

State Transportation Legislation Goals for 2007

Adopted by the Contra Costa County Board of Supervisors, November 2006

SUPPORT increased transportation funding and protection of current transportation funding sources. *While County voters' extension of Measure J and the transportation infrastructure bond measure of November 2006 have increased the funds available for transportation, additional funds are needed to complete the funding for major transportation projects such as the Caldecott Tunnel 4th Bore Project, eBART, and Vasco Road improvements. Funds also are needed to meet a growing number of unfunded state and federal mandates such as the Americans with Disabilities Act and stormwater and habitat preservation requirements. The County supports creation of new transportation funding sources provided the new source doesn't shift any additional revenue away from the state's General Fund.*

SUPPORT regional coordination in addressing transportation needs. *Coordinated planning and delivery of public transit, paratransit, and rail services will help ensure the best possible service delivery to the public. Regional coordination also will be needed to effectively deal with the traffic impacts of gambling casinos such as those proposed for West County. Regional coordination also will be essential to complete planning and development of important regional transportation projects such as State Route 239, improvements to Vasco Road, completion of remaining segments of the Bay Trail, improvements to the Delta DeAnza Regional Trail, and the proposed California Delta Trail.*

SUPPORT efforts to improve safety throughout the transportation system. *The County supports new and expanded projects and programs to improve safety for bicyclists, pedestrians and wheelchair users, as well as projects to improve safety on high-accident transportation facilities. Data on transportation safety would be improved by including global positioning system (GPS) location data for every reported accident to assist in safety analysis and planning. The County also supports school safety improvement programs such as crossing guards, Safe Routes to Schools (SR2S) grants, efforts to improve the safety and security of freight transportation system including public and private maritime ports, airports, rail yards, railroad lines and sidings. The County also supports limits or elimination of public liability for installing traffic-calming devices on residential neighborhood streets.*

SUPPORT funding or incentives for the use of renewable resources in transportation construction projects. *The County seeks and supports grant programs, tax credits for manufacturers, state purchasing programs, and other incentives for local jurisdictions to use environmentally friendly materials such as the rubberized asphalt (made from recycled tires) that the County has used as paving material on San Pablo Dam Road and Pacheco Boulevard.*

SUPPORT streamlining the delivery of transportation projects. *The length of time and amount of paperwork should be reduced to bring a transportation project more quickly through the planning, engineering and design, environmental review, funding application, and construction phases. This could include streamlining the environmental review process and also streamlining all state permitting requirements that pertain to transportation projects.*

SUPPORT efforts to better link transportation planning and land use planning. *Local jurisdictions should be given financial or regulatory incentives for incorporating transit oriented development in their General Plans, particularly for areas where rail stations are planned. The County also seeks financial or regulatory assistance for implementation of existing plans for transit-oriented development, incentives for development of additional affordable housing, and for providing housing and transportation improvements near state-owned facilities such as courts, schools, jails and state offices. The County supports efforts to better coordinate planning between school districts and local jurisdictions such as joint efforts to select sites for new schools, and funding programs that foster collaboration to help finance off-site transportation improvements for access to schools.*

SUPPORT efforts to reduce the impacts of freight transportation on neighboring communities. *Where improvements are planned in circulation or access to public and private ports, airports, marine terminals and railroads, these improvements should be made in ways that reduce air pollution, noise and congestion in the affected communities.*