructure-based update standpoint. There had also been discussions on SR2S and he referred to international, national, and local data that had shown the biggest reason that kids were not riding and walking to school was driver behavior in and around schools, and without addressing that a return on investment of SR2S projects would not be possible.

Lynn Overcashier noted that one thing to increase opportunities for expanding alternatives to single-occupancy vehicles, especially in terms of SR2S and emissions regulations, was the example of electric vehicle structure, which related to updating the current infrastructure in terms of keeping up with the times. She referred to the expansion of available electric charging stations to the public such as public garages, hotels, and other private and public availability of charging stations.

Member Pierce suggested that the narrative was fine but inclusion in the goal itself might be problematic, although Ms. Overcashier emphasized that including electric vehicle infrastructure somewhere was important to help secure funding.

Member Pickett referred to the issue of sea rise, noted that areas might be subject to more flooding, and suggested that specifics needed to be softened, although he agreed with the need to identify the problem of future flooding which would add more credibility and tone down statements that were not universally accepted. With respect to school buses, he recognized the need for vague references in such documents but noted that there were specifics in the document that referred back to school buses.

Vice Chair Ross agreed that sea level rise was an issue for some areas but not necessarily for others. He suggested the problem was not so much sea level rise but King Tides that affected the City of Martinez, for example, and suggested the problem would really be the sudden downpours, the increased volatility of individual storms that would overwhelm drainage systems that could overcome roadways, which were serious problems given the need to keep the roadways clear and available.

In the future, Vice Chair Ross suggested rather than prolonged rain over a season there would be more bursts that could overwhelm the transportation systems.

Chair Durant suggested the danger would be giving into the philosophy by turning it into a social engineering exercise given that it was a transportation exercise, and if focusing ultimately in the document on the transportation system, the plan, and the intent, he noted that some of the words, such as sustainability were problematic. He also noted the reality of what was being done was responding to the voters who passed Measure J and who would need to support the next measure to improve the transportation system with local dollars. He stated therefore that many would not respond without including some of the problematic things to ensure support. He suggested those terms had to be in the plan to identify the goal and he suggested the downside of eliminating those terms would make some feel good but could lose the needed support in the long term. With respect to sustainability, he found the use on Page 5 of the document to be “creepy,” the use on Page 4 to be unnecessary and recommended that sustain be changed to another word, such as mobility. He did not want to change the sentences.

Given the concerns, Member Pierce recommended that the use of the term sustainability be eliminated.

Chair Durant emphasized the intent of the roadway to move people and goods in an effective and safe manner using methodologies to continue to make the system work. He liked the discussion of storm surges, agreed to eliminate the matrix, and noted the reality of the infrastructure to deal with increased flooding would only get worse, and if the transportation infrastructure was impacted that was what needed to be addressed and not the science. With respect to buses, he noted that most people hated buses and didn’t want to put their children on them and the issue really had to do with child abductions and the lack of trust parents had with their children in a transportation system. He suggested, when asked, that the popularity of the Lamorinda system was likely given the fact that it was a safer area or a perception of a safer area. He noted a history, a pattern, and a habit in Lamorinda with buses that did not exist elsewhere in the area and suggested that busing was great in areas where it worked. He suggested most glaringly missing was that the overarching Countywide transportation problem would never be solved until the employment centers were not centered in San Francisco and Oakland. That pattern had to be changed by placing employment centers in more local areas and focusing some transportation investments on other alternate job locations.

Vice Chair Ross agreed that jobs should be mentioned and job centers should be enticed into closer areas, such as taking the jobs to the house (telecommuting), and enticing employers to bring the jobs to the homes.

Chair Durant commented that many businesses did not promote telecommuting given that it was difficult to monitor employees.

Vice Chair Ross emphasized that reducing traffic by two to three percent would have an enormous effect on the infrastructure. He asked Mr. Engelmann how many cars would have to be removed from the roadway to make a difference. He noted that while telecommuting was not for everyone, getting any vehicles off the road would be a benefit.

Mr. Engelmann reported that telecommuting had increased five-fold in the County since 1980 and suggested that the removal of 5 to 10 percent of the cars off the road (for telecommuting) in Contra Costa County could reduce the 300,000 work trip vehicles a day. Speaking to the sea level rise numbers, he suggested that sea level rise could be left out of the CTP itself since the EIR would be tiering from MTC's EIR, which had firm numbers with respect to sea level rise and which would have to be retained.

Member Leone supported Chair Durant's comments related to increasing jobs and telecommuting but had trouble understanding what that would look like given that most of that was employee, company, and business driven, and people could not be forced to build in a particular area. He asked how those businesses could be attracted to the region.

Chair Durant referenced how the Tri Valley employment centers had developed with cheap land at the time where businesses had developed followed by infrastructure, housing, and transit, making sure that the transportation infrastructure was available to support what was there and what was coming. He added that the second BART station had removed significant vehicles from the roadways. He suggested that improved freeway accessibility and the use of express buses in the Walnut Creek/Concord corridor, for instance, would help facilitate people moving to businesses, although a lot had to do with fees to attract employers, the other things that were available nearby to make it easier on employees, and helping companies avoid having to spend money on certain things. He suggested the easiest thing in Central County would be to add three more lanes to southbound I-680 to the SR 24 ramp to allow better access.

Ms. Overcashier noted that with SB 1339, which required employers with more than 50 employees to provide pre-tax commuter benefits or other options to promote commute alternatives, there might be an opportunity for suburban employers who did not have transit as an option, to provide some other alternative, which could be promoted for those businesses to encourage telecommuting where it made sense. She noted that the federal government had required 10 percent of all its departments to telecommute in the DC area, which had now been increased to 20 percent and which had made a huge difference in the DC area. She suggested that some of the larger employers could be encouraged to support telecommuting. In addition, the BAAQMD no longer allowed Transportation Fund for Clean Air (TFCA) funds to support pilot programs, or telecommuting programs, and she encouraged more incentives and suggested that employers also had to be incentivized.

Edi Birsan agreed with the remarks related to telecommuting but suggested if taking that kind of position it should be modeled in that half of the TRANSPAC meetings should be scheduled by telecommuting. He agreed that transportation had to move work to outside the current system but suggested that shifting transportation from a spoke system to a web network was a viable goal which could de-emphasize transportation to Oakland and San Francisco allowing a BART ridership to Antioch and San Ramon, or support the idea of BART systems locally with a BART track from Concord and Walnut Creek down to San Ramon and Danville, which he suggested should be a goal.

Deidre Heitman explained that BART had long been interested in looking at job centers outside of San Francisco but noted that BART's plan had been to attempt to invest back into its stations and there had been meetings with cities that had BART stations to talk about that.

Ms. Heitman stated that she might have more information in that regard to report in six months. She referred to the Pleasant Hill BART station and a long-time office building pad that had yet to be built, and asked for input as to what BART could do to encourage the construction of offices around BART stations in that most development to date had been residential only.

Member Haskew expressed some discomfort that the discussion had evolved beyond transportation to areas above and beyond transportation. She wanted better roads, better modes, and suggested the discussion was outside the transportation realm. She suggested that job centers could stretch the problem and stated that moving job centers had consequences.

Member Pierce stated that Plan Bay Area touched all those issues and the focus was the transportation network which also involved land use. The primary goal was transportation although the process had been forced to consider transportation in connection with land use. She commented that the whole idea of BART to Walnut Creek to Dublin had been soundly defeated and Walnut Creek and Danville had bought property to keep that from happening. She also noted that rubber tire express buses would soon be implemented and the HOV network would be improved, although rail would not happen and the public would not accept it in those communities the same way a direct route from Alberta in Concord to Livorno in Walnut Creek had been blocked where property had also been purchased to stop that route. She explained that transportation planners had learned to move people within the constraints of the community, one of which was that convenience of employees had little to do with the way employers located their businesses which had been located where the employer wanted to live. She suggested that industrial land could not be built up with office buildings because industrial lands would always be needed for a healthy economy.

Member Pierce explained that part of the work in East County on Highway 4 was to improve the transportation infrastructure in East County to attract the job centers and keep East County from becoming a cul-de-sac, which would improve opportunities for all of Contra Costa County offering access to the job centers. In light of the fact that TRANSPAC is a transportation agency, she stated that TRANSPAC needed to keep in mind the land use picture to anticipate where the transportation infrastructure needed to go to facilitate the land use.

Chair Durant offered another example related to facilitating access to job centers where investments to the system could improve public transit access. He referred to express buses, noted the current express bus service, and stated that until the systems could be in place to facilitate a more flexible bus system it would be difficult to get to the job centers, which was why the idea of HOT lanes had been promoted since that would make it possible for an express bus to get to an existing job center.

Member Leone referred to the Concord Naval Weapons Station (CNWS) area which would be perfect for job centers and where some important improvements would be needed for Willow Pass Road to allow easy access to the Concord BART station.

Member Pierce explained that there would be rewrites to the document.

Mr. Engelmann added that if TRANSPAC had specific objections to the word sustainable, that word would be removed. He sought other comments by the end of November 2013 to be able to incorporate into the document. As to whether the document would return to TRANSPAC with the comments, he emphasized that any comments would be needed now and the CTP would return in April. He reiterated that any specific issues, recommended changes, or corrections with respect to the vision or goals needed to be identified prior to the end of November.

Chair Durant re-emphasized the need for comments or changes to any piece, part, or section would need to be submitted to the CCTA.

With thanks to Mr. Engelmann, TRANSPAC accepted the report and presentation.

**5. Contra Costa 511 staff is seeking approval and authorization for the 2014/15 511 Contra Costa Program Workplan and Estimated Budget**

The item was on the agenda in error in that it had already been unanimously approved by TRANSPAC at its October 10, 2013 meeting.

**6. Review of the City of Pleasant Hill Contra Costa Boulevard Improvement Project (Chilpancingo Parkway to Viking Drive) Project Description and Budget Summary**

Barbara Neustadter, TRANSPAC Manager, highlighted the request from the City of Pleasant Hill for the Contra Costa Boulevard Improvement Program (Chilpancingo Parkway to Viking Drive), and reported that the TAC had reviewed the project at its meeting on October 24, 2013 and had recommended approval for the use of Line 28a subregional funds, TRANSPAC contingency funds that had never been previously used. The TAC had recommended the use of the funds and since this would be the first use of the funds, the TAC wanted to develop a protocol for the use of the funds going forward.

Eric Hu reported that the project had been advertised in September 2013 and the bids had come in higher than the Engineer's Estimate. While value engineering had saved \$400,000, there remained a shortfall of \$750,000 to fully fund the project. He explained that if approved, the project would be re-advertised in December 2013 and was expected to be constructed in 2014. All other federal, Measure J, and Transportation Development Act (TDA) funding options had been exhausted and the Line 28a funds were the only option that appeared to be available to the City.

Member Pierce moved approval with the hope that the new bids would not increase in cost given that the construction climate was changing fast.

**ACTION:** Accepted the TAC recommendation to approve the request of the City of Pleasant Hill for the allocation of \$750,000 Measure J Line 28a funds to complete the financial plan for the Contra Costa Boulevard Improvement Project (Chilpancingo Parkway to Viking Drive), with a future discussion of a protocol for the use of Line 28 funds. Pierce/Durant/Unanimous

## **7. TRANSPAC CCTA Representative Reports**

Chair Durant left the meeting at this time which was chaired by Vice Chair Ross.

Member Pierce referred to the November 6, 2013 meeting of the CCTA's Planning Committee and reported that the City of Pittsburgh was officially and legally back in the fold of East County and the City's Compliance Checklist for 2010/11 had been approved, although the City's money would be held next year to review the City's continued compliance. The Planning Committee had also appointed a representative from the Greenbelt Alliance to serve as an At-Large Member to the Citizens' Advisory Committee (CAC); approved a release of the introductory brochure for the 2014 CTP Update; and entered into agreement with the Federal Highway Administration (FHWA) on value pricing with the FHWA and Caltrans.

With respect to the CCTA's Administration and Project Committee, Member Pierce report that the APC had approved the I-680 Southbound HOV Gap Closure and Express Lane Conversion project with HDR Engineering, Inc. to compare the scope and project report and to conduct a total compensation study for CCTA employees which had not been done in a few years. The APC also had an update on the Hercules Intermodal project and agreed to work with the City of Hercules and provide Construction Management services; reviewed the Draft 2013 Measure J Strategic Plan; and noted that projects were coming forward reflecting the additional amount of money from the bond issue allowing more funds for projects.

## **8. Items Approved by the Authority on October 16, 2013 for Circulation to the Regional Transportation Planning Committees (RTPCs) and Related Items of Interest**

Ms. Neustadter referred to the CCTA's Executive Director's Report dated October 17, 2013 in the TRANSPAC packets, described it as the standard report from the Executive Director, and noted the report that the Planning Committee had indicated a preliminary review of the Calendar Year 2012/2013 Biennial Compliance Checklist would come back with proposals on possible changes which that TAC would review at its meeting on November 21, 2013.

## **9. SB 375/SCS Report by Martin Engelmann, CCTA Deputy Executive Director, Planning**

There was no report.

## **10. 511 Contra Costa**

Lynn Overcashier, 511 Contra Costa Program Manager, referred to the flowchart for the Street Smarts II Infrastructure Program to explain how projects were reviewed by schools and school districts and how the programs were coordinated between the schools and the local jurisdiction. She explained that the flowchart had been provided for information only. She thanked all jurisdictions and County staff and planning and traffic engineers who had been outstanding and helpful with respect to right-of-way issues and signage.

#### **11. TRANSPAC Report on Legal Services for JPA Formation**

Ms. Neustadter referred to the special TRANSPAC meeting on October 24, 2013 when staff had been directed to work with Mala Subramanian of Best Best & Krieger (BBK) to begin the process of forming a Joint Powers Agency (JPA), which discussions were in process. An engagement letter had been received from BBK and more information would be submitted to TRANSPAC at its December meeting hopefully with a request for an agreement with BBK.

#### **12. TAC Oral Reports by Jurisdiction**

John Cunningham reported on the first public outreach meeting on November 25, 2013 for the Olympic Corridor Trail Connector Study with the cities of Walnut Creek and Lafayette, and a Request for Proposal (RFP) released for a project for Treat Boulevard to the west of the Pleasant Hill BART station to identify bicycle and pedestrian improvements along I-680.

#### **13. Correspondence/Copies/Newsclips/Information**

Thank you letters from Andy Cannon, Principal of Antioch Middle School dated October 2, 2013, and Guy Swanger, Concord Chief of Police dated October 8, 2013 related to Contra Costa 511's Street Smarts Programs, had been included in the TRANSPAC packet.

#### **14. 2014 TRANSPAC Meeting Schedule**

Ms. Neustadter referred to 2014 TRANSPAC meeting schedule in the meeting packets and commented that she was receiving fewer agency and committee reports from the other Regional Transportation Planning Committees (RTPCs) on a regular basis.

#### **15. Agency and Committee Reports**

There were no reports.

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

Ms. Neustadter announced the ribbon cutting for the fourth bore of the Caldecott Tunnel which had been scheduled for November 15, 2013.

#### **17. Adjournment**

The meeting was adjourned at 10:48 A.M. The next meeting is scheduled for December 12, 2013 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined. Michael Wright, Reuse Director, will provide an update on the Concord Naval Weapons Station project.



## Contra Costa Transportation Authority **STAFF REPORT**

**Meeting Date:** December 18, 2013

<b>Subject</b>	<b>Funding Proposal for I-680 Southbound Carpool Lane Completion Project (Project 8001)</b>
<b>Summary of Issues</b>	<p>The 2013 <i>Strategic Plan</i> programs \$32 million in Measure J funds for I-680 Southbound (SB) Carpool Lane Completion (Project). The funding for the Project includes \$5.6 million in STIP funds programmed by the Authority in 2012 and \$4.8 million in Regional Measure 2 (RM2) funds programmed by MTC. With an estimated cost of \$104.7 million, the Project has a funding gap of approximately \$62.3 million. The Project is one of many in the Bay Area that must demonstrate full funding by Spring 2014 to preserve its RM2 funds.</p> <p>Staff has been working with MTC on the following framework to close the \$62.3 million funding gap on the Project:</p> <ul style="list-style-type: none"> <li>• Reduce the cost by \$20 million by performing Value Engineering and seeking design exceptions from Caltrans.</li> <li>• MTC will contribute \$27.4 million as follows: <ul style="list-style-type: none"> <li>a) \$8.4 million in RM2 (includes \$5.4 million in Caldecott Fourth Bore savings).</li> <li>b) \$19 million in BATA funds.</li> </ul> </li> <li>• Authority will contribute \$14.9 million as follows: <ul style="list-style-type: none"> <li>a) \$4.9 million in Measure J funds. Funding is from Central County Caldecott Tunnel Fourth Bore anticipated savings currently estimated to be \$4 million with the balance from the <i>I-680 Corridor Reserve</i> (Project 8006) established by Central County part of the 2013 <i>Strategic Plan</i>.</li> <li>b) \$10 million in Contra Costa's future STIP share to be programmed part of the 2014 STIP.</li> </ul> </li> </ul> <p>Should the California Transportation Commission decline to over program the 2014 STIP, MTC agreed to contribute an additional \$5 million in Freeway Performance Initiative (FPI) or other BATA funds if the Authority can commit an additional \$5 million.</p>
<b>Recommendations</b>	Staff seeks authorization to pursue the funding plan outlined above

	for by: a) amending the 2014 STIP to add \$10 million to the Project, b) amending the 2013 <i>Strategic Plan</i> to increase Measure J funding commitment to the Project by \$4.9 million, subject to TRANSPAC concurrence, and c) direct staff to develop a proposal to commit an additional \$5 million from existing 2014 STIP capacity, advance Measure J from outer years from the I-680 <i>Corridor Reserve</i> , or other sources in the event the CTC does approve over programming the 2014 STIP.
<b>Financial Implications</b>	The 2013 Measure J <i>Strategic Plan</i> has capacity to advance a small amount of funding from the outer years (period between 2019 and 2034). The funding plan protects almost \$20 million in RM 2 funds committed to projects in Contra Costa and leverages \$19 to \$24 million in regional funds.
<b>Options</b>	The Authority could direct staff to pursue an alternate funding plan such as redirecting 2014 STIP funds or Measure J funds committed to other projects in the 2013 <i>Strategic Plan</i> .
<b>Attachments</b>	
<b>Changes from Committee</b>	

## Background

The I-680 Southbound (SB) Carpool Lane Completion (Project) will close the HOV gap between North Main Street and Livorna Road in the southbound direction. When completed, I-680 will have a continuous HOV lane from the Benicia-Martinez Bridge to the Contra Costa/Alameda County line in the southbound direction. The Project is currently in the environmental clearance phase which is anticipated to be completed in Spring 2014.

The 2013 *Strategic Plan* programs \$32 million in Measure J funds for the Project. The funding for the Project includes \$5.6 million in STIP funds programmed by the Authority in 2012 and \$4.8 million in Regional Measure 2 (RM2) funds programmed by MTC. With an estimated cost of \$104.7 million, the Project has a funding gap of approximately \$62.3 million. Since the Project is a strong candidate to receive regional and other fund sources, the 2013 *Strategic Plan* did not add Measure J funds to the project beyond adjusting for inflation.

In May 2013, MTC informed RM2 project sponsors (including CCTA) of the need to demonstrate full funding for their projects. Since I-680 is part of MTC's backbone Express Lane Network, there is a strong mutual interest in fully funding the Project now. MTC indicated a willingness

to assist in fully funding the projects, however, until recently, a concrete proposal has not been in place.

Authority and MTC staff have agreed to consider the following framework to close the \$62.3 million funding gap on the Project:

- Reduce the cost by \$20 million by performing Value Engineering and seeking design exceptions from Caltrans.
- MTC will contribute \$27.4 million as follows:
  - a) \$8.4 million in RM2 (includes \$5.4 million in Caldecott Fourth Bore savings). An additional \$11 million of RM2 funds remain programmed as-is to projects in the I-680 corridor.
  - b) \$19 million in BATA funds.
- Authority will contribute \$14.9 million as follows:
  - a) \$4.9 million in Measure J funds. Funding is from Central County Caldecott Tunnel Fourth Bore anticipated savings currently estimated to be \$4 million with the balance from the *I-680 Corridor Reserve* (Project 8006) established by Central County part of the 2013 *Strategic Plan*.
  - b) \$10 million in Contra Costa's future STIP share to be programmed part of the 2014 STIP.

Should the California Transportation Commission decline to over program the 2014 STIP, MTC agreed to contribute an additional \$5 million in Freeway Performance Initiative (FPI) or other BATA funds if the Authority can commit an additional \$5 million.

Staff seeks authorization to pursue the funding plan outlined above for by: a) amending the 2014 STIP to add \$10 million to the Project, b) amending the 2013 *Strategic Plan* to increase Measure J funding commitment to the Project by \$4.9 million, subject to TRANSPAC concurrence, and c) direct staff to develop a proposal to commit \$5 million from existing 2014 STIP capacity, advance additional Measure J from outer years from the *I-680 Corridor Reserve*, or from other sources in the event the CTC does approve over programming the 2014 STIP.

The amendment to the *Strategic Plan* will be completed in April/May 2014 after the CTC adopts the 2014 STIP. TRANSPAC will review this item at its December 12<sup>th</sup> meeting.

**TABLE 5-1 2014 ACTION PLAN PROJECT LIST – DRAFT: 11/22/13**

	CENTRAL COUNTY PROJECTS	Project	Secured	Prospective
Agency	Project Name	Cost (2007\$)	Funding	STIP Requests (estimate)
FREEWAY PROJECTS				
CCTA/CALTRANS	Caldecott Tunnel 4th Bore	\$420,000,00	TRANSPAC Measure J:\$62M	
CCTA/TRANSPAC	I-680 SB HOV Lane Restriping; Extend the Southbound HOV lane from north of Rudgear to Livorna Rd .	\$3,000,000	Measure J: \$3M	
CCTA/TRANSPAC	I-680 SB HOV Lane Gap Closure: Close the HOV gap between N. Main and Livorna.	\$44,000,000	Measure J: \$29M    RM2: \$15M	
CCTA/TRANSPAC	I-680 NB HOV Lane Extension: N. Main to SR242	\$44,000,000	Measure J: \$4M	
CCTA/TRANSPAC	I-680/SR4 Phase 3: Complete SR 4 missing lane	\$57,700,000	STIP-RIP: \$8.3M, Measure J: \$30.8M; Measure C: \$11.5M; TVTD payback: \$5.8M	
CCTA/TRANSPAC	I-680/SR 4 NB to WB	\$76,200,000		\$5M
CCTA/TRANSPAC	I-680/SR4 EB to SB	\$44,000,000		\$2.5M
CCTA/TRANSPAC	I-680/SR4 SB to EB	\$40,500,000		
CCTA/TRANSPAC	I-680/SR4 WB to NB	\$26,000,000		
CCTA/TRANSPAC	I-680/SR4 HOV Flyover	\$82,000,000		
Martinez	I-680/Marina Vista Interchange Modifications	\$6,000,000	Measure J: \$1.3M	\$4.7M
Concord	SR242/Clayton Road On- and Off-ramps	\$31,000,000	Measure J: \$4.5M	\$26.5M
Concord	SR4 Integrated Corridor Analysis Project	\$259000,000	Measure J: 4.2M:	\$33.1M
Concord	SR4/Port Chicago Highway Interchange Improvements	\$35,000,000		
ROAD PROJECTS				
Clayton	Marsh Creek Road Upgrade	\$1,000,000		
Clayton	Pine Hollow Road Upgrade	\$300,000		
Concord	Waterworld Pkwy Bridge, to connect to Meridian Park Blvd.	\$12,500,000	Measure J: \$3.5M; Local: \$9M	
Concord	Clayton Rd. /Treat Blvd./Denkinger Rd. Intersection Capacity Improvements	\$2,700,00	Measure J: \$2M; Local: \$0.7M	
Concord	Commerce Avenue Roadway Extension and Bridge at Pine Creek	\$10,600,000	Measure C I-680: \$6.19M; TE Bill:\$1.36M; Local:\$2.2M; Measure J: \$0.85M	
Concord	Ygnacio Valley Road Lane Ext. (Cowell to Michigan Widening)	\$12,000,000		
Concord	Bailey Road Traffic Improvements	\$4,790,026	Developer Fees: \$.123M; Local ROW:\$.039M	
County/Martinez	Pacheco Blvd: Widen to 4 lanes, construct new RR overcrossing for Burlington Northern Santa Fe Railway. Can be phased	\$35,000,000	Measure J: \$4.9M; Measure C: \$3M; City Fees: \$1.5 M; TOSCO/Solano Fund \$3.6M	\$22M
County	Alhambra Valley Road realignment and safety projects to straighten curves and improve operational and safety characteristics	\$5,080,000	Martinez AOB: \$0.7M, Local \$1.5M	\$3M
County	Kirker Pass Rd Northbound Truck Climbing Lanes from Concord to Pittsburg . Note southbound truck lanes are not planned at this time.	\$8,500,000	Measure J: \$5.8M; Prop. 42: \$1.2M	\$1.5 M
County	Arnold Drive Extension	\$15,000,000		

	CENTRAL COUNTY PROJECTS	Project	Secured	Prospective
Agency	Project Name	Cost (2007\$)	Funding	STIP Requests (estimate)
Martinez	Alhambra Avenue Safety Improvements, Walnut Avenue to Franklin Canyon Rd; Construct a second southbound lane on Alhambra Ave from Walnut Ave to Franklin Canyon Rd with other necessary signal, ramp, and median modifications.	\$1,750,000	Local: \$.25M	\$1.5M
Martinez	North Court/UPRR Overpass	\$19,000,000		
Martinez	Alhambra Avenue Widening (Phase 3)	\$6,000,000	Other: \$1M	
Pleasant Hill	Contra Costa Blvd Improvement; Between 2nd Ave and Monument Blvd, construct additional right and left turn lanes at various intersections, modify intersection lane alignments, add new class II bike lane, improve traffic operations throughout corridor.	\$15,000,000	Measure J: \$1.1M; HSTIP: \$1.1M	\$12.8M
Pleasant Hill	Buskirk Avenue Realignment, Phase 2	\$10,000,00	Measure J: \$8M; City: \$1M	\$1M
Pleasant Hill	Pleasant Hill Road Improvement project - phases iii,iv,v	\$1,800,000		
Pleasant Hill	Monument Boulevard Widening	\$12,000,000		
Pleasant Hill	Contra Costa Boulevard Widening at Gregory Gardens , Doris to Doray	\$2,000,000		
Pleasant Hill	Gregory lane right turn lane at I-680 off-ramp	\$275,000		
Pleasant Hill	Golf Club Rd Bridge Replacement – New bridge, sidewalk, bike lane, pavement, lighting, and landscaping	\$4,800,000	HBR: \$3.7M; CC-TLC: \$0.5M; Local: \$0.6M	
Pleasant Hill	Golf Club Rd/ Old Quarry Rd Improvement – new sidewalk, signals, bike lane, crosswalk beacon, roundabout, pavement, lighting, and landscaping	\$5,400,000	Federal: \$4.8 M	
Pleasant Hill	Paso Nogal Improvements	\$1,000,000		
Pleasant Hill	Cleaveland Road widening and sidewalk improvements	\$2,000,000		\$1M
Pleasant Hill	Pleasant Hill Road installation of new pedestrian and bicycle facilities, drainage improvements, traffic calming measures , and intersection improvements			
Pleasant Hill	Taylor Boulevard extend signal interconnect Pleasant Hill Road to Grayson Road	\$1,000,000		
Pleasant Hill	Taylor Boulevard eliminate free right turn lanes at Taylor Boulevard/Pleasant Hill Road intersection			
Walnut Creek	Ygnacio Valley Road (YVR) Rehabilitation - Phase 1: Overlay YVR from California Blvd to Civic Drive, including ADA upgrades, safety, intersection and traffic operations improvements.	\$2,849,000	Local: \$.4M	
Walnut Creek	Ygnacio Valley Road (YVR) Rehabilitation - Phase 2: I-680-California; Phase 3: Civic to Bancroft; Phase 4: Bancroft to Oak Grove; Phase 5: Oak Grove to City Limits	\$20,500,00		
Walnut Creek	Ygnacio Valley Road @ Walnut Blvd. Left Turn Extension	\$400,000		
Walnut Creek	Bancroft/Ygnacio Valley Road New Eastbound Right Turn Lane	\$4,500,000		
Walnut Creek	Ygnacio Valley Road @ Homestead Ave. Left Turn Extension (350 feet)	\$350,000		
Walnut Creek	Ygnacio Valley Road @ Oak Grove Road Southbound Left Turn Lane	\$2,500,000		
Walnut Creek	Ygnacio Valley Road @ Marchbanks/Tampico Left Turn Extension	\$300,000		
Walnut Creek	Parkside/Buena Vista Ave Intersection Improvements	\$1,150,000		
Walnut Creek	Ygnacio Valley Road @ San Carlos Left Turn Extension	\$500,000		
<b>TRANSIT PROJECTS</b>				
BART	BART Walnut Creek Station Capacity Expansion - includes new paid area, platform expansion, new vertical circulation, additional fare gates, and fare collection equipment. etc.	\$30,000,000		
BART	BART Pleasant Hill Station Capacity Expansion - includes expansion of existing paid area, mew paid area, platform expansion, new vertical circulation, additional fare gates and fare collection equipment, etc.	\$50,000,000		

	CENTRAL COUNTY PROJECTS	Project	Secured	Prospective
Agency	Project Name	Cost (2007\$)	Funding	STIP Requests (estimate)
County Connection	Pacheco Transit Hub	\$2,031,922	PTMISEA:\$800k; Measure C: \$550k;RM2: \$1.089M; TFCA:\$92,922	
County Connection	DVC Transit Center	\$4,318,530	PTMISEA: \$2,231,030; T-Plus:\$350k; \$253k;FTA 5303:\$1,237,500; RM2:\$500k	
County Connection	Trunkline Transit service capital improvements from Pacheco Boulevard (Martinez) to Main Street (Walnut Creek) - Buses:	\$2,100,000		
County Connection	Infrastructure Improvements (bulb outs, queue jump lanes, passenger shelters, signage)	\$6,000,000		
County Connection	IT: (real time information, signal priority)	\$3,900,000		\$3.9M
Martinez	Martinez Intermodal Station (Phase 3)	\$12,600,000	Measure J: \$2.6M	
Martinez	Martinez Ferry Terminal	\$5,000,000		
511 CC/TRANSPAC	Clean Fuel Vehicle infrastructure	\$10,000,000		
<b>BICYCLE, PEDESTRIAN AND TRAIL PROJECTS</b>				
Clayton	Concord-Clayton Bikeway Clayton Town Center to Treat Boulevard in Concord	\$362,000		
Clayton	Mitchell Canyon Road, Pine Hollow to Clayton Road &South of Pine Hollow Road -Sidewalk Gap Closure	\$100,000		
Clayton	Oak Street , south of High Street, Sidewalk Gap Closure	\$50,000		
Clayton	Pine Hollow Road, West of Pine Hollow Estates Sidewalk Gap Closure	\$300,000		
Concord	Concord Boulevard Sidewalk Gap Closure Phase II	\$1,270,000	Bike/Ped Grant: \$0.82M; Local:\$0.45M	
Concord	Port Chicago Highway Sidewalk Gap Closure	\$270,000		
Concord	Treat Blvd Sidewalk - Coco's Restaurant to Cobblestone Drive Sidewalk Gap Closure	\$125,000		
Concord	Treat Boulevard-Cobblestone Drive to Cowell Road Sidewalk Gap Closure	\$800,000		
Concord	Monument Blvd & Meadow Ln Pedestrian Infrastructure Improvements	\$4,044,000	TLC:\$2.2M; CDBG:\$0.275M; Local: \$1.569M	
County	Pleasant Hill BART Shortcut Pedestrian Path	\$2,169,000	CCCO: \$600K; SRTS:\$300K; TLC:\$25K	
County	Pleasant Hill BART Station Bicycle and Pedestrian Access	\$1,000,000		
County	Alhambra Valley Road Shoulder Widening. East of Castro Ranch	\$2,000,000	Prop1B:\$1.05M; HRS:\$900K; Briones AOB: \$25K	
County	Delta-De Anza Class I Trail from Evora Road to Port Chicago Hwy	\$500,000		
County	Delta-De Anza Class I Trail from Port Chicago Hwy to Iron Horse Trail			
County	Delta-De Anza Class I Trail from Port Chicago Hwy to Iron Horse Trail			
County	Iron Horse Trail Overcrossing at Treat Blvd. /Jones Road	\$12,200,000	TEA21 CMAQ:\$500K; Meas C Reg:\$887K;MeasC CCTA:\$400K;Trans. Impact Fees (SAP Fees) \$2.26M;RDA \$605K;MTC HIP:\$2.5M;MeasC TLC County:\$1M	Unfunded: \$401k

	CENTRAL COUNTY PROJECTS	Project	Secured	Prospective
Agency	Project Name	Cost (2007\$)	Funding	STIP Requests (estimate)
County	Carquinez Scenic Trail design/construction between Port Costa & Martinez	\$4,00,000	SAFETEA-LU: \$1M	
County	Clyde Union Pacific Right of Way Trail	\$1,500,000	Navy Mit. Funds \$1.5M	
County	Reliez Valley Road Pedestrian Path	\$1,400,000	STIP:\$342K Reliez Valley SP Fund: \$1.06M	
County	Alhambra Valley Road Realignment and Shoulder widening Bear Creek Road to 2,200 feet east	\$1,512,000	HR3:\$810k; Briones AOB	Unfunded: \$702k
County	Marsh Creek Road Curve Realignment between Aspara Drive and Deer Valley Road	\$3,630,000	Marsh Creek AOB: \$350K	
County	Marsh Creek Road Widening - 1 mi. East of Russelmann Park Road	\$2,210,000	HR3:\$810K; Prop1BL \$1.4M	
County	Rudgear Road/San Miguel Drive/Walnut Boulevard/Mountain View Boulevard Safety Improvements	\$350,000	Central Co. AOB	
County	Willow Pass Road Widening to 4 lanes / Gap Closure from Bailey Road to Pittsburg City limits	?		
County	Marsh Drive Widening	\$2,471,000	West Concord Fees:\$2,472,000	
County	Center Avenue Widening: Pacheco Boulevard to Blackwood Drive	\$5,300,000	West Concord Fees:\$588,000	
County	Evora Road/Willow Pass Road Intersection - West	\$1,700,000	Navy Mit Funds: \$1.3M	Unfunded: \$400k
County	Boulevard Way Sidewalk Gap Closure	\$62,000		
County	Mayhew Way Sidewalk Gap Closure	\$80,000		
County	Pacheco Boulevard (from 3785 to 3795) Sidewalk Gap Closure	\$335,000		
County	Pacheco Boulevard Sidewalk Gap Closure - Camino Del Sol to Windhover Way	\$589,000	SRTS: \$311k; TDA \$70k	
County	Pacheco Boulevard Sidewalk Gap Closure - Windhover way to Goree Court	\$621,500		
County	Arnold Industrial Way Sidewalk Gap Closure	\$80,000		
County	Springbrook Road Sidewalk Gap Closure			
County	Pacheco Blvd. (from 4101 to 4285 ) Sidewalk Gap Closure			
County	Alhambra Valley Road Pedestrian Bridge	\$500,000	Prop 1B: \$400K; Alhambra Valley Fees: \$60K	
County	Treat Boulevard Reconstruction	\$2,500,000		
Martinez	Bay Trail (all unconstructed Phases)	\$1,000,000		
Martinez	Contra Costa Canal Trail: Extend, Muir Rd. to Martinez Reservoir			
Martinez	Howe Street Bicycle Lanes			
Martinez	Marina Vista Bike Lanes: Extend	\$500,000		
Martinez	Morello Avenue Bicycle Lanes Gap Closure , Pacheco Boulevard top Petit Lane	\$265,000		
Martinez	Morello Avenue Bicycle Lanes Gap Closure	\$322,000		
Martinez	Vine Hill Walkway (2 phases)	\$702,000		
Martinez	North Court Street Bicycle Lanes	\$195,000		
Martinez	Pacheco Blvd. Bike Lanes, Arnold Dr. to Muir Rd.	\$75,000		
Pleasant Hill	Pleasant Hill Road Improvement project - phases iii,iv,v	\$1,800,000		
Pleasant Hill	Monument Boulevard Widening	\$12,000,000		
Pleasant Hill	Contra Costa Boulevard Widening at Gregory Gardens , Doris to Doray	\$2,000,000		
Pleasant Hill	Gregory Lane right turn lane at I-680 off-ramp	\$275,000		

	CENTRAL COUNTY PROJECTS	Project	Secured	Prospective
Agency	Project Name	Cost (2007\$)	Funding	STIP Requests (estimate)
Pleasant Hill	Paso Nogal Improvements	\$1,000,000		
Pleasant Hill	Cleaveland Road widening and sidewalk improvements	\$2,000,000		
Pleasant Hill	Contra Costa Canal Trail realignment at Taylor Blvd.	\$1,000,000		
Pleasant Hill	Morello Avenue Bike Lanes	\$500,000		
Pleasant Hill	Pleasant Hill Road Pedestrian Improvements, Boyd Road to Geary Road	\$1,100,000		
Pleasant Hill	Taylor/Morello Pedestrian Improvements	\$500,000		
Pleasant Hill	Grayson Road/Gregory Lane Bike Route	\$3,000,000		
Pleasant Hill	Maureen Lane to Strandwood School (1900 Rose Lane) Sidewalk Gap Closure	\$350,000		
Pleasant Hill	Lucille Drive, Maureen to Taylor Boulevard Sidewalk Gap Closure	\$100,000		
Pleasant Hill	Pleasant Valley Drive Neighborhood Sidewalk Installation	\$104,000		
Pleasant Hill	Morello at Paso Nogal Park Sidewalk Gap Closure	\$100,000		
Walnut Creek	Olympic Boulevard Pedestrian Improvements, Bridgefield Road to Boulevard Way			
Walnut Creek	Community School Improvements, various locations in the TRANSPAC area			
Walnut Creek	Buena Vista Pedestrian Improvements, all phases	\$507,000		
Walnut Creek	Parkside Drive Sidewalk Gap Closure	\$200,000		
Walnut Creek	Walnut Boulevard Pedestrian Improvement Project, Ygnacio Valley Road to Homestead Avenue	\$500,000		
Walnut Creek	Ped/Bike Overcrossing of Ygnacio Valley Road at Walnut Creek BART	\$10,000,000		
Walnut Creek	Walnut Blvd./Pedestrian Pathway	\$7,200,000		
Walnut Creek	Mt. Diablo/Iron Horse Trail Crossing	\$250,000		
Walnut Creek	Rudgear/Palmer Pedestrian Improvements	\$300,000		
Walnut Creek	Buena Vista/First St. Pedestrian/Bike Improvements	\$800,000		
	<b>Total</b>	<b>\$926,480,646</b>	<b>\$247,243,952</b>	<b>\$109,535,000</b>
	<b>Unfunded</b>	<b>\$679,236,694</b>		





Edi Birsan  
950 Alla Ave,  
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510-812-8180 (cell)

**SENT BY E-MAIL**

*Transpac is the long term commitment of local city representatives coming together in a regional effort to achieve transportation goals that will be beneficial and fair to all concerned. By cooperation and integration of local priorities we can build the infrastructure needed and wanted for this century's prosperity and growth. We will establish and support projects that originate in our local communities bringing a network of transportation solutions through all the dimensions of current and future challenges.*

Goals and initial strategies:

**1. Constant Relevance**

First and foremost we will always maintain a constant communication with our local communities both to identify and hear their concerns and modify our transportation priorities as needed. We will be updating local neighborhoods on the prospective approaches and make data available to understand their transportation picture. This is to be done by open meetings, transparent data sourcing, public workshops and review locally.

**2. Alternatives to single occupant car travel**

Expand the transportation options so as to be able to reduce the dependence on single occupant vehicles as the most viable transportation solution. This is to be done by developing a network of alternatives such as rail, tram, bus, shuttles, bicycle and pedestrian modes that overlay on a web of locations that are geared towards work, homes, school and play destinations.

**3. Reduce the combined metric of: time/length/cost (both financial and environmental) of transportation relative to desired destination.**

By looking at where our communities want to go to, when and why, we may be able to bring those purposes closer and thus present a transportation solution. In this regard we need to develop a web area pattern of route solutions rather than the spoke system of current main thorough fares with its focus outside of Contra Costa.

**4. Maintain and protect the transportation infrastructure**

By responding in both planning and construction to known recurring negative events such as storm surges, floods, earthquakes and normal wear and tear, as well as prospective challenges and opportunities from shifting technologies and material sciences, we can create solutions that can provide a long term commitment to transportation accessibility. We will do this by shifting transportation assets away from destructive trend areas and provide alternative routes and methodologies where needed.

## 2014 Central County Action Plan Update

### *Wording for TRANSPAC Board Review*

#### **Action Plan Tenets**

TRANSPAC has established six tenets to guide the development of region-wide objectives and actions for managing the efficiency of the transportation network. The tenets recognize that, because capacity-expansion projects are limited, as Central County continues to grow, improvements to the transportation system will need to focus more on demand and efficiency, rather than solely on capacity improvements.

The tenets were developed under two key assumptions, based on the adopted general plans of Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County.

Central County is 85 to 90 percent “built out” and most development will be infill.

Although infill development that occurs near transit facilities and downtowns will generate fewer new vehicle trips, this development will add both ridership to public transit and traffic to already-congested roadways.

1. TRANSPAC supports the planning for and management of the transportation system in coordination with other community interests.
2. TRANSPAC supports the improvement and management of freeway corridors to facilitate regional travel and to encourage interregional travelers to use the freeways and transit network rather than local and arterial streets.
3. TRANSPAC supports traffic management strategies for arterial Regional Routes, including use of signal timing to manage peak through-traffic volumes.
4. TRANSPAC supports the enhancement and expansion of alternatives to single-occupant vehicles to improve mobility choices including transit, bicycle and pedestrian facilities.
5. TRANSPAC supports 511 Contra Costa’s mission to reduce mobile source greenhouse gas emissions.
6. TRANSPAC supports the development and coordination of transportation-oriented Emergency Management Plans among local jurisdictions, regional agencies, and state agencies.

## Goals

1. Encourage land use decisions that address the increase in overall traffic demand
2. Support the enhancement and expansion of an efficient transit system
3. Support use of HOV lanes
4. Work to improve freeway flow
5. Manage arterial traffic flow
6. Support the implementation of Complete Streets
7. Increase participation in the 511 Contra Costa TDM Program
8. Improve bicycle and pedestrian facilities
9. Maintain existing transportation system and infrastructure

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**Planning Committee STAFF REPORT****Meeting Date:** October 2, 2013

<b>Subject</b>	<b>Preliminary Review of the Calendar Year 2012 &amp; 2013 Measure J Growth Management Program (GMP) Biennial Compliance Checklist.</b>
<b>Summary of Issues</b>	The next GMP compliance reporting period will cover Calendar Years (CY) 2012 & 2013. It will be the first Checklist that pertains entirely to the Measure J GMP. The full Measure J Checklist will be released to local jurisdictions in early 2014. Staff recommends that the Planning Committee delegate the detailed discussion of the Measure J Checklist to the Growth Management Program Task Force. Concurrently, the Authority's Citizen Advisory Committee is also review the Checklist.
<b>Recommendations</b>	Review and comment on the preliminary draft Checklist, and delegate further discussion to the GMP Task Force.
<b>Financial Implications</b>	Local jurisdictions are eligible to receive 18 percent Local Street Maintenance and Improvement (LSM) Funds, subject to the Authority finding that the jurisdiction is in compliance with the GMP.
<b>Options</b>	N/A
<b>Attachments</b>	<b>A.</b> Draft CY 2012 & 2013 Measure J GMP Compliance Checklist <b>B.</b> GMP Task Force Roster
<b>Changes from Committee</b>	

**Background**

The Measure J Growth Management Program (GMP), as amended, requires that every two years each jurisdiction submit a statement of compliance with the GMP. The Authority then reviews that statement, makes a findings of compliance, and allocates

Local Street Maintenance and Improvement (LSM) funds to cities, towns and the County.

The Biennial Compliance Checklist provides a vehicle for measuring local jurisdictions' fulfillment of the requirements of the GMP. The last compliance review cycle covered the CY 2010 & 2011 reporting period. Jurisdictions that demonstrated compliance in CY 2010 & 2011 received FY 2011-12 LSM funds, with the second-year's funding, also known as the "off year" (in this case, FY 2012-13) allocated automatically on the one-year anniversary of the first year's allocation.

Attachment A shows the text for the Preliminary Draft of the CY 2012 & 2013 GMP Checklist. In previous review cycles, the text was exported into a web-accessible form that could be filled out by the local jurisdiction's staff. We will continue this process and strive to incorporate new technologies to make the form more accessible still, and easier to complete. For now, however, the primary focus is on the substance of the checklist questions as they pertain to the basic compliance requirements for the GME.

Staff recommends that the Authority allow for further discussion of the Checklist with the GMP Task Force and continued consultation with the Authority's Citizens Advisory Committee prior to Authority adoption of the Checklist in early 2014. The roster of GMP Task Force members is shown in Attachment B.

### **Requirements of the Measure J GMP**

Requirements are summarized as follows:

- **Adopt a Growth Management Element.** Local jurisdictions are required to have a Growth Management Elements (GME) in their General Plan that substantially complies with the Authority's Measure J Model Growth Management Element adopted in June 2007. The GME is the jurisdiction's main platform for outlining goals and policies for managing growth and requirements for achieving those goals. Jurisdictions are encouraged to supplement their GMEs with any elements outside of the Model GME that may be helpful in achieving the objectives of the Growth Management Program as well as local General Plan goals and policies. (Note: this requirement was addressed in the CY 2010 & 2011 reporting period).

- **Adopt a Development Mitigation Program.** Local jurisdictions must participate in a Development Mitigation Program which consist of two parts: a local program to mitigate development impacts on local streets, and a regional program developed by the relevant RTPC that establishes fees, exactions, assessments, or other measures to fund regional and subregional transportation projects.
- **Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process.** Each jurisdiction must participate in an ongoing, multi-jurisdictional planning process through the Regional Transportation Planning Committees.
- **Address Housing Options.** Each jurisdiction must demonstrate reasonable progress in achieving the objectives in its Housing Element. The jurisdiction must complete a report that illustrates this progress in various ways. Additionally, jurisdictions must incorporate policies and standards to support transit, bicycle, and pedestrian access in new development.
- **Develop a Five-Year Capital Improvement Program.** Jurisdictions must continue to prepare five-year capital improvement programs, including approved projects and an analysis of the costs of proposed projects. The program must outline a financial plan for providing proposed improvements.
- **Adopt a Transportation Systems Management (TSM) Ordinance or Resolution.** Jurisdictions must adopt an ordinance or resolution that promotes carpools, vanpools, and park and ride lots, and is substantial consistent with the Authority's Model TSM Resolution.
- **Urban Limit Line.** Jurisdictions must have a voter-approved Urban Limit Line (ULL) to be considered in compliance with the Measure J Growth Management Program. The Urban Limit Line may conform to the countywide line, or a jurisdiction may adopt its own Local Voter-Approved Urban Limit Line to fulfill this requirement.

### **Next steps**

Following further review and discussion by the GMP Task Force and the CAC, staff will bring the checklist back to the Authority in early 2014 for approval to distribute to local jurisdictions. Local jurisdictions may submit their completed Checklists as early as April

1, 2014, for allocation of FY 2013-14 funds on July 1, 2014. The Checklist will be due no later than June 30, 2015. Payment of the “off-year” FY 2014-15 LSM funds occurs automatically on the anniversary of the first year’s payment.



Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 &amp; 2013

**Measure J Growth Management Program Compliance Checklist**

<b>1. Action Plans</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Is the jurisdiction implementing the actions called for in the applicable Action Plan for all designated Routes of Regional Significance within the jurisdiction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction implemented the following procedures as outlined in the <i>Implementation Guide</i> and the applicable Action Plan for Routes of Regional Significance?			
i. Circulation of environmental documents,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Analysis of the impacts of proposed General Plan amendments and recommendation of changes to Action Plans, and	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Conditioning the approval of projects consistent with Action Plan policies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the jurisdiction followed the procedures for RTPC review of General Plan Amendments as called for in the <i>Implementation Guide</i> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>2. Transportation Mitigation Program</b>	<b>YES</b>	<b>NO</b>	
a. Has the jurisdiction adopted and implemented a local development mitigation program to ensure that new development pays its fair share of the impact mitigation costs associated with that development?	<input type="checkbox"/>	<input type="checkbox"/>	
b. Has the jurisdiction adopted and implemented the regional transportation mitigation program, developed and adopted by the applicable Regional Transportation Planning Committee, including any regional traffic mitigation fees, assessments, or other mitigation as appropriate?	<input type="checkbox"/>	<input type="checkbox"/>	

## Compliance Checklist - DRAFT

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

<b>3. Housing Options and Job Opportunities</b>	<b>YES</b>	<b>NO</b>
a. Has the jurisdiction prepared and submitted a report to the Authority demonstrating reasonable progress in providing housing opportunities for all income levels under its Housing Element? The report can demonstrate progress by  (1) comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in its Housing Element; or  (2) illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or  (3) illustrating how its General Plan and zoning regulations facilitate improvement or development of sufficient housing to meet the Element's objectives.	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the jurisdiction's General Plan—or other adopted policy document or report—consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided?	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the jurisdiction incorporated policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments?	<input type="checkbox"/>	<input type="checkbox"/>

## Compliance Checklist - DRAFT

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

4. Traffic Impact Studies	YES	NO	N/A
a. Using the Authority's <i>Technical Procedures</i> , have traffic impact studies been conducted as part of development review for all projects estimated to generate more than 100 net new peak-hour vehicle trips? (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. If the answer to 4.a. above is "yes", did the local jurisdiction notify affected parties and circulate the traffic impact study during the environmental review process?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Participation in Cooperative, Multi-Jurisdictional Planning	YES	NO
a. During the reporting period, has the jurisdiction's Council/Board representative regularly participated in meetings of the appropriate Regional Transportation Planning Committee (RTPC), and have the jurisdiction's local representatives to the RTPC regularly reported on the activities of the Regional Committee to the jurisdiction's council or board? (Note: Each RTPC should have a policy that defines what constitutes regular attendance of Council/Board members at RTPC meetings.)	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the local jurisdiction worked with the RTPC to develop and implement the Action Plans, including identification of Routes of Regional Significance, establishing Multimodal Transportation Service Objectives (MTSOs) for those routes, and defining actions for achieving the MTSOs?	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the local jurisdiction applied the Authority's travel demand model and <i>Technical Procedures</i> to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan MTSOs?	<input type="checkbox"/>	<input type="checkbox"/>

## Compliance Checklist - DRAFT

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

	YES	NO
d. As needed, has the jurisdiction made available, as input into the countywide transportation computer model, data on proposed improvements to the jurisdiction's transportation system, including roadways, pedestrian circulation, bikeways and trails, planned and improved development within the jurisdiction, and traffic patterns?	<input type="checkbox"/>	<input type="checkbox"/>
<b>6. Five-Year Capital Improvement Program</b>	<b>YES</b>	<b>NO</b>
Does the jurisdiction have an adopted five-year capital improvement program (CIP) that includes approved projects and an analysis of project costs as well as a financial plan for providing the improvements? (The transportation component of the plan must be forwarded to the Authority for incorporation into the Authority's database of transportation projects)	<input type="checkbox"/>	<input type="checkbox"/>
<b>7. Transportation Systems Management Program</b>	<b>YES</b>	<b>NO</b>
Has the jurisdiction adopted a transportation systems management ordinance or resolution that incorporates required policies consistent with the updated model ordinance prepared by the Authority for use by local agencies or qualified for adoption of alternative mitigation measures because it has a small employment base?	<input type="checkbox"/>	<input type="checkbox"/>
<b>8. Maintenance of Effort (MoE)</b>	<b>YES</b>	<b>NO</b>
Has the jurisdiction met the MoE requirements of Measure J as stated in Section 6 of the Contra Costa Transportation Improvement and Growth Management Ordinance (as amended)? (See the Checklist Instructions for a listing of MoE requirements by local jurisdiction.)	<input type="checkbox"/>	<input type="checkbox"/>

## Compliance Checklist - DRAFT

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

<b>9. Posting of Signs</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
Has the jurisdiction posted signs meeting Authority specifications for all projects exceeding \$250,000 that are funded, in whole or in part, with Measure C or Measure J funds?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>10. Adoption of the Measure J Growth Management Element</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
Has the local jurisdiction adopted a final GME for its General Plan that substantially complies with the intent of the Authority's adopted Measure J Model GME?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>11. Adoption of a voter-approved Urban Limit Line</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the local jurisdiction adopted and continually complied with an applicable voter-approved Urban Limit Line as outlined in the Authority's annual ULL Policy Advisory Letter?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. If the jurisdiction has modified its voter-approved ULL or approved a major subdivision or General Plan Amendment outside the ULL, has the jurisdiction made a finding of consistency with the Measure J provisions on ULLs and criteria in the ULL Policy Advisory Letter after holding a noticed public hearing and making the proposed finding publically available?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>12. Other Considerations</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
If the jurisdiction believes that the requirements of Measure J have been satisfied in a way not indicated on this checklist, has an explanation been attached below?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Compliance Checklist - DRAFT

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

### 13. Review and Approval of Checklist

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This checklist was prepared by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name & Title (print)

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Email

The council/board of \_\_\_\_\_ has reviewed the completed checklist and found that the policies and programs of the jurisdiction as reported herein conform to the requirements for compliance with the Contra Costa Transportation Improvement and Growth Management Program.

\_\_\_\_\_  
Certified Signature (Mayor or Chair)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name & Title (print)

\_\_\_\_\_  
Attest Signature (City/Town/County Clerk)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name (print)

## Compliance Checklist Attachments

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

### Supplementary Information (Required)

#### 1. Action Plans

- a. *Please summarize steps taken during the reporting period to implement the actions, programs, and measures called for in the applicable Action Plans for Routes of Regional Significance:*
  
  
  
  
  
  
  
  
  
- b. *Attach, list and briefly describe any General Plan Amendments that were approved during the reporting period. Please specify which amendments affected ability to meet the standards in the Growth Management Element and/or affected ability to implement Action Plan policies or meet Traffic Service Objectives. Indicate if amendments were forwarded to the jurisdiction's RTPC for review, and describe the results of that review relative to Action Plan implementation:*

*Provide a summary list of projects approved during the reporting period and the conditions required for consistency with the Action Plan:*

#### 2. Transportation Mitigation Program

- a. *Describe progress on implementation of the regional transportation mitigation program:*

#### 3. Housing Options and Job Opportunities

- a. *Please attach a report demonstrating reasonable progress in providing housing opportunities for all income levels.*

## Compliance Checklist Attachments

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

- c. *Please attach the jurisdiction's adopted policies and standards that ensure consideration of and support for walking, bicycling, and transit access during the review of proposed development.*

### **4. Traffic Impact Studies**

*Please list all traffic impact studies that have been conducted as part of the development review of any project that generated more than 100 net new peak hour vehicle trips. (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply). Note whether the study was consistent with the Authority's Technical Procedures and whether notification and circulation was undertaken during the environmental review process.*

### **5. Participation in Cooperative, Multi-Jurisdictional Planning**

*No attachments necessary.*

### **6. Five-Year Capital Improvement Program**

*Please attach the transportation component of the most recent CIP version, if the Authority does not already have it. Otherwise, list the resolution number and date of adoption of the most recent five-year CIP.*

### **7. Transportation Systems Management Program**

*Please attach a copy of the jurisdiction's TSM ordinance, or list the date of ordinance or resolution adoption and its number.*



## Compliance Checklist Attachments

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

### **8. Maintenance of Effort (MoE)**

*Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 2009-10 and FY 2010-11). See the Instructions to identify the MoE requirements.*

### **9. Posting of Signs**

*Provide a list of all projects exceeding \$250,000 within the jurisdiction, noting which ones are or were signed according to Authority specifications.*

### **10. Adoption of the Measure J Growth Management Element**

*Please attach the adopted Final Measure J Growth Management Element to the local jurisdiction's General Plan.*

### **11. Adoption of a voter-approved Urban Limit Line**

*The local jurisdiction's adopted ULL is on file at the Authority offices. Please specify any actions that were taken during the reporting period with regard to changes or modifications to the voter-approved ULL, which should include a resolution making a finding of consistency with Measure J and a copy of the related public hearing notice.*

### **12. Other Considerations**

*Please specify any alternative methods of achieving compliance for any components for the Measure J Growth Management Program*

## Attachment B

GMP Task Force  
CONTACT LIST

<b>JURISDICTION/ ORGANIZATION</b>	<b>FIRST NAME</b>	<b>LAST NAME</b>	<b>TITLE</b>
County	Steve	Goetz	Deputy Dir. Transportation Planning
City of Walnut Creek	Andrew	Smith	Senior Planner
City of Hercules	Robert	Reber	Planning Director
TRANSPAC	Barbara	Neustadter	RTPC Manager
County	John	Cunningham	Sr. Transportation Planner
SWAT/Danville	Tai	Williams	Transportation Services Director
City of Concord	Ray	Kuzbari	Transportation Manager
WCCTAC	Jerry	Bradshaw	Executive Director
Lafayette	Leah	Greenblat	Transportation Planner
Antioch	Tina	Wehrmeister	Community Development Director
Brentwood	Steve	Kersevan	Traffic Engineer
County	Jamar	Stamps	Planner
Pittsburg	Leigha	Schmidt	Planner
El Cerrito	Noel	Ibalio	Sr. Planner
Clayton	Charlie	Mullen	Community Development Director



## MEMORANDUM

TO: TRANSPAC TAC  
FROM: LYNN OVERCASHIER, 511 Contra Costa Program Manager  
DATE: November 7, 2013  
RE: Recommended edits to the Calendar year 2012 & 2013 Measure J  
Growth Management biennial Compliance Checklist

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At the October 16, 2013 Contra Costa Transportation Authority meeting, the preliminary draft of the Calendar year 2012 & 2013 Measure J Growth Management biennial Compliance Checklist was released for review. The two sections of the checklist that reference the Transportation Systems Management Ordinance have not been updated since the 2004 passage of Measure J. Below are suggested updates to these sections for TAC and TRANSPAC approval.

Page 2.3.10-3 of the CCTA October 16 packet includes the current language:  
Adopt a Transportation Systems Management (TSM) Ordinance or Resolution.  
Jurisdictions must adopt an ordinance or resolution that promotes carpools, vanpools, and park and ride lots, and is substantially consistent with the Authority's Model TSM Ordinance or Resolution.

Recommended changes include:  
Adopt a Transportation Demand Management (TDM) Ordinance or Resolution.  
Jurisdictions must adopt an ordinance or resolution that promotes alternative transportation modes to the single-occupant vehicle, and is substantially consistent with the Authority's Model TDM Ordinance or Resolution.

Page 10-8 of the Compliance Checklist currently reads:  
7. Transportation Systems Management Program  
Has the jurisdiction adopted a transportation systems management ordinance or resolution that incorporates required policies consistent with the updated model ordinance prepared by the Authority for use by local agencies or qualified for adoption of alternative mitigation measures because it has a small employment base?

Recommended changes include:  
7. Transportation Demand Management Program  
Has the jurisdiction adopted a Transportation Demand Management Ordinance or Resolution that incorporates required policies consistent with the updated model ordinance/resolution prepared by the Authority for use by local agencies?



**PRELIMINARY REVIEW OF THE CALENDAR YEAR 2012 AND 2013  
MEASURE J GROWTH MANAGEMENT PROGRAM (GMP)  
BIENNIAL COMPLIANCE CHECKLIST**

**TAC Comments as shown in the Minutes of the October 24, 2013 TAC Meeting:**

**Preliminary Review of the Calendar Year 2012 and 2013 Measure J Growth Management Program (GMP) Biennial Compliance Checklist**

Ms. Neustadter noted that Martin Engelmann had crafted a Growth Management Program Biennial Compliance Checklist, and she asked if there were any issues with that version of the checklist that would be released to jurisdictions early in 2014.

Mr. Lochirco expressed concern with how the new checklist deviated from the previous checklist and asked if there had been substantial changes, and if so, requested that those changes be redlined.

Ms. Neustadter explained that the checklist had been working its way through the GMP Task Force and the Citizens Advisory Committee, as well as the Technical Coordinating Committee (TCC). She advised that she would forward a request that Mr. Engelmann prepare a redline strikeout version of the new Compliance Checklist for TAC review at its November meeting.

**TAC Comments as shown in the Minutes of the November 21, 2013 TAC Meeting:**

**1. Preliminary Review of the Calendar Year 2012 and 2013 Measure J Growth Management Program (GMP) Biennial Compliance Checklist**

Ms. Neustadter explained that the item had been included on a previous TAC agenda when Jeremy Lochirco had asked the CCTA to advise of the changes to the Calendar Year 2012 and 2013 Measure J Growth Management Program (GMP) Biennial Compliance Checklist. She verified that the only changes were the dates, which had raised the question of whether there were any comments to the CCTA on the Biennial Compliance Checklist. She emphasized that those who worked with the Checklist should advise if there were any changes to be submitted to the CCTA.

Mr. Kuzbari commented that while he had no comments on the Checklist, he expressed concern for the mechanics of the program itself to be able to enter information in that the program did not work well, the windows were not expandable, and the whole report could not be printed out. While it had been partially fixed, there remained problems. It was his hope that the program would work better. He clarified that the program was not yet available on line.

Mr. Neustadter referred to the edits to the Biennial Compliance Checklist recommended by Lynn Overcashier, 511 Contra Costa Program Manager that had been submitted for TAC review.

Corinne Dutra-Roberts had nothing to add to Ms. Overcashier's comments but questioned why housing was in the section it was in. She realized that changing things probably came with a lot of grief.

Mr. Kuzbari referred to many places where the term "transportation systems" appeared and which should have read *transportation demand management* (TDM). He asked for that change throughout the entire document for consistency.

Ms. Neustadter asked Ms. Dutra-Roberts to make that change and return the document to her.

Ms. Dutra-Roberts clarified that 511 Contra Costa had worked with SWAT, WCCTAC, and TRANSPAC to wordsmith the Draft Model Transportation Demand Management Ordinance, which had been submitted to Martin Engelmann in May or July. She would verify the status of the document with Mr. Engelmann.

Mr. Raie referred to Page 7 of the checklist and the Transportation Mitigation Program which asked to *Describe progress on implementation of the regional transportation mitigation program*. He took issue with the format of that section because it was not a checklist format.

Ms. Neustadter suggested that Mr. Raie's comments could be taken to TRANSPAC.

Mr. Kuzbari commented that the section had not been a problem in the past in that there was a mechanism, the Subregional Transportation Mitigation Program (STMP), which mechanism was usually cited. He suggested that those working with the Checklist could continue to do what had been done in the past.

Ms. Neustadter explained that the STMP had been approved by TRANSPAC and forwarded to the CCTA, and the STMP had been included in the Action Plan.

Mr. Engelmann suggested that the STMP be labeled more robustly.

**APPENDIX G****DRAFT MODEL TRANSPORTATION  
DEMAND MANAGEMENT  
ORDINANCE/RESOLUTION****OVERVIEW**

The model Transportation Demand Management (TDM) ordinance/resolution (formerly called the Model Transportation Systems Management Ordinance/resolution) contained in this appendix was adopted by the Contra Costa Transportation Authority (CCTA) in 2013 to provide local jurisdictions with an example of how both the Authority's policy requirements for TDM and recent changes in State and Regional legislation could be incorporated into an updated local ordinance. Transportation projects and programs must now also reduce greenhouse gas (GHG) emissions (SB 375). The original CCTA model TSM Ordinance was approved in 1995 and revised in 1997 to reflect legislative requirements at the time. All Contra Costa jurisdictions' TDM Ordinances/Resolutions were approved and revised subsequently.

Each jurisdiction must have an updated and approved TDM Ordinance or Resolution in order to comply with the CCTA Growth Management Program (GMP) requirements and Conditions of Compliance Checklist submittals. Jurisdictions must complete, and each Council or Board must approve the CCTA

Growth Management Program's biennial Conditions of Compliance Checklist. Upon submittal and CCTA approval of the Compliance Checklist, a jurisdiction is eligible to receive its share of Local Street and Road Maintenance (LSM) funds. The LSM funding for each jurisdiction is based upon its percentage of the County's total population and total road miles.

The TDM Ordinance/Resolution is one section of CCTA's GMP Conditions of Compliance Checklist and is intended to provide actions to reduce vehicle trips, vehicle miles traveled and with more recent legislative requirements, GHG emissions. <sup>1</sup>

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<sup>1</sup> Legislative requirements include Measure J Growth Management Program TDM requirements which include an adopted TDM Ordinance/Resolution with biennial Conditions of Compliance Checklist; RTPC Action Plans; the Countywide Transportation Plan (CTP) elements including the Sustainability Action Plan; SB 1339 (Employer pre-tax benefit requirements); Congestion Management Program (CMP); AB 32 and SB 375; the CA Clean Air Act, etc.).

**REVISED MODEL TDM ORDINANCE/RESOLUTION**

for the Measure J Growth Management Program

[CITY/TOWN/COUNTY OF \_\_\_\_\_]

ORDINANCE NO. \_\_\_\_\_ AMENDING ORDINANCE NO. \_\_\_\_\_, AS  
AMENDED BY ORDINANCE NO. \_\_\_\_, REQUIRING TRANSPORTATION  
DEMAND MANAGEMENT

AN ORDINANCE/RESOLUTION TO UPDATE TRANSPORTATION DEMAND  
MANAGEMENT REQUIREMENTS WITH RESPECT TO THE ADOPTION OF  
NEW POLICIES, PURPOSES, GOALS AND OBJECTIVES FOR THE  
CITY/COUNTY TRANSPORTATION DEMAND MANAGEMENT PROGRAM

**WHEREAS**, pursuant to the requirements of Contra Costa Measure C on the  
1988 General Ballot, each jurisdiction within Contra Costa County was required,  
as a condition of receiving Measure C Local Street Maintenance and  
Improvement funds from the one half cent sales tax imposed by Measure C, to  
adopt a Transportation Systems Management (“TSM”) Ordinance or other  
mitigations to promote carpools, vanpools, and park and ride lots; and



**WHEREAS**, pursuant to the Measure C Ordinance, the Contra Costa Transportation Authority (the “Authority”) drafted and adopted a model TSM Ordinance for use by local jurisdictions in developing local ordinances for adoption and implementation; and

**WHEREAS**, the model TSM Ordinance drafted by the Authority was adopted [with amendments] by (City/Town/County of \_\_\_\_\_) as Ordinance No. \_\_\_\_ on \_\_\_\_\_, 1995\_ (the “TSM Ordinance”); and

**WHEREAS** due to federal, state and local legislative requirements, the Authority’s revised model TSM ordinance was [modified and] adopted [with amendments] by (City/Town/County of \_\_\_\_\_) as Ordinance No. \_\_\_\_\_ on \_\_\_\_\_, 1997\_; and

**WHEREAS**, since the 2004 Measure J Growth Management Program (GMP) allows for either a TDM Ordinance or Resolution (formerly known as a TSM Ordinance or Resolution) and, that the GMP allows cities with a small employment base to adopt alternative mitigation measures in lieu of a TDM Ordinance or Resolution;

**WHEREAS**, the City/County’s TDM program implementation requirements within the Measure J Growth Management Program Conditions of Compliance checklist are primarily developed and administered through the Contra Costa Transportation Authority’s RTPC TDM Programs; and

**WHEREAS**, all jurisdictions in California are now required to develop measures to achieve a reduction in VMT and GHG emissions through legislation under AB 32 and SB 375; and

**WHEREAS**, Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions reductions can be achieved and quantified on behalf of all Contra Costa jurisdictions through each Regional Transportation Planning Committee’s (RTPC’s) TDM Program 2; and

---

<sup>2</sup> Using the Bay Area Air Quality Management District’s (BAAQMD) adopted methodology, the program has achieved cost effectiveness ratings by the BAAQMD since the program’s inception in 1992.

**WHEREAS**, much traffic congestion and mobile source greenhouse gas emissions are generated from commute and school-based trips; and

**WHEREAS**, the RTPC TDM Programs support the City/County's efforts to reduce vehicle miles traveled and GHG emissions by way of programs which support Sustainable Action Plans, the CCTA Countywide Transportation Plan's Sustainable Action Plan, subregional RTPC Action Plans and other State and Regional requirements.

**NOW, THEREFORE, BE IT ORDAINED AS FOLLOWS:**

**SECTION 1. Findings.**

- A. Transportation Demand Management has the potential to reduce vehicle trips and vehicle emissions very cost-effectively without major roadway improvements and to maximize the efficiency of the roadway system;
- B. For many years prior to the passage of Measure C in 1988, local jurisdictions developed and implemented a variety of TDM projects and programs and integrated TDM elements into land use policy;
- C. Since 1992, CCTA has allocated Measure C, Measure J funds and Transportation Fund for Clean Air ("TFCA") funds to four RTPC TDM programs for the implementation of Measure C, Measure J and Clean Air Plan goals;
- D. Since 2004 the Metropolitan Transportation Commission has delegated responsibilities to the RTPC TDM Programs to implement employer-based trip reduction programs;
- E. In 2004, Contra Costa voters reauthorized the half-cent transportation sales tax with the passage of Measure J with Line 17 Commute Alternatives in the Countywide Expenditure Plan, which continues RTPC TDM Program implementation of Commute Alternative programs on behalf of Contra Costa jurisdictions which reduce vehicle miles traveled and greenhouse gas emissions;

- F. The Countywide Comprehensive Transportation Plan incorporates each Regional Committee's Action Plan for Routes of Regional Significance, which support specific TDM goals, objectives and actions;
- G. Over the past twenty years, the RTPC TDM programs have been successful in reducing vehicle trips and emissions at the employment sites specified in the TDM Ordinance, as well as in schools and through community outreach where programs have been implemented;
- H. Since the adoption of the TDM Ordinance, TDM efforts have been expanded to include all aspects of the transportation system including: employer-based commute programs, trip reduction incentive programs, encouragement of transit ridership, enhancement of bicycle infrastructure, incorporation of new technologies into the system, promotion of clean fuel vehicle utilization, school-based trip reduction, community outreach, and the integration of TDM elements into land use policy and related enhancements;
- I. In adopting this Ordinance/Resolution No. \_\_\_\_\_, cooperation and coordination with local jurisdictions and RTPC TDM programs are acknowledged as having the potential to enhance the efficiency and cost-effectiveness of these efforts; accordingly the Board/Council directs the RTPC TDM to take steps to implement TDM in accordance with the policies, goals and objectives set forth herein.

## **Section 2. Repeal of TSM Ordinance/Resolution.**

The TSM Ordinance/Resolution (No. \_\_\_\_\_) is hereby repealed.

## **Section 3. Adoption of a new TDM Ordinance/Resolution.**

**Section 3\_ is added to read in full as follows:**

### **Goals and Objectives**

The goal of the TDM Ordinance/Resolution as amended is to ensure the continuation of a proactive TDM program effort aimed at reducing vehicle trips, vehicle miles, vehicle emissions and traffic congestion in the most efficient and cost effective manner.

The objective of this section is to establish the following policies:

To participate, in conjunction with local jurisdictions and its RTPC, through the local RTPC TDM Program, in a proactive effort to support and develop projects and programs which will support Measure J TDM goals as described in the RTPC Action Plan, the Countywide Comprehensive Transportation Plan, the Measure J Strategic Plan, the Congestion Management Plan, Sustainable Community Strategies, Sustainable Action Plans, and/or the Bay Area Clean Air Plan.

The following purposes, goals and objectives are adopted in order to assist the City/County and its designee to continue implementation of the TDM Ordinance/Resolution and programs:

- A. To incorporate TDM elements into local Sustainability Action Plans, the Countywide Transportation Plan's Sustainability Action Plan, Sustainable Community Strategies (AB 32 and SB 375), RTPC Action Plans, and other trip reduction/emissions reduction efforts,
- B. To promote maximum efficiency in the existing transportation system and to further the transportation trip reduction and emission reduction goals of the aforementioned state, regional and subregional plans;
  - (a) Promoting and encouraging the use of transit, ridesharing, bicycling, walking, flexible work hours, telecommuting and other options as alternatives to solo driving to reduce VMT and GHG emissions;
  - (b) Incorporating TDM elements into the land use review and planning process;
  - (c) Developing proactive programs and/or projects either alone or in conjunction with other jurisdictions, transit operators, the private sector, or with the local jurisdiction's regional transportation planning committee, aimed at achieving these goals;
  - (d) Considering the incorporation of appropriate technology designed to reduce emissions, promote trip generation alternatives, and related technology into the transportation system;

- (f) Encouraging and supporting zero-emission technology use and availability to the public;
- C. To reflect an ongoing commitment to expand TDM activities in order to achieve traffic congestion management and air quality goals.
- D. To comply with applicable regional, state and federal laws as well as with Measure J Growth Management Program requirements pertaining to TDM.
  - (a) Developing, implementing and monitoring an employer-based trip reduction program which will:
    - (i) Ensure compliance with legislation and assist employers by providing commute information and commute benefit assistance for employees (e.g. pre-tax benefits, parking cash-out and other programs);
    - (ii) Provide survey distribution and analysis of employment sites and report on trip reduction and emission reduction outcomes and strategies;
    - (iii) Provide commute alternative assistance, worksite relocation commute services, and trip reduction incentive programs to employers;
    - (iv) Encourage employers to promote local and regional events/campaigns to increase trip reduction and GHG emission reductions;
  - (b) Providing implementation measures and support through the TDM programs which enhance options to the single occupant vehicle to the community at- large and through school or student-based programs;
  - (c) Providing trip reduction and emissions reduction data to the City/County for inclusion in Sustainable Action Plans, RTPC Action Plans, and the TDM section of the GMP Conditions of Compliance Checklists, to assist in meeting trip reduction and GHG reduction goals and objectives.
- E. To incorporate these TDM elements into the City/County land use review and planning process.

THIS ORDINANCE/RESOLUTION SHALL BE ADOPTED BY APPROVAL OF [A MAJORITY OF THE MEMBERS OF] THE BOARD/COUNCIL AT A DULY AND LAWFULLY NOTICED MEETING OF SUCH BODY AND SHALL BECOME EFFECTIVE IN ACCORDANCE WITH APPLICABLE REQUIREMENTS OF LAW AS TO ITS ENACTMENT.



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

November 7, 2013

Janet Abelson, Chair

Kevin Romick,  
Vice Chair

Newell Arnerich

Tom Bull

David Durant

Federal Glover

Dave Hudson

Mike Metcalf

Karen Mitchell

Julie Pierce

Robert Taylor

Hon. David Durant, Chair  
TRANSPAC  
City of Pleasant Hill  
100 Gregory Lane  
Pleasant Hill, CA 94523-3323

Subject: Expiration of Authority Member Term and Appointment of Representative for the  
February 1, 2014 through January 31, 2016 Period

Dear Chair Durant:

CCTA Commissioner Pierce's term on the Authority Board will be expiring on January 31, 2014.  
TRANSPAC should either reappoint or replace Commissioner Pierce for the two-year period  
from February 1, 2014 through January 31, 2016. The alternate(s) to Commissioner Pierce  
must also be reappointed or replaced.

Please notify the Authority in writing of your appointments. We would also appreciate if you  
would provide us contact information 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 5<sup>th</sup> and February 6<sup>th</sup>, respectively), and then formally at the Authority Board  
Meeting on February 19<sup>th</sup>, 2014.

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

Sincerely,

Randell H. Iwasaki  
Executive Director

2899 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

cc: Barbara Neustadter, TRANSPAC Staff  
Commissioner's File

Indian Wells  
(760) 568-2811  
Irvine  
(949) 263-2800  
Los Angeles  
(213) 617-8100  
Ontario  
(909) 989-8584

**BBK**  
**BEST BEST & KRIEGER**  
ATTORNEYS AT LAW

2001 N. Main Street, Suite 390, Walnut Creek, CA 94596  
Phone: (925) 977-3300 | Fax: (925) 977-1870 | [www.bbklaw.com](http://www.bbklaw.com)

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Sacramento  
(916) 325-4000  
San Diego  
(619) 525-1300  
Washington, DC  
(202) 766-0600

Malathy Subramanian  
(925) 977-3303  
[msubramanian@bbklaw.com](mailto:msubramanian@bbklaw.com)

November 5, 2013

VIA EMAIL [[BANTRANS@SBCGLOBAL.NET](mailto:BANTRANS@SBCGLOBAL.NET)]

Barbara Neustadter  
Manager  
TRANSPAC  
2300 Contra Costa Boulevard, Suite 360  
Pleasant Hill, California 94523

Re: Legal Representation

Dear Barbara:

ABOUT OUR REPRESENTATION

Best Best & Krieger LLP is pleased to provide the City of Pleasant Hill ("City") with legal counsel pertaining to the formation of a TRANSPAC Joint Powers Authority ("JPA") made up of the cities of Clayton, Concord, Martinez, Pleasant Hill and Walnut Creek, and Contra Costa County and related matters dealing with employment issues. This letter constitutes our agreement setting the terms of our representation.

CONFIDENTIALITY AND ABSENCE OF CONFLICTS

An attorney-client relationship requires mutual trust between the client and the attorney. It is understood that communications exclusively between counsel and the client are confidential and protected by the attorney-client privilege.

To also assure mutuality of trust, we have maintained a conflict of interest index. The California Rules of Professional Conduct defines whether a past or present relationship with any party prevents us from representing the City. Similarly, the City's name will be included in our list of clients to ensure we comply with the Rules of Professional Conduct.

We have checked the following names against our client index: *City of Pleasant Hill and Clayton, Concord, Martinez, Walnut Creek, and Contra Costa County as interested parties.* Based on that check, we find we can represent the City. Please review the list to see if any other persons or entities should be included. If you do not tell us to the contrary, we will assume that this list is complete and accurate. We request that you update this list for us if there are any changes in the future.



YOUR OBLIGATIONS ABOUT FEES AND BILLINGS

The public agency billing rates for attorneys and paralegals for this engagement are as follows: Partner \$350, Associate \$268 and Paralegal \$185. Isabel Safie's billing rate for this matter as an associate will be \$300 per hour. Our billing policies are described in the attached memorandum. You should consider this memorandum part of our agreement as it binds both of us. For that reason, you should read it carefully.

NEW MATTERS

When we are engaged by a new client on a particular matter, we are often later asked to work on additional matters. You should know that such new matters will be the subject of a new signed supplement to this agreement.

HOW THIS AGREEMENT MAY BE TERMINATED

The City, of course, has the right to end our services at any time. If so, the City will be responsible for the payment of fees and costs accrued but not yet paid, plus reasonable fees and costs in transferring the case to the City or its new counsel. By the same token, we reserve the right to terminate our services upon written notice, order of the court, or in accordance with our attached memorandum. This could happen if the City fails to pay our fees and costs as agreed, fails to cooperate with us in this matter, or if we determine we cannot continue to represent the City for ethical or practical concerns.

On a personal note, we are pleased that you have selected Best Best & Krieger LLP to represent the City on this matter. We look forward to a long and valued relationship with you and appreciate your confidence in selecting us to represent the City. If you have any questions at any time about our services or billings, please do not hesitate to call me.

If this letter meets with your approval, please have it signed by an authorized person, date it, and return the original to us. If you'd like us to begin work sooner, you can send as an advance copy of the signed agreement by e-mail along with the necessary documents you'd like us to review. Unless the agreement is signed, dated and the original returned to us, we will not represent the City in any capacity, and we will assume that you have made other arrangements for legal representation.

Very truly yours,



Malathy Subramanian  
of Best Best & Krieger LLP

Enclosures

Barbara Neustadter  
November 5, 2013  
Page 3

Agreed and accepted this \_\_\_\_\_ day of November, 2013.

CITY OF PLEASANT HILL

By: \_\_\_\_\_  
Its: \_\_\_\_\_

### **BEST BEST & KRIEGER LLP'S BILLING POLICIES**

Our experience has shown that the attorney-client relationship works best when there is mutual understanding about fees, expenses, billing and payment terms. Therefore, this statement is intended to explain our billing policies and procedures. Clients are encouraged to discuss with us any questions they have about these policies and procedures. Clients may direct specific questions about a bill to the attorney with whom the client works or to our Accounting Department. Any specific billing arrangements different from those set forth below will be confirmed in a separate written agreement between the client and the firm.

#### **FEES FOR PROFESSIONAL SERVICES**

Unless a flat fee is set forth in our engagement letter with a client, our fees for the legal work we will undertake will be based in substantial part on time spent by personnel in our office on that client's behalf. In special circumstances which will be discussed with the client and agreed upon in writing, fees will be based upon the novelty or difficulty of the matter, or the time or other special limitations imposed by the client.

Hourly rates are set to reflect the skill and experience of the attorney or other legal personnel rendering services on the client's behalf. Time is accrued on an incremental basis for such matters as telephone calls (minimum .3 hour) and letters (minimum .5 hour), and on an actual basis for all other work. Unless alternative rates are set forth in our engagement letter, our attorneys are currently billed at rates from \$225 to \$625 per hour, and our administrative assistants, research assistants, paralegals and law clerks are billed at rates from \$110 to \$260 per hour. These hourly rates are reviewed annually to accommodate rising firm costs and to reflect changes in attorney status as lawyers attain new levels of legal experience. Any increases resulting from such reviews will be instituted automatically and will apply to each affected client, after advance notice.

#### **FEES FOR OTHER SERVICES, COSTS AND EXPENSES**

We attempt to serve all our clients with the most effective support systems available. Therefore, in addition to fees for professional legal services, we also charge separately for some other services and expenses to the extent of their use by individual clients. These charges include but are not limited to, mileage at the current IRS approved rate per mile, extraordinary telephone and document delivery charges, copying charges, computerized research, court filing fees and other court-related expenditures including court reporter and transcription fees. No separate charge is made for secretarial or word processing services; those costs are included within the above hourly rates.

We may need to advance costs and incur expenses on your behalf on an ongoing basis. These items are separate and apart from attorneys' fees and, as they are out-of-pocket charges, we need to have sufficient funds on hand from you to pay them when due. We will advise the client from time to time when we expect items of significant cost to be incurred, and it is required that the client send us advances to cover those costs before they are due.

#### MONTHLY INVOICES AND PAYMENT

Best Best & Kricger LLP provides our clients with monthly invoices for legal services performed and expenses incurred. Invoices are due and payable upon receipt.

Each monthly invoice reflects both professional and other fees for services rendered through the end of the prior month, as well as expenses incurred on the client's behalf that have been processed by the end of the prior month. Processing of some expenses is delayed until the next month and billed thereafter.

Our fees are not contingent upon any aspect of the matter and are due upon receipt. All billings are due and payable within ten days of presentation unless the full amount is covered by the balance of an advance held in our trust account. If a bill is not paid within 30 days, a late charge of one percent per month on the unpaid invoice shall be added to the balance owed, commencing with the next statement and continuing until paid.

It is our policy to treat every question about a bill promptly and fairly. It is also our policy that if a client does not pay an invoice within 60 days of mailing, we assume the client is, for whatever reason, refusing to pay. We will then advise the client by letter that the client may pay the invoice within 14 days or the firm will take appropriate steps to withdraw as attorney of record. If the delay is caused by a problem in the invoice, we must rely upon the client to raise that with us during the 14-day period. This same policy applies to fee arrangements which require the client to replenish fee deposits or make deposits for anticipated costs.

From time to time clients have questions about the format of the bill or description of work performed. If you have any such questions, please ask them when you receive the bill so we may address them on a current basis.

#### CHANGES IN FEE ARRANGEMENTS AND BUDGETS

It may be necessary under certain circumstances for a client to provide an advance payment for fees after the commencement of our engagement and depending upon the scope of the work. Any such changes in fee arrangements will be discussed with the client and mutually agreed in writing. Because of the uncertainties involved, any estimates of anticipated fees that we provide at the request of a client for budgeting purposes, or otherwise, can only be an approximation of potential fees.

**BEST BEST & KRIEGER LLP**

## **EXECUTIVE DIRECTOR'S REPORT**

### **November 20, 2013**

#### **Maureen and Mike Mansfield Foundation Meeting: October 10 – 11, 2013**

I was invited to participate in the final of a series of seven meetings held to facilitate U.S.-Japan cooperation on an Integrated Approach to reducing emissions from passenger vehicles. The meeting was held in Sendai, Japan. The program began with discussion sessions reviewing central themes and conclusions from the first six meetings and discussing key developments. The goal of the meeting was to produce a draft of a document that concisely articulates the tangible value of the Integrated Approach to transportation.

#### **20<sup>th</sup> ITS World Congress: October 13 - 18, 2013**

I attended the ITS World Congress in Tokyo, Japan. The ITS World Congress board met on the 13<sup>th</sup> of October. The board is made up of representatives from Asia Pacific, Europe, and the Americas. I was asked to give a short speech on Mobile Applications at the board meeting. I attended the opening ceremony on the 14<sup>th</sup> at the Tokyo International Forum. The organizers held a VIP dinner after the opening ceremony. On the 15<sup>th</sup>, I attended the opening Plenary. The topic was how to expand the use of ITS into new domains to realize better mobility. At noon there was a session on Automated and Connected Vehicles. Transportation leaders from the major automobile manufacturers gave their thoughts about the future of driverless and connected vehicles. I spent some time in the exhibition hall talking to vendors about their products and services.

#### **California's Public and Community Transportation Conference and Expo: October 16-18, 2013**

Peter Engel attended the California Public and Community Transportation Conference and Expo which combined the memberships of both the California Transit Association (CTA) and the California Association for Coordinated Transportation (CalACT). Also in attendance were many of our Contra Costa transit and paratransit partners. Peter focused his time on sessions relating to performance measurement, technology and mobility management.

#### **City of Lafayette: October 17, 2013**

Lafayette City Manager Steve Falk and City Engineer Tony Coe met with Ross Chittenden, Martin Engelmann and me to discuss their downtown parking issues and how to begin studying a congestion relief project for downtown Lafayette. We have scheduled a meeting with Streetline, BART, the City of Lafayette and CCTA to begin discussing how to address the parking issues.

#### **International Association of Chinese Geotechnical Engineers: October 23 – 27, 2013**

On Saturday morning, I gave one of the three speeches at the opening ceremony of the IACGE's 2<sup>nd</sup> annual Conference on Geotechnical and Earthquake Engineering held in Chengdu, China. I also was a keynote speaker on a panel later in the day. My presentation was titled the San



Francisco – Oakland Bay Bridge Design, Construction and Management. There were about 2,000 attendees at the conference.

**Long Term Pavement Performance Committee:** October 29 – 30, 2013

I attended the LCOM meeting in Washington, DC. We reviewed the Federal Highway Administration's response to the 32<sup>nd</sup> Letter Report. Highway infrastructure owner's largest asset is the roadway. The effort to gather data regarding pavement performance under loads is important for future engineers to make good pavement design decisions. The latest performance test is using warm mix asphalt (WMA). In an attempt to reduce GHG emissions, pavement designers have developed an asphalt concrete mix that doesn't require high temperatures in the manufacturing process. Many states are beginning to use WMA.

**Civil Integrated Management TRB Panel:** October 29 – 30, 2013

Ivan Ramirez was selected to participate on a National Cooperative Highway Research Program project. The meeting was held at TRB headquarters in Washington, DC. The seven member committee wrote the RFP to help select the consulting team that will do the research regarding the use of software from project development through construction. He will be returning to Washington to select the winning proposal.

**Town Hall Meeting:** October 30, 2013

I was asked to participate on a panel for Senator DeSaulnier's Town Hall series. The topic of my speech was the future of transportation. The event was held in Orinda. Orinda Mayor Amy Worth kicked off the event. Tom West, UC Berkeley, and Anthony Levandowski, Google, participated on the panel and gave insights to their vision of the future of transportation.

**The Northern California Marine Highway – M580 Dedication:** November 1, 2013

Ross Chittenden and I were invited to participate in the ribbon cutting ceremony for the Marine Highway project that connects the Port of Stockton with the Port of Oakland. The project had a number of funding sources, but when we were at Caltrans, we provided support from Prop 1B and a letter of support for a TIGER grant. This project moves freight through the Delta waterway thus reducing the amount of truck trips on I-80 and I-580.

**SR 4 Construction Tour:** November 1, 2013

Ivan Ramirez, Ross Chittenden and I toured the SR 4 project. Caltrans had just opened four lanes and an Auxiliary lane from Railroad to just past Loveridge. This helps reduce the amount of delay in the corridor.

**East Bay Leadership Council:** November 5, 2013

Ross Chittenden and I participated the East Bay Leadership Council's transportation subcommittee's strategic planning session. We provided our input to their plan for the upcoming year.

**ARTBA Western Leadership Team Phone Call:** November 6, 2013

I gave the WLT an update on the National Freight Advisory Committee. There is a lot of interest in the National Freight Strategic Plan.

**APWA Public Works Director Roundtable:** November 6, 2013

I participated in the APWA Roundtable. At the end of the APWA meetings, there are six tables with six public works directors. I had been asked for the past two years to staff one of the tables, and it was a great opportunity to talk about CCTA's program. The participants were very engaged and asked a lot of questions about transportation.

**Research, Innovation and Technology Subcommittee Teleconference:** November 7, 2013

I held the second teleconference with my National Freight Advisory Committee (NFAC) subcommittee. The NFAC's work was put on hold during the federal government shutdown. We were provided an update from our federal staff members on the subcommittee and answered questions from our subcommittee members.

**ACEC Excellence in Engineering Awards:** November 8, 2013

I was asked to be a judge for ACEC's Awards. There were almost 50 applications for various categories. The judges met in Sacramento to select the winners. There were a lot of innovative projects.

**National Freight Advisory Committee Teleconference:** November 8, 2013

The NFAC Chair Ann Schneider and Vice Chair Mort Downey held a teleconference to allow the subcommittees to report progress and ask questions. This call also prepared the subcommittee co-chairs and staff for the upcoming 3-day NFAC meeting on November 19 – 21. I won't be attending the subcommittee meeting, visioning session, and the NFAC meeting because it conflicts with the November Authority meeting.

**San Francisco Chronicle Interview:** November 11, 2013

I was interviewed by Michael Cabanatuan from the San Francisco Chronicle regarding the upcoming Caldecott Fourth Bore opening and its impacts on both local and regional travel.

**Contra Costa Times Interview:** November 12, 2013

I was interviewed by Denis Cuff from the Contra Costa Times regarding the upcoming Caldecott Fourth Bore opening. He was interested in travel benefits to Contra Costans on weekdays and weekends, when the tunnel will open, and the differences among the various bores in their Fire, Life, and Safety technology.

**Governing – FutureStructure Summit:** November 12, 2013

Commissioners Pierce, Tatzin and Worth and I attended the FutureStructure workshop held in San Francisco. I participated on a transportation panel with Gabe Klein, Transportation Director for the City of Chicago, Illinois, and Kelly Reagan, Fleet Administrator for the City of Columbus, Ohio. We talked about new ideas, policies and technologies needed to keep pace with 21<sup>st</sup> century mobility needs. FutureStructure provides a new way of thinking about how to plan our cities and communities in ways that ensure vitality and sustainability.

**TriLink SR-239 Public Open House:** November 12, 2013

Martin Engelmann and the PTG Consultant team hosted a Public Open House at the City of Livermore Council Chambers. The purpose of the Open House was to receive public input on TriLink – a proposed transportation facility that would connect Brentwood to the I-580/205

corridor west of Tracy. In coordination with Supervisor Haggerty's Office, flyers were distributed to all of the residents of East Alameda County who live near the proposed corridor, notifying them of the upcoming workshop. Approximately 13 members of the public attended the Open House.

**SR 4/SR 160 Ramp Connectors Project Bid Opening:** November 13, 2013

Six bids for the SR 4/SR 160 Ramp Connectors Project were received and opened on November 13<sup>th</sup>. The apparent low bidder was RGW Construction, Inc., with a bid of \$31,797,904.44. After factoring in a 10 % contingency, supplemental funds and state furnished materials, the bid is 7.2% under the engineer's estimate.

**Andy Ross Interview:** November 14, 2013

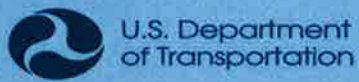
I was interviewed by Andy Ross of Matier and Ross on November 14<sup>th</sup>. He asked about new BART stops in Contra Costa and Alameda Counties. I said that CCTA was in the process of updating its Countywide Transportation Plan (CTP), and that WCCTAC was looking at how to accommodate additional transit demands related to the new Lawrence Berkeley National Laboratory campus in Richmond.

***Prior Reporting Period – Staff Out of State Travel***

Logos Conference – October 6-8, 2013

Brian Kelleher attended the annual users' conference for New World Systems, the Authorities financial reporting software. Brian attended several classes on annual financial reporting, budgeting and system management. The conference was held in Scottsdale, Arizona. Total costs to the Authority were \$1,514.80.





# National Freight Strategic Plan Overview



**Randy Iwasaki**

Contra Costa Transportation Authority



## National Freight Strategic Plan

U.S. DOT will develop a National Freight Strategic Plan by October 1, 2015 and update every five years thereafter.



## National Freight Policy Goals



MAP-21 Sec. 1115:

(1) to invest in infrastructure *improvements* and to implement operational improvements that—

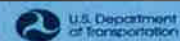
(A) strengthen the contribution of the national freight network to the economic competitiveness of the United States;

(B) *reduce congestion*; and

(C) *increase productivity*, particularly for domestic industries and businesses that create high-value jobs;

(2) to improve the *safety, security, and resilience* of freight transportation;

## National Freight Policy Goals



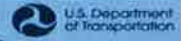
MAP-21 Sec. 1115:

(3) to improve the *state of good repair* of the national freight network;

(4) to use *advanced technology* to improve the safety and efficiency of the national freight network;

(5) to incorporate concepts of *performance, innovation, competition, and accountability* into the operation and maintenance of the national freight network;

## National Freight Policy Goals

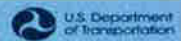


MAP-21 Sec. 1115:

(6) to improve the economic *efficiency* of the national freight network.

(7) to *reduce the environmental impacts* of freight movement on the national freight network.

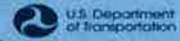
## National Freight Network



National Freight Network consists of:

- (1) Primary Freight Network – 27,000 centerline miles and 3000 additional miles designated by the Secretary as most critical to freight movement
- (2) Portions of Interstate not included on Primary Freight Network
- (3) Critical Rural Freight corridors designated by the States

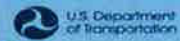
## National Freight Strategic Plan Requirements



### MAP-21 Sec. 1115:

- (A) an assessment of the *condition and performance* of national freight network;
- (B) an *identification of highway bottlenecks* on the national freight network that create significant freight congestion problems, which shall, at a minimum, include —
  - (i) information from the Freight Analysis Network of the Federal Highway Administration; and
  - (ii) to the maximum extent practicable, an estimate of the cost of addressing each bottleneck and any operational improvements that could be implemented;

## National Freight Strategic Plan Requirements



### MAP-21 Sec. 1115:

- (C) *forecasts of freight volumes* for the 20-year period beginning in the year during which the plan is issued;
- (D) an *identification of major trade gateways* and national freight corridors that connect major population centers, trade gateways, and other major freight generators for current and forecasted traffic and freight volumes, the identification of which shall be revised, as appropriate, in subsequent plans;
- (E) an *assessment of statutory, regulatory, technological, institutional, financial, and other barriers* to improved freight transportation performance (including opportunities for overcoming the barriers);

## National Freight Strategic Plan Requirements



### MAP-21 Sec. 1115:

- (F) an identification of routes providing *access to energy exploration, development, installation, or production areas*;
- (G) *best practices* for improving the performance of the national freight network;
- (H) best practices to *mitigate the impacts* of freight movement on communities;
- (I) a *process for addressing multistate projects* and encouraging jurisdictions to collaborate; and
- (J) strategies to improve freight *intermodal connectivity*.

## Conditions & Performance



- Based on National Freight Goals
- At least one performance measure for each goal
- Performance measures should show how well we are achieving our goals
- Will use cross-modal measures to the extent possible
- But will need mode-specific measures in many cases



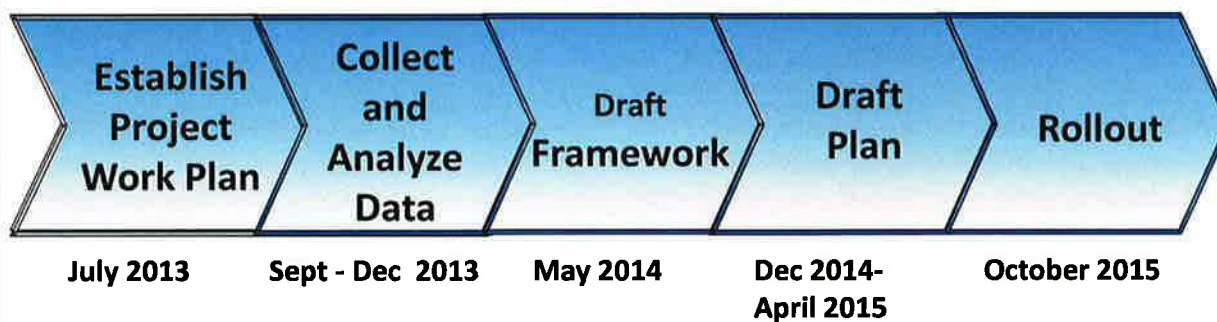
## State Freight Plans

- US DOT must encourage each state to establish freight advisory committees (Sec. 1117) and develop comprehensive state freight plans (Sec. 1118)
- Issued interim guidance on October 15, 2012
- Can be developed independently of or incorporated into the statewide long-range transportation plan
- State Freight Plan required to seek higher federal share for freight projects



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## Timeline



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# Next Steps

## Short-term (July – October 2013)

- Identify NFAC subcommittees
- Input on National Freight Strategic Plan work plan
- Input on stakeholder engagement plan



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CONTRA COSTA  
transportation  
authority

COMMISSIONERS

Janet Abelson,  
Chair

Kevin Romick,  
Vice Chair

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Tom Butt

David Durant

Federal Glover

Dave Hudson

Mike Metcalf

Karen Mitchoff

Julie Pierce

Robert Taylor

## MEMORANDUM

To: Barbara Neustadter, TRANSPAC

Andy Dillard, SWAT, TVTC

Jamar Stamps, TRANSPLAN

Jerry Bradshaw, WCCTAC

Shawna Brekke-Read, LPMC

From:   
Randell H. Iwasaki, Executive Director

Date: November 21, 2013

Re: Items approved by the Authority on November 20, 2013, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its November 20, 2013 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

1. **Draft 2013 Measure J Strategic Plan.** *Staff presented the main components of the draft 2013 Measure J Strategic Plan for review and comment. The 2013 Measure J Strategic Plan reflects revised financial assumptions, anticipated project schedules, and input from the Regional Transportation Planning Committees. The adoption of the Strategic Plan is targeted for December 2013.*
2. **Approval of the City of Pittsburg's Growth Management Program (GMP) Compliance Standing with Respect to Participation in a TRANSPLAN-approved Regional Transportation Mitigation Program (RTMP).** *The Authority approved payment of \$1.25 million in LSM funds to the City of Pittsburg after making a finding that the City of Pittsburg now fully complies with all of the requirements of the Measure J Growth Management Program.*

Randell H. Iwasaki,  
Executive Director

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

# **TRANSPAC Transportation Partnership and Cooperation**

## **2014 MEETING SCHEDULE**

Unless otherwise notified, all meetings are held at 9:00 a.m. at Pleasant Hill City Hall,  
Community Room, 100 Gregory Lane, Pleasant Hill

### **TRANSPAC Meetings**

Second Thursday of every month or as notified. Other meetings as scheduled.

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

### **TAC Meetings**

Fourth Thursday of every month or as notified. NOTE: The November and December TAC meetings are scheduled for alternate dates. Meeting location to be determined.

January 23	July 24
February 27	August 28 (Proposed vacation)
March 27	September 25
April 24	October 23
May 22	November 20 (Alternate date – location TBD)
June 26	December 18 (Alternate date – location TBD)

### **TRANSPAC Backup Meetings**

Held only as needed on the third Thursday of the month.

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

### **TAC Backup Meetings**

Held only as needed on the first Thursday of the month.

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

# TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
2300 Contra Costa Boulevard, Suite 110  
Pleasant Hill, CA 94523  
(925) 969-0841

November 20, 2013

Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Re: Status Letter for TRANSPAC Meeting – November 14, 2013

Dear Mr. Iwasaki:

At its meeting on November 14, 2013, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received reports from Martin Engelmann, CCTA Deputy Director Planning on the Vision, Goals, and Current Issues for the 2014 Countywide Transportation Plan (CTP) when *What is an Action Plan?* and *Discussion Paper: Refining the Vision and Goals for the 2014 Countywide Transportation Plan: Issues and Opportunities* had been presented.
2. Unanimously approved the request of the City of Pleasant Hill for the allocation of \$750,000 Measure J Line 28a funds to complete the financial plan for the Contra Costa Boulevard Improvement Project (Chilpancingo Parkway to Viking Drive), with a future discussion of a protocol for the use of Line 28 funds.
3. Received a report on legal services for Joint Powers Agency (JPA) Formation.
4. Received a report from Lynn Overcashier, 511 Contra Costa.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter

Mr. Randall H. Iwasaki  
November 20, 2013  
Page 2

TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff  
Dave Hudson, Chair – SWAT  
Kevin Romick – TRANSPLAN  
Martin Engelmann, Hisham Noeimi, Danice Rosenbohm, Brad Beck (CCTA)  
Jerry Bradshaw – WCCTAC  
Janet Abelson – WCCTAC Chair  
Jamar I. Stamps – TRANSPLAN  
Andy Dillard – SWAT  
June Catalano, Diana Vavrek, Diane Bentley – City of Pleasant Hill

# **TRANSPAC Transportation Partnership and Cooperation**

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
2300 Contra Costa Boulevard, Suite 110  
Pleasant Hill, CA 94523  
(925) 969-0841

November 26, 2013

Martin Engelmann  
Deputy Director, Planning  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Re: TRANSPAC Comments on the Vision, Goals, and Current Issues  
for the 2014 Countywide Transportation Plan

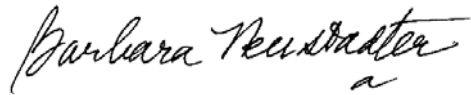
Dear Mr. Engelmann:

At the November 14, 2013 meeting of TRANSPAC, members offered the following comments to the 2014 Countywide Transportation Plan:

- With respect to future growth, preserve existing community values, integrity, and qualities with the use of a term other than “sustainable” in the vision and goals. There is no support for the use of this term which can be misinterpreted by a reader;
- For affordable alternatives to the use of vehicles, promote transit (beyond paratransit) for able, non-driving seniors;
- For alternatives to Complete Streets construction, promote school buses, potentially in combination with busing for able-bodied seniors;
- Protect the transportation system from the frequency and severity of storm surges with or without including reference to the controversial issue of sea level rise;
- Consider ways to improve the transportation system;
- Augment casual carpooling;
- Actively promote telecommuting;
- Shift transportation from a spoke system to a web network;
- Update the current infrastructure with new technology such as electric vehicle infrastructure;
- Place employment centers in more local areas and focus transportation investments on other alternate job locations;
- Promote non-motorized projects on regional routes or parallel regional routes to take the pressure off regional routes;
- Include a list of completed projects since the last CTP.

Martin Engelmann  
November 26, 2013  
Page 2

Sincerely,

A handwritten signature in black ink, reading "Barbara Neustadter" with a small flourish at the end.

Barbara Neustadter  
TRANSPAC Manager

CC: David Durant, TRANSPAC Chair

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
30 Muir Road, Martinez, CA 94553

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November 15, 2013

Mr. Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority (CCTA)  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the Special TRANSPLAN Committee meeting on November 14, 2013.

**RECEIVE presentation on Countywide Transportation Plan (CTP) Vision, Goals, and Current Issues for the 2014 CTP Update.** CCTA staff presented an update on the discussion paper for refining the 2014 CTP Vision and Goals. Comments on the discussion paper are to be submitted to CCTA by no later than November 29, 2013.

**RECEIVE update on Draft East County Action Plan for Routes of Regional Significance and AUTHORIZE the release of the Draft Action Plan for review and comment.** CCTA staff and their consultant, Fehr & Peers, presented an update on the 2013 Draft East County Action Plan for Routes of Regional Significance. The Committee authorized the release of the Draft action plan for review and comment.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, December 12, 2013 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



Jamar Stamps  
TRANSPLAN Staff

c: TRANSPLAN Committee	D. Rosenbohm, CCTA
A. Dillard, SWAT/TVTC	J. Townsend, EBRPD
B. Neustadter, TRANSPAC	D. Dennis, ECCRFFA
J. Bradshaw, WCCTAC	



# SWAT

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

November 5, 2013

Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

RE: SWAT Meeting Summary Report for November 2013

Dear Mr. Iwasaki:

At the **November 4, 2013** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

**Received a presentation on the I-680 Express Lanes Project:** Thanks and appreciation to Susan Miller, CCTA staff; Lisa Klein, MTC staff; and Barbara Laurenson, MTC staff for providing the presentation.

**Received a presentation and update on the Caldecott Tunnel 4<sup>th</sup> Bore Project:** Thanks and appreciation to Ivy Morrison, Circlepoint for providing the presentation.

**Reviewed and provided comment on CCTA's Vision, Goals, and Issues for the 2014 Countywide Transportation Plan Update:** SWAT comments will be forwarded to the Authority via separate letter.

**Received a presentation on the Terraces of Lafayette Development Project.**

The next SWAT meeting is scheduled for Monday, December 2<sup>nd</sup>, 2013 at the City of San Ramon, 2222 Camino Ramon, San Ramon. Please contact me at (925) 314-3384, or [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov), if you should have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Andy Dillard". The signature is fluid and cursive, with the first name "Andy" and last name "Dillard" clearly legible.

Andy Dillard  
Town of Danville/SWAT Administrative Staff

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; Jerry Bradshaw, WCCTAC; Barbara Neustadter, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA