



**Contra
Costa
County**

To: Board of Supervisors

From: Catherine Kutsuris, Conservation & Development Director

Date: January 12, 2010

Subject: Knightsen-Byron Area Transportation Study

RECOMMENDATION(S):

ADOPT Resolution No. 2010/4 (Exhibit A) approving and authorizing the Conservation and Development Director, or designee, to submit a Transportation Planning Grant application to Caltrans for funds up to \$300,000 for FY 2010/11 for the purpose of developing the Knightsen-Byron Area Transportation Study.

FISCAL IMPACT:

None to the General Fund. If awarded, the FY 2010/11 Caltrans Community-Based Transportation Planning Grant would be the funding source for the Knightsen-Byron Area Transportation Study. The maximum grant amount is \$300,000 and the program requires 10% matching funds. Up to one-quarter of the matching funds can be in-kind (staff hours). The remaining funds for the match will be provided from gas tax or Measure J revenue.

BACKGROUND:

The Community-Based Transportation Planning Grant (CBTPG) has \$3 million available statewide to eligible applicants, with a cap of \$300,000 per grant. The purpose of the CBTPG Program is to fund coordinated transportation and land use planning projects that promote public

☒ APPROVE

☐ OTHER

☒ RECOMMENDATION OF CNTY ADMINISTRATOR

☒ RECOMMENDATION OF BOARD COMMITTEE

Action of Board On: **01/12/2010** ☒ APPROVED AS RECOMMENDED ☐ OTHER

Clerks Notes:

VOTE OF SUPERVISORS

AYE: John Gioia, District I Supervisor

Gayle B. Uilkema, District II
Supervisor

Mary N. Piepho, District III
Supervisor

Susan A. Bonilla, District IV
Supervisor

Federal D. Glover, District V
Supervisor

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

ATTESTED: January 12, 2010

David Twa, County Administrator and Clerk of the Board of Supervisors

By: Katherine Sinclair, Deputy

Contact: Jamar Stamps,
925-335-1220

BACKGROUND: (CONT'D)

engagement, livable communities, and a sustainable transportation system which includes mobility, access, and safety. Products delivered under this Program are expected to be a documented study, plan, or concept that can be used by the applicant to further smart growth and a community's sustainability. The County has submitted applications in the past under this program to develop plans for streetscape improvements along Bailey Road and Willow Pass Road pursuant to the Pittsburg-Bay Point BART Station Area Specific Plan. While Caltrans did not award a grant, this project was recently funded under the Transportation for Livable Communities program administered by the Contra Costa Transportation Authority.

Last year the County submitted an application for the Knightsen-Byron Area Transportation Study under the CBTPG Program, but the project was not awarded funding. This study proposes to re-evaluate the Circulation Element of the General Plan to improve its consistency with the Urban Limit Line and related policies that support preservation of non-urban agricultural, open space and other areas identified outside this line. The study area includes portions of land designated as Agricultural Core in the County General Plan. This area is also a Priority Conservation Area, which is a designation developed by the Association of Bay Area Governments to describe areas that encompass regionally significant conservation values and demonstrate community support and an urgent need for protection within five years. This study would be conducted in cooperation with the Knightsen Municipal Advisory Council, Byron Municipal Advisory Council, Discovery Bay Community Services District and the cities of Oakley and Brentwood. Potential outcomes of the study include:

- Revisions to the Circulation Element and related General Plan policies for the study area;
- Revisions to the off-site fee program that funds transportation upgrades in the area; and
- Zoning revisions for ultimate road cross sections and frontage improvements.

After being notified last year that the project would not receive funding, County staff contacted Caltrans to find out what areas of the application could be improved for future submittal. Caltrans indicated that the project justification is strong and has key stakeholder support, that it still warrants consideration, and encouraged re-submittal during the next grant cycle. Caltrans advised that the application needs to be stronger in the following areas:

- More information on how environmental clearance would be funded;
- Greater detail on public outreach and engagement and how will the County engage stakeholders; and
- Creation of more “innovative outreach techniques.”

Staff will provide more detail in how these elements will be delivered. The project description and scope of work will be revised to reflect how CEQA clearance will be

funded, and present detailed and specific public outreach and stakeholder engagement techniques, and how they will be achieved through the plan development process.

Other potential projects considered by County staff for this grant program are listed below:

Pacheco Boulevard/Vine Hill Area Street Standards: Unincorporated land adjacent to Martinez is undergoing infill development pressure. This project would develop design standards for future road improvements on Pacheco Boulevard and local streets to ensure these roads develop consistent with the County's "Complete Streets" policies and can support planned infill development. This project would be conducted in cooperation with the Municipal Advisory Council and the City of Martinez. Deliverables would include design standards, zoning requirements and a maintenance program.

San Pablo Dam Road/Appian Way Corridor Study: El Sobrante, an unincorporated community, is a Priority Development Area, which is a designation developed by the Association of Bay Area Governments to describe communities where additional development is planned and supported. In response to community concerns, the County is in the process of amending the General Plan to limit future street widening while supporting mixed-use development along San Pablo Dam Road and Appian Way. After the General Plan is amended, design standards will be needed to define the ultimate upgrades to San Pablo Dam Road and Appian Way. These upgrades need to support mixed-use development and the County's "Complete Streets" policies. This project would be conducted in cooperation with the Municipal Advisory Council and cities of San Pablo, Richmond and Pinole. Deliverables would include design standards, zoning requirements and a maintenance program.

Boulevard Way Streetscape Plan: Saranap is an unincorporated community which is served by Boulevard Way. This road extends from Olympic Boulevard at Tice Valley Boulevard to Mount Diablo Boulevard at State Route 24. A portion of Boulevard Way is located in Walnut Creek. Their general plan directs the city to work with the County to study "narrowing Boulevard Way to improve the pedestrian character and to provide land for intensification of development and pedestrian amenities," with a time frame to take such action by 2015. The County has a 1969 precise alignment adopted for Boulevard Way which is no longer consistent with the County General Plan. A joint study would be conducted by the County and Walnut Creek to determine the ultimate configuration of this road, and adjoining land uses. Deliverables would include design standards, zoning requirements and a maintenance program.

Exhibit B to this Board Order provides an evaluation matrix that was used to evaluate the County's potential projects for the Caltrans grant program. These projects address transportation planning issues that are current priorities for the County, and were evaluated using the transportation goals established by Caltrans for the grant program. The Knightsen-Byron Area Transportation Study rated highest as potentially the most favorable project to be evaluated by Caltrans. County staff will move forward on addressing the planning issues for the other project areas described in the matrix as

opportunities arise.

The Transportation Water and Infrastructure Committee reviewed this report at its December 14 meeting and support this recommendation to the Board.

ATTACHMENTS

Resolution No. 2010/4

Exhibit B